EXHIBIT F

ENVIRONMENTAL DOCUMENTS

CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

CATEGORICAL EXEMPTION – CLASS 32

1904-1906 S. Preuss Road Project

Case Number: ENV-2023-6617-CE
Related Case Numbers: CPC-2023-6115-DB-HCA; VTT-84089-SL-HCA

Project Location: 1904-1906 South Preuss Boulevard

Community Plan Area: West Adams – Baldwin Hills – Leimert Community Plan

Council District: 10 – Heather Hutt

Project Description: The Project involves the demolition of two single-family houses and the subdivision of two lots for the construction, use, and maintenance of a 12-unit small lot development, including one (1) unit reserved for Very Low Income Households. The Project includes the construction of 11 four-story small lot homes and 1 three-story small lot home. Each unit will provide two vehicular parking spaces for a total of 24 vehicle parking spaces. The Project will also provide 12 bicycle parking spaces. In order to permit development of the Project, the City would require approval of the following discretionary actions: (1) Pursuant to Section 12.22 A.25 of the LAMC, Density Bonus Compliance Review to permit a Housing Development Project requesting one (1) On-Menu Incentive and one (1) Waiver of Development Standard: a. An On-Menu Incentive to permit a maximum building height of 48 feet and 3 inches in lieu of 45 feet, otherwise permitted in the RD1.5-1 Zone; b. permit a 10-foot front building line setback in lieu of 15 feet otherwise required by LAMC Section 12.09.1 B.1 and 20 feet otherwise required by Ordinance No. 140,304; and (2) Pursuant to LAMC Section 17.50, a Preliminary Vesting Tentative Tract Map permitting the subdivision of two lots into 12 small lots in conjunction with the construction, use, and maintenance of a 12-small lot development.

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

PREPARED BY:
Brian Silveira & Associates

APPLICANT:
Marc & Risa Dauer
Preuss Development, LLC

April 2024

JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2023-6617-CE

The City of Los Angeles determined based on the whole of the administrative record that the project is exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

The 1904 – 1906 S. Preuss Road Project (the "Project") is for the demolition of the existing structures and the construction, use, and maintenance of a new 12-unit small lot development with one (1) dwelling unit reserved for Very Low Income Households. The Project will develop eleven (11) four-story small lot homes and one (1) three-story small lot home. Vehicular access will be located along Preuss Road and the easterly adjacent alley through a center driveway. Pedestrian access will be located along the northern and southern walkways. Each small lot home will feature two vehicular parking spaces for a total of 24 parking spaces and the Project will also provide 12 bicycle parking spaces. As a housing development project and a project which is characterized as in-fill development, the Project qualifies for the Class 32 Categorical Exemption.

The Project requires the following:

1. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 A.25, a Density Bonus Compliance Review to permit a housing development project consisting of 12 dwelling units, of which one (1) unit will be set aside for Very Low Income Households, and the following one (1) On-Menu Incentive and one (1) Waiver of Development Standard:

    a. On-Menu Incentive to permit a maximum building height of 48 feet and 3 inches in lieu of 45 feet, otherwise permitted in the RD1.5-1 Zone.

    b. Waiver of Development Standard to permit a 10-foot front building line setback in lieu of 15 feet otherwise required by LAMC Section 12.09.1 B.1 and 20 feet otherwise required by Ordinance No. 140,304.

2. Pursuant to LAMC Sections 17.15 and 12.22 C.27, a Vesting Tentative Tract Map No. VTT-84089-SL-HCA to permit the subdivision of two lots into 12 small lots in conjunction with the construction, use, and maintenance of a 12-small lot development.

Implementation of the California Environmental Quality Act

Pursuant to Section 21084 of the Public Resources Code, the Secretary for the Natural Resources Agency found certain classes of projects not to have a significant effect on the environment and declared them to be categorically exempt from the requirement for the preparation of environmental documents.

The project meets the conditions for a Class 32 Exemption found in CEQA Guidelines, Section 15332 (In-Fill Development Projects), and none of the exceptions to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 apply.

Conditions for a Class 32 Exemption

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

1) 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;
2) The proposed developed occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses;
3) The project site has no value as habitat for endangered, rare, or threatened species;
4) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
5) The site can be adequately served by all required utilities and public services.

The Project is located within the West Adams – Baldwin Hills – Leimert Community Plan which designates the subject property for Low Medium II Residential land uses with a corresponding zone of RD1.5 and RD2. The subject property is located in the RD1.5-1 Zone. The Project is consistent with the applicable general plan land use designation and all applicable general plan policies as well as with the applicable zoning designation and regulations.

The Project site is wholly within the City of Los Angeles, on a site that is approximately 16,776 square feet, or 0.39 acres, in size. Lots adjacent to the subject properties are developed with single- and multi-family structures. The Project site is currently developed two (2) single-family residences and is surrounded by urban development and therefore is not, and has no value as a habitat for endangered, rare or threatened species. 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.

The Project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations, and Best Management Practices for stormwater runoff. These RCMs will ensure the Project will not have significant impacts on noise and water. The Project would not result in any significant effects related to traffic, noise, air quality, or water quality.

- The Project will be subject to Regulatory Compliance Measures, which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater conditions, and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water.

- A Noise Impact Analysis dated February 23, 2024, was prepared by Brian Silveira & Associates, for the proposed project indicating that construction and operation activities associated with the development of the proposed Project will result in less than significant impacts.

- An Air Quality Technical Memorandum dated February 20, 2024, was prepared by Brian Silveira & Associates, for the proposed Project indicating construction and operation emissions associated with the proposed Project will not result in significant air quality impacts.

- An Addendum Soils Engineering Exploration Report dated March 24, 2023, was prepared by Schick Geotechnical, Inc., for the proposed Project to evaluate the nature, distribution, engineering properties, and geologic structure of the earth materials underlying the site. The report concluded that the proposed structures is feasible provided the advice and recommendations contained in the report are included in the plans and are implemented during construction. While the proposed Project is located within an Alquist-Priolo Fault Study Zone, a trace of the fault is not located onsite.

- A Site Methane Investigation Report dated November 30, 2022 was prepared by Methane Specialists, for the proposed Project. The report concluded that the Project site is located in a Methane Buffer Zone and that measurable levels of methane were not detected while testing at this site. Pursuant to the Methane Code, the Project requires no methane mitigation systems. However, Project shall implement a passive methane mitigation system as the Project site is located within a methane zone.

- The proposed Project would not result in significant transportation impacts.

- The proposed Project would not result in significant impacts to water quality.

- The proposed Project will not result in the removal of any protected trees.

The Project site will be adequately served by all public utilities and services given that the construction of a 12-unit small lot development be on a site which has been previously developed and is consistent with the General Plan. Therefore, the Project meets all the Criteria for the Class 32.

Exceptions to Categorical Exemptions

There are six (6) exceptions to categorical exemptions must be considered in order to find a project exempt from CEQA: (a) Location; (b) Cumulative Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources.

The Project is not located on or near any environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. Three related projects located with 500 feet were identified and based on the analyses the analyses provided in the *Appendices*, the Project would not result in significant cumulative impacts. The Project would not reasonably result in a significant effect on the environment due to unusual circumstances. The Project is not located near a State Scenic Highway. Furthermore, according to Envirostor and GeoTracker, the State of California's database of Hazardous Waste Sites and Water Resources Control Board, neither the subject site, nor any site in the vicinity is identified as an active 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 or Historic Places, California Register of Historical Resources, the Los Angles 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. 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 1904-1906 Preuss Road Project Eligibility for a Categorical Exemption as a Class 32 In-Fill Development

Date: April 25, 2024

To: City of Los Angeles, Department of Planning

Brian Silveira & Associates drafted this assessment for the City of Los Angeles as the lead agency. This assessment evaluates whether the proposed 1904-1906 Preuss Road 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 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.
f) In addition, projects seeking this Categorical Exemption cannot fall under certain specified exceptions, as follows.

Exceptions

a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. The project site is not in a location subject to this consideration. A project that is ordinarily insignificant in its effect on the environment may in a particularly sensitive environment be significant. Therefore, these classes may not be utilized where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
b) Cumulative Impact. The exception applies when, although a particular project may not have a significant impact, the impact of successive projects, of the same type, in the same place, orver time is significant.
c) Significant Effect. The exception applies when, although the project may otherwise be exempt, there is a reasonable possibility that the project will have a significant effect due to unusual circumstances.
d) Scenic Highways. 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.

e) Hazardous Waste Sites. 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.

f) Historical Resources. The project may cause a substantial adverse change in the significance of an historical resource.

Table of Contents

- Section I. Project Description……..Page 3
- Section II. Evaluation of Class 32 Exemption Criteria……Page 3
- Section III. Consideration of Exceptions…….Page 25
- Section IV. Conclusion……Page 33

Appendices

- Appendix A – VMT Calculator Output Data Sheets, dated July 25, 2023
- Appendix B – Muffler and Barrier Specification Sheets
- Appendix C – CalEEMod Output Data Sheets, dated July 27, 2023
- Appendix D – LA Department of Transportation Traffic Volume Counts
- Appendix E – Tree Report by Certified Arborist
- Appendix F – Noise Impact Analysis
- Appendix G – CalEEMod Output Data Sheets for Projects in Cumulative Impact Analysis
- Appendix H – Air Quality Technical Memorandum

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) existing parcels (4302-020-003 and 4302-020-006) including two (2) lots that will be subdivided into 12 new townhouse-style residential units located at 1904-1906 Preuss Road within the West Adams-Baldwin Hills-Leimert Specific Plan Area of the City. The Project proposes 12 townhouse-style units on the 17,124 square foot (sf) lot with 11 market rate units (4 stories, a roof deck, and a two-car garage) and 1 affordable unit (3 stories and 2 outdoor parking spaces). **Table 1, Lot Unit Areas**, below provides the lot areas for each of the units. The Project site is surrounded by urban development, consisting of low medium density residential land uses. The Project would remove the two existing single-family residences on the subject property. Site preparation and grading would involve approximately 3,644 sf of cut and fill.

Table 1, Lot and Unit Areas

Lot and Unit Name	Unit Type	Lot Area (sf)
Lot 1 | Unit A	Market Rate	2,011.65
Lot 2 | Unit B	Market Rate	1,232.32
Lot 3 | Unit C	Market Rate	1,232.32
Lot 4 | Unit D	Market Rate	1,232.32
Lot 5 | Unit E	Market Rate	1,232.32
Lot 6 | Unit F	Affordable	1,480.29
Lot 7 | Unit G	Market Rate	2,017.27
Lot 8 | Unit H	Market Rate	1,232.95
Lot 9 | Unit I	Market Rate	1,233.59
Lot 10 | Unit J	Market Rate	1,234.23
Lot 11 | Unit K	Market Rate	1,234.87
Lot 12 | Unit L	Market Rate	1,479.19

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.

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

The Project is consistent with the existing General Plan designation, as specified by the West Adams-Baldwin Hills-Leimert Community Plan Area, which designates the site "Low Medium II Residential." The site zoning is RD1.5-1. The Project would therefore not require a General Plan Amendment or Zoning Change. Multiple dwelling units are consistent with the RD1.5-1 zoning, as outlined in the Los Angeles Municipal Code (LAMC) Section 12.09.1. Additionally, the Project is consistent with the Low Medium II Residential General Plan land use designation. As stated in the Community Plan, this land use designation, "…encourages [townhouse and condominium] development by designating specific areas for low medium residential land use categories where condominium and townhouse type development can be most economically

sited." Under the existing zoning of RD1.5-1, the minimum lot area per dwelling unit is 1,500 sf. Therefore, the existing approximately 17,124 sf lot area would allow a by-right density of 11 units. The Project is providing 12 units which is consistent with the density calculation procedures for calculating the base density of a Density Bonus project under Los Angeles Municipal Code (LAMC) 12.22. A.25. (c)(7). Therefore, the Project is not requesting a density bonus but will set aside eight percent of the base density for Very Low Income Household to request one Density Bonus (1) On-Menu incentive and one (1) Waiver of Development Standards.

The Project's On-Menu incentive will allow for three feet and three inches (3'-3") in additional building height to allow for a building height up to 48 feet and 3 inches (48'-3") in lieu of the maximum 45 feet allowed in the RD1.5-1 zone pursuant to LAMC 12.21.A.1. Therefore, construction of a 12-unit small lot development would be consistent with the General Plan designation and zoning.

The Applicant is requesting a Waiver of Development Standards to permit a 50 percent reduction in the required building line setback to allow a 10-foot building line setback in lieu of the required 20-foot building line setback pursuant to building line ordinance No. 140,304 (applicable only to the existing lot located at 1906 S Preuss Road; APN: 4302-020-006). Therefore, the Project would be consistent with all applicable General Plan designations, General Plan policies, and applicable zoning designations and regulations.

The applicant is proposing a subdivision of the existing 17,124 square-foot Project site into twelve small lots. Adopted in 2005, the Small Lot Subdivision Ordinance ("Ordinance") introduced a new housing typology to the City, the small lot home. The small lot home was enabled by the Ordinance's subdivision regulations that permitted fee-simple homeownership of homes located on conventionally smaller lots and in zones where apartment units would be permitted by-right. This housing typology facilitates the construction of homes that look and function like townhomes, but where each unit is built independently on an individual "small lot." Small lot subdivisions are required to abide by the Small Lot Map Standards as well as the provisions of the Small Lot Ordinance (LAMC Section 12.22-C.27) and general requirements that fall under the Map Act and the authority of the Advisory Agency. In addition, the Small Lot Design Standards create specific and enforceable rules regarding design for all small lot homes, including building orientation, primary entryways, façade articulation, roofline variation, building modulation, pedestrian pathways, landscaping, and common open space areas. All small lot subdivisions must comply with the Design Standards through an Administrative Clearance process.

Table 2 below demonstrates the project's consistency with the General Plan's Framework Element, West Adams-Baldwin Hills-Leimert Community Plan, and LA Green Building Code.

General Plan Framework Element	
Goals, Policies, and Objectives	**Corresponding Project Component**
Goal 4A: An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.	The Project is using the small lot development typology to provide home ownership opportunities at a lower cost than traditional single-family developments while also providing one covenanted unit affordable to Very Low Income households.
Objective 4.2: Encourage the location of new multi-family housing development to	The Project is located in a multifamily zoned neighborhood that contains a mix of older

occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.	single-family and newer multifamily uses. The Project site is in close proximity to Metro bus lines 617 (500 feet) and 105 (0.6 miles), Big Blue Bus lines 7/R7 (0.8 miles), and the future Metro D-Line Rail Station at Wilshire and La Cienega (1.5 miles). It is also located in a High Quality Transit Area according to the map prepared by the Southern California Association of Governments (SCAG).
Policy 4.2.1: Offer incentives to include housing for very low- and low-income households in mixed-use developments.	The Project is using the Density Bonus policy, based on its provision of one Very Low Income dwelling unit, to request incentives and waivers of development standards that support the financial and physical feasibility of providing its market rate and affordable units.
West Adams - Baldwin Hills - Leimert Community Plan	
Goal LU7: A community that promotes an environment of safe, inviting, secure and high-quality multi-family neighborhoods for all segments of the community.	The Project proposes twelve townhouse-style single-family homes, each made with high-quality architectural materials, its own two-car garage, four bedrooms, and roof decks to accommodate family recreation.
Policy LU7-2 Context Sensitive Housing: Encourage development parameters that ensure multi-family designated lands provide for adequate housing that is contextually sensitive to desirable prevailing neighborhood character.	The Project's twelve dwelling units are provided in a single-family typology that mimics the development style of the remaining single-family homes around it. Small lot developments are often called "gentle density" because they provide much-needed supply while still adhering to the aesthetic principles of lower-density housing typologies.
Policy LU7-3 Compliance with Design Guidelines: Recommend that new multi-family residential development be designed in accordance with the adopted Citywide Residential Design Guidelines.	The Project submitted findings within its DCP application package demonstrating compliance with the Citywide Design Guidelines including pedestrian-first design, 360-degree Design, and climate-adapted design.
Goal LU9: A community of neighborhoods where social capital is promoted by ensuring the provision of adequate housing for all persons regardless of income, age, racial or ethnic background.	The Project is using the small lot development typology to provide home ownership opportunities at a lower cost than traditional single-family developments while also providing one covenanted unit affordable to Very Low Income households.
Policy LU9-1 Affordability: Prioritize housing that is affordable to a broad cross-section of income levels and that provides the ability to live near work and achieve homeownership.	The Project is using the small lot development typology to provide home ownership opportunities at a lower cost than traditional single-family developments while also providing one covenanted unit affordable to Very Low Income households. The Project is located in a High Quality

	Transit Area with a high concentration of educational, employment, and commercial resources.
Policy LU9-2 Mixed-income Neighborhoods: Strive to eliminate residential segregation and concentrations of poverty by promoting affordable housing that is integrated into mixed-income neighborhoods.	The Project site is located in a "higher opportunity" neighborhood historically composed of high-value single-family homes. By using the small lot development typology to provide home ownership opportunities at a lower cost than traditional single-family developments and providing one covenanted unit affordable to Very Low Income households, the Project is addressing residential segregation and concentrations of poverty and helping to create a mixed-income neighborhood.
Policy LU9-5 Housing Near Schools: Strive to provide a range of housing types and affordable housing units around schools.	The Project site is located within close proximity (a mile or less) to eight schools.
Policy LU10-6 Increase Homeownership: Provide for development of townhouses and other similar condominium type housing units to increase homeownership options.	The Project is using the small lot development typology to provide twelve townhouse-style home ownership opportunities at a lower cost than traditional single-family developments while also providing one covenanted unit affordable to Very Low Income households.
Policy LU10-10 Moderate Income Homeownership: Allow for the creation of townhouse and condominium development through new construction, conversion or adaptive reuse in order to meet the demands of moderate income residents thereby increasing access to affordable, and moderate income homeownership opportunities.	The Project is using the small lot development typology to provide twelve townhouse-style home ownership opportunities at a lower cost than traditional single-family developments while also providing one covenanted unit affordable to Very Low Income households.
Goal LU11: A community where new housing is located in a manner which reduces vehicular trips and makes it accessible to services and facilities.	The Project is located in a High Quality Transit Area with a high concentration of educational, employment, and commercial resources.
Mobility Plan 2035	
Street Dedication: The West Adams - Baldwin Hills – Leimert Community Plan designates Preuss Road as a Local Street Standard with a 60-foot right of way and a width of 36-foot roadway.	The Project will dedicate 5 feet of frontage to the public right-of-way to complete a 30-foot wide half right-of-way in accordance with Local Street standards. The Project will improve Preuss Road with a concrete curb, a concrete gutter, and a 12-foot wide concrete sidewalk with tree wells or a 5-foot wide concrete sidewalk and landscaping of the Parkway as well as suitable surfacing to join the existing pavement and to complete an 18-foot half roadway.
Alley dedication: The West Adams -	The Project will Improve the alley adjoining

Baldwin Hills – Leimert Community Plan designates the rear right-of-way as an alley with a 20-foot right of way width.	the subdivision by the construction of a new 2-foot wide longitudinal concrete gutter and suitable surfacing to complete a 10-foot wide half alley, including any necessary removal and reconstruction of the existing improvements.
Objective: Ensure that 90% of households are have access within one mile to the Transit Enhanced Network by 2035.	The Project proposes the construction of 12 small lot homes located on a Project site approximately 415 feet (0.08 miles) from Robertson Boulevard which is designated as a Moderate Transit Enhanced Street in the City's Mobility Element of the General Plan.
3.3 Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	The Project proposes the construction of 12 small lot homes located in an area with high access to jobs, schools, retail, entertainment, and services.
3.8 Bicycle Parking: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.	The Project's parking garages for each of its 12 units include high-quality bicycle parking equipment.
Los Angeles Green Building Code (*LAMC 99.04.100-99.04.504*)	
Storm Water Drainage and Retention During Construction: Projects which disturb soil shall manage storm water drainage during construction.	The Project will comply with the City of Los Angeles' storm water management ordinances.
EV Capable: Thirty percent of the total number of parking spaces on a building site, provided for all types of parking facilities, shall be electric vehicle. EV Ready: Twenty-five percent of the total number of parking spaces shall be equipped with low power Level 2 EV charging receptacles.	The Project provides 12 residential units with two off-street parking spaces in garages per unit. All of the parking garages contain at least one EV charging space such that 50% of the total number of parking spaces are capable of charging an electric vehicle.
Cool Roof for Reduction of Heat Island Effect: Using materials with higher SRI values can enhance building occupant comfort and reduce air conditioning use.	The Project proposes the use of roofing materials that have a three-year aged Solar Reflectance Index equal to or greater than those specified in LAMC Table 99.04.106.5.1.
Reduction of Heat Island Effect for Nonroof Areas: Reduce nonroof heat islands for 50% of pathways patios, driveways or other paved areas by using one or more of the methods listed.	The Project proposes the use of trees to provide shade and that mature within 15 years of planting as well as permeable pavement.
Solar Ready Buildings: All one- and two-family dwellings shall comply with Sections 110.10(b)1A, 110.10(b)2, 110.10(b)3, 110.10(b)4, 110.10(c), 110.10(d) and 110.10(e) of the California Energy Code (CCR, Title 24, Part 6).	The proposed Project's one-family units are all equipped with solar conduits to allow future unit owners the option of installing solar photovoltaic panels.
Greywater Systems: Waste piping shall be	The Project proposes the use of untreated

arranged to permit the discharge from the clothes washer, bathtub, showers and bathroom/restroom washbasins to be used for a future graywater irrigation system(s).	wastewater from bathtubs, showers, bathroom washbasins, clothes washing machines, and laundry tubs (greywater) for subsurface irrigation of its drought-resistant landscaping.
All Electric: To deal with environmental and climatic conditions, the City of Los Angeles has ordained that all newly constructed buildings be fitted with all electrical infrastructure. All electric buildings contain no combustion equipment such as fuel or gas piping that provide energy for appliances and/or equipment and such structures are expected to rely solely on electricity.	The proposed Project's dwelling units will be fitted with all electrical infrastructure for residents to provide power for general lighting, small appliances, refrigerators, garbage disposals, microwaves, washers, dryers, smoke detectors, stoves, dishwashers, and other household appliances.
Pollutant Control: Mechanically ventilated buildings shall meet the air filtration requirements of the California Energy Code.	The Project will comply with the VOC limits found in LAMC 99.04.504.6. for adhesives, sealants, and coatings in its architectural materials and fixtures.
EnergyStar Appliances: EnergyStar appliances perform more efficiently than standard appliances and, therefore, require less energy and a lower demand load from the power grid. To earn the EnergyStar, they must meet strict energy efficiency criteria set by the US Environmental Protection Agency or the US Department of Energy.	The Project plans to provide EnergyStar rated appliances in each of its 12 dwelling units, including EnergyStar qualified refrigerators, dishwashers, clothes washers, and clothes dryers.
Table 2: Project Compliance with Overlaying Municipal 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 is located within the city limits of the City of Los Angeles. The project site consists of approximately 17,124 sf of land, or approximately 0.4 acres, and is surrounded by existing urban uses, including single family residential surrounding the Project site. Therefore, the Project is consistent with this criterion.

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, hardscape, and landscape vegetation. 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 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.

a. Transportation

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 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 Appendix A) determined that the Project's 12 new townhouse uses would generate 53 daily trips and 367 daily VMT. Additionally, the Project would remove the two existing single-family residences, which currently generate a combined total of 15 daily trips and 106 daily VMT. Therefore, the Project would result in a project-related net increase of 38 daily trips and 261 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.

b. Noise

A Noise Impact Analysis (see Appendix F) was prepared for the Project. 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 have significant impacts related to noise.

Existing Noise Conditions

Surrounding Sensitive Uses

The City's Noise Element defines the following land uses as noise-sensitive receptors: single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodgings and other residential uses; houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves, and parks.

Preuss Road bounds the site to the west. Across Preuss Road, a Standard Local Street containing 50 feet of public right-of-way, are more residential uses including a single-family home at 1905 S Preuss Road and a single-family home at 1907 S Preuss Road. An approximately 15-foot wide alley bounds the site to the east (the rear yard). To the east of the alley are more residential structures including a single-family home at 1905 S Shenandoah Street and a 10-unit multifamily structure at 1907 S Shenandoah Street. There are single-family residential uses directly adjacent to the site to the north and

south at 1902 and 1908 S Preuss Road, respectively. The closest residential use is located to the east at 1908 S Preuss Road, adjacent to the shared property line.

Approximately 260 feet from the Project site is an assisted living facility (Beverlywood Residential Facility). Located at 1920 S Robertson Boulevard (Blvd), the assisted living facility is separated from the Project site by a row of residential structures and a fifteen-foot (15-foot) alley.

Preuss Road is considered a "Local Street-Standard" roadway and is currently improved with a 50-foot ROW. The half-ROW on the Project's side of the centerline would be improved from the existing 25-foot half-ROW to a 30-foot half-ROW width as part of the Project in accordance with The Citywide General Plan Circulation System maps. The most recent 24-hour traffic count conducted for Preuss Road at the intersection of Preuss Road and Sawyer Street (approximately 140 feet from the Project site) shows 819 total vehicles driving north- and south-bound on Preuss Road between the hours of 00:00:00 and 23:59:00. Speed limits are not posted but are presumed to be 25 mph.

Robertson Boulevard (Blvd), a north- and south-bound Modified Avenue II sits approximately 390 feet to the west of the Project site. The most recent traffic count conducted for Robertson Blvd at the intersection of Robertson Blvd and Sawyer Street (approximately 425 feet from the Project site) shows 41,984 total vehicles driving north- and south-bound on Robertson Blvd between the hours of 00:00:00 and 23:59:00.

To identify existing noise conditions, five short-term (15-minute) noise levels were measured in the vicinity of the project site. Figure 1, Noise Measurement Location Map, depicts the locations of the noise measurements. The Project team consultant conducted the noise survey on January 29, 2024, between 3:16 PM and 4:41 PM. The Consultant calibrated and operated the sound measurement instrument according to the manufacturer's written specifications. At the measurement sites, the consultant placed the microphone at a height of approximately five feet above grade. As shown on Figure 1, Noise Measurement Location Map, the Consultant took the noise measurements near the closest noise-sensitive land uses: the single-family residential property to the north of the Project site located at 1902 S Preuss Road (NM1); the single-family residential property to the south of the Project site located at 1908 S Preuss Road (NM2); the assisted living facility (Beverlywood Residential Facility) located at 1920 S Robertson Blvd, approximately 260 feet from the Project site (NM3); the educational facility located at 1846 S Robertson Blvd (Gan-Yaffa Kindergarten), approximately 390 feet from the Project site (NM4); and the religious facility located at 1952 S Robertson Blvd (Friendship Circle); approximately 490 feet from the Project site (NM5). Table I, Existing Ambient Noise Levels, provides a summary of the ambient noise data. Ambient average noise levels (L_{EQ}) were between 70.2 and 86.1 dBA L_{EQ}. The dominant noise sources were from vehicles traveling along the adjacent roadways, construction activity, handheld lawn power tools, and car doors closing in off- and on-street parking spaces, and urban ambience (human conversation, car radios, etc.).

Figure 1 – Noise Measurement Locations

NOISE MEASUREMENT LOCATION	LOCATION	PRIMARY NOISE SOURCES	L_{EQ}	L_{MAX}	L_{MIN}
NM1	1902 S Preuss Road	• Traffic on adjacent roadways • Construction activity • Handheld lawn power tools	72.4	107.6	49
NM2	1908 S Preuss Road		70.2	105.1	45.9
NM3	1920 S Robertson Blvd (Beverlywood Residential Facility)		86.1	98	76.4

NM4	1846 S Robertson Blvd (Gan-Yaffa Kindergarten)	• Car doors closing in off- and on-street parking spaces • Urban ambience (human conversation, car radios, etc.)	82	96	72.7
NM5	1952 S Robertson Blvd (Friendship Circle)		78	104.4	53.6

Project Noise Impacts

Construction Noise Impacts

For this analysis, a noise impact is considered potentially significant if Project construction activities extended beyond ordinance time limits for construction or construction-related noise levels exceed the ordinance noise level standards unless technically infeasible to do so. The proposed Project consists of the construction of 12 (twelve), four-story small lot subdivision homes, each on their own small lot, with 24 (twenty-four) at-grade parking spaces and no subterranean levels. The Applicant expects construction of the Project to last approximately 12-18 months and require the use of heavy equipment. The Applicant anticipates that the construction phases for the Project would include demolition, site preparation, grading, building construction, paving, and architectural coating. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

Construction activities and associated noise would be temporary and be restricted to daytime hours pursuant to Los Angeles Municipal Code (LAMC) Section 41.40. and the Los Angeles CEQA Thresholds Guide. LAMC Sections 41.40. and 112.05 and the Los Angeles CEQA Thresholds Guide limit construction activities to the hours between 7:00 a.m. and 9:00 p.m. on weekdays, 8:00 a.m. and 6:00 p.m. on any Saturday, and prohibits construction noise generation at any time on Sundays and national holidays. The proposed Project would be in compliance with the time limitations placed upon construction noise generation by the relevant local regulatory policies.

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 noise reduction devices or techniques during the operation of the equipment.

Off-road Equipment

The City of Los Angeles limits construction activities to the hours between 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. and 6:00 p.m. on any Saturday. Additionally, use of any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet from construction and industrial machinery is prohibited unless technically infeasible.

The exact construction schedule for the proposed development is not known at this time. Construction activities proposed for similar projects typically include grading and improvements, construction of the building shells, interior finishing, and landscaping. Construction equipment such as bulldozers, backhoes, loaders, and assorted other hand tools and professional grade equipment would likely be used.

In 2006, the Federal Highway Administration (FHWA) published the Roadway Construction Noise Model that includes a national database of construction equipment reference noise emissions levels. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power during a construction phase. The usage factor is a key input variable that is used to calculate the average Leq noise levels.

Table 4 identifies highest (L_{EQ}) noise levels associated with each type of equipment identified for use, then adjusts this noise level for distance to the closest sensitive receptor (NM 2, 1908 S Preuss Road) and the extent of equipment usage (usage factor). The table is organized by construction activity and equipment associated with each activity. All other sensitive uses would experience a lesser impact from construction noise; impacts on the nearest sensitive use are shown as a conservative analysis of the Project construction noise impacts.

Quantitatively, the primary noise prediction equation is expressed as follows for the hourly average noise level (Leq) at distance D between the source and receiver (dBA):

$Leq = L_{EQ} @ 50' - 20 \log (D/50') + 10\log (U.F\%/100) - I.L.(bar)$
Where:
$L_{EQ} @ 50'$ is the published reference noise level at 50 feet
U.F.% is the usage factor for full power operation per hour
I.L.(bar) is the insertion loss for intervening barriers

Phase Name	**Equipment**	**Usage Factor**	**dBA at 1908 Preuss Rd (no barrier)**	**dBA at 50 ft (no barrier)**	**dBA at 1908 Preuss Rd (with barrier)**	**dBA at 50 ft (with barrier)**	**Complies with <75 dBA @ 50 ft with barrier(s)?**
Demolition	Backhoe	40%	87.6	73.6	77.6	63.6	Y
	Dozer	40%	91.7	77.7	81.7	67.7	Y
	Concrete Saw	20%	96.6	82.6	86.6	72.6	Y
	Total	**N/A**	**98.2**	**84.2**	**88.2**	**74.2**	**Y**
Site Preparation	Grader	40%	95.0	81.0	85.0	71.0	Y
	Backhoe	40%	87.6	73.6	77.6	63.6	Y
	Total	**N/A**	**95.1**	**81.7**	**85.7**	**71.7**	**Y**
Grading	Grader	40%	95.0	81.0	85.0	71.0	Y
	Dozer	40%	91.7	77.7	81.7	67.7	Y
	Backhoe	40%	87.6	73.6	77.6	63.6	Y
	Total	**N/A**	**97.2**	**83.2**	**87.2**	**73.2**	**Y**
Building Construction	Crane	16%	86.6	72.6	76.6	62.6	Y
	Forklift	20%	81.7	67.7	71.7	57.7	Y

	Backhoe	40%	87.6	73.6	77.6	63.6	Y
	Total	**N/A**	**90.7**	**76.7**	**80.7**	**66.7**	**Y**
Paving	Concrete Mixer	40%	88.8	74.8	78.8	64.8	Y
	Paver	50%	88.2	74.2	78.2	64.2	Y
	Roller	20%	87.0	73.0	77.0	63.0	Y
	Backhoe	40%	87.6	73.6	77.6	63.6	Y
	Total	**N/A**	**94.0**	**80.0**	**84.0**	**70.0**	**Y**
Architectural Coating	Air Compressor	40%	87.7	73.7	77.7	63.7	Y
	Total	**N/A**	**87.7**	**73.7**	**77.7**	**63.7**	**Y**

Table 4: Noise levels at nearest sensitive receptor by construction phase
Source: FHWA's Roadway Construction Noise Model, 2006

As shown in the table above, the Project's construction noise impacts would not exceed the significance threshold established by the LAMC with the use of best management practices, physical barriers at the perimeter of the project site, and mufflers for individual pieces of construction equipment.

On-Site Demolition

The site currently contains two single-family residential structures that will be demolished during the demolition phase of Project construction. As shown in Table 2 above, during this phase, off-road construction equipment expected to be used includes a backhoe, rubber-tired dozer, and concrete saw. This analysis assumes that each piece of equipment needed for this phase is being used simultaneously, as a conservative analysis postulation. In reality, equipment usage would vary based on the needs of the construction task at any given time.

The demolition phase is the loudest phase of construction. During this phase, noise levels at 1908 Preuss Road, the nearest sensitive receptor (NM 2), could reach levels of 88.2 dBA with the insertion of a construction barrier. Interior noise levels would be approximately 25 dBA lower assuming closed windows. Although noise levels would be noticeable, they would be temporary and will occur only when heavy equipment operates at the closest property line. Interior noise levels would be around 63.2 dBA assuming closed windows and doors.

The L_{EQ} expected during the demolition phase could reach up to 74.2 dBA with the insertion of a construction barrier at a reference distance of 50 feet, which is below the threshold of exceeding 75 dBA at a distance of 50 feet.

Site Preparation

Site preparation is anticipated to require one day according to CalEEMod output based on a default construction schedule for a project of this size. The closest sensitive off-site use is 10 feet from the property line. At this distance, operation of heavy equipment could create noise levels of up to 85.7 dBA with the insertion of a construction barrier when heavy equipment such as a grader or backhoe operates directly at the property line. Interior noise levels would be approximately 25 dBA lower assuming closed windows. Although noise levels would be noticeable, they

would be temporary and will occur only when heavy equipment operates at the closest property line. Interior noise levels would be around 60.7 dBA assuming closed windows and doors. The barrier placed at the property line would reduce noise by approximately -10 dBA.

On-Site Grading

Grading is anticipated to require two days according to CalEEMod output based on a default construction schedule for a project of this size. The closest sensitive off-site use is 10 feet from the property line. At this distance, operation of heavy equipment could create noise levels of up to 87.2 dBA with the insertion of a construction barrier when heavy equipment such as a grader or dozer operates directly at the property line. Interior noise levels would be approximately 25 dBA lower assuming closed windows. Although noise levels would be noticeable, they would be temporary and will occur only when heavy equipment operates at the closest property line. Interior noise levels would be around 62.2 dBA assuming closed windows and doors. The barrier placed at the property line would reduce noise by approximately -10 dBA.

Building Construction

Construction activities would require smaller, less noisy equipment than demolition and grading but would require a longer duration, approximately 100 days, according to CalEEMod output based on a default construction schedule for a project of this size. At the closest residence construction noise levels could be as high as 80.7 dBA L_{EQ} with the insertion of a construction barrier. With closed windows, the noise interior noise level would decrease to about 55.7 dBA L_{EQ}. The construction barrier would assist in blocking noise at the ground floor.

Paving

Paving is anticipated to require five days according to CalEEMod output based on a default construction schedule for a project of this size. The closest sensitive off-site use is 10 feet from the property line. At this distance, operation of heavy equipment could create noise levels of up to 84 dBA with the insertion of a construction barrier when heavy equipment operates directly at the property line. Interior noise levels would be approximately 25 dBA lower assuming closed windows. Although noise levels would be noticeable, they would be temporary as the Project design requires minimal paving. Interior noise levels would be around 59 dBA assuming closed windows and doors. The construction barrier would reduce noise by approximately -10 dBA.

Architectural Coating

Architectural coating is the quietest phase of Project development and is anticipated to require five days according to CalEEMod output based on a default construction schedule for a project of this size. The closest sensitive off-site use, 10 feet from the property line, could experience noise levels of up to 77.7 dBA with the insertion of a construction barrier. Interior noise levels would be approximately 25 dBA lower assuming closed windows. Although noise levels would be noticeable, they would be temporary as the Project design requires minimal paving. Interior noise levels would be around 52.7 dBA assuming closed windows and doors. The construction barrier

would reduce noise by approximately -10 dBA.

Operational Noise Impacts

Noise levels of up 70 dBA CNEL are "normally acceptable" for residential uses and levels of up to 75 dBA CNEL are considered "conditionally acceptable."

The interior residential noise standard is 45 dB CNEL. For typical wood-framed construction with stucco and gypsum board wall assemblies, the exterior-to-interior noise level reduction is as follows:

- Partly open windows – 12 dB
- Closed single-paned windows – 20 dB
- Closed dual-paned windows – 30 dB

Use of dual-paned windows is required by the California Building Code (CBC) for energy conservation in new construction. Interior standards will be met as long as occupants have the option to close their windows. Where window closure is needed to shut out noise, supplemental ventilation is required by the CBC with some specified gradation of fresh air. Central air conditioning would meet this requirement.

Operational Noise Impacts: Rooftop HVAC Equipment

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. The 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 12 dwelling units for a total of 12 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 12 roof-mounted HVAC units are in simultaneous use as a conservative analysis postulation although actual HVAC use would depend on weather conditions and tenant occupancy. The addition of the reference noise levels for the 12 HVAC units would result in a composite reference noise level of 78.9 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 located at 1908 Preuss Road. Units G, H, and I are the nearest to1908 Preuss Road (with a composite reference noise level of 72.8 dBA) and have approximately 9 feet of horizontal distance and 28 feet of vertical distance from the nearest portion of the Project rooftop area in which HVAC units could potentially be placed. At these distances, noise levels from units G, H, and I would be reduced from 72.8 dBA to 41.2 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 31.2 dBA. Units J, K, and L are located adjacent to the portion of 1908 Preuss Road's property that is not developed and would therefore not impact residents

inside their home.

The composite noise level of all of the rooftop HVAC systems operating simultaneously would be 68.9 feet at a distance of 3.3 feet. Given the approximately 9 feet of horizontal distance and 28 feet of vertical distance from the nearest portion of the Project rooftop area in which HVAC units could potentially be placed, the composite noise level experience by the nearest sensitive use would be 49.73 dBA from the exterior and approximately 24.73 dBA from the interior portions of any nearby sensitive use structures. Therefore, simultaneous operation of all 12 rooftop HVAC systems would not increase ambient noise levels beyond the significance threshold of 3 dBA CNEL.

Table 3 below shows the effects of the noise generated by the rooftop HVAC equipment on each nearby sensitive receptor. The average change in noise level for all receptors is 0 dBA. Generally, human detection of the change of a change in noise requires a change of +/-3dBA. Therefore, the impact of HVAC operational noise will not cause a potentially significant noise impact.

NOISE MEASUREMENT LOCATION	DISTANCE FROM PROJECT SITE	EXISTING L_{EQ}	L_{EQ} WITH HVAC UNITS[1]	L_{EQ} DIFFERENCE (EXISTING L_{EQ} - L_{EQ} WITH HVAC UNITS)
NM1	10 feet	72.4	72.4	0 dBA
NM2	10 feet	70.2	70.2	0 dBA
NM3	1920 S Robertson Blvd (Beverlywood Residential Facility)	86.1	86.1	0 dBA
NM4	1846 S Robertson Blvd (Gan-Yaffa Kindergarten)	82	82	0 dBA
NM5	1952 S Robertson Blvd (Friendship Circle)	78	78	0 dBA

Operational Noise Impacts: On-Site Traffic Noise Exposure

The Project is expected to generate 53 average daily trips. The addition of 53 vehicle trips to the existing 819 vehicles trips per day on Preuss Road would cause a noise level of 51 dBA at 15 feet (which accounts for the 15-foot front setback that most sensitive uses have from the vehicular right-of-way along Preuss Road) from the roadway, assuming all 53 trips take place within the same hour. The 51 dBA L_{EQ} noise level caused by the vehicle trips associated with the proposed Project represents a 0.1 dBA increase over the existing 70 dBA L_{EQ} noise level (for reference a doubling of traffic would create a +3 dBA increase). Project traffic noise impacts on Preuss Road will not exceed the +3 dBA CNEL noise significance threshold.

On-Site Human Activity

The Project plans to include a rooftop deck as private required, usable open space for each small lot home. AB 1307 (Wicks, 2023) was approved by California Governor Gavin Newsom on September 07, 2023 and took effect immediately as an urgency statute. AB 1307 specifies that the effects of noise generated by Project occupants and their guests on human beings is not a significant effect on the environment for residential projects for purposes of CEQA. Therefore, the noise levels generated by Project occupants on nearby residential uses are not considered as potentially significant environmental impacts of the Project.

Other Operational Noise Impacts

In addition to operational noise generated by on-site HVAC systems and traffic generation, other activities such as landscape maintenance, trash collection, and vehicles circulating into, out of, and within the on-site automobile facilities may also cause operational noises. However, these impacts are expected to be periodic, brief, and consistent with the noise impacts typically generated by activities within a multifamily zone. LAMC Section 112.01-112.05 regulates allowable noise levels in residential areas from sources such as radios, television sets, musical instruments, phonographs, amplification devices, air conditioning units, refrigeration units, heating devices, pumping devices, filtering equipment, powered equipment intended for repetitive use, powered equipment, and powered hand tools. The proposed Project will be subject to the regulations and penalties for violation. The project is not expected to result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.

Project Noise Impacts: Conclusion

As shown by this analysis, supra, and by the Noise Impact Analysis contained in Appendix F, the proposed 12-unit small lot subdivision Project is not expected to have a potentially significant impact on noise during its construction or operational phases.

c. Air Quality

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 2022.1.1.14 model provided by SCAQMD for the purposes of evaluating air quality impacts of proposed projects. The Air Quality Analysis prepared for this Project can be found in Appendix H.

Projects in the SCAQMD with daily emissions that exceed any of the emission thresholds provided in **Table 6, SCAQMD Daily Maximum Emissions Thresholds**, may be considered significant under CEQA guidelines.

Table 6, South Coast Air Quality Significance Thresholds

Pollutant	Construction	Operation
NO_X	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_X	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, Revision: March 2023.		

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, emissions from operation of the Project would result from mobile sources (vehicle use), area sources (including on-site maintenance, landscaping, and use of natural gas), and off-site electricity generation to serve the project. **Table 7**, **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 Appendix C).

Table 7, Maximum Daily Emissions

Daily Emissions(lbs/day)	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Construction						
Max. Daily Construction Emissions	1.548	30.48	18.62	0.116	10.24	4.385
SCAQMD Thresholds	75	100	550	150	150	55
Significant Impact? Y/N	N	N	N	N	N	N
Operations (lbs/day)						
Max. Daily Construction Emissions	3.823	0.585	9.490	0.022	1.409	0.989
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact? Y/N	N	N	N	N	N	N
Source: CalEEMod output, July 26, 2023. (a) Construction emissions reflect required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust.						

As shown in Table 7, 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 (NOx), 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 on-site 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 on-site emissions for each pollutant during Project construction to establish the highest level of on-site emissions to be evaluated for LST impacts. As shown in Table 8, Project Related LST Evaluation, the Project's maximum daily on-site construction emissions would not exceed the relevant LST screening table thresholds for LST-related criteria pollutants, and impacts would be less than significant.

Table 8, Project Related LST Evaluation

1 acre/25 meter/Central Los Angeles County	**Project LST Emissions (lbs/day)**			
	NO_x	**CO**	**PM_{10}**	**$PM_{2.5}$**
LST Threshold	74	680	2	5
Peak On-site Daily Emissions	11.4	10.7	1.06	0.98
Significant Impact? Y/N	N	N	N	N
Source: CalEEMod output dated July 27, 2023. Maximum daily emissions reported for summer or winter season, whichever is greater. Includes application of water for dust suppression as required by SCAQMD Rule 403.				

Summary of Project Air Quality Impacts

Criteria Pollutants

The Clean Air Act requires the U.S. EPA to set National Ambient Air Quality Standards (NAAQS) for six criteria air contaminants: ozone, particulate matter, carbon monoxide, nitrogen dioxide, lead, and sulfur dioxide. It also permits states to adopt additional or more protective air quality standards if needed. California has set standards for certain pollutants. The table below summarizes the criteria pollutants regulated by the state of California.

Pollutant	Principal Health and Atmospheric Effects	Typical Sources
Ozone (O3)	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage and cancer. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include many known toxic air contaminants. Biogenic VOC may also contribute.	Low-altitude ozone is almost entirely formed from reactive organic gases/volatile organic compounds (ROG or VOC) and nitrogen oxides (NOx) in the presence of sunlight and heat. Common precursor emitters include motor vehicles and other internal combustion engines, solvent evaporation, boilers, furnaces, and industrial processes.
Respirable Particulate Matter (PM10)	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some toxic air contaminants. Many toxic and other aerosol and solid compounds are part of PM10.	Dust- and fume-producing industrial and agricultural operations; combustion smoke & vehicle exhaust; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; natural sources.
Fine Particulate Matter (PM2.5)	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and produces surface soiling. Most diesel exhaust particulate matter – a toxic air contaminant – is in the PM2.5 size range. Many toxic and other aerosol and solid compounds are part of PM2.5.	Combustion including motor vehicles, other mobile sources, and industrial activities; residential and agricultural burning; also formed through atmospheric chemical and photochemical reactions involving other pollutants including NOx, sulfur oxides (SOx), ammonia, and ROG.
Carbon Monoxide (CO)	CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen. CO also is a minor precursor for photochemical ozone. Colorless, odorless.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.
Nitrogen Dioxide (NO2)	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown. Contributes to acid rain & nitrate contamination of stormwater. Part of the "NOx" group of ozone precursors.	Motor vehicles and other mobile or portable engines, especially diesel; refineries; industrial operations.
Sulfur Dioxide (SO2)	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing; some

	rain. Limits visibility.	natural sources like active volcanoes. Limited contribution possible from heavy-duty diesel vehicles if ultra-low sulfur fuel not used.
Lead (Pb)	Disturbs gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Also a toxic air contaminant and water pollutant.	Lead-based industrial processes like battery production and smelters. Lead paint, leaded gasoline. Aerially deposited lead from older gasoline use may exist in soils along major roads.
Visibility-Reducing Particles (VRP)	Reduces visibility. Produces haze. NOTE: not directly related to the Regional Haze program under the Federal Clean Air Act, which is oriented primarily toward visibility issues in National Parks and other "Class I" areas. However, some issues and measurement methods are similar.	See particulate matter above. May be related more to aerosols than to solid particles.
Sulfate	Premature mortality and respiratory effects. Contributes to acid rain. Some toxic air contaminants attach to sulfate aerosol particles.	Industrial processes, refineries and oil fields, mines, natural sources like volcanic areas, salt-covered dry lakes, and large sulfide rock areas.
Hydrogen Sulfide (H2S)	Colorless, flammable, poisonous. Respiratory irritant. Neurological damage and premature death. Headache, nausea. Strong odor.	Industrial processes such as: refineries and oil fields, asphalt plants, livestock operations, sewage treatment plants, and mines. Some natural sources like volcanic areas and hot springs.
Vinyl Chloride	Neurological effects, liver damage, cancer. Also considered a toxic air contaminant.	Industrial processes.

Table 9: State and Federal Criteria Air Pollutant Effects and Sources.

Of the pollutants regulated by the state of California, those relevant to the construction and operation of the proposed infill residential Project include: Ozone (O_3, which is caused by the combination of ROG and NO_x), PM_{10}, $PM_{2.5}$, CO, NO_2, and SO_2. The analysis above finds that the project's ROG, NO_x), PM_{10}, $PM_{2.5}$, CO, NO_2, and SO_2 will not pass pre-established levels of significance as determined and monitored by the SCAQMD.

Greenhouse Gas Emissions

The term greenhouse gas (GHG) is used to describe atmospheric gases that absorb solar radiation and subsequently emit radiation in the thermal infrared region of the energy spectrum, trapping heat in the Earth's atmosphere. These gases include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and water vapor, among others. A growing body of research attributes long-term changes in temperature, precipitation, and other elements of Earth's climate to large increases in GHG emissions since the mid-nineteenth century, particularly from human activity related to fossil fuel combustion. Anthropogenic GHG emissions of particular interest include CO2, CH4, N2O, and fluorinated gases.

GHGs differ in how much heat each traps in the atmosphere (global warming potential, or GWP). CO_2 is the most important GHG, so amounts of other gases are expressed relative to CO_2, using a metric called "carbon dioxide equivalent" (CO_{2e}). The global warming potential of $CO_2$is assigned a value of 1, and the warming potential of other gases is assessed as multiples of CO_2. Of the potential GHG emissions named above, the one relevant to potentially significant project impacts is CO_2 from mobile emissions (i.e. construction vehicles, construction workers commuting to and from the site, and residential occupants traveling to and from the completed small lot homes). As demonstrated by the analysis above and found in the Air Quality Technical Memorandum attached in Appendix H, the project's CO_2 emissions are not expected to pass thresholds of significance established by the SCAQMD. Therefore, neither the Project's construction nor operation phases are expected to emit potentially significant levels of greenhouse gases.

Sensitive Receptors

Sensitive receptors are facilities that house or attract children, the elderly, and people with illnesses or others who are especially sensitive to the effects of air pollutants. Hospitals, schools, convalescent facilities, and residential areas are examples of sensitive receptors. The Project would be located in an existing residential area on a site that is currently developed with a residential use.

The Air Quality Technical Memorandum attached in Appendix H analyzes the Project's air quality impacts on nearby receptors using the methodology and Localized Significance Thresholds (LSTs) established by the SCAQMD. The Project's expected LSTs are contained in Table 8 of this report. As shown, the Project's LSTs would not surpass the thresholds established by SCAMD screening criteria for a 1-acre site with a source-receptor distance of 25 meters, the most stringent parameter for which the screening tables provide thresholds.

The Project would be located in a residential area, which is considered to contain sensitive receptors. However, Project construction would be temporary and construction emissions would not exceed allowable amounts. Additionally, best management practices would be implemented on-site in compliance with building permits to further avoid impacts to sensitive receptors. Therefore, the Project would not be expected to significantly impact sensitive receptors in the vicinity of the Project.

Odors

According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The Project proposes the construction of a new

residential development, and best management practices would be implemented by the general contractor to avoid the release of odorous substances (e.g., paints and solvents) from the project site. On-site trash receptacles would have the potential to create adverse odors. Trash receptacles would be located and maintained in a manner that promotes odor control and no adverse odor impacts are anticipated from these types of land uses. Therefore, an effect on air quality would not be expected to result due to odors omitted from the Project site during construction or operation.

Conclusion of Project Air Quality Impacts

The Project would consist of residential development consistent with the existing use of the site, zoning and land use, and planning documents for the area. As analyzed above, the Project would be consistent with the SCAQMD's Air Quality Management Plan. Construction and operation of the Project would not be expected to result in significant impacts associated with air quality and is consistent with daily maximum emissions target set forth by the SCAQMD. Therefore, no mitigation measures are required for the Project. Best management practices would be implemented in accordance with building permits by the general contractor to ensure that impacts associated with air quality would not be caused by the Project.

d. Water Quality

The proposed infill development would develop townhouse/condominium style housing onto residential lots that currently contains two residential dwelling units. Existing utility lines would provide water supplies and wastewater treatment services. The Project would replace existing residential land uses with new, higher density residential uses, which would not significantly differ in potential water quality effects. The Project would be served by existing infrastructure including vertical laterals that connect to existing sewer main lines located on Preuss Drive (Pipe ID 51809039), maintained by the City Department of Public Works. The Project does not propose on-site groundwater extraction to serve future uses and does not propose on-site wastewater treatment. The Project would not be anticipated to generate, store, or dispose of substantial quantities of hazardous materials that could affect water quality.

Stormwater runoff currently leave the site by sheet flow and drains northeast on Preuss Road and the alley behind the property to Sawyer Street from 1904 Preuss Road and southwest on Preuss Road and the alley behind the property from 1906 Preuss Road. Storm water is conveyed to catch basins at the intersections of Sawyer Street and Holt Avenue, Guthrie Avenue and Holt Avenue, and Preuss Road and Cadillac Avenue. During the construction phase (including site preparation, excavation, and grading), City Ordinance No. 178,132 would require the preparation of a Stormwater Prevention Plan (SWPPP) to minimize erosion and sediment from leaving the site via storm water runoff through implementation of Best Management Practices (BMPs), such as silt fencing and/or sandbags to reduce the velocity of runoff leaving the site and filter stormwater to reduce erosion and situation offsite.

During operations, stormwater runoff generated by structures and hardscape surfaces would be required to comply with the City Low Impact Development (LID) Ordinance No. 181899 to manage the quality of stormwater runoff to reduce offsite runoff and improve water quality through infiltration, evapotranspiration, retention for on-site use, or a biofiltration system, which will be included in the final design plans to be reviewed during plan check. Runoff generated by hardscape would also be required to comply with City Ordinance No. 172,176 and No. 173,494, which specify Stormwater and

Urban runoff Pollution Control requirements, including the application of BMPs. Compliance with these applicable regulations would ensure the Project would not have a significant adverse effect relating to water quality.

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 West Adams-Baldwin Hills- Leimert Community Plan Area and consists of two parcels currently developed with two single- family residential structures served by existing utilities and public services. The Project would replace the two existing residences with 12 townhouse style units. 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 58
- Los Angeles Police Department West Bureau
- City of Los Angeles Department of Public Works
- City of Los Angeles Department of Recreation and Parks

The Project would add a net increase of ten new dwelling units to the site, consistent with existing planning and zoning as discussed 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, and would not substantially increase demand for utilities or public service over existing conditions. Per the West Adams- Baldwin Hills-Leimert Community Plan, the average household size for single family homes in 2030 is 2.54 occupants. Rounding up, the project's 12 new dwelling units would be expected to provide housing for an estimated net 36 persons. The projected future population of the West Adams-Baldwin Hills-Leimert Community Plan Area for the year 2030 is 214,012, 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 project City growth, the Project would be adequately served by required utilities and public services.

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 exceptions that apply to the project are listed and discussed below:

a) Location

Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. The project site is not in a location subject to this consideration.
As the proposed Project is not defined as a Class 3, 4, 5, 6 or 11 projects, this exception is non-applicable. The Project site is in an urbanized area in the City of Los Angeles. The Project site is not located in a particularly sensitive environment and would not be located on a site containing wetlands, endangered species, or wildlife habitats; therefore, this exception is not applicable.

b) Cumulative Impacts

The exception applies when, although a particular project may not have a significant impact, the impact of successive projects, of the same type, in the same place, over time is significant.

This 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. A cumulative impact analysis requires an evaluation of the potential similar projects in the immediate vicinity of the subject Project. This analysis uses a 500-foot radius as the catchment area for other area for similar projects to include in its cumulative impact analysis. The table below lists the other similar residential projects proposed or being constructed within 500 feet of the subject Project at the time of this report.

Projects within 500 Feet of Project Address	**Relationship to Site**	**Proposed Use**
1901 Preuss Road	194 ft northwest	5-unit residential building
8926 Sawyer Street	377 ft northwest	2-unit residential building and 3-unit residential building
1953 Preuss Road	498 ft southwest	6-unit small lot dwellings

Table 10: Nearby Projects

All of the nearby projects listed in the table above have already been approved by the Los Angeles Department of City Planning, attained permits from the Department of Building and Safety, and are already in the framing stages of building construction.

b.1. Cumulative Impacts: Noise

Noise from construction activities for four total Projects within proximity to each other can contribute to a cumulative noise impact for receptors located in close proximity to all four construction sites. Of all the sensitive receptors in proximity to the four construction sites, the single-family residential use at 1905 Preuss Road will receive the greatest impact as it is located approximately 55 feet away from the property line of the Project site at 1901 Preuss Road, approximately 110 feet from the property line at 8926 Sawyer Street, approximately 490 feet from the property line at 1953 Preuss Road, and 50 feet from the property line of the proposed Project at 1904-1906 Preuss Road.

Figure 2 below shows the Project site (1904-1906 Preuss Road), the other project sites (1901 Preuss Road, 8926 Sawyer Street, and 1953 Preuss Road), and the nearest sensitive use (1905 Preuss Road).

Figure 2 – Sensitive Uses Near Project Sites

★ - Nearest Sensitive Use

Cumulative Impacts – Construction Noise

The three residential projects identified within the noise impact catchment area have already begun construction and, at the time of this report, are at least in the framing phases of building construction. The initial stages of construction for the subject Project (demolition and grading) will generate the highest level of noise. Grading activities are projected to take two days for the subject Project but are not projected to occur at the same time as the other nearby projects currently proposed within 500 feet. By the time the proposed Project breaks ground at the 1904-1906 Preuss Road site, the projects at 1901 Preuss Road, 8926 Sawyer Street, and 1953 Preuss Road will likely be fully built and operational or in the final stages of paving and architectural coating, which produce very little noise impact. Furthermore, these other projects are subject to the same LAMC construction noise standards that this Project and all development projects are subject to as discussed in the Noise Impact Analysis (see Appendix F). Therefore, it is not expected that the cumulative noise impacts of the Projects' construction phases will cause a potentially significant impact.

Cumulative Impacts – Operational Noise

The Noise Impact Analysis analyzes the cumulative noise impacts of the residential Projects at 1901 Preuss Road, 8926 Sawyer Street, 1953 Preuss Road, and the subject site by analyzing the noise impacts of the added rooftop HVAC equipment

and the added vehicle trips from the projects collectively below.

Cumulative Impacts – Operational Noise from HVAC Equipment

Pursuant to LAMC Section 112.02, the projects 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.

None of the Projects within 500 feet of the site at 1904-1906 Preuss Road propose to develop commercial, industrial, manufacturing, or institutional facilities that are associated with loud stationary noise sources. The projects would introduce new stationary noise sources in the form of Heating, Ventilation, and Air Conditioning (HVAC) units. It is assumed that each project would include rooftop HVAC units for each of their dwelling units. Based on noise levels for HVAC units similar to those expected to be used in the projects, each HVAC unit would produce a noise level of 68 dBA Leq at 3.3 ft.

This analysis assumes all roof-mounted HVAC units are in simultaneous use as a conservative analysis postulation although actual HVAC use would depend on weather conditions and tenant occupancy. The project at 1901 Preuss Road is the construction of a 5-unit condominium building. The project at 8926 Sawyer Street is the construction of a 5-unit multifamily residential building. The project at 1953 Preuss Road is the construction of a 6 small lot homes. Addition of the reference noise levels for the 5 HVAC units at 1901 Preuss Road would result in a composite reference noise level of 75 dBA at 3.3 feet, a value that is used to calculate noise levels at greater distances. Addition of the reference noise levels for the 5 HVAC units at 8926 Sawyer Street would also result in a composite reference noise level of 75 dBA at 3.3 feet. Addition of the reference noise levels for the 6 HVAC units at 1953 Preuss Road would also result in a composite reference noise level of 75.8 dBA at 3.3 feet. And addition of the reference noise levels for the 12 HVAC units at 1904-1906 Preuss Road would also result in a composite reference noise level of 78.9 dBA at 3.3 feet.

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 located at 1905 Preuss Road. The project at 1901 Preuss Road is located approximately 55 feet from the property line of the single-family residence located at 1905 Preuss Road, resulting in a final noise impact of 50.56 dBA, which would be reduced to 40.56 dBA by the required line-of-sight barrier for rooftop mechanical equipment. The project at 8926 Sawyer Street is located approximately 110 feet from the property line of the single-family residence located at 1905 Preuss Road, resulting in a final noise impact of 44.54 dBA, which would be reduced to 34.54 dBA by the required line-of-sight barrier for rooftop mechanical equipment. The project at 1953 Preuss Road is located approximately 490 feet from the property line of the single-family residence located at 1905 Preuss Road, resulting in a final noise impact of 32.4 dBA, which would be reduced to 22.4 dBA by the required line-of-sight barrier for rooftop mechanical equipment. The project at 1904-1906 Preuss Road is located approximately 50 feet from the property line of the single-family residence located at 1905 Preuss Road, resulting in a final noise level of 55.29 dBA, which would be reduced to 45.29 dBA by the required line-of-sight barrier for rooftop mechanical equipment.

Using the neighborhood ambient noise level of 68.3 dBA established within the

Community Plan EIR, the addition o each project's HVAC noise impacts would result in a total ambient noise level of 68.3 dBA, an increase of 0 decibels.

Therefore, simultaneous operation of all of the HVAC systems for projects within 500 feet would not increase ambient noise levels beyond the significance threshold of 3 dBA CNEL.

Cumulative Impacts – Operational Noise from Traffic

As stated above, the subject Project at 1904-1906 Preuss Road is expected to generate 53 average daily trips (ADT). The current single-family residential uses generate a collective 15 ADT. Therefore, the Project is projected to add 38 net ADT to Preuss Road. The project at 1901Preuss Road is expected to generate 22 ADT. The current single-family residential use generates 7 ADT. Therefore, the Project is projected to add 15 net ADT to Preuss Road. The project at 8926 Sawyer Street is expected to generate 25 ADT. The current single-family residential use generates 7 ADT. Therefore, the Project is projected to add 18 net ADT to Preuss Road. The project at 1953Preuss Road is expected to generate 26 ADT. The current two-family residential use generates 10 ADT. Therefore, the Project is projected to add 16 net ADT to Preuss Road. Combined, the expected cumulative traffic increase from all four Projects is 87 ADT, which results in a cumulative noise impact of 56.6 dBA. Preuss Road is a Local Street that currently carries 819 vehicles trips per day. The addition of 87 vehicle trips to the existing neighborhood ambient noise level of 68.2 dBA would not result in an increased ambient noise level (for reference a doubling of traffic would create a +3 dBA increase).

Therefore, the cumulative traffic noise impacts on Preuss Road will not exceed the +3 dBA CNEL noise significance threshold.

Summary: Cumulative Impacts of Noise

Construction Noise Impacts

Neither construction of the proposed Project alone, nor in combination with other project sites included in this analysis are expected to cause potentially significant noise impacts.

Construction activities from project development may exceed noise levels allowed by Section 112.05 of the Municipal Code at the nearest off-site sensitive uses. This can be mitigated by required compliance with all applicable regulatory measures. Compliance with City of Los Angeles Noise Standards requires that:

- Construction activities are limited to the hours of 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on any Saturday. Construction is not permitted on any national holiday or on any Sunday.
- Construction vehicles and equipment (fixed or mobile) shall be equipped with properly operating and maintained mufflers.
- Backup audible warning devices shall be replaced with backup strobe lights or other warning devices during evening construction activity to the extent permitted by the California Division of Occupational Safety and Health.
- Any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at receptor is prohibited unless no means exist to reduce such noise below 75 dBA.

- Material stockpiles and/or vehicle staging areas shall be located as far as practical from dwelling units.

Operational Noise Impacts

Neither noise generated from the HVAC units placed on the Project's rooftop nor from the traffic added to nearby roadways are expected to exceed pre-determined ambient noise significance thresholds.

b.2. Cumulative Impacts: Traffic

The Project and the related residential projects included in this cumulative impacts analysis would have a significant impact if they would conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)(1), relating to Vehicle Miles Traveled (VMT). CEQA 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 similar projects in the vicinity would cause a potentially significant traffic impact, a basic run of the City of Los Angeles VMT Calculator was performed. The VMT Calculator determined that the project at 1901 Preuss Road would generate 15 net average daily trips (ADT). The project at 8926 Sawyer Street would generate 18 net ADT. The project at 1953 Preuss Road would generate 16 net ADT. In total, all four of the Projects included in the cumulative impacts analysis (including the subject Project) would generate 87 ADT, 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 similar nearby Projects would not result in a significant effect relating to transportation, and further analysis of the Project's VMT contribution would not be warranted.

b.3. Cumulative Impacts: Air Quality

The Air Quality Analysis (see Appendix H) shows that the subject Project at 1904-1906 Preuss Road would result in the construction and operational emissions shown below in Table 10. Shown in Table 11 below are the projected operational air quality emissions for the other three projects included in the cumulative impact analysis, modeled using CalEEMod emissions modeling software. Importantly, because the construction phase of the subject Project will not overlap with the construction phases of the other three projects, only operational emissions are included in this analysis. Finally, Table 12 shows the combined emissions for all four Projects. CalEEMod output sheets for all of the projects included in this cumulative impacts analysis are included in Appendix H.

Table 10, Maximum Daily Emissions for 1904-1906 Preuss Road

Daily Emissions(lbs/day)	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Construction						
Max. Daily Construction Emissions	1.548	30.48	18.62	0.116	10.24	4.385
SCAQMD Thresholds	75	100	550	150	150	55
Significant Impact? Y/N	N	N	N	N	N	N
Operations (lbs/day)						
Max. Daily Construction Emissions	3.823	0.585	9.490	0.022	1.409	0.989
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact? Y/N	N	N	N	N	N	N
Source: CalEEMod output, July 26, 2023. (a) Construction emissions reflect required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust.						

Table 11 - Maximum Daily Emissions for Nearby Similar Projects						
1901 Preuss Road - Operations (lbs/day)						
Daily Emissions(lbs/day)	**ROG**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Max. Daily Operational Emissions	1.7	0.25	4.02	0.01	0.59	0.41
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact? Y/N	N	N	N	N	N	N
8926 Sawyer Street - Operations (lbs/day)						
Daily Emissions(lbs/day)	**ROG**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Max. Daily Operational Emissions	1.6	4.02	4.02	0.01	0.59	0.41
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact? Y/N	N	N	N	N	N	N
1953 Preuss Road - Operations (lbs/day)						
Daily Emissions(lbs/day)	**ROG**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Max. Daily Operational Emissions	1.92	0.30	4.83	0.01	0.70	0.49
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact? Y/N	N	N	N	N	N	N
Source: CalEEMod output, February 29, 2024						

Table 12 - Maximum Daily Emissions – Combined						
Daily Emissions(lbs/day)	**ROG**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Operations (lbs/day)						
Max. Daily Operational Emissions	9.043	5.155	22.36	0.052	3.289	2.299
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact? Y/N	N	N	N	N	N	N

As shown above, the Projects neither separately nor combined would cause significant air quality emission impacts. A summary of each CalEEMod output for the three additional projects considered in this cumulative impacts analysis are included as Appendix H.

b.4. Cumulative Impacts: Water

None of the projects included in the cumulative impact analysis are expected to have a potentially significant impact on water quality.

Cumulative Impacts: Summary

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 12 new townhouse style units would provide housing for an estimated 36 persons. The proposed removal of the two existing multi-family residential units from the site would result in a net increase of 10 dwelling units and approximately 30 additional persons residing within the site, which would represent an increase of less than 0.004 percent in the City's housing and population totals for the year 2012.

When combined with the other similar projects within 500 feet, the total projected population increase would be 69 people (23 net new units with 3 persons in each) which is about .009% of the projected population increase for the area.

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 30 persons and 10 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 a 12-unit small lot subdivision and removal of two single-family residences and the development of the other three small residential projects would not be expected to result in a cumulatively considerable contribution to impacts involving other past, present, or future projects in the area.

c) Significant Effect

The exception applies when, although the project may otherwise be exempt, there is a reasonable possibility that the project will have a significant effect due to unusual circumstances.

The construction and operation of 11 four-story townhouse style and one three-story townhouse style single-family dwellings 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 at the site location that would warrant further environmental analysis.

In addition to the environmental resources discussed in Section II, a geotechnical report was completed for the Project due to the property's location within the Alquist-Priolo Zone, which identifies zones around active faults in order to limit construction within and near active faults. According to the report, while the site is identified within the Alquist-Priolo Zone, no active trace of the fault is located on the site (Schick Geotechnical Inc. 2023). The proposed structures are feasible from a soils engineering standpoint, and the project would incorporate recommended materials and design features for safety. Therefore, a significant

effect would not be anticipated as a result of any geological features of the Project site.

d) Scenic Highways

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.

There are no designated state scenic highways located within the project vicinity (Caltrans 2018). According to the Mobility Plan 2035, the site is not located on or visible from any designated boulevards within the City of Los Angeles (Los Angeles Department of City Planning, 2016). Therefore, the Project would not result in an impacts to scenic resources within an officially designated state scenic highway.

e) Hazardous Waste Sites

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 for clean-up problems.

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) (Department of Toxic Substances Control 2023; State Water Resources Control Board 2023). 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

The project may cause a substantial adverse change in the significance of an 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 (Los Angeles City Planning 2023a; Los Angeles City Planning 2023b; City of Los Angeles 2023). 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 attached documentation, this analysis demonstrates

that development of the Project would be consistent with the criteria for a Class 32 Categorical Exemption under CEQA Statute Section 15332.

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State Water Resources Control Board. 2023. *GeoTracker*. Accessed: July 3, 2023. Available: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=1904+preuss+road

Appendices

Appendix A – VMT Calculator Output Data Sheets, dated July 25, 2023
Appendix B – Muffler and Barrier Specification Sheets

Appendix C – CalEEMod Output Data Sheets, dated July 27, 2023
Appendix D - LA Department of Transportation Traffic Volume Counts
Appendix E - Tree Report by Certified Arborist
Appendix F – Noise Impact Analysis
Appendix G – CalEEMod Output Data Sheets for Projects in Cumulative Impact Analysis
Appendix H – Air Quality Technical Memorandum

Appendix A

VMT Calculator Output Data Sheets for Proposed Project at 1904-1906 Preuss Road

Prepared August 16, 2023

Department of City Planning Case No. CPC-2023-6115-DB-HCA

REFERRAL FORMS:

TRANSPORTATION STUDY ASSESSMENT

DEPARTMENT OF TRANSPORTATION - REFERRAL FORM

RELATED CODE SECTION: Los Angeles Municipal Code Section 16.05 and various code sections.

PURPOSE: The Department of Transportation (LADOT) Referral Form serves as an initial assessment to determine whether a project requires a Transportation Assessment.

GENERAL INFORMATION

- Administrative: Prior to the submittal of a referral form with LADOT, a Planning case must have been filed with Los Angeles City Planning.
- All new school projects, including by-right projects, must contact LADOT for an assessment of the school's proposed drop-off/pick-up scheme and to determine if any traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.
- Unless exempted, projects located within a transportation specific plan area may be required to pay a traffic impact assessment fee regardless of the need to prepare a transportation assessment.
- Pursuant to LAMC Section 19.15, a review fee payable to LADOT may be required to process this form. The applicant should contact the appropriate LADOT Development Services Office to arrange payment.
- LADOT's Transportation Assessment Guidelines, VMT Calculator, and VMT Calculator User Guide can be found at **http://ladot.lacity.org**.
- A transportation study is not needed for the following project applications:
    - Ministerial / by-right projects
    - Discretionary projects limited to a request for change in hours of operation
    - Tenant improvement within an existing shopping center for change of tenants
    - Any project only installing a parking lot or parking structure
    - Time extension
    - Single family home (unless part of a subdivision)
- This Referral Form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT.

SPECIAL REQUIREMENTS

When submitting this referral form to LADOT, include the completed documents listed below.

☐ Copy of Department of City Planning Application (CP-7771.1).

☐ Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation.

☐ If filing for purposes of Site Plan Review, a copy of the Site Plan Review Supplemental Application.

☐ Copy of project-specific VMT Calculator analysis results.

TO BE VERIFIED BY PLANNING STAFF PRIOR TO LADOT REVIEW

LADOT DEVELOPMENT SERVICES DIVISION OFFICES: Please route this form for processing to the appropriate LADOT Development Review Office as follows (see this map for geographical reference):

Metro	**West LA**	**Valley**
213-972-8482	*213-485-1062*	*818-374-4699*
100 S. Main St, 9th Floor	7166 W. Manchester Blvd	6262 Van Nuys Blvd, 3rd Floor
Los Angeles, CA 90012	Los Angeles, CA 90045	Van Nuys, CA 91401

1. PROJECT INFORMATION

Case Number: CPC-2023-6115-DB-HCA, VTT-84089-SL-HCA

Address: 1904-1906 South Preuss Road

Project Description: Subdivision of two lots for the construction of a 12-unit small lot dev. and requesting a DB incentive and waiver

Seeking Existing Use Credit (will be calculated by LADOT): Yes _____ No _____ Not sure ✔

Applicant Name: Marc & Risa Dauer, Preuss Development, LLC

Applicant E-mail: docdauer@me.com Applicant Phone: _____

Planning Staff Initials: DW **Date:** 12/01/23

2. PROJECT REFERRAL TABLE

	Land Use (list all)	**Size / Unit**	**Daily Trips**[1]
Proposed[1]	Townhomes/Small Lot Homes	11	48
	Multi-family Affordable Housing	1	4
	Total trips[1]*:*		

a. Does the proposed project involve a discretionary action? **Yes** ☑ **No** ☐

b. Would the proposed project generate 250 or more daily vehicle trips[2]? **Yes** ☐ **No** ☑

c. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station[3]? **Yes** ☐ **No** ☑

If **YES** to **a.** and **b.** or **c.**, or to **all** of the above, the Project must be referred to LADOT for further assessment.

Verified by: Planning Staff Name: David Woon Phone: (213)978-1368

Signature: David Woon Date: 12/01/23

[1] Qualifying Existing Use to be determined by LADOT staff on following page, per LADOT's Transportation Assessment Guidelines.

[2] To calculate the project's total daily trips, use the VMT Calculator. Under 'Project Information', enter the project address, land use type, and intensity of all proposed land uses. Select the '**+**' icon to enter each land use. After you enter the information, copy the 'Daily Vehicle Trips' number into the total trips in this table. Do not consider any existing use information for screening purposes. For additional questions, consult LADOT's VMT Calculator User Guide and the LADOT Transportation Assessment Guidelines (available on the LADOT website).

[3] Relevant transit lines include: Metro Red, Purple, Blue, Green, Gold, Expo, Orange, and Silver line stations; and Metrolink stations.

TO BE COMPLETED BY LADOT

3. PROJECT INFORMATION

	Land Use (list all)	**Size / Unit**	**Daily Trips**
Proposed	Townhouse DU	11	
	Affordable Housing DU	1	
		Total new trips:	53
Existing	Single Family Dwelling	2	
		Total existing trips:	15
		Net Increase / Decrease (+ or -)	38

a. Is the project a single retail use that is less than 50,000 square feet? **Yes** ☐ **No** ☒
b. Would the project generate a net increase of 250 or more daily vehicle trips? **Yes** ☐ **No** ☒
c. Would the project generate a net increase of 500 or more daily vehicle trips? **Yes** ☐ **No** ☒
d. Would the project result in a net increase in daily VMT? **Yes** ☐ **No** ☒
e. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station? **Yes** ☐ **No** ☒

f. Does the project trigger Site Plan Review (LAMC 16.05)? **Yes** ☐ **No** ☐

g. Project size:
- **i.** Would the project generate a net increase of 1,000 or more daily vehicle trips? **Yes** ☐ **No** ☒
- **ii.** Is the project's frontage 250 linear feet or more along a street classified as an Avenue or Boulevard per the City's General Plan? **Yes** ☐ **No** ☒
- **iii.** Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? **Yes** ☐ **No** ☒

VMT Analysis (CEQA Review)
If **YES** to **a.** and **NO** to **e.** a VMT analysis is **NOT** required.
If **YES** to both **b.** and **d.**; or to **e.** a VMT analysis **is** required.

Access, Safety, and Circulation Assessment (Corrective Conditions)
If **YES** to **c.**, a project access, safety, and circulation evaluation may be required.
If **YES** to **f.** and either **g.i**., **g.ii**., or **g.iii**., an access assessment may be required.

LADOT Comments:

Please note that this form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT. Qualifying Existing Use to be determined per LADOT's Transportation Assessment Guidelines.

4. Specific Plan with Trip Fee or TDM Requirements: **Yes** ☐ **No** ☒

Fee Calculation Estimate: _____

VMT Analysis Required (Question b. satisfied): **Yes** ☐ **No** ☒

Access, Safety, and Circulation Evaluation Required (Question c. satisfied): **Yes** ☐ **No** ☒

Access Assessment Required (Question c., f., and either g.i., g.ii. or g.iii satisfied): **Yes** ☐ **No** ☒

Prepared by DOT Staff Name: Eileen Hunt Phone: 213-972-8481

Signature: _____ Date: 5/24/24

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

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

Project Information

Project: 1904-1906 PREUSS RD VTT-84089-SL

Scenario:

Address: 1904 S PREUSS ROAD, 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 | Single Family	2	DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Affordable Housing - Family	1	DU
Housing | Townhouse	11	DU
Housing | Affordable Housing - Family	1	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
15 Daily Vehicle Trips	53 Daily Vehicle Trips
106 Daily VMT	367 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. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	38 Net Daily Trips
The net increase in daily VMT ≤ 0	261 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.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

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

Project Information

Project: 1904-1906 Preuss Road

Scenario: 12 Townhouse Units

Address: 1904 S PREUSS ROAD, 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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family	2	DU
Housing | Single Family	2	DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Townhouse	12	DU
Housing | Townhouse	12	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
15 Daily Vehicle Trips	53 Daily Vehicle Trips
106 Daily VMT	367 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. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	38 Net Daily Trips
The net increase in daily VMT ≤ 0	261 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.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: 1904-1906 Preuss Road

Scenario: 12 Townhouse Units

Address: 1904 S PREUSS ROAD, 90034

Proposed Project Land Use Type	Value	Unit
Housing | Townhouse	12	DU

TDM Strategies

Select each section to show individual strategies

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

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

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure

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

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

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

- **G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
47 Daily Vehicle Trips	**47** Daily Vehicle Trips
320 Daily VMT	**320** 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?

Proposed Project	With Mitigation
Household: N/A Threshold = 6.0 15% Below APC	**Household: N/A** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	**Work: N/A** Threshold = 11.6 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 9, 2023
Project Name: 1904-1906 Preuss Road
Project Scenario: 12 Townhouse Units
Project Address: 1904 S PREUSS ROAD, 90034

Version 1.4

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 9, 2023
Project Name: 1904-1906 Preuss Road
Project Scenario: 12 Townhouse Units
Project Address: 1904 S PREUSS ROAD, 90034

Version 1.4

Analysis Results			
Total Employees: N/A Total Population: N/A			
Proposed Project		***With Mitigation***	
47	**Daily Vehicle Trips**	**N/A**	**Daily Vehicle Trips**
N/A	**Daily VMT**	**N/A**	**Daily VMT**
N/A	**Household VMT per Capita**	**N/A**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: South Los Angeles			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 11.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	N/A	Household > 6.0	N/A
Work > 11.6	N/A	Work > 11.6	N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	100	100
		Actual parking provision (spaces)	24	24
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

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

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

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

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: August 9, 2023
Project Name: 1904-1906 Preuss Road
Project Scenario: 12 Townhouse Units
Project Address: 1904 S PREUSS ROAD, 90034

Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	10	-20.0%	8	N/A	N/A	N/A
Home Based Other Production	29	-34.5%	19	N/A	N/A	N/A
Non-Home Based Other Production	13	0.0%	13	N/A	N/A	N/A
Home-Based Work Attraction	0	0.0%	0	N/A	N/A	N/A
Home-Based Other Attraction	14	-28.6%	10	N/A	N/A	N/A
Non-Home Based Other Attraction	3	0.0%	3	N/A	N/A	N/A

MXD Methodology with TDM Measures

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

MXD VMT Methodology Per Capita & Per Employee

Total Population: N/A
Total Employees: N/A
APC: South Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**N/A**	**N/A**
Total Home Based Work Attraction VMT	**N/A**	**N/A**
Total Home Based VMT Per Capita	**N/A**	**N/A**
Total Work Based VMT Per Employee	**N/A**	**N/A**

VMT Calculator User Agreement

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

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

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

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

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

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

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

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

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

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

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

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

You, the User

By: _____

Print Name: _____

Title: _____

Company: _____

Address: _____

Phone: _____

Email Address: _____

Date: _____

Appendix B

Muffler and Barrier Specification Sheets for Proposed Project at 1904-1906 Preuss Road

Department of City Planning Case No. CPC-2023-6115-DB-HCA

Acoustical Surfaces, Inc.

SOUNDPROOFING, ACOUSTICS, NOISE & VIBRATION CONTROL SPECIALISTS

123 Columbia Court North • Suite 201 • Chaska, MN 55318

(952) 448-5300 • Fax (952) 448-2613 • (800) 448-0121

Email: sales@acousticalsurfaces.com

Visit our Website: www.acousticalsurfaces.com

We Identify and S.T.O.P. Your Noise Problems

Echo Barrier™

The Industry's First Reusable, Indoor/ Outdoor Noise Barrier/Absorber

- Superior acoustic performance
- Industrial durability
- Simple and quick installation system
- Lightweight for easy handling
- Unique roll-up design for compact storage and transportation
- Double or triple up for noise 'hot spots'
- Ability to add branding or messages
- Range of accessories available
- Weatherproof – absorbs sound but not water
- Fire retardant
- 1 person can do the job of 2 or 3 people

Why is it all too often we see construction sites with fencing but no regard for sound issues created from the construction that is taking place? This is due to the fact that there has not been an efficient means of treating this type of noise that was cost effective ***until now.***

Echo Barrier temporary fencing is a reusable, outdoor noise barrier. Designed to fit on all types of temporary fencing. Echo Barrier absorbs sound while remaining quick to install, light to carry and tough to last.

BENEFITS: Echo Barrier can help reduce noise complaints, enhance your company reputation, extend site operating hours, reduce project timescales & costs, and improve working conditions.

APPLICATIONS: Echo Barrier works great for construction & demolition sites; rail maintenance & replacement; music, sports and other public events; road construction; utility/maintenance sites; loading and unloading areas; outdoor gun ranges.

DIMENSIONS: 6.56' × 4.49'.

WEIGHT: 13 lbs.

ACOUSTIC PERFORMANCE: 10-20dB noise reduction (greater if barrier is doubled up).

INSTALLATION: The Echo Barrier is easily installed using our quick hook system and specially designed elastic ties.

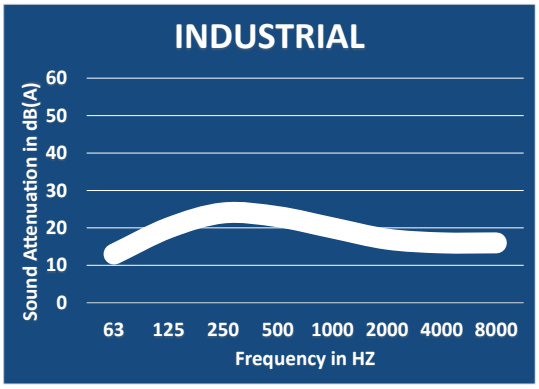
Echo Barrier Transmission Loss Field Data							
	125Hz	250Hz	500Hz	1KHz	2KHz	4KHz	8KHz
Single Layer	6	12	16	23	28	30	30
Double Layer	7	19	24	28	32	31	32

NETT TECHNOLOGIES INC.
www.nettinc.com sales@nettinc.com +1 (905) 672-5453

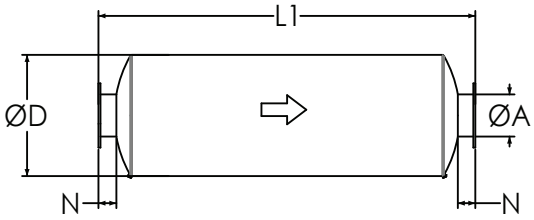
Industrial Grade Silencers

Model NTIN-C (Cylindrical), 15-20 dBA

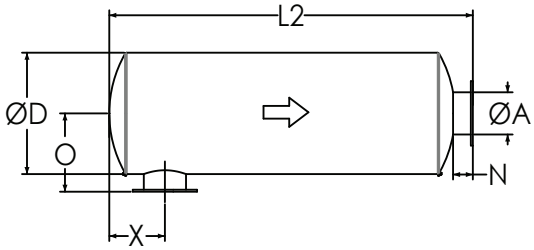
TYPICAL ATTENUATION CURVE



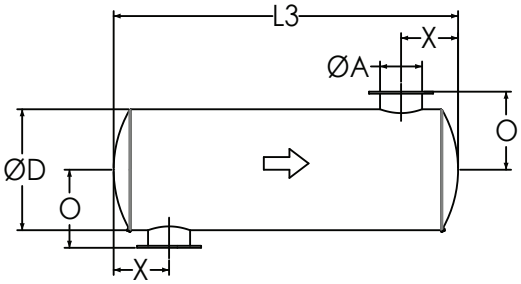
TYPICAL CONFIGURATIONS



END IN END OUT (EI-EO)



SIDE IN END OUT (SI-EO)



SIDE IN SIDE OUT (SI-SO)

Nett Technologies' Industrial Grade Silencers are designed to achieve maximum performance with the least amount of backpressure.
The silencers are Reactive Silencers and are typically used for reciprocating or positive displacement engines where noise level regulations are low.

FEATURES & BENEFITS

- Over 25 years of excellence in manufacturing noise and emission control solutions
- Compact modular designs providing ease of installations, less weight and less foot-print
- Responsive lead time for both standard and custom designs to meet your needs
- Customized engineered systems solutions to meet challenging integration and engine requirements

Contact Nett Technologies with your projects design requirements and specifications for optimized noise control solutions.

OPTIONS

- Versatile connections including ANSI pattern flanges, NPT, slip-on, engine flange, schedule 40 and others
- Aluminized Steel, Stainless Steel 304 or 316 construction
- Horizontal or vertical mounting brackets and lifting lugs

ACCESSORIES

- Hardware Kits
- Flexible connectors and expansion joints
- Elbows
- Thimbles
- Raincaps
- Thermal insulation: integrated or with thermal insulation blankets
- Please see our accessories catalog for a complete listing

PRODUCT DIMENSIONS (in)

Model*	A	D	L1	L2	L3	X**	X	N	O
	Outlet	Dia	EI-EO	SI-EO	SI-SO	Min	Max	Nipple	O
NTIN-C1	1	4	20	18	16	3	7	2	4
NTIN-C1.5	1.5	6	22	20	18	3	8	2	5
NTIN-C2	2	6	22	19	16	3	8	3	6
NTIN-C2.5	2.5	6	24	21	18	4	9	3	6
NTIN-C3	3	8	26	23	20	5	10	3	7
NTIN-C3.5	3.5	9	28	25	22	5	11	3	8
NTIN-C4	4	10	32	29	26	5	12	3	8
NTIN-C5	5	12	36	33	30	6	14	3	9
NTIN-C6	6	14	40	36	32	7	16	4	11
NTIN-C8	8	16	50	46	42	8	21	4	12
NTIN-C10	10	20	52	48	44	11	21	4	14
NTIN-C12	12	24	62	58	54	12	26	4	16
NTIN-C14	14	30	74	69	64	15	31	5	20
NTIN-C16	16	36	82	77	72	18	35	5	23
NTIN-C18	18	40	94	89	84	18	42	5	25
NTIN-C20	20	40	110	105	100	19	52	5	25
NTIN-C22	22	48	118	113	108	22	56	5	29
NTIN-C24	24	48	130	125	120	24	62	5	29

* Other models and custom designs are available upon request. Dimensions subject to change without notice. All silencers are equipped with drain ports on inlet side. The silencer is all welded construction and coated with high heat black paint for maximum durability.

** Standard inlet/outlet position.

Appendix C

CalEEMod Output Data Sheets, dated July 27, 2023 for Proposed Project at 1904-1906 Preuss Road

Department of City Planning Case No. CPC-2023-6115-DB-HCA

1904-1906 Preuss Road Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.2. Construction Emissions by Year, Unmitigated

2.4. Operations Emissions Compared Against Thresholds

2.5. Operations Emissions by Sector, Unmitigated

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

3.3. Site Preparation (2024) - Unmitigated

3.5. Grading (2024) - Unmitigated

3.7. Building Construction (2024) - Unmitigated

3.9. Building Construction (2025) - Unmitigated

3.11. Paving (2025) - Unmitigated

3.13. Architectural Coating (2025) - Unmitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.3. Area Emissions by Source

4.3.2. Unmitigated

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	1904-1906 Preuss Road
Construction Start Date	7/25/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	19.6
Location	1904 Preuss Rd, Los Angeles, CA 90034, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4330
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.14

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Condo/Townhouse	12.0	Dwelling Unit	0.40	12,720	1,020	—	36.0	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.61	1.55	30.5	18.6	0.12	0.72	9.52	10.2	0.68	3.70	4.38	—	17,048	17,048	0.89	2.46	35.4	17,839
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.71	16.1	5.70	7.55	0.01	0.26	0.23	0.42	0.24	0.05	0.26	—	1,462	1,462	0.06	0.02	0.02	1,469
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.23	0.23	1.88	2.37	< 0.005	0.08	0.09	0.17	0.07	0.03	0.10	—	524	524	0.02	0.02	0.16	530
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.04	0.04	0.34	0.43	< 0.005	0.01	0.02	0.03	0.01	0.01	0.02	—	86.7	86.7	< 0.005	< 0.005	0.03	87.8

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	2.61	1.55	30.5	18.6	0.12	0.72	9.52	10.2	0.68	3.70	4.38	—	17,048	17,048	0.89	2.46	35.4	17,839
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.71	0.60	5.70	7.55	0.01	0.26	0.12	0.38	0.24	0.03	0.26	—	1,462	1,462	0.06	0.02	0.02	1,469
2025	0.69	16.1	5.23	7.47	0.01	0.22	0.23	0.42	0.20	0.05	0.23	—	1,459	1,459	0.06	0.02	0.02	1,466
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.23	0.19	1.88	2.37	< 0.005	0.08	0.09	0.17	0.07	0.03	0.10	—	524	524	0.02	0.02	0.16	530
2025	0.01	0.23	0.08	0.12	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	19.5	19.5	< 0.005	< 0.005	0.01	19.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.04	0.03	0.34	0.43	< 0.005	0.01	0.02	0.03	0.01	0.01	0.02	—	86.7	86.7	< 0.005	< 0.005	0.03	87.8
2025	< 0.005	0.04	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.22	3.22	< 0.005	< 0.005	< 0.005	3.24

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.91	3.82	0.57	9.49	0.02	0.87	0.54	1.41	0.85	0.14	0.99	118	1,024	1,142	0.95	0.03	2.35	1,178
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.84	3.76	0.59	8.61	0.02	0.87	0.54	1.41	0.85	0.14	0.99	118	997	1,115	0.96	0.03	0.15	1,149
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	0.61	0.84	0.33	3.19	0.01	0.07	0.49	0.55	0.07	0.12	0.19	13.4	742	756	0.64	0.03	0.97	781
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.11	0.15	0.06	0.58	< 0.005	0.01	0.09	0.10	0.01	0.02	0.03	2.22	123	125	0.11	< 0.005	0.16	129

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.36	0.33	0.24	2.68	0.01	< 0.005	0.54	0.55	< 0.005	0.14	0.14	—	616	616	0.03	0.02	2.26	626
Area	3.54	3.49	0.26	6.78	0.02	0.86	—	0.86	0.84	—	0.84	112	217	329	0.34	< 0.005	—	339
Energy	0.01	< 0.005	0.08	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	186	186	0.01	< 0.005	—	187
Water	—	—	—	—	—	—	—	—	—	—	—	0.86	5.93	6.79	0.09	< 0.005	—	9.64
Waste	—	—	—	—	—	—	—	—	—	—	—	4.85	0.00	4.85	0.48	0.00	—	17.0
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09
Total	3.91	3.82	0.57	9.49	0.02	0.87	0.54	1.41	0.85	0.14	0.99	118	1,024	1,142	0.95	0.03	2.35	1,178
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.36	0.32	0.26	2.48	0.01	< 0.005	0.54	0.55	< 0.005	0.14	0.14	—	590	590	0.03	0.03	0.06	599
Area	3.48	3.43	0.25	6.10	0.02	0.86	—	0.86	0.84	—	0.84	112	215	327	0.34	< 0.005	—	337
Energy	0.01	< 0.005	0.08	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	186	186	0.01	< 0.005	—	187
Water	—	—	—	—	—	—	—	—	—	—	—	0.86	5.93	6.79	0.09	< 0.005	—	9.64
Waste	—	—	—	—	—	—	—	—	—	—	—	4.85	0.00	4.85	0.48	0.00	—	17.0
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09
Total	3.84	3.76	0.59	8.61	0.02	0.87	0.54	1.41	0.85	0.14	0.99	118	997	1,115	0.96	0.03	0.15	1,149

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.32	0.29	0.24	2.28	0.01	< 0.005	0.49	0.49	< 0.005	0.12	0.13	—	534	534	0.03	0.02	0.87	543
Area	0.28	0.55	0.02	0.88	< 0.005	0.06	—	0.06	0.06	—	0.06	7.70	16.0	23.7	0.02	< 0.005	—	24.3
Energy	0.01	< 0.005	0.08	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	186	186	0.01	< 0.005	—	187
Water	—	—	—	—	—	—	—	—	—	—	—	0.86	5.93	6.79	0.09	< 0.005	—	9.64
Waste	—	—	—	—	—	—	—	—	—	—	—	4.85	0.00	4.85	0.48	0.00	—	17.0
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09
Total	0.61	0.84	0.33	3.19	0.01	0.07	0.49	0.55	0.07	0.12	0.19	13.4	742	756	0.64	0.03	0.97	781
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.06	0.05	0.04	0.42	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	—	88.5	88.5	< 0.005	< 0.005	0.14	89.9
Area	0.05	0.10	< 0.005	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	1.27	2.64	3.92	< 0.005	< 0.005	—	4.03
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	30.8	30.8	< 0.005	< 0.005	—	30.9
Water	—	—	—	—	—	—	—	—	—	—	—	0.14	0.98	1.12	0.01	< 0.005	—	1.60
Waste	—	—	—	—	—	—	—	—	—	—	—	0.80	0.00	0.80	0.08	0.00	—	2.81
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	0.11	0.15	0.06	0.58	< 0.005	0.01	0.09	0.10	0.01	0.02	0.03	2.22	123	125	0.11	< 0.005	0.16	129

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.69	5.79	0.01	0.19	—	0.19	0.17	—	0.17	—	852	852	0.03	0.01	—	855

Demolitio	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.13	0.16	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	23.3	23.3	< 0.005	< 0.005	—	23.4
Demolitio n	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.87	3.87	< 0.005	< 0.005	—	3.88
Demolitio n	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.75	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	141	141	0.01	< 0.005	0.56	143
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.72	3.72	< 0.005	< 0.005	0.01	3.77
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.62	0.62	< 0.005	< 0.005	< 0.005	0.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Site Preparation (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.60	0.50	4.60	5.56	0.01	0.24	—	0.24	0.22	—	0.22	—	858	858	0.03	0.01	—	861
Dust From Material Movement	—	—	—	—	—	—	0.53	0.53	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.35	2.35	< 0.005	< 0.005	—	2.36

Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.39	0.39	< 0.005	< 0.005	—	0.39
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.38	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	70.6	70.6	< 0.005	< 0.005	0.28	71.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.19	0.19	< 0.005	< 0.005	< 0.005	0.19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.03	0.03	< 0.005	< 0.005	< 0.005	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.41	1.19	11.4	10.7	0.02	0.53	—	0.53	0.49	—	0.49	—	1,713	1,713	0.07	0.01	—	1,719
Dust From Material Movement	—	—	—	—	—	—	5.41	5.41	—	2.58	2.58	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.39	9.39	< 0.005	< 0.005	—	9.42
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.55	1.55	< 0.005	< 0.005	—	1.56

Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.57	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	106	106	< 0.005	< 0.005	0.42	107
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	1.16	0.33	19.1	7.33	0.10	0.19	4.00	4.20	0.19	1.10	1.29	—	15,229	15,229	0.82	2.44	35.0	16,012
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.56	0.56	< 0.005	< 0.005	< 0.005	0.57
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.11	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	83.5	83.5	< 0.005	0.01	0.08	87.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.09	0.09	< 0.005	< 0.005	< 0.005	0.09
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.8	13.8	< 0.005	< 0.005	0.01	14.5

3.7. Building Construction (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	1.53	1.91	< 0.005	0.07	—	0.07	0.06	—	0.06	—	357	357	0.01	< 0.005	—	359
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.28	0.35	< 0.005	0.01	—	0.01	0.01	—	0.01	—	59.2	59.2	< 0.005	< 0.005	—	59.4
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.65	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	122	122	0.01	< 0.005	0.48	124
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	41.4	41.4	< 0.005	0.01	0.11	43.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.05	0.55	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	116	116	0.01	< 0.005	0.01	117
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	41.4	41.4	< 0.005	0.01	< 0.005	43.1
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.16	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	32.1	32.1	< 0.005	< 0.005	0.06	32.6
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	11.3	11.3	< 0.005	< 0.005	0.01	11.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.32	5.32	< 0.005	< 0.005	0.01	5.40
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.88	1.88	< 0.005	< 0.005	< 0.005	1.96
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.55	2.55	< 0.005	< 0.005	—	2.56
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.42	0.42	< 0.005	< 0.005	—	0.42
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.51	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	113	113	0.01	< 0.005	0.01	115
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	40.7	40.7	< 0.005	0.01	< 0.005	42.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.22	0.22	< 0.005	< 0.005	< 0.005	0.23
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.08	0.08	< 0.005	< 0.005	< 0.005	0.08
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.04	0.04	< 0.005	< 0.005	< 0.005	0.04
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.01	0.01	< 0.005	< 0.005	< 0.005	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.37	5.31	0.01	0.19	—	0.19	0.18	—	0.18	—	823	823	0.03	0.01	—	826
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.87	1.87	< 0.005	< 0.005	—	1.87
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.08	1.03	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	229	229	0.01	0.01	0.02	232
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.19	3.19	< 0.005	< 0.005	0.01	3.23
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.53	0.53	< 0.005	< 0.005	< 0.005	0.53
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	15.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.83	1.83	< 0.005	< 0.005	—	1.84
Architectural Coatings	—	0.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.30	0.30	< 0.005	< 0.005	—	0.30
Architectural Coatings	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	22.6	22.6	< 0.005	< 0.005	< 0.005	22.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.31	0.31	< 0.005	< 0.005	< 0.005	0.32
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.36	0.33	0.24	2.68	0.01	< 0.005	0.54	0.55	< 0.005	0.14	0.14	—	616	616	0.03	0.02	2.26	626
Total	0.36	0.33	0.24	2.68	0.01	< 0.005	0.54	0.55	< 0.005	0.14	0.14	—	616	616	0.03	0.02	2.26	626
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.36	0.32	0.26	2.48	0.01	< 0.005	0.54	0.55	< 0.005	0.14	0.14	—	590	590	0.03	0.03	0.06	599
Total	0.36	0.32	0.26	2.48	0.01	< 0.005	0.54	0.55	< 0.005	0.14	0.14	—	590	590	0.03	0.03	0.06	599
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.06	0.05	0.04	0.42	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	—	88.5	88.5	< 0.005	< 0.005	0.14	89.9

Total	0.06	0.05	0.04	0.42	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	—	88.5	88.5	< 0.005	< 0.005	0.14	89.9

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	89.6	89.6	0.01	< 0.005	—	90.0
Total	—	—	—	—	—	—	—	—	—	—	—	—	89.6	89.6	0.01	< 0.005	—	90.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	89.6	89.6	0.01	< 0.005	—	90.0
Total	—	—	—	—	—	—	—	—	—	—	—	—	89.6	89.6	0.01	< 0.005	—	90.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	14.8	14.8	< 0.005	< 0.005	—	14.9
Total	—	—	—	—	—	—	—	—	—	—	—	—	14.8	14.8	< 0.005	< 0.005	—	14.9

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.01	< 0.005	0.08	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	96.3	96.3	0.01	< 0.005	—	96.6
Total	0.01	< 0.005	0.08	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	96.3	96.3	0.01	< 0.005	—	96.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.01	< 0.005	0.08	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	96.3	96.3	0.01	< 0.005	—	96.6
Total	0.01	< 0.005	0.08	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	96.3	96.3	0.01	< 0.005	—	96.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.9	15.9	< 0.005	< 0.005	—	16.0
Total	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.9	15.9	< 0.005	< 0.005	—	16.0

4.3. Area Emissions by Source

4.3.2. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	3.48	3.13	0.25	6.10	0.02	0.86	—	0.86	0.84	—	0.84	112	215	327	0.34	< 0.005	—	337
Consumer Products	—	0.27	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.06	0.06	0.01	0.68	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.82	1.82	< 0.005	< 0.005	—	1.83
Total	3.54	3.49	0.26	6.78	0.02	0.86	—	0.86	0.84	—	0.84	112	217	329	0.34	< 0.005	—	339
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	3.48	3.13	0.25	6.10	0.02	0.86	—	0.86	0.84	—	0.84	112	215	327	0.34	< 0.005	—	337
Consumer Products	—	0.27	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	3.48	3.43	0.25	6.10	0.02	0.86	—	0.86	0.84	—	0.84	112	215	327	0.34	< 0.005	—	337
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.04	0.04	< 0.005	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	1.27	2.44	3.71	< 0.005	< 0.005	—	3.82
Consumer Products	—	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	0.01	< 0.005	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.21	0.21	< 0.005	< 0.005	—	0.21
Total	0.05	0.10	< 0.005	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	1.27	2.64	3.92	< 0.005	< 0.005	—	4.03

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	0.86	5.93	6.79	0.09	< 0.005	—	9.64
Total	—	—	—	—	—	—	—	—	—	—	—	0.86	5.93	6.79	0.09	< 0.005	—	9.64
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	0.86	5.93	6.79	0.09	< 0.005	—	9.64
Total	—	—	—	—	—	—	—	—	—	—	—	0.86	5.93	6.79	0.09	< 0.005	—	9.64
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	0.14	0.98	1.12	0.01	< 0.005	—	1.60
Total	—	—	—	—	—	—	—	—	—	—	—	0.14	0.98	1.12	0.01	< 0.005	—	1.60

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	4.85	0.00	4.85	0.48	0.00	—	17.0
Total	—	—	—	—	—	—	—	—	—	—	—	4.85	0.00	4.85	0.48	0.00	—	17.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	4.85	0.00	4.85	0.48	0.00	—	17.0
Total	—	—	—	—	—	—	—	—	—	—	—	4.85	0.00	4.85	0.48	0.00	—	17.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	0.80	0.00	0.80	0.08	0.00	—	2.81
Total	—	—	—	—	—	—	—	—	—	—	—	0.80	0.00	0.80	0.08	0.00	—	2.81

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	7/25/2024	8/8/2024	5.00	10.0	—
Site Preparation	Site Preparation	8/9/2024	8/10/2024	5.00	1.00	—
Grading	Grading	8/11/2024	8/13/2024	5.00	2.00	—
Building Construction	Building Construction	8/14/2024	1/1/2025	5.00	100	—
Paving	Paving	1/2/2025	1/9/2025	5.00	5.00	—
Architectural Coating	Architectural Coating	1/10/2025	1/17/2025	5.00	5.00	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	216	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	8.64	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	1.28	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—

Architectural Coating	Worker	1.73	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	25,758	8,586	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	—	—
Site Preparation	0.00	0.00	0.50	0.00	—
Grading	0.00	3,454	1.50	0.00	—
Paving	0.00	0.00	0.00	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Condo/Townhouse	—	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	690	0.05	0.01
2025	0.00	690	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Condo/Townhouse	87.8	97.7	75.4	31,924	688	765	590	249,939

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Condo/Townhouse	—
Wood Fireplaces	1
Gas Fireplaces	10
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	1

Conventional Wood Stoves	0
Catalytic Wood Stoves	1
Non-Catalytic Wood Stoves	1
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
25758	8,586	0.00	0.00	—

5.10.3. Landscape Equipment

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Condo/Townhouse	47,369	690	0.0489	0.0069	300,444

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Condo/Townhouse	447,286	17,484

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Condo/Townhouse	8.99	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

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

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	5.68	annual days of extreme heat
Extreme Precipitation	5.50	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

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

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	48.5
AQ-PM	67.0
AQ-DPM	36.0

Drinking Water	92.5
Lead Risk Housing	63.0
Pesticides	0.00
Toxic Releases	77.3
Traffic	70.8
Effect Indicators	—
CleanUp Sites	0.00
Groundwater	31.5
Haz Waste Facilities/Generators	20.3
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	16.2
Cardio-vascular	17.7
Low Birth Weights	92.8
Socioeconomic Factor Indicators	—
Education	52.5
Housing	91.2
Linguistic	33.3
Poverty	66.9
Unemployment	17.1

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	32.09290389

Employed	58.62953933
Median HI	33.7482356
Education	—
Bachelor's or higher	70.06287694
High school enrollment	100
Preschool enrollment	95.7141024
Transportation	—
Auto Access	19.90247658
Active commuting	87.33478763
Social	—
2-parent households	11.62581804
Voting	54.48479405
Neighborhood	—
Alcohol availability	10.12447068
Park access	81.35506224
Retail density	87.07814706
Supermarket access	59.88707815
Tree canopy	60.7596561
Housing	—
Homeownership	8.250994482
Housing habitability	14.61568074
Low-inc homeowner severe housing cost burden	14.65417683
Low-inc renter severe housing cost burden	35.76286411
Uncrowded housing	31.74643911
Health Outcomes	—
Insured adults	17.56704735
Arthritis	84.5

Asthma ER Admissions	82.8
High Blood Pressure	72.3
Cancer (excluding skin)	80.0
Asthma	34.7
Coronary Heart Disease	79.3
Chronic Obstructive Pulmonary Disease	56.7
Diagnosed Diabetes	57.0
Life Expectancy at Birth	35.6
Cognitively Disabled	22.1
Physically Disabled	32.1
Heart Attack ER Admissions	73.3
Mental Health Not Good	34.0
Chronic Kidney Disease	73.0
Obesity	27.8
Pedestrian Injuries	19.6
Physical Health Not Good	39.9
Stroke	58.2
Health Risk Behaviors	—
Binge Drinking	36.9
Current Smoker	35.6
No Leisure Time for Physical Activity	49.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	95.8
Elderly	28.2
English Speaking	36.4

Foreign-born	79.3
Outdoor Workers	98.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	9.3
Traffic Density	87.2
Traffic Access	87.4
Other Indices	—
Hardship	63.2
Other Decision Support	—
2016 Voting	21.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	48.0
Healthy Places Index Score for Project Location (b)	47.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	per construction plans

Appendix D

LA Department of Transportation Traffic Volume Counts for Proposed Project at 1904-1906 Preuss Road

Department of City Planning Case No. CPC-2023-6115-DB-HCA

24 Hours Traffic Volume

City of Los Angeles

Department of Transportation

Counter	ARMANDO
Date	07/29/14
Start Time	12 AM

Location	**PREUSS RD AT SAWYER ST**	**Day of Week**	TUEDAY	**Prepared**	07/30/14
Direction	N/S STREET	**DOT District**	HOLLYWOOD	**By**	AMS
Serial Number	RD23081 D	**Weather**	CLEAR		

	NORTHBOUND or WESTBOUND					SOUTHBOUND or EASTBOUND					
Time	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	**TOTAL**
12 AM	0	0	1	0	1	1	0	0	1	2	3
1 AM	0	0	1	0	1	0	0	0	2	2	3
2 AM	1	0	0	1	2	0	0	0	0	0	2
3 AM	0	0	0	1	1	0	0	0	0	0	1
4 AM	0	1	0	1	2	0	1	0	0	1	3
5 AM	0	2	0	1	3	0	1	0	1	2	5
6 AM	3	3	0	0	6	4	1	1	1	7	13
7 AM	2	3	1	8	14	3	3	2	8	16	30
8 AM	4	7	9	13	33	4	5	10	15	34	67
9 AM	13	11	10	8	42	14	19	10	10	53	95
10 AM	8	5	12	7	32	10	4	3	9	26	58
11 AM	11	3	12	2	28	8	3	5	7	23	51
12 NN	9	3	6	3	21	17	11	9	4	41	62
1 PM	7	9	6	6	28	11	7	10	13	41	69
2 PM	8	3	1	3	15	8	4	8	5	25	40
3 PM	8	4	4	8	24	7	8	5	8	28	52
4 PM	6	4	6	5	21	12	3	2	11	28	49
5 PM	4	6	2	2	14	6	6	3	7	22	36
6 PM	6	3	3	5	17	8	5	8	8	29	46
7 PM	5	5	4	4	18	6	7	8	6	27	45
8 PM	4	3	4	7	18	2	4	6	4	16	34
9 PM	3	4	2	1	10	5	3	12	4	24	34
10 PM	2	4	1	0	7	3	3	1	1	8	15
11 PM	0	1	0	2	3	1	2	0	0	3	6

FIRST 12-HOURS PEAK QUARTER COUNT	**13**	8 AM	4TH	**19**	9 AM	2ND
LAST 12-HOURS PEAK QUARTER COUNT	**9**	12 NN	1ST	**17**	12 NN	1ST
24 HOUR VEHICLES TOTAL		361			458	**819**
TOTAL VEHICLES STANDARD DEVIATION (STD)	[+,-]	11.62		[+,-]	14.81	25.80

PEAK HOURS VOLUME

	NORTH or WEST BOUND			SOUTH or EAST BOUND			BOTH DIRECTIONS		
	PEAK HOUR		VEHICLE VOLUME	PEAK HOUR		VEHICLE VOLUME	PEAK HOUR		VEHICLE VOLUME
First 12H Peak	9 AM		42	9 AM		53	9 AM		**95**
Last 12H Peak	1 PM		28	12 NN		41	1 PM		**69**
First 12H Peak STD		[+,-]	14.84		[+,-]	16.31		[+,-]	30.92
Last 12H Peak STD		[+,-]	6.81		[+,-]	10.83		[+,-]	17.02

Prepared by NDS/ATD

VOLUME

Robertson Blvd N/O Sawyer St

Day: Thursday
Date: 8/13/2015

City: Los Angeles
Project #: CA15_5233_215

DAILY TOTALS	NB	SB	EB	WB	Total
	20,956	21,028	0	0	41,984

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	56		104				160		12:00	254		312				566	
00:15	49		76				125		12:15	273		329				602	
00:30	66		58				124		12:30	275		323				598	
00:45	43	214	70	308			113	522	12:45	281	1083	334	1298			615	2381
01:00	40		45				85		13:00	264		338				602	
01:15	30		53				83		13:15	311		309				620	
01:30	22		36				58		13:30	310		309				619	
01:45	29	121	29	163			58	284	13:45	315	1200	316	1272			631	2472
02:00	18		35				53		14:00	333		338				671	
02:15	23		35				58		14:15	311		322				633	
02:30	19		35				54		14:30	304		320				624	
02:45	19	79	17	122			36	201	14:45	324	1272	305	1285			629	2557
03:00	16		18				34		15:00	296		332				628	
03:15	12		18				30		15:15	302		359				661	
03:30	25		10				35		15:30	306		372				678	
03:45	26	79	18	64			44	143	15:45	287	1191	357	1420			644	2611
04:00	26		12				38		16:00	276		359				635	
04:15	30		15				45		16:15	299		402				701	
04:30	62		21				83		16:30	295		417				712	
04:45	65	183	21	69			86	252	16:45	305	1175	397	1575			702	2750
05:00	81		23				104		17:00	346		423				769	
05:15	104		34				138		17:15	313		440				753	
05:30	147		41				188		17:30	355		405				760	
05:45	169	501	44	142			213	643	17:45	333	1347	402	1670			735	3017
06:00	143		65				208		18:00	358		337				695	
06:15	165		78				243		18:15	329		421				750	
06:30	172		124				296		18:30	360		404				764	
06:45	188	668	111	378			299	1046	18:45	440	1487	361	1523			801	3010
07:00	208		155				363		19:00	373		299				672	
07:15	262		166				428		19:15	344		297				641	
07:30	301		210				511		19:30	333		282				615	
07:45	353	1124	237	768			590	1892	19:45	283	1333	308	1186			591	2519
08:00	362		285				647		20:00	233		278				511	
08:15	354		301				655		20:15	240		266				506	
08:30	374		321				695		20:30	199		221				420	
08:45	427	1517	326	1233			753	2750	20:45	213	885	233	998			446	1883
09:00	389		311				700		21:00	202		197				399	
09:15	367		371				738		21:15	170		201				371	
09:30	333		331				664		21:30	166		190				356	
09:45	380	1469	288	1301			668	2770	21:45	175	713	189	777			364	1490
10:00	329		288				617		22:00	166		197				363	
10:15	303		307				610		22:15	161		166				327	
10:30	286		310				596		22:30	135		144				279	
10:45	273	1191	291	1196			564	2387	22:45	130	592	155	662			285	1254
11:00	275		279				554		23:00	125		149				274	
11:15	264		279				543		23:15	109		123				232	
11:30	300		300				600		23:30	96		112				208	
11:45	286	1125	291	1149			577	2274	23:45	77	407	85	469			162	876
TOTALS		8271		6893				15164	TOTALS		12685		14135				26820
SPLIT %		54.5%		45.5%				36.1%	SPLIT %		47.3%		52.7%				63.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	20,956	21,028	0	0	41,984

AM Peak Hour	08:30	08:45						08:30	PM Peak Hour	18:30	16:30							17:00
AM Pk Volume	1557	1339						2886	PM Pk Volume	1517	1677							3017
Pk Hr Factor	0.912	0.902						0.958	Pk Hr Factor	0.862	0.953							0.981
7 - 9 Volume	2641	2001	0	0				4642	4 - 6 Volume	2522	3245	0	0					5767
7 - 9 Peak Hour	08:00	08:00						08:00	4 - 6 Peak Hour	17:00	16:30							17:00
7 - 9 Pk Volume	1517	1233	0	0				2750	4 - 6 Pk Volume	1347	1677	0	0					3017
Pk Hr Factor	0.888	0.946	0.000	0.000				0.913	Pk Hr Factor	0.949	0.953	0.000	0.000					0.981

Appendix E

Tree Report by Certified Arborist for Proposed Project at 1904-1906 Preuss Road

Prepared January 12, 2023

Department of City Planning Case No. CPC-2023-6115-DB-HCA

TREE REPORT

PREPARED FOR

Marc Dauer

2313 Duxbury Circle

Los Angeles, CA 90034

PROPERTY

1904-1906 S Preuss Rd.

Los Angeles, CA 90034

CONTACT

Billy Diep, Breakform Design

310.322.3700

billy.d@breakformdesign.com

January 12, 2023

PREPARED BY

LISA SMITH, **THE TREE RESOURCE ®**

REGISTERED CONSULTING ARBORIST #464

ISA BOARD CERTIFIED MASTER ARBORIST #WE3782B

ISA TREE RISK ASSESSOR QUALIFIED - INSTRUCTOR

MEMBER OF AMERICAN SOCIETY OF CONSULTING ARBORISTS

P.O. BOX 49314, LOS ANGELES, CA 90049

T 310-663-2290 **E** lisa@thetreeresource.com

TABLE OF CONTENTS

SUMMARY	**3**
ASSIGNMENT	**5**
LIMITATIONS	**5**
TREE CHARACTERISTICS AND SITE CONDITIONS	**5**
IMPACT ANALYSIS AND SPECIFIC RECOMMENDATIONS	**5**
APPENDIX A –TREE LOCATION MAP	**6**
APPENDIX B - PHOTOGRAPHS	**7**
APPENDIX C – SUMMARY OF FIELD INSPECTION	**10**
APPENDIX D – SUMMARY OF DATA	**12**
GENERAL RECOMMENDATIONS	
New Tree Planting	**14**
Tree Maintenance and Pruning	**15**
Diseases and Insects, Grade Changes, Inspection	**17**
ASSUMPTIONS AND LIMITING CONDITIONS	**18**

TREE REPORT

1904-1906 S Preuss Rd.
Los Angeles, CA 90034

SUMMARY

PROJECT OVERVIEW	
Site Address	**1904-1906 S Preuss Rd., Los Angeles, CA 90034**
Location and/or Specific Plan	**Beverlywood Vicinity**
Project Description	**Subdivision of 2 lots into 12 new single family residential small lot subdivisions (11 units and 1 affordable unit).**
Number of Protected Trees on Site	**0**
Number of Recommended Removals	**0**
Date of Site Visit	**09/22/2022**

This Tree Report was prepared at the request of the property owner, Marc Dauer, who is preparing to build new multi unit housing on this property. The subject property is located in the Beverlywood Vicinity area of Los Angeles. It is currently developed with single family residences which the owner is preparing to demolish and will subdivide the two lots into twelve new single family residential small lot subdivisions (11 units and 1 affordable unit).

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 no trees located in the parkway perimeter that are considered **City of Los Angeles Street Trees.**

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 thirteen (13) **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
- Photographs of the subject trees are included in Appendix B
- Evaluation of potential construction impacts
- 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

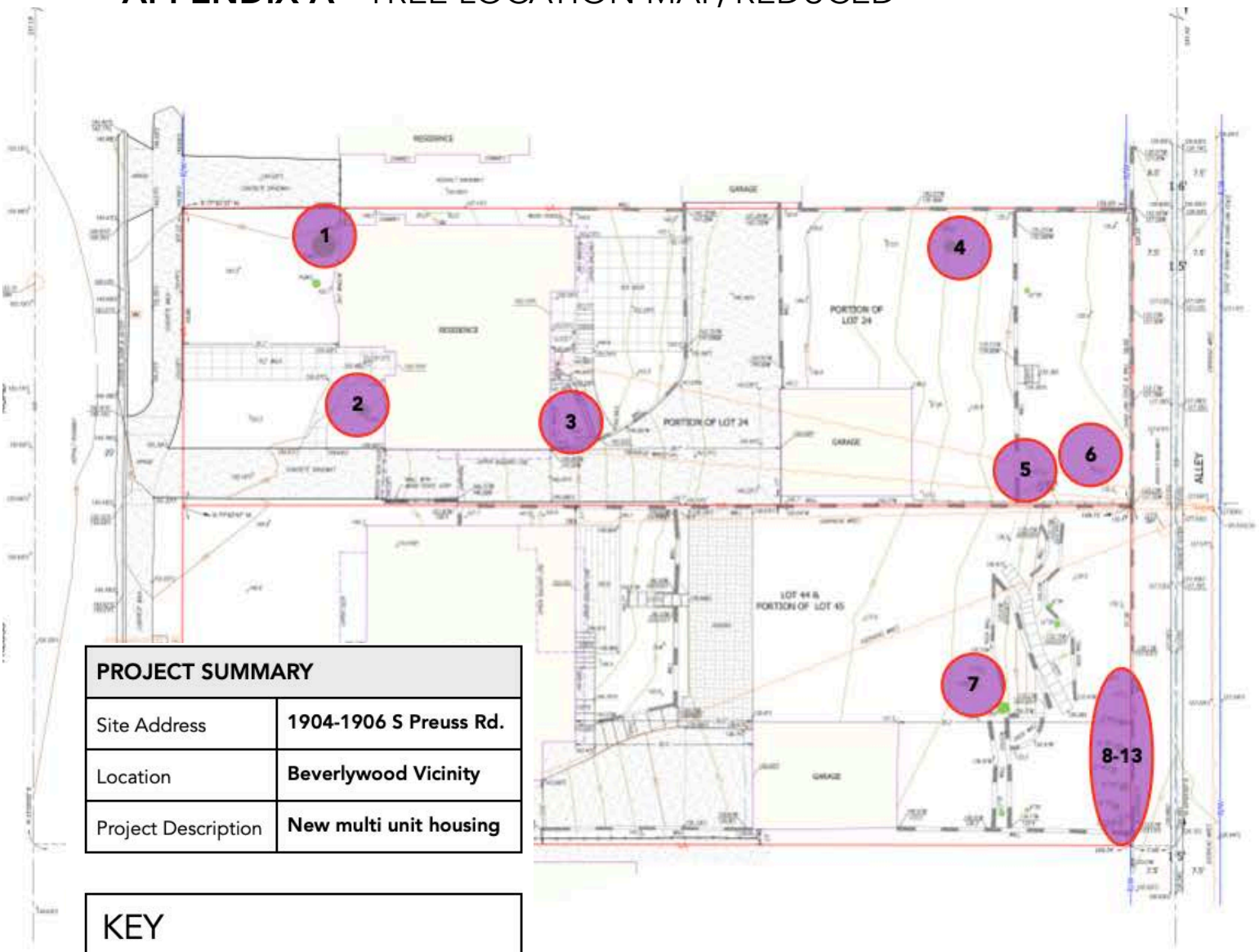
Detailed information with respect to size, condition, species and recommendations are included in the Summary of Field Inspections in Appendix C. The trees are numbered on the Tree Location Map in Appendix A.

IMPACT ANALYSIS AND SPECIFIC RECOMMENDATIONS

NON-PROTECTED TREES

Thirteen (13) Non-Protected Significant Trees are in the direct footprint of the new construction and are recommended for removal.

APPENDIX A - TREE LOCATION MAP, REDUCED



PROJECT SUMMARY	
Site Address	**1904-1906 S Preuss Rd.**
Location	**Beverlywood Vicinity**
Project Description	**New multi unit housing**

KEY

Non-Protected Significant Tree

Tree recommended for removal

SUMMARY OF REPLACEMENT

NON-SIGNIFICANT TREES,
8" DBH +
REPLACED 1:1

APPENDIX B - PHOTOGRAPHS

PHOTO 1 - Shows some of the non-protected trees on site that are recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 2 - Shows some of the non-protected trees on site that are recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 3 - Shows some of the non-protected trees on site that are recommended for removal.

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	King Palm *Archontophoenix cunninghamiana*	Non-Protected	10, 5	20	10	C	Remove
2	King Palm *Archontophoenix cunninghamiana*	Non-Protected	10, 8, 7, 4	30	15	C	Remove
3	King Palm *Archontophoenix cunninghamiana*	Non-Protected	8	30	10	C	Remove
4	Mexican Fan Palm *Washingtonia robusta*	Non-Protected	12	30	5	C	Remove
5	Citrus sp.	Non-Protected	6	8	8	C	Remove
6	Citrus sp.	Non-Protected	6	8	8	C	Remove
7	Crepe Myrtle *Robinia pseudoacacia*	Non-Protected	8	15	10	D	Remove
8	Weeping Fig *Ficus benjamina*	Non-Protected	14	35	15	C	Remove
9	Weeping Fig *Ficus benjamina*	Non-Protected	14	35	15	C	Remove
10	Weeping Fig *Ficus benjamina*	Non-Protected	12	35	15	C	Remove
11	Weeping Fig *Ficus benjamina*	Non-Protected	18	35	15	C	Remove
12	Weeping Fig *Ficus benjamina*	Non-Protected	16	35	15	C	Remove
13	Weeping Fig *Ficus benjamina*	Non-Protected	12	35	15	C	Remove

APPENDIX D - SUMMARY OF DATA

Table 2. Schedule of Proposed Removals

RECOMMENDATION

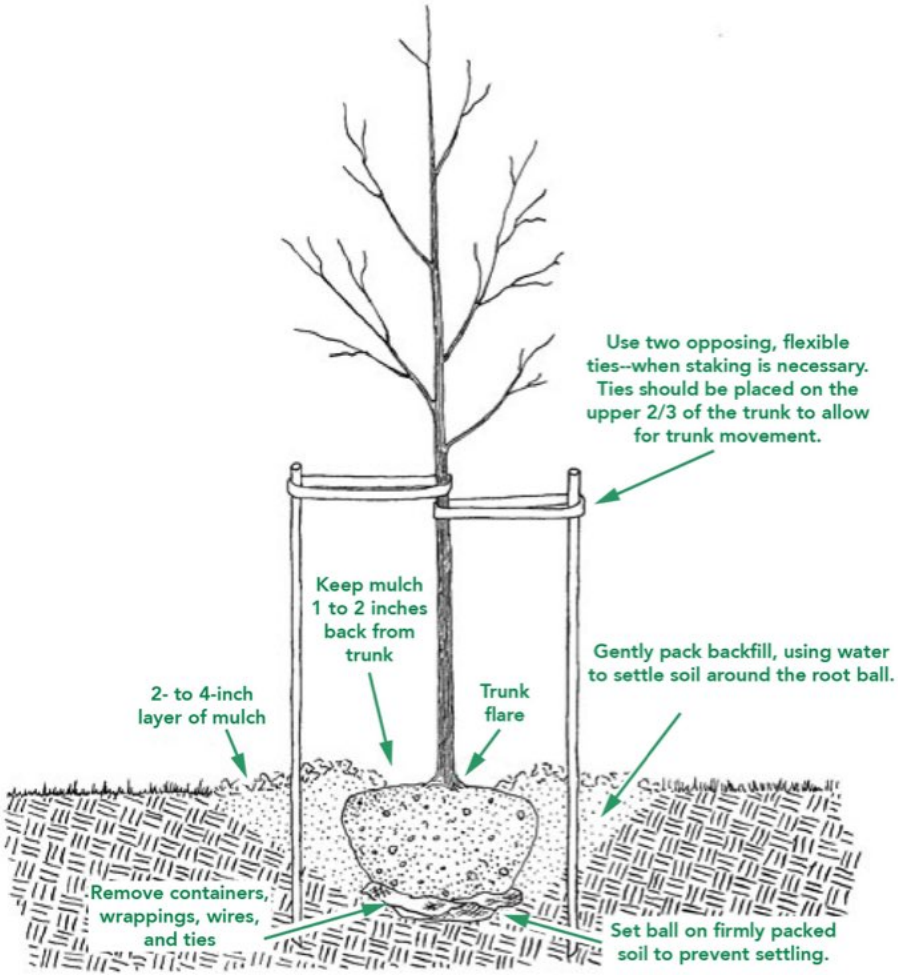
Tree #	Species	Status	Condition	Retain or Remove	Reason for Removal
1	King Palm Archontophoenix cunninghamiana	Non-Protected	Fair	Remove	Construction Impact
2	King Palm Archontophoenix cunninghamiana	Non-Protected	Fair	Remove	Construction Impact
3	King Palm Archontophoenix cunninghamiana	Non-Protected	Fair	Remove	Construction Impact
4	Mexican Fan Palm Washingtonia robusta	Non-Protected	Fair	Remove	Construction Impact
5	Citrus sp.	Non-Protected	Fair	Remove	Construction Impact
6	Citrus sp.	Non-Protected	Fair	Remove	Construction Impact
7	Crepe Myrtle Robinia pseudoacacia	Non-Protected	Poor	Remove	Construction Impact
8	Weeping Fig Ficus benjamina	Non-Protected	Fair	Remove	Construction Impact
9	Weeping Fig Ficus benjamina	Non-Protected	Fair	Remove	Construction Impact
10	Weeping Fig Ficus benjamina	Non-Protected	Fair	Remove	Construction Impact
11	Weeping Fig Ficus benjamina	Non-Protected	Fair	Remove	Construction Impact
12	Weeping Fig Ficus benjamina	Non-Protected	Fair	Remove	Construction Impact
13	Weeping Fig Ficus benjamina	Non-Protected	Fair	Remove	Construction Impact

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	13	13
TOTAL	**13**	**13**

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.

This Arborist report may not be reproduced without the express permission of the Consulting Arborist and the client to whom the report was issued. Any change or alteration to this report invalidates the entire report.

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

Respectfully submitted,

Lisa Smith

Registered Consulting Arborist #464
ISA Board Certified Master Arborist #WE3782B
ISA Tree Risk Assessor Qualified- Instructor
American Society of Consulting Arborists, Member

Appendix F

Noise Impact Analysis for Proposed Project at 1904-1906 Preuss Road

Prepared February 23, 2024

Department of City Planning Case No. CPC-2023-6115-DB-HCA

Noise Effects

Audible Noise Changes – Studies have shown that the smallest perceptible change in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA is readily perceptible to a person with normal hearing sensitivity. A 10 dBA increase is subjectively heard as a doubling in loudness.

Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or point source, will decrease by approximately 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots or smooth bodies of water) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt, grass, or scattered bushes and trees) for each doubling of the distance. For example, if a noise source produces a noise level of 89 DBA and a reference distance of 50 feet, then the noise level would be 83 DBA at a distance of 100 feet from the noise source, 77 DBA at a distance of 200 feet., and so on. Noise generated by a mobile source will decrease by approximately 3 dBA over hard services and 4.8 dBA over soft services for each doubling of the distance.

Noise is most audible when there is a direct line-of-sight. Solid barriers such as walls, berms, or buildings that break the line-of-sight between the source and the receiver greatly reduced noise levels from the source, since sound can only reach the receiver by bending over the top of the barrier. However, if a barrier is not solid, high, or long enough to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced.

Regulatory Frameworks

State

Department of Health Services – The Department of Health Services, Environmental Health Division, has published the Guidelines for Noise and Land Use Compatibility (the State Guidelines) which recommend guidelines for local governments to use when setting standards for human exposure to noise and preparing noise elements for general plans. The State Guidelines, which is illustrated in Table 4.12-1, indicates that residential land use and other noise sensitive receptors generally should be located in areas where outdoor ambient noise levels do not exceed 65 to 70 dBA.

According to the State Guidelines, an exterior noise level of 60 dBA is considered to be a “normally acceptable” noise level for single-family, duplex, and mobile homes involving normal, conventional construction, without any special noise insulation requirements. Exterior noise levels up to 65 DBA are typically considered “normally acceptable” for multifamily units and transient lodging without any special noise insulation requirements. Between these values and 70 dBA exterior noise levels are typically considered “conditionally acceptable” and residential construction should only occur after a detailed analysis of noise reduction requirements is made and needed noise attenuation features are included in the project design. Exterior noise attenuation features include, but are not limited to, setbacks that place structures outside the conditionally acceptable noise contour and orientation.

California Code of Regulations (CCR) – Title 24 of the CCR codifies Sound Transmission Control requirements, which establishes uniform minimum noise Insulation performance standards for new hotels, motels, dormitories, apartment houses, and dwellings other than detached single family dwellings. Specifically, Title 24 states that interior noise levels attributable to exterior

sources shall not exceed 45 DBA in any habitable room of new multifamily dwellings. Dwellings are to be designed so that interior noise levels will meet this standard for at least 10 years from the time of building permit application.

Department of Housing and Community Development – The Department of Housing and Community Development advises that new residential units should not be exposed to outdoor ambient noise levels in excess of 65 dBA and, if necessary, sufficient noise insulation must be provided to reduce interior ambient noise levels to 45 dBA. Within a 65 dBA exterior noise environment, interior noise levels are typically reduced to acceptable levels (to at least 45 dBA) through conventional construction, but with closed windows and fresh air supply systems or air conditioning.

Community Noise Exposure
CNEL, dB

Land Use	**Normally Acceptable1**	**Conditionally Acceptable2**	**Normally Unacceptable3**	**Clearly Unacceptable4**
Single Family, Duplex, Mobile Homes	50-60	55-70	70-75	Above 70
Multi-Family Homes	50-65	60-70	70-75	Above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	Above 80
Transient Lodging- Motels, Hotels	50-65	60-70	70-80	Above 80
Auditoriums, Concert Halls, Amphitheaters	-	50-70	-	Above 65
Sports Arena, Outdoor Spectator Sports	-	50-75	-	Above 70
Playgrounds, Neighborhood Parks	50-70	-	67-75	Above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-75	-	70-80	Above 80
Office Buildings, Business and Professional Commercial	50-70	67-77	Above 75	-
Industrial, Manufacturing, Utilities, Agriculture	50-75	70-80	Above 75	-

Source: California Department of Health Services, as referenced in the 2006 City of Los Angeles L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles.
Notes:
1 Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
2 Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
3 Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
4 Clearly Unacceptable: New construction or development should generally not be undertaken.

Local

Los Angeles Municipal Code (LAMC) - City of Los Angeles has a comprehensive set of regulations concerning the generation of control of noise that could adversely affect people and noise sensitive land uses that are located in four different chapters of the code – the Zoning Ordinance (Chapter I), the General Welfare (Chapter IV), Building Code (Chapter IX), and Noise Regulation (Chapter XI).

Regarding construction, Section 41.40. (Noise Due to Construction, Excavation Work – When Prohibited) in Chapter IV (Public Welfare) of the LAMC indicates that no construction or repair work shall be performed between the hours of 9:00 PM and 7:00 AM, since such activities would generate loud noises and disturb persons occupying the sleeping quarters in any adjacent dwelling, hotel, apartment or other place of residence. No person, other than an individual homeowner engaged in the repair or construction of his/her single-family dwelling, shall perform any construction or repair work of any kind, or perform such work within 500 feet of land so occupied before 8:00 AM or after 6:00 PM on any Saturday or on a federal holiday, or at any time on Sunday. Under certain conditions, the City may grant a waiver to allow limited construction activities to occur outside the limits described above.

LAMC Section 91.106.4.8, in the Building Code (L AMC Chapter IX) requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the sites, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City's Department of Building and Safety.

Chapter XI (Noise Regulation) of the LAMC addresses sources of noise other than construction activities. Chapter XI is intended to prohibit unnecessary, excessive, and annoying noises from all sources within the city. A noise level increase from certain regulated noise sources of 5 dBA over the existing or presumed ambient noise level at an adjacent property line is considered a violation of the noise regulations. The 5 dBA increase above ambient is applicable to City regulated noise sources (e.g., mechanical equipment – LAMC Section 112.02), and it is applicable anytime of the day. The LAMC states that the baseline ambient noise shall be the actual measured ambient noise level or the City's presumed ambient noise level, whichever is greater. The actual ambient noise level is the measured noise levels averaged over a period of at least 15 minutes. The LAMC indicates that in cases where the actual measured ambient conditions are not known, the City's presumed noise levels should be used. The presumed ambient noise levels are in section 111.03. (Minimum Ambient Noise Level) of the LAMC.

ZONE	PRESUMED AMBIENT NOISE LEVEL (dB(A))	
	DAY	NIGHT
A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5	50	40
P, PB, CR, C1, C1.5, C2, C4, C5, and CM	60	55
M1, MR1, and MR2	60	55
M2 and M3	65	65
Source: LAMC 111.03 In this chart, daytime levels are to be used from 7:00 a.m. to 10:00 p.m. and nighttime levels from 10:00 p.m. to 7:00 a.m.		

To account for people's increased tolerance for short-duration noise events, the LAMC provides a 5 dBA allowance for noise sources occurring more than 5 minutes but less than 15 minutes in any one-hour period (for a total of 10 DBA above the ambient), and an additional 5 dBA allowance (total of 15 dBA above the ambient) for noise sources occurring 5 minutes or less in any one hour periods. These additional allowances for short-duration noise sources are applicable to noise sources occurring between the hours of 7:00 AM and 10:00 PM (daytime hours). Furthermore, LAMC provides a reduction of 5 dBA for steady, high-pitched noise or repeated impulsive noise. The LAMC defines impulsive noise as sound of short duration, usually less than one second, with an abrupt onset and rapid decay. By way of example, in the LAMC, impulsive sound includes explosions, musical bass, drum beats, or the discharge of firearms.

LAMC Section 112.02 (Air Conditioning, Refrigeration, Heating, Pumping, Filtering Equipment) requires that any heating, ventilation, or air conditioning (HVAC) system within any zone of the City not cause an increase in ambient noise levels on any other occupied property or if a condominium, apartment house, or attached business, within any adjoining unit to exceed the ambient noise level by more than 5 dBA.

Section 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) of the LAMC specifies the maximum noise level of powered equipment or powered hand tools. Any powered equipment or hand tool that produces a maximum noise level exceeding 75 DBA at a distance of 50 feet is prohibited. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means the above noise limitation cannot be met despite the use of mufflers, shields, sound barriers, and or any other noise reduction device or techniques during the operation of equipment.

Building Code

City of Los Angeles Building Sound Insulation Regulations – With the development of inexpensive insulation materials, air conditioning, and improved noise reduction techniques, it became economically feasible to design buildings that provide effective insulation from outside noise as well as from weather conditions. It has been estimated that standard insulation, window sealing efficiency, and other energy conservation measures reduce exterior-to-interior noise by approximately 15 dBA. Such a reduction generally is adequate to reduce interior noise from outside sources, including street noise, to an acceptable level. Building setbacks and orientation also reduce noise impacts.

Sound transmission control requirements are included in the International Building Code (IBC), which are the basis for the 2016 California Building Code (CBC) CBC states noise insulation standards (CBC Title 24, Section 1207.4). The standards require that intrusive noise not exceed 45 dBA in any habitable room and has been incorporated into the City of Los Angeles Building Code (LAMC Section 91).

The City of Los Angeles Building Code guides building construction. The insulation provisions are intended to mitigate interior noise from outside sources, as well as sound between structural units. The provisions vary according to the intended use of the building, e.g., residential, commercial, and industrial. The regulations are intended to achieve a maximum interior sound level equal to or less than the ambient noise level standard for a particular zone, as set forth in the city's noise ordinance.

Community Plan

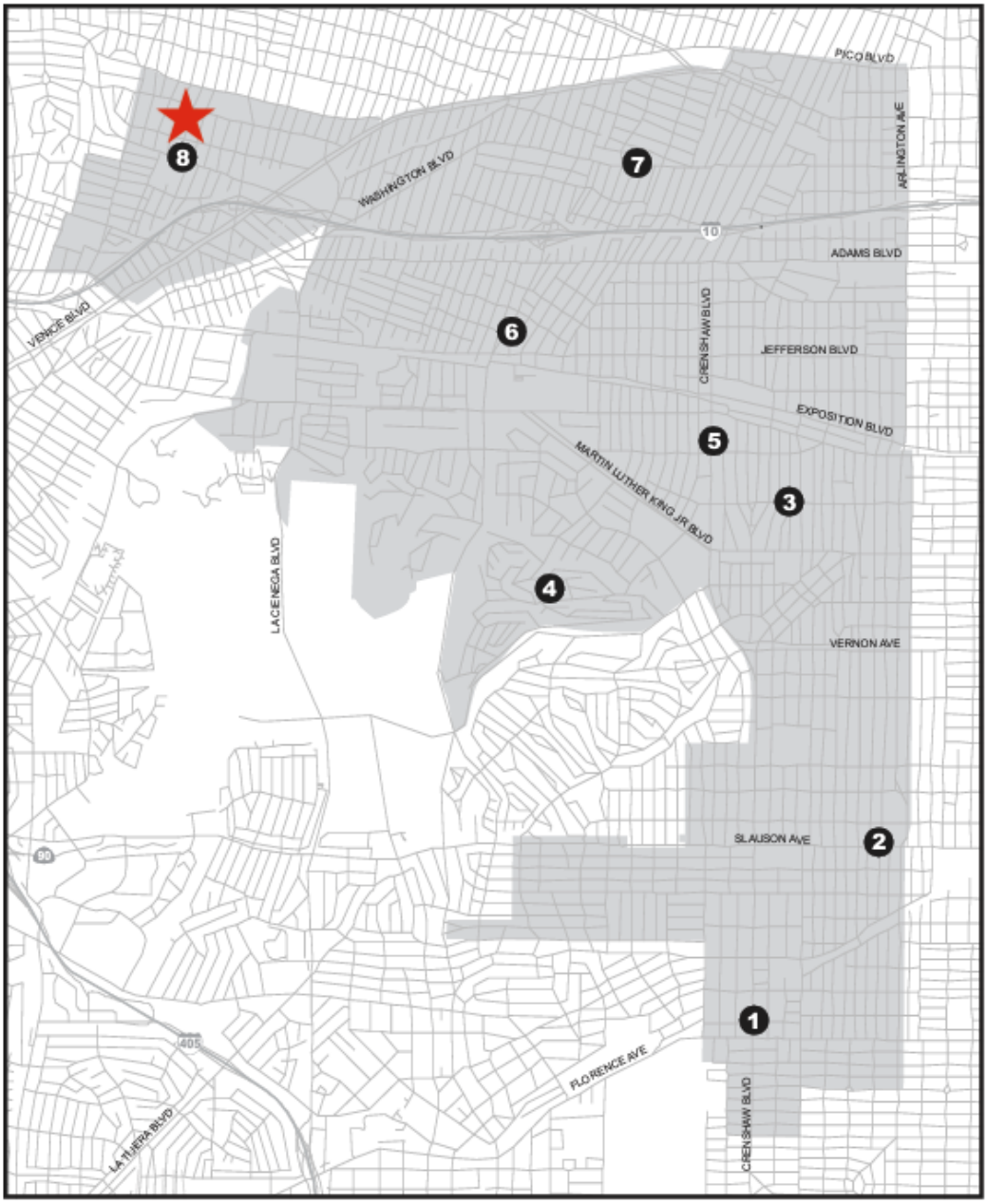
West Adams – Baldwin Hills – Leimert Community Plan EIR, Existing – A series of exterior daytime sound measurements were taken on September 21, 2010 to characterize existing conditions in the West Adams – Baldwin Hills – Leimert Community Plan Area. The monitoring occurred between 11:00 AM and 2:00 PM. Sound measurements were taken using a SoundPro DL Sound Level calibrated before and after the measurements. Noise monitoring locations are shown in Figure 4.12-2. Table 4.12-4 shows that the existing ambient noise level within the Project vicinity were measured at 68.2 dBA L_{EQ}. The major source of noise was from automobiles.

The Community Plan monitoring location nearest the project site is outlined in red on Table 4.12-4. Located at Cadillac Ave and Bedford Street, 1,500 feet from the Project site, the noise monitoring location shows an existing ambient noise level of 8.2 dBA L_{EQ}.

West Adams – Baldwin Hills – Leimert Community Plan EIR, Construction Noise Mitigation Measures – N1: As a condition of approval for any Discretionary or "Active Change Area Project", as defined in Section 3.4 of the Project Description, the City shall require all contractors to include the following best management practices in contract specifications:

- Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.
- The construction contractor shall locate construction staging areas away from sensitive uses.
- When construction activities are located in close proximity to noise-sensitive land uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and noise sensitive uses.
- Impact pile drivers shall be avoided where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving.
- Construction equipment shall be equipped with mufflers that comply with manufacturers' requirements.
- The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible.

The proposed Project will comply with all measures from the Community Plan named above.



LEGEND: West Adams CPA (#) Noise Monitoring Locations

1. Crenshaw Blvd between 66th and 67th Streets
2. Slauson Avenue at 2nd Street
3. Martin Luther King Jr. Blvd at Leimert Blvd
4. Don Diablo Drive at Don Arellanas Drive
5. Slauson Avenue at 2nd Street
6. Martin Luther King Jr. Blvd at Leimert Blvd
7. Washington Blvd between Harcourt and Palm Grove Avenues
8. Cadillac Avenue at Bedford Street

SOURCE: ESRI and TAHA, 2012.

APPROX. SCALE N 0 2,400 4,800 FEET

taha 2010-074

West Adams New Community Plan Environmental Impact Report

CITY OF LOS ANGELES

FIGURE 4.12-2

NOISE MONITORING LOCATIONS

Figure 4.12-2: West Adams – Baldwin Hills - Leimert Community Plan EIR Noise Monitoring Locations
★ - Approximate Location of Project Site

TABLE 4.12-4: EXISTING NOISE LEVELS	
Noise Monitoring Location	**Sound Level (dBA, L_{eq})**
Crenshaw Boulevard between 66th and 67th Streets	72.2
Slauson Avenue at 2nd Street	65.6
Martin Luther King at Leimert Boulevards	71.7
Don Diablo at Don Arellanes Drives	51.2
Crenshaw Boulevard between Coliseum Street and Rodeo Road	69.9
La Brea Avenue and Roseland Street	75.5
Washington Boulevard between Harcourt Avenue and Palm Grove Avenue	70.3
Cadillac Avenue and Bedford Street	68.2
SOURCE: TAHA, 2012.	

Source: West Adams – Baldwin Hills - Leimert Community Plan EIR Noise Levels
The monitoring location nearest the project site are outlined in red.

Project Background

The Project site is located at 1904-1906 S Preuss Road on two contiguous lots within the City of Los Angeles. The site is currently occupied by two structures which consist of a single-family dwelling on each lot as well as 13 non-protected significant trees. The Project proposes construction of 12 (twelve), four-story small lot subdivision homes, each on their own small lot, with 24 (twenty-four) at-grade parking spaces, two spaces assigned to each small lot home (no subterranean parking is part of this Project). The total size of the Project site is 16,774.98 square feet. Setbacks for the project include a 10-foot front yard (to the west), a 15.2-foot rear yard, and 5-foot side yards.

Existing Conditions

Surrounding Sensitive Uses

The City's Noise Element defines the following land uses as noise-sensitive receptors: single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodgings and other residential uses; houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves, and parks.

Preuss Road bounds the site to the west. Across Preuss Road, a Standard Local Street containing 50 feet of public right-of-way, are more residential uses including a single-family home at 1905 S Preuss Road and a single-family home at 1907 S Preuss Road. An approximately 15-foot wide alley bounds the site to the east (the rear yard). To the east of the alley are more residential structures including a single-family home at 1905 S Shenandoah Street and a 10-unit multifamily structure at 1907 S Shenandoah Street. There are single-family residential uses directly adjacent to the site to the north and south at 1902 and 1908 S Preuss Road, respectively. The closest residential use is located to the east at 1908 S Preuss Road, adjacent to the shared property line.

Approximately 260 feet from the Project site is an assisted living facility (Beverlywood Residential Facility). Located at 1920 S Robertson Blvd, the assisted living facility is separated from the Project site by a row of residential structures and a fifteen-foot (15-foot) alley.

Preuss Road is considered a "Local Street-Standard" roadway and is currently improved with a 50-foot ROW. The half-ROW on the Project's side of the centerline would be improved from the existing 25-foot half-ROW to a 30-foot half-ROW width as part of the Project in accordance with

The Citywide General Plan Circulation System maps. The most recent 24-hour traffic count conducted for Preuss Road at the intersection of Preuss Road and Sawyer Street (approximately 140 feet from the Project site) shows 819 total vehicles driving north- and south-bound on Preuss Road between the hours of 00:00:00 and 23:59:00. Speed limits are not posted but are presumed to be 25 mph.

Robertson Boulevard (Blvd), a north- and south-bound Modified Avenue II sits approximately 390 feet to the west of the Project site. The most recent traffic count conducted for Robertson Blvd at the intersection of Robertson Blvd and Sawyer Street (approximately 425 feet from the Project site) shows 41,984 total vehicles driving north- and south-bound on Robertson Blvd between the hours of 00:00:00 and 23:59:00.

To identify existing noise conditions, five short-term (15-minute) noise levels were measured in the vicinity of the project site. Figure 1, Noise Measurement Location Map, depicts the locations of the noise measurements. The Project team consultant conducted the noise survey on January 29, 2024, between 3:16 PM and 4:41 PM. The consultant calibrated and operated the sound measurement instrument according to the manufacturer's written specifications. At the measurement sites, the consultant placed the microphone at a height of approximately five feet above grade. As shown on Figure 1, Noise Measurement Location Map, the Consultant took the noise measurements near the closest noise-sensitive land uses: the single-family residential property to the north of the Project site located at 1902 S Preuss Road (NM1); the single-family residential property to the south of the Project site located at 1908 S Preuss Road (NM2); the assisted living facility (Beverlywood Residential Facility) located at 1920 S Robertson Blvd, approximately 260 feet from the Project site (NM3); the educational facility located at 1846 S Robertson Blvd (Gan-Yaffa Kindergarten), approximately 390 feet from the Project site (NM4); and the religious facility located at 1952 S Robertson Blvd (Friendship Circle); approximately 490 feet from the Project site (NM5). Table I, Existing Ambient Noise Levels, provides a summary of the ambient noise data. Ambient average noise levels (L_{EQ}) were between 70.2 and 86.1 dBA L_{EQ}. The dominant noise sources were from vehicles traveling along the adjacent roadways, construction activity, handheld lawn power tools, and car doors closing in off- and on-street parking spaces, and urban ambience (human conversation, car radios, etc.).

Figure 1 – Noise Measurement Locations

NOISE MEASUREMENT LOCATION	LOCATION	PRIMARY NOISE SOURCES	L_{EQ}	L_{MAX}	L_{MIN}
NM1	1902 S Preuss Road	• Traffic on adjacent roadways	72.4	107.6	49
NM2	1908 S Preuss Road	• Construction activity	70.2	105.1	45.9
NM3	1920 S Robertson Blvd (Beverlywood Residential Facility)	• Handheld lawn power tools • Car doors closing in off- and on-street parking spaces • Urban ambience (human conversation, car radios, etc.)	86.1	98	76.4
NM4	1846 S Robertson Blvd (Gan-		82	96	72.7

	Yaffa Kindergarten)				
NM5	1952 S Robertson Blvd (Friendship Circle)		78	104.4	53.6

Table 1 – Existing Ambient Noise Levels

Project Noise Impacts

Construction Noise Impacts

For this analysis, a noise impact is considered potentially significant if Project construction activities extended beyond ordinance time limits for construction or construction-related noise levels exceed the ordinance noise level standards unless technically infeasible to do so. The proposed Project consists of the construction of 12 (twelve), four-story small lot subdivision homes, each on their own small lot, with 24 (twenty-four) at-grade parking spaces and no subterranean levels. The Applicant expects construction of the Project to last approximately 12-18 months and require the use of heavy equipment. The Applicant anticipates that the construction phases for the Project would include demolition, site preparation, grading, building construction, paving, and architectural coating. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

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 devices or techniques during the operation of the equipment.

Off-road Equipment

The City of Los Angeles limits construction activities to the hours between 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. and 6:00 p.m. on any Saturday. Additionally, use of any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet from construction and industrial machinery is prohibited unless technically infeasible.

The exact construction schedule for the proposed development is not known at this time. Construction activities proposed for similar projects typically include grading and improvements, construction of the building shells, interior finishing, and landscaping. Construction equipment such as bulldozers, backhoes, loaders, and assorted other hand tools and professional grade equipment would likely be used.

In 2006, the Federal Highway Administration (FHWA) published the Roadway Construction Noise Model that includes a national database of construction equipment reference noise emissions levels. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power during a construction phase. The usage factor is a key input variable that is used to calculate the average Leq noise levels.

Table 2 identifies highest (L_{EQ}) noise levels associated with each type of equipment identified for use, then adjusts this noise level for distance to the closest sensitive receptor and the extent of equipment usage (usage factor). The table is organized by construction activity and equipment associated with each activity.

Quantitatively, the primary noise prediction equation is expressed as follows for the hourly average noise level (Leq) at distance D between the source and receiver (dBA):

Leq = L_{EQ} @ 50' – 20 log (D/50') + 10log (U.F%/100) – I.L.(bar)
Where:
L_{EQ} @ 50' is the published reference noise level at 50 feet
U.F.% is the usage factor for full power operation per hour
I.L.(bar) is the insertion loss for intervening barriers

Phase Name	Equipment	Usage Factor	dBA at 1908 Preuss Rd (no barrier)	dBA at 50 ft (no barrier)	dBA at 1908 Preuss Rd (with barrier)	dBA at 50 ft (with barrier)
Demolition	Backhoe	40%	87.6	73.6	77.6	63.6
	Dozer	40%	91.7	77.7	81.7	67.7
	Concrete Saw	20%	96.6	82.6	86.6	72.6
	Total	**N/A**	**98.2**	**84.2**	**88.2**	**74.2**
Site Preparation	Grader	40%	95.0	81.0	85.0	71.0
	Backhoe	40%	87.6	73.6	77.6	63.6
	Total	**N/A**	**95.1**	**81.7**	**85.7**	**71.7**
Grading	Grader	40%	95.0	81.0	85.0	71.0
	Dozer	40%	91.7	77.7	81.7	67.7
	Backhoe	40%	87.6	73.6	77.6	63.6
	Total	**N/A**	**97.2**	**83.2**	**87.2**	**73.2**
Building Construction	Crane	16%	86.6	72.6	76.6	62.6
	Forklift	20%	81.7	67.7	71.7	57.7
	Backhoe	40%	87.6	73.6	77.6	63.6
	Total	**N/A**	**90.7**	**76.7**	**80.7**	**66.7**
Paving	Concrete Mixer	40%	88.8	74.8	78.8	64.8
	Paver	50%	88.2	74.2	78.2	64.2
	Roller	20%	87.0	73.0	77.0	63.0
	Backhoe	40%	87.6	73.6	77.6	63.6
	Total	**N/A**	**94.0**	**80.0**	**84.0**	**70.0**
Architectural Coating	Air Compressor	40%	87.7	73.7	77.7	63.7
	Total	**N/A**	**87.7**	**73.7**	**77.7**	**63.7**

Table 2: Noise levels at nearest sensitive receptor by construction phase
Source: FHWA's Roadway Construction Noise Model, 2006

On-Site Demolition

The site currently contains two single-family residential structures that will be demolished during the demolition phase of Project construction. As shown in Table 2 above, during this phase, off-road

construction equipment expected to be used includes a backhoe, rubber-tired dozer, and concrete saw. This analysis assumes that each piece of equipment needed for this phase is being used simultaneously, as a worst-case scenario. In reality, equipment usage would vary based on the needs of the construction task at any given time.

The demolition phase is the loudest phase of construction. During this phase, noise levels at 1908 Preuss Road, the nearest sensitive receptor, could reach levels of 88.2 dBA with the insertion of a construction barrier. Interior noise levels would be approximately 25 dBA lower assuming closed windows. Although noise levels would be noticeable, they would be temporary and will occur only when heavy equipment operates at the closest property line. Interior noise levels would be around 63.2 dBA assuming closed windows and doors.

The L_{EQ} expected during the demolition phase could reach up to 74.2 dBA with the insertion of a construction barrier at a reference distance of 50 feet, which is below the threshold of exceeding 75 dBA at a distance of 50 feet.

Site Preparation

Site preparation is anticipated to require one day according to CalEEMod output based on a default construction schedule for a project of this size. The closest sensitive off-site use is 10 feet from the property line. At this distance, operation of heavy equipment could create noise levels of up to 85.7 dBA with the insertion of a construction barrier when heavy equipment such as a grader or backhoe operates directly at the property line. Interior noise levels would be approximately 25 dBA lower assuming closed windows. Although noise levels would be noticeable, they would be temporary and will occur only when heavy equipment operates at the closest property line. Interior noise levels would be around 60.7 dBA assuming closed windows and doors. The barrier placed at the property line would reduce noise by approximately -10 dBA.

On-Site Grading

Grading is anticipated to require two days according to CalEEMod output based on a default construction schedule for a project of this size. The closest sensitive off-site use is 10 feet from the property line. At this distance, operation of heavy equipment could create noise levels of up to 87.2 dBA with the insertion of a construction barrier when heavy equipment such as a grader or dozer operates directly at the property line. Interior noise levels would be approximately 25 dBA lower assuming closed windows. Although noise levels would be noticeable, they would be temporary and will occur only when heavy equipment operates at the closest property line. Interior noise levels would be around 62.2 dBA assuming closed windows and doors. The barrier placed at the property line would reduce noise by approximately -10 dBA.

Building Construction

Construction activities would require smaller, less noisy equipment than demolition and grading but would require a longer duration, approximately 100 days, according to CalEEMod output based on a default construction schedule for a project of this size. At the closest residence construction noise levels could be as high as 80.7 dBA L_{EQ} with the insertion of a construction barrier. With closed windows, the noise interior noise level would decrease to about 55.7 dBA L_{EQ}. The construction barrier would assist in blocking noise at the ground floor.

Paving

Paving is anticipated to require five days according to CalEEMod output based on a default construction schedule for a project of this size. The closest sensitive off-site use is 10 feet from the property line. At this distance, operation of heavy equipment could create noise levels of up to 84 dBA with the insertion of a construction barrier when heavy equipment operates directly at the property line. Interior noise levels would be approximately 25 dBA lower assuming closed windows. Although noise levels would be noticeable, they would be temporary as the Project design requires minimal paving. Interior noise levels would be around 59 dBA assuming closed windows and doors. The construction barrier would reduce noise by approximately -10 dBA.

Architectural Coating

Architectural coating is the quietest phase of Project development and is anticipated to require five days according to CalEEMod output based on a default construction schedule for a project of this size. The closest sensitive off-site use, 10 feet from the property line, could experience noise levels of up to 77.7 dBA with the insertion of a construction barrier. Interior noise levels would be approximately 25 dBA lower assuming closed windows. Although noise levels would be noticeable, they would be temporary as the Project design requires minimal paving. Interior noise levels would be around 52.7 dBA assuming closed windows and doors. The construction barrier would reduce noise by approximately -10 dBA.

Operational Noise Impacts

Noise levels of up 70 dBA CNEL are "normally acceptable" for residential uses and levels of up to 75 dBA CNEL are considered "conditionally acceptable."

As stated, Preuss Road near the site currently carries approximately 819 total vehicles per day. The Project is projected to add 53 total vehicle trips per day to Preuss Road (per the LADOT VMT Calculator included in the project file). The current residential uses that occupy the project site contribute an estimated 15 daily vehicle trips. Therefore, the proposed Project would add 38 net daily vehicle trips to Preuss Road, which translates to a total of 51 dBA. Therefore, traffic related noise will not require noise protection to meet the 70 dB CNEL exterior noise standard.

The interior residential noise standard is 45 dB CNEL. For typical wood-framed construction with stucco and gypsum board wall assemblies, the exterior-to-interior noise level reduction is as follows:

- Partly open windows – 12 dB
- Closed single-paned windows – 20 dB
- Closed dual-paned windows – 30 dB

Use of dual-paned windows is required by the California Building Code (CBC) for energy conservation in new construction. Interior standards will be met as long as occupants have the option to close their windows. Where window closure is needed to shut out noise, supplemental ventilation is required by the CBC with some specified gradation of fresh air. Central air conditioning would meet this requirement.

Rooftop HVAC Equipment

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 12 dwelling units for a total of 12 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 12 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 12 HVAC units would result in a composite reference noise level of 78.9 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 south of 1906 Preuss Road at 1908 Preuss Road. Units G, H, and I are the nearest to1908 Preuss Road (with a composite reference noise level of 72.8 dBA) and have approximately 9 feet of horizontal distance and 28 feet of vertical distance from the nearest portion of the project rooftop area in which HVAC units could potentially be placed. At these distances, noise levels from units G, H, and I would be reduced from 72.8 dBA to 41.2 dBAbased 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 31.2 dBA. Units J, K, and L are located adjacent to the portion of 1908 Preuss Road's property that is not developed and would therefore not impact residents inside their home.

The composite noise level of all of the rooftop HVAC systems operating simultaneously would be 68.9 feet at a distance of 3.3 feet. Given the approximately 9 feet of horizontal distance and 28 feet of vertical distance from the nearest portion of the project rooftop area in which HVAC units could potentially be placed, the composite noise level experience by the nearest sensitive use would be 49.73 dBA from the exterior and approximately 24.73 dBA from the interior portions of any nearby sensitive use structures. Therefore, simultaneous operation of the all twelve rooftop HVAC systems would not increase ambient noise levels beyond the significance threshold of 3 dBA CNEL.

Table 3 below shows the effects of the noise generated by the rooftop HVAC equipment on each nearby sensitive receptor. The average change in noise level for all receptors is 0 dBA. Generally, human detection of the change of a change in noise requires a change of +/-3dBA. Therefore, the impact of HVAC operational noise will not cause a potentially significant noise impact.

NOISE MEASUREMENT LOCATION	DISTANCE FROM PROJECT SITE	EXISTING L_{EQ}	L_{EQ} WITH HVAC UNITS[1]	L_{EQ} DIFFERENCE (EXISTING L_{EQ} - L_{EQ} WITH HVAC UNITS)
NM1	10 feet	72.4	72.4	0 dBA
NM2	10 feet	70.2	70.2	0 dBA

NM3	1920 S Robertson Blvd (Beverlywood Residential Facility)	86.1	86.1	0 dBA
NM4	1846 S Robertson Blvd (Gan-Yaffa Kindergarten)	82	82	0 dBA
NM5	1952 S Robertson Blvd (Friendship Circle)	78	78	0 dBA

Table 3: Noise levels at nearest sensitive receptors with HVAC units

On-Site Traffic Noise Exposure

The Project is expected to generate 53 average daily trips. The addition of 53 vehicle trips to the existing 819 vehicles trips per day on Preuss Road would cause a noise level of 51 dBA to a use 15 feet from the roadway, assuming all 53 trips take place within the same hour. The 51 dBA L_{EQ} noise level caused by the vehicle trips associated with the proposed Project represents a 0.1 dBA increase over the existing 70 dBA L_{EQ} noise level (for reference a doubling of traffic would create a +3 dBA increase). Project traffic noise impacts on Preuss Road will not exceed the +3 dBA CNEL noise significance threshold.

On-Site Human Activity

The Project plans to include a rooftop deck as private required, usable open space for each small lot home. AB 1307 (Wicks, 2023) was approved by California Governor Gavin Newsom on September 07, 2023 and took effect immediately as an urgency statute. AB 1307 specifies that the effects of noise generated by project occupants and their guests on human beings is not a significant effect on the environment for residential projects for purposes of CEQA. Therefore, the noise levels generated by Project occupants on nearby residential uses are not considered as potentially significant environmental impacts of the Project.

Cumulative Impacts

A cumulative impact analysis considers project development in combination with ambient growth and other development projects within the project vicinity. As noise is a localized phenomenon, and drastically reduces in magnitude as distance from the source increases, only projects in the nearby area could combine with onsite development to result in cumulative noise impacts.

Based on the City's screening criteria, noise from construction of development projects has the potential to affect noise-sensitive uses within a 500-foot radius of the construction site. As such, the following projects could contribute to a cumulative noise impact to receptors near the Project sites.

Projects within 500 Feet of Project Address	Relationship to Site	Proposed Use
1901 Preuss Road	194 ft northwest	5-unit residential building
8926 Sawyer Street	377 ft northwest	2-unit residential building and 3-unit residential building
1953 Preuss Road	498 ft southwest	6-unit small lot dwellings

Table 4: Nearby Projects

Noise from construction activities for four total Projects within proximity to each other can contribute to a cumulative noise impact for receptors located in close proximity to all four construction sites. Of all the sensitive receptors in proximity to the four construction sites, the single-family residential use at 1905 Preuss Road will receive the greatest impact as it is located approximately 55 feet away from the property line of the Project site at 1901 Preuss Road, approximately 110 feet from the property line at 8926 Sawyer Street, approximately 490 feet from the property line at 1953 Preuss Road, and 50 feet from the property line of the proposed Project at 1904-1906 Preuss Road.

Figure 2 below shows the Project site (1904-1906 Preuss Road), the other project sites (1901 Preuss Road, 8926 Sawyer Street, and 1953 Preuss Road), and the nearest sensitive use (1905 Preuss Road).

Figure 2 – Sensitive Uses Near Project Sites

★ - Nearest Sensitive Use

Cumulative Impacts – Construction Noise

All of the other projects within the noise impact catchment area have already begun construction and, at the time of this report, are at least in the framing phases of building construction while the subject has not yet completed the process of attaining building permits as it has not currently completed the Planning Entitlement process with the Los Angeles Department of City Planning. The initial stages of construction (demolition and grading) generate the highest level of noise. Grading activities are projected to take two days for the subject Project but are not projected to occur at the same time as the other nearby projects currently proposed within 500 feet. By the time the proposed Project breaks ground at the 1904-1906 Preuss Road site, the projects at 1901 Preuss Road, 8926 Sawyer Street, and 1953 Preuss Road will likely be fully built and operational or in the final stages of paving and architectural coating, which produce very little noise impact. Therefore, it is not expected that the cumulative noise impacts of the Projects' construction phases will cause a potentially significant impact.

Cumulative Impacts – Operational Noise

This report analyzes the cumulative noise impacts of the residential Projects at 1901 Preuss Road, 8926 Sawyer Street, 1953 Preuss Road, and the subject site by analyzing the noise impacts of the added rooftop HVAC equipment and the added vehicle trips from the projects collectively below.

Cumulative Impacts – Operational Noise from HVAC Equipment

Pursuant to LAMC Section 112.02, the projects 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.

None of the Projects within 500 feet of the site at 1904-1906 Preuss Road propose to develop commercial, industrial, manufacturing, or institutional facilities that are associated with loud stationary noise sources. The projects would introduce new stationary noise sources in the form of Heating, Ventilation, and Air Conditioning (HVAC) units. It is assumed that each project would include rooftop HVAC units for each of their dwelling units. Based on noise levels for HVAC units similar to those expected to be used in the projects, each HVAC unit would produce a noise level of 68 dBA Leq at 3.3 ft.

This analysis assumes all 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. The project at 1901 Preuss Road is the construction of a 5-unit condominium building. The project at 8926 Sawyer Street is the construction of a 5-unit multifamily residential building. The project at 1953 Preuss Road is the construction of a 6 small lot homes. Addition of the reference noise levels for the 5 HVAC units at 1901 Preuss Road would result in a composite reference noise level of 75 dBA at 3.3 feet, a value that is used to calculate noise levels at greater distances. Addition of the reference noise levels for the 5 HVAC units at 8926 Sawyer Street would also result in a composite reference noise level of 75 dBA at 3.3 feet. Addition of the reference noise levels for the 6 HVAC units at 1953 Preuss Road would also result in a composite reference noise level of 75.8 dBA at 3.3 feet. And addition of the reference noise levels for the 12 HVAC units at 1904-1906 Preuss Road would also result in a composite reference noise level of 78.9 dBA at 3.3 feet.

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 located at 1905 Preuss Road. The project at 1901 Preuss Road is located approximately 55 feet from the property line of the single-family residence located at 1905 Preuss Road, resulting in a final noise impact of 50.56 dBA, which would be reduced to 40.56 dBA by the required line-of-sight barrier for rooftop mechanical equipment. The project at 8926 Sawyer Street is located approximately 110 feet from the property line of the single-family residence located at 1905 Preuss Road, resulting in a final noise impact of 44.54 dBA, which would be reduced to 34.54 dBA by the required line-of-sight barrier for rooftop mechanical equipment. The project at 1953 Preuss Road is located approximately 490 feet from the property line of the single-family residence located at 1905 Preuss Road, resulting in a final noise impact of 32.4 dBA, which would be reduced to 22.4 dBA by the required line-of-sight barrier for rooftop mechanical equipment. The project at 1904-1906 Preuss Road is located approximately 50 feet from the property line of the single-family

residence located at 1905 Preuss Road, resulting in a final noise level of 55.29 dBA, which would be reduced to 45.29 dBA by the required line-of-sight barrier for rooftop mechanical equipment.

Using the neighborhood ambient noise level of 68.3 dBA established within the Community Plan EIR, the addition of the each project's HVAC noise impacts would result in a total ambient noise level of 68.3 dBA, an increase of 0 decibels.

Therefore, simultaneous operation of all of the HVAC systems for projects within 500 feet would not increase ambient noise levels beyond the significance threshold of 3 dBA CNEL.

Cumulative Impacts – Operational Noise from Traffic

As stated above, the subject Project at 1904-1906 Preuss Road is expected to generate 53 average daily trips. The current single-family residential uses generate a collective 15 ADT. Therefore, the Project is projected to add 38 net ADT to Preuss Road. The project at 1901Preuss Road is expected to generate 22 ADT. The current single-family residential use generates 7 ADT. Therefore, the Project is projected to add 15 net ADT to Preuss Road. The project at 8926 Sawyer Street is expected to generate 25 ADT. The current single-family residential use generates 7 ADT. Therefore, the Project is projected to add 18 net ADT to Preuss Road. The project at 1953Preuss Road is expected to generate 26 ADT. The current two-family residential use generates 10 ADT. Therefore, the Project is projected to add 16 net ADT to Preuss Road. Combined, the expected cumulative traffic increase from all four Projects is 87 ADT, which results in a cumulative noise impact of 56.6 dBA. Preuss Road is a Local Street that currently carries 819 vehicles trips per day. The addition of 87 vehicle trips to the existing neighborhood ambient noise level of 68.2 dBA would not result in an increased ambient noise level (for reference a doubling of traffic would create a +3 dBA increase). Therefore, the cumulative traffic noise impacts on Preuss Road will not exceed the +3 dBA CNEL noise significance threshold.

Summary

Construction Noise Impacts

Neither construction of the proposed Project alone, nor in combination with other project sites included in this analysis are expected to cause potentially significant noise impacts.

Construction activities from project development may exceed noise levels allowed by Section 112.05 of the Municipal Code at the nearest off-site sensitive uses. This can be mitigated by required compliance with all applicable regulatory measures. Compliance with City of Los Angeles Noise Standards requires that:

- Construction activities are limited to the hours of 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on any Saturday. Construction is not permitted on any national holiday or on any Sunday.
- Construction vehicles and equipment (fixed or mobile) shall be equipped with properly operating and maintained mufflers.

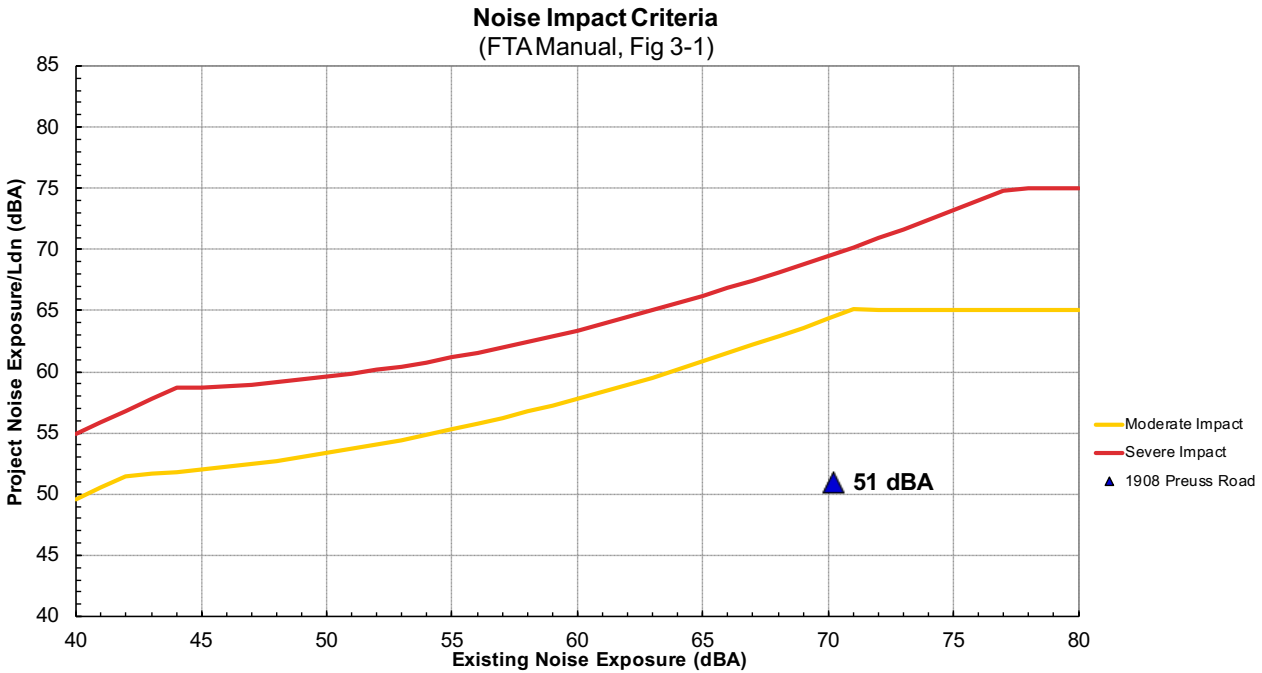
- Backup audible warning devices shall be replaced with backup strobe lights or other warning devices during evening construction activity to the extent permitted by the California Division of Occupational Safety and Health.
- Any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at receptor is prohibited unless no means exist to reduce such noise below 75 dBA.
- Material stockpiles and/or vehicle staging areas shall be located as far as practical from dwelling units.

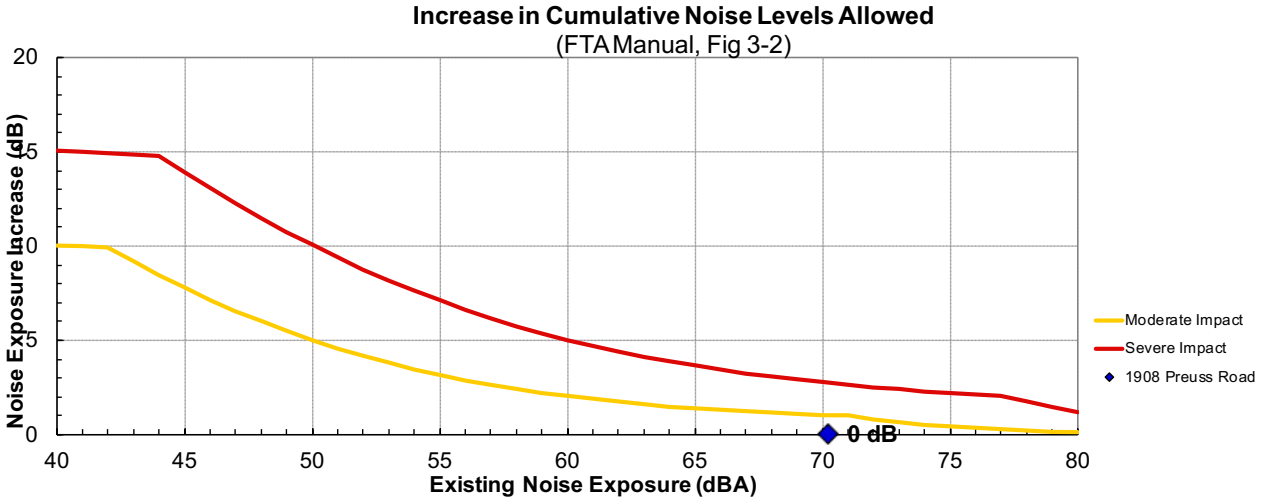
Operational Noise Impacts

Neither noise generated from the HVAC units placed on the Project's rooftop nor from the traffic added to nearby roadways are expected to exceed pre-determined ambient noise significance thresholds.

Project: 1904-1906 Preuss Road
Receiver: 1908 Preuss Road

	Source	Distance	Project Ldn	Existing Ldn	Noise Criteria Mod. Impact	Noise Criteria Sev. Impact	Impact?
1	Automobiles and Vans	15 ft	51.0 dBA	70 dBA	64 dBA	69 dBA	None
2	--	50 ft		70 dBA	64 dBA	69 dBA	
3	--	50 ft		70 dBA	64 dBA	69 dBA	
4	--	70 ft		70 dBA	64 dBA	69 dBA	
5	--	ft		70 dBA	64 dBA	69 dBA	
6	--	ft		70 dBA	64 dBA	69 dBA	
	Combined Sources		**51 dBA**	**70 dBA**	**64 dBA**	**69 dBA**	**None**


Noise Impact Criteria
(FTA Manual, Fig 3-1)
Project Noise Exposure/Ldn (dBA)
85
80
75
70
65
60
55
50
45
40
40
45
50
55
60
65
70
75
80
Existing Noise Exposure (dBA)
51 dBA
Moderate Impact
Severe Impact
1908 Preuss Road


Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)
Noise Exposure Increase (dB)
20
15
10
5
0
40
45
50
55
60
65
70
75
80
Existing Noise Exposure (dBA)
0 dB
Moderate Impact
Severe Impact
1908 Preuss Road

Appendix G

CalEEMod Output Data Sheets for Projects in Cumulative Impact Analysis for Proposed Project at 1904-1906 Preuss Road

Prepared February 29, 2024

Department of City Planning Case No. CPC-2023-6115-DB-HCA

1901 Preuss Condos Summary Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.4. Operations Emissions Compared Against Thresholds

6. Climate Risk Detailed Report

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

7. Health and Equity Details

7.3. Overall Health & Equity Scores

7.5. Evaluation Scorecard

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	1901 Preuss Condos
Construction Start Date	6/1/2023
Operational Year	2024
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	19.6
Location	1901 Preuss Rd, Los Angeles, CA 90034, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4330
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.21

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Condo/Townhouse	5.00	Dwelling Unit	0.20	9,757	250	—	15.0	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.57	1.32	12.6	12.0	0.02	0.60	5.41	6.01	0.55	2.59	3.14	—	1,821	1,821	0.07	0.02	0.61	1,829
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.74	12.4	5.97	7.26	0.01	0.28	0.23	0.45	0.26	0.05	0.27	—	1,371	1,371	0.06	0.02	0.03	1,377
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.24	0.37	1.94	2.36	< 0.005	0.09	0.05	0.14	0.08	0.02	0.10	—	432	432	0.02	< 0.005	0.05	434
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.04	0.07	0.35	0.43	< 0.005	0.02	0.01	0.03	0.02	< 0.005	0.02	—	71.5	71.5	< 0.005	< 0.005	0.01	71.9

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.64	1.70	0.24	4.02	0.01	0.36	0.23	0.59	0.35	0.06	0.41	49.2	432	481	0.40	0.01	1.10	497
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.61	1.67	0.25	3.65	0.01	0.36	0.23	0.59	0.35	0.06	0.41	49.2	420	470	0.40	0.01	0.10	484
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.26	0.46	0.15	1.39	< 0.005	0.03	0.20	0.23	0.03	0.05	0.08	5.58	314	320	0.27	0.01	0.47	330
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.05	0.08	0.03	0.25	< 0.005	0.01	0.04	0.04	0.01	0.01	0.01	0.92	52.0	52.9	0.04	< 0.005	0.08	54.7

6. Climate Risk Detailed Report

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

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

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

7. Health and Equity Details

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	48.0
Healthy Places Index Score for Project Location (b)	47.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

8926 Sawyer Apartments Summary Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.4. Operations Emissions Compared Against Thresholds

6. Climate Risk Detailed Report

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

7. Health and Equity Details

7.3. Overall Health & Equity Scores

7.5. Evaluation Scorecard

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	8926 Sawyer Apartments
Construction Start Date	6/1/2023
Operational Year	2024
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	19.6
Location	8926 Sawyer St, Los Angeles, CA 90035, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4330
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.21

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Apartments Low Rise	5.00	Dwelling Unit	0.14	5,300	500	—	15.0	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.57	1.32	12.6	12.0	0.02	0.60	5.41	6.01	0.55	2.59	3.14	—	1,821	1,821	0.07	0.02	0.61	1,829
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.74	6.78	5.97	7.26	0.01	0.28	0.23	0.45	0.26	0.05	0.27	—	1,371	1,371	0.06	0.02	0.03	1,377
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.24	0.29	1.94	2.36	< 0.005	0.09	0.05	0.14	0.08	0.02	0.10	—	432	432	0.02	< 0.005	0.05	434
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.04	0.05	0.35	0.43	< 0.005	0.02	0.01	0.03	0.02	< 0.005	0.02	—	71.5	71.5	< 0.005	< 0.005	0.01	71.9

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.64	1.60	0.24	4.02	0.01	0.36	0.23	0.59	0.35	0.06	0.41	49.2	425	474	0.40	0.01	1.07	489
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.61	1.57	0.25	3.65	0.01	0.36	0.23	0.59	0.35	0.06	0.41	49.2	413	462	0.40	0.01	0.06	477
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.26	0.36	0.14	1.39	< 0.005	0.03	0.20	0.23	0.03	0.05	0.08	5.58	307	312	0.27	0.01	0.44	323
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.05	0.07	0.03	0.25	< 0.005	0.01	0.04	0.04	0.01	0.01	0.01	0.92	50.8	51.7	0.04	< 0.005	0.07	53.4

6. Climate Risk Detailed Report

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

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

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

7. Health and Equity Details

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	48.0
Healthy Places Index Score for Project Location (b)	47.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

1953 Preuss Road Small Lots Summary Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.4. Operations Emissions Compared Against Thresholds

6. Climate Risk Detailed Report

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

7. Health and Equity Details

7.3. Overall Health & Equity Scores

7.5. Evaluation Scorecard

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	1953 Preuss Road Small Lots
Construction Start Date	6/1/2023
Operational Year	2024
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	19.6
Location	1953 Preuss Rd, Los Angeles, CA 90034, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4330
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.21

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Condo/Townhouse	6.00	Dwelling Unit	0.20	6,360	1,000	—	18.0	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.57	1.32	12.6	12.0	0.02	0.60	5.41	6.01	0.55	2.59	3.14	—	1,821	1,821	0.07	0.02	0.61	1,829
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.74	8.11	5.98	7.31	0.01	0.28	0.23	0.45	0.26	0.05	0.28	—	1,385	1,385	0.06	0.02	0.03	1,391
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.24	0.31	1.94	2.38	< 0.005	0.09	0.05	0.15	0.08	0.02	0.10	—	436	436	0.02	< 0.005	0.05	438
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.04	0.06	0.35	0.43	< 0.005	0.02	0.01	0.03	0.02	< 0.005	0.02	—	72.2	72.2	< 0.005	< 0.005	0.01	72.5

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.96	1.92	0.29	4.83	0.01	0.43	0.27	0.70	0.43	0.07	0.49	59.1	519	578	0.48	0.02	1.28	596
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.93	1.89	0.30	4.38	0.01	0.43	0.27	0.70	0.43	0.07	0.49	59.1	505	564	0.48	0.02	0.08	581
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.31	0.43	0.18	1.66	< 0.005	0.03	0.24	0.27	0.03	0.06	0.09	6.70	377	384	0.32	0.01	0.52	396
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.06	0.08	0.03	0.30	< 0.005	0.01	0.04	0.05	0.01	0.01	0.02	1.11	62.4	63.5	0.05	< 0.005	0.09	65.6

6. Climate Risk Detailed Report

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

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

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
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7. Health and Equity Details

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	48.0
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Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

Appendix H

Air Quality Technical Memorandum for Proposed Project at 1904-1906 Preuss Road

Prepared February 20, 2024

Department of City Planning Case No. CPC-2023-6115-DB-HCA

Air Quality Technical Memorandum

Date: February 20, 2024
Project: 1904-1906 Preuss Road
To: City of Los Angeles, Department of Planning
From: Brian Silveira & Associates

1.1 Introduction

The subject property consists of two (2) existing parcels (4302-020-003 and 4302-020-006) including two (2) lots that will be subdivided into 12 new townhouse-style residential units located at 1904-1906 Preuss Road within the West Adams-Baldwin Hills-Leimert Specific Plan Area of the City of Los Angeles (City). The project proposes 12 townhouse-style units on the 17,124 square foot (sf) lot with 11 market rate units (4 stories, a roof deck, and a two-car garage) and 1 affordable unit (3 stories and 2 outdoor parking spaces). **Table 1, Lot Unit Areas**, below provides the lot areas for each of the units. The project site is surrounded by urban development, consisting of low medium density residential land uses. The project would remove the two existing single-family residences on the subject property. Site preparation and grading would involve approximately 3,644 sf of cut and fill.

Table 1. Lot and Unit Areas

Lot and Unit Name	Unit Type	Lot Area (sf)
Lot 1 | Unit A	Market Rate	2,011.65
Lot 2 | Unit B	Market Rate	1,232.32
Lot 3 | Unit C	Market Rate	1,232.32
Lot 4 | Unit D	Market Rate	1,232.32
Lot 5 | Unit E	Market Rate	1,232.32
Lot 6 | Unit F	Affordable	1,480.29
Lot 7 | Unit G	Market Rate	2,017.27
Lot 8 | Unit H	Market Rate	1,232.95
Lot 9 | Unit I	Market Rate	1,233.59
Lot 10 | Unit J	Market Rate	1,234.23
Lot 11 | Unit K	Market Rate	1,234.87
Lot 12 | Unit L	Market Rate	1,479.19

1.2 Location and Background

The project is located in the City of Los Angeles in the West Adams-Baldwin Hills-Leimert Specific Plan Area of the City. The project would be constructed within the Los Angles Air Basin in the Northwest Los Angeles County Coastal Air Quality Management District. The project site

is located on Preuss Road south of the intersection of Preuss Road and Sawyer Street between Preuss Road and Shenandoah Street.

1.3 Regulatory Setting

Many statutes, regulations, plans, and policies have been adopted at the federal, state, and local levels to address air quality issues related to transportation and other sources. The proposed project is subject to air quality regulations at the level of the Air Quality Management District. This section introduces the pollutants governed by these regulations and describes the regulations and policies that are relevant to the proposed project.

1.4 Pollutant-Specific Overview

Air pollutants are governed by multiple federal and state standards to regulate and mitigate health impacts. There are six criteria pollutants for which National Ambient Air Quality Standards (NAAQS) have been established: CO, Pb, NO_2, O_3, PM ($PM_{2.5}$ and PM_{10}), and SO_2. The United States Environmental Protection Agency (U.S. EPA) has also identified nine priority mobile source air toxics: 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (diesel PM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter (https://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/msat/). In California, sulfates, visibility reducing particles, hydrogen sulfide, and vinyl chloride are also regulated.

1.4.1 Criteria Pollutants

The Clean Air Act requires the U.S. EPA to set National Ambient Air Quality Standards (NAAQS) for six criteria air contaminants: ozone, particulate matter, carbon monoxide, nitrogen dioxide, lead, and sulfur dioxide. It also permits states to adopt additional or more protective air quality standards if needed. California has set standards for certain pollutants. **Table 2** documents the current air quality standards while **Table 3** summarizes the sources and health effects of the six criteria pollutants and pollutants regulated in the state of California.

Table 2. Table of State and Federal Ambient Air Quality Standards. Accessed February 13, 2024, www.arb.ca.gov/research/aaqs/aaqs2.pdf.

Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards [1]		National Standards [2]		
		Concentration [3]	Method [4]	Primary [3,5]	Secondary [3,6]	Method [7]
Ozone (O_3)[8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM10)[9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
Fine Particulate Matter (PM2.5)[9]	24 Hour	—	—	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	—	Ultraviolet Flourescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas)[11]	—	
Lead[12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

See footnotes on next page ...

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.

8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 $\mu g/m^3$ to 12.0 $\mu g/m^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15 $\mu g/m^3$. The existing 24-hour PM10 standards (primary and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

11. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

    Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 $\mu g/m^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Table 3. State and Federal Criteria Air Pollutant Effects and Sources.

Pollutant	Principal Health and Atmospheric Effects	Typical Sources
Ozone (O_3)	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage and cancer. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include many known toxic air contaminants. Biogenic VOC may also contribute.	Low-altitude ozone is almost entirely formed from reactive organic gases/volatile organic compounds (ROG or VOC) and nitrogen oxides (NOx) in the presence of sunlight and heat. Common precursor emitters include motor vehicles and other internal combustion engines, solvent evaporation, boilers, furnaces, and industrial processes.
Respirable Particulate Matter (PM_{10})	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some toxic air contaminants. Many toxic and other aerosol and solid compounds are part of PM_{10}.	Dust- and fume-producing industrial and agricultural operations; combustion smoke & vehicle exhaust; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; natural sources.
Fine Particulate Matter ($PM_{2.5}$)	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and produces surface soiling. Most diesel exhaust particulate matter – a toxic air contaminant – is in the $PM_{2.5}$ size range. Many toxic and other aerosol and solid compounds are part of $PM_{2.5}$.	Combustion including motor vehicles, other mobile sources, and industrial activities; residential and agricultural burning; also formed through atmospheric chemical and photochemical reactions involving other pollutants including NOx, sulfur oxides (SOx), ammonia, and ROG.
Carbon Monoxide (CO)	CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen. CO also is a minor precursor for photochemical ozone. Colorless, odorless.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.
Nitrogen Dioxide (NO_2)	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown. Contributes to acid rain & nitrate contamination of stormwater. Part of the "NOx" group of ozone precursors.	Motor vehicles and other mobile or portable engines, especially diesel; refineries; industrial operations.
Sulfur Dioxide (SO_2)	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid rain. Limits visibility.	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing; some natural sources like active volcanoes. Limited contribution possible from heavy-duty diesel vehicles if ultra-low sulfur fuel not used.
Lead (Pb)	Disturbs gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Also a toxic air contaminant and water pollutant.	Lead-based industrial processes like battery production and smelters. Lead paint, leaded gasoline. Aerially deposited lead from older gasoline use may exist in soils along major roads.
Visibility-Reducing	Reduces visibility. Produces haze. NOTE: not directly related to the Regional Haze program under the Federal Clean Air Act,	See particulate matter above. May be related more to aerosols than to solid particles.

Particles (VRP)	which is oriented primarily toward visibility issues in National Parks and other "Class I" areas. However, some issues and measurement methods are similar.	
Sulfate	Premature mortality and respiratory effects. Contributes to acid rain. Some toxic air contaminants attach to sulfate aerosol particles.	Industrial processes, refineries and oil fields, mines, natural sources like volcanic areas, salt-covered dry lakes, and large sulfide rock areas.
Hydrogen Sulfide (H_2S)	Colorless, flammable, poisonous. Respiratory irritant. Neurological damage and premature death. Headache, nausea. Strong odor.	Industrial processes such as: refineries and oil fields, asphalt plants, livestock operations, sewage treatment plants, and mines. Some natural sources like volcanic areas and hot springs.
Vinyl Chloride	Neurological effects, liver damage, cancer. Also considered a toxic air contaminant.	Industrial processes.

1.4.2 Mobile Source Air Toxics

Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the U.S. EPA regulate 188 air toxics, also known as hazardous air pollutants. The U.S. EPA has assessed this expansive list in its rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007), and identified a group of 93 compounds emitted from mobile sources that are part of U.S. EPA's Integrated Risk Information System (IRIS) (https://www.epa.gov/iris). In addition, the U.S. EPA identified nine compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers or contributors and non-hazard contributors from the 2011 National Air Toxics Assessment (NATA) (https://www.epa.gov/national-air-toxics-assessment). These are *1,3-butadiene*, *acetaldehyde*, *acrolein*, *benzene*, *diesel particulate matter (diesel PM)*, *ethylbenzene*, *formaldehyde*, *naphthalene*, and *polycyclic organic matter*. While the Federal Highway Administration (FHWA) considers these the priority mobile source air toxics, the list is subject to change and may be adjusted in consideration of future U.S. EPA rules.

The 2007 U.S. EPA rule mentioned above requires controls that will dramatically decrease Mobile Source Air Toxics (MSAT) emissions through cleaner fuels and cleaner engines. According to an FHWA analysis using U.S. EPA's MOVES2014a model, even if vehicle activity (vehicle-miles traveled, VMT) increases by 45 percent from 2010 to 2050 as forecast, a combined reduction of 91 percent in the total annual emission rate for the priority MSATs is projected for the same time period, as shown in **Figure 1**.

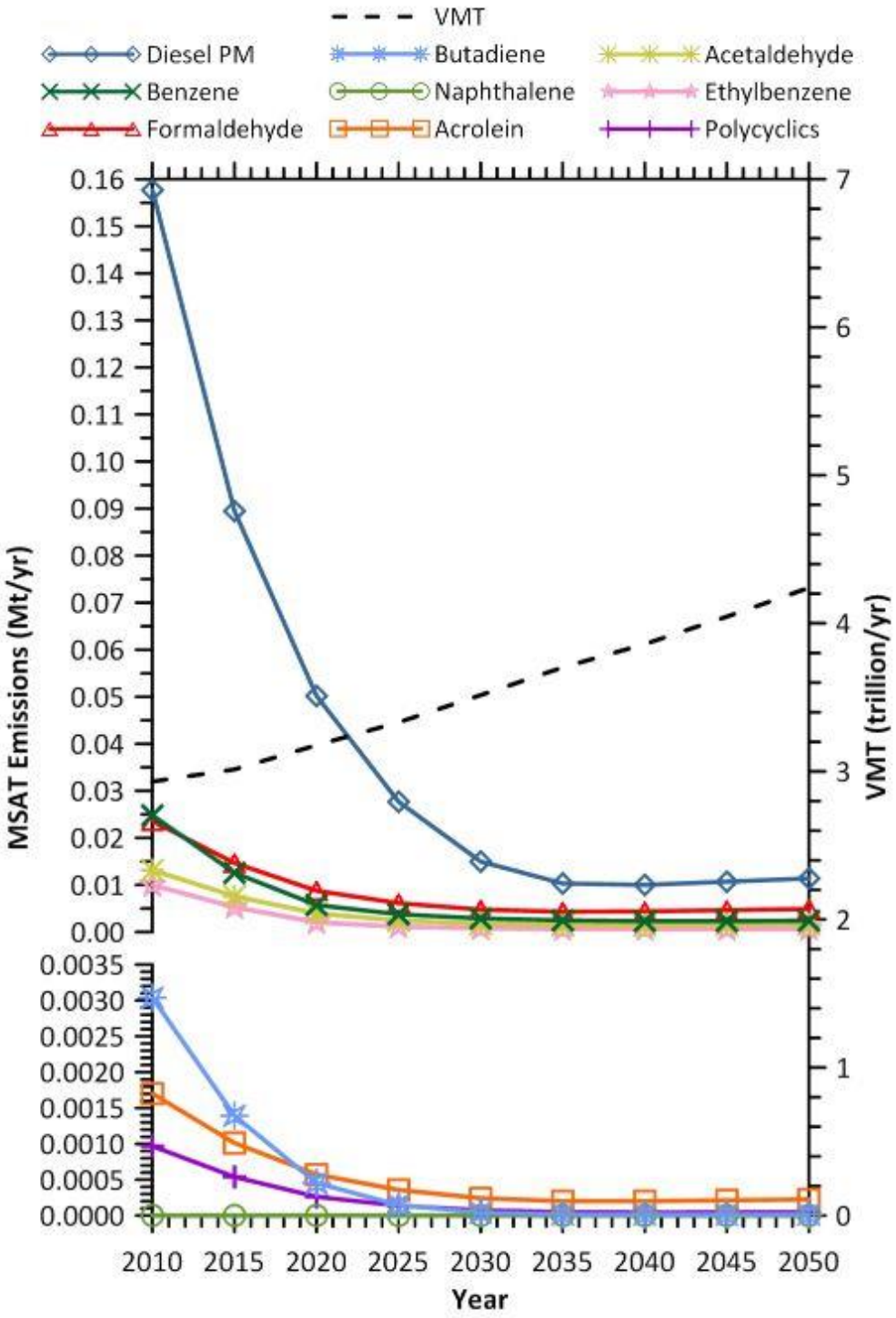

Figure 1. Projected National MSAT Trends, 2010-2050 (Source: https://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/msat/).

1.4.3 Greenhouse Gases

The term greenhouse gas (GHG) is used to describe atmospheric gases that absorb solar radiation and subsequently emit radiation in the thermal infrared region of the energy spectrum, trapping heat in the Earth's atmosphere. These gases include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and water vapor, among others. A growing body of research attributes long-term changes in temperature, precipitation, and other elements of Earth's climate to large increases in GHG emissions since the mid-nineteenth century, particularly from human activity related to fossil fuel combustion. Anthropogenic GHG emissions of particular interest include CO_2, CH_4, N_2O, and fluorinated gases.

GHGs differ in how much heat each traps in the atmosphere (global warming potential, or GWP). CO_2 is the most important GHG, so amounts of other gases are expressed relative to CO_2, using a metric called "carbon dioxide equivalent" (CO_2e). The global warming potential of CO_2 is assigned a value of 1, and the warming potential of other gases is assessed as multiples of CO_2. For example, the 2007 International Panel on Climate Change *Fourth Assessment Report* calculates the GWP of CH_4 as 25 CO_{2e} and the GWP of N_2O CO_{2e} as 298, over a 100-year time horizon.[1] Generally, estimates of all GHGs are summed to obtain total emissions for a project or given time period, usually expressed in metric tons ($MTCO_2e$), or million metric tons ($MMTCO_2e$).[2]

As evidence has mounted for the relationship of climate changes to rising GHGs, federal and state governments have established numerous policies and goals targeted to improving energy efficiency and fuel economy, and reducing GHG emissions. Nationally, electricity generation is the largest source of GHG emissions, followed by transportation. In California, however, transportation is the largest contributor to GHGs.

To date, no national standards have been established for nationwide mobile-source GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. However, the U.S. EPA and the National Highway Traffic Safety Administration (NHTSA) issued the first corporate fuel economy (CAFE) standards in 2010, requiring cars and light-duty vehicles to achieve certain fuel economy targets by 2016, with the intention of gradually increasing the targets and the range of vehicles to which they would apply.

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[1] See Table 2.14 in IPCC Fourth Assessment Report: Climate Change 2007 (AR4): The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change [Solomon, S., D. Qin, M. Manning, Z. Chen, M. Marquis, K.B. Averyt, M. Tignor and H.L. Miller (eds.)]. Cambridge University Press, Cambridge, United Kingdom, and New York, NY, USA. http://www.ipcc.ch/pdf/assessment-report/ar4/wg1/ar4-wg1-chapter2.pdf.

[2] See http://www.airquality.org/Businesses/CEQA-Land-Use-Planning/CEQA-Guidance-Tools.

California has enacted aggressive GHG reduction targets, starting with Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006. AB 32 is California's signature climate change legislation. It set the goal of reducing statewide GHG emissions to 1990 levels by 2020, and required the ARB to develop a Scoping Plan that describes the approach California will take to achieve that goal and to update it every 5 years. In 2015, Governor Jerry Brown enhanced the overall adaptation planning effort with Executive Order (EO) B-30-15, establishing an interim GHG reduction goal of 40 percent below 1990 levels by 2030, and requiring state agencies to factor climate change into all planning and investment decisions.

Senate Bill (SB) 375, the Sustainable Communities and Climate Protection Act of 2008, furthered state climate action goals by mandating coordinated transportation and land use planning through preparation of sustainable communities strategies (SCS). The ARB sets GHG emissions reduction targets for passenger vehicles for each region. Each regional metropolitan planning organization must include in its regional transportation plan an SCS proposing actions toward achieving the regional emissions reduction targets.[3]

With these and other State Senate and Assembly bills and executive orders, California advances an innovative and proactive approach to dealing with GHG emissions and climate change.

1.4.4 Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by state, federal, and international agencies and was identified as a toxic air contaminant by the ARB in 1986. All types of asbestos are hazardous and may cause lung disease and cancer.

Asbestos can be released from serpentine and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos-bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed.

[3] https://www.arb.ca.gov/cc/sb375/sb375.htm

Serpentinite may contain chrysotile asbestos, especially near fault zones. Ultramafic rock, a rock closely related to serpentinite, may also contain asbestos minerals. Asbestos can also be associated with other rock types in California, though much less frequently than serpentinite and/or ultramafic rock. Serpentinite and/or ultramafic rock are known to be present in 44 of California's 58 counties. These rocks are particularly abundant in counties of the Sierra Nevada foothills, the Klamath Mountains, and Coast Ranges. The California Department of Conservation, Division of Mines and Geology has developed a map showing the general location of ultramafic rock in the state (https://ww2.arb.ca.gov/sites/default/files/classic/toxics/asbestos/ofr_2000-019.pdf).

1.4.5 Odors

According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The project would consist of residential development, and best management practices would be implemented by the general contractor to avoid the release of odorous substances (e.g., paints and solvents) from the project site. On-site trash receptacles would have the potential to create adverse odors. Trash receptacles would be located and maintained in a manner that promotes odor control and no adverse odor impacts are anticipated from these types of land uses. Therefore, an effect on air quality would not be expected to result due to odors omitted from the project site during construction or operation.

1.5 Regulations

1.5.1 Federal and California Clean Air Act

The Federal Clean Air Act (FCAA), as amended, is the primary federal law that governs air quality while the California Clean Air Act (CCAA) is its companion state law. These laws and related regulations by the U.S. EPA and the Air Resources Board (ARB) set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and state ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM), which is broken down for regulatory purposes into particles of 10 micrometers or smaller (PM_{10}) and particles of 2.5 micrometers and smaller ($PM_{2.5}$), and sulfur dioxide (SO_2). In addition, national and state standards exist for lead (Pb), and state standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H_2S), and vinyl chloride. The NAAQS and state standards are set at levels that protect public health within a margin of safety and are subject to periodic review and revision. Both state and federal regulatory schemes also

cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition.

1.5.2 California Environmental Quality Act (CEQA)

CEQA[4] is a statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible. CEQA documents address CCAA requirements for transportation projects. While state standards are often more strict than federal standards, the state has no conformity process.

1.5.3 Local

The U.S. EPA has delegated responsibility to air districts to establish local rules to protect air quality. Local regulatory requirements in the South Coast Air Basin are set based on Air Quality Management Districts. The project is located in Air Quality Management District 2, Northwest Los Angeles County Coastal. Regulatory emissions standards set by the South Coast Air Quality Management District as district-wide emission caps and caps specific to District 2 will be discussed further in Section 2.2, Short-Term Effects (Construction) and Section 2.3, Long-Term Effects (Operational).

1.6 Sensitive Receptors

The location of a development project is a major factor in determining whether it will result in localized air quality impacts. The potential for adverse air quality impacts increases as the distance between the source of emissions and members of the public decreases. Impacts on sensitive receptors are of particular concern. Sensitive receptors are facilities that house or attract children, the elderly, and people with illnesses or others who are especially sensitive to the effects of air pollutants. Hospitals, schools, convalescent facilities, and residential areas are examples of sensitive receptors.

The project would be located in an existing residential area on a site that is currently developed with a residential use. The impact of the project on sensitive receptors will be discussed further under **Section 2, Environmental Consequences**.

[4] For general information about CEQA, see: https://files.resources.ca.gov/ceqa/more/faq.html

2. Environmental Consequences

This section describes the methods, impact criteria, and results of air quality analyses of the proposed project. Analyses in this report were conducted using CalEEMOD. CalEEMOD is a desktop tool that quantifies ozone precursors, criteria pollutants, and greenhouse gas emissions from the construction and operation of new land use development and linear projects in California. The model integrates data from CalEnviroScreen®, Cal-Adapt®, and the Healthy Places Index (HPI)® to identify potential climate risks and environmental burdens within the project vicinity. Measures to reduce emissions, climate risks, and environmental burdens are available for user selection and analysis.

2.1 Impact Criteria

Project-related emissions will have an adverse environmental impact if they result in pollutant emissions levels that either create or worsen a violation of an ambient air quality standard or contribute to an existing air quality violation. The criteria for determining the short-term effects (construction emissions) and long-term effects (operational emissions) are set by the South Coast Air Quality Management District, and are provided in **Table 4, South Coast Air Quality Significance Thresholds**.

Table 4. South Coast Air Quality Significance Thresholds

Pollutant	**Construction**	**Operation**
NO_x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, Revision: March 2023.		

2.2 Short-Term Effects (Construction Emissions)

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, emissions from operation of the project would result from mobile sources (vehicle use), area sources (including on-site maintenance,

landscaping, and use of natural gas), and off-site electricity generation to serve the project. **Table 5**, **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 5. Maximum Daily Emissions, Construction

Daily Emissions(lbs/day)	**ROG**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Construction						
Max. Daily Construction Emissions	1.548	30.48	18.62	0.116	10.24	4.385
SCAQMD Thresholds	75	100	550	150	150	55
Significant Impact? Y/N	N	N	N	N	N	N

As shown in Table 5, the project would not exceed SCAQMD significance thresholds during construction and would therefore not result in a significant effect relating to air quality. Additionally, best management practices would be implemented on the project site by the general contractor, further reducing any effects to the environment related 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 (NOx), 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 6, 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.

Table 6. Project Related LST Evaluation

1 acre/25 meter/Central Los Angeles County	Project LST Emissions (lbs/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
LST Threshold	74	680	2	5
Peak Onsite Daily Emissions	11.4	10.7	1.06	0.98
Significant Impact? Y/N	N	N	N	N
Source: CalEEMod output dated July 27, 2023. Maximum daily emissions reported for summer or winter season, whichever is greater. Includes application of water for dust suppression as required by SCAQMD Rule 403.				

The project would be constructed on a site that has been previously disturbed in order to construct residential development. During construction, demolition of existing structures, the testing of existing building materials could be required under the demolition permit. If so, testing for asbestos and best management practices required to prevent the spread of asbestos-containing materials would be documented in the permit and would be the responsibility of the general contractor to meet. Therefore, the project would not be expected to contaminate air quality through the spread of asbestos.

Lead is normally not an air quality issue unless the project involves disturbance of soils containing high levels of aerially deposited lead or painting or modification of structures with lead-based coatings. Due to California state-level regulations regarding the use of lead-based materials, the demolition permit required to remove existing structures on the site will provide any requirements for testing demolished materials for lead. If the demolition permit requires such testing, it will be the responsibility of the general contractor to complete testing and implement best management practices to prevent the spread of lead-based materials during construction. Therefore, the project would not be expected to contaminate air quality through the spread of lead.

The project would be located in a residential area, which is considered to contain sensitive receptors. However, project construction would be temporary and construction emissions would not exceed allowable amounts. Additionally, best management practices would be implemented on site in compliance with building permits to further avoid impacts to sensitive receptors. Therefore, the project would not be expected to significantly impact sensitive receptors in the vicinity of the project.

2.3 Long-Term Effects (Operational Emissions)

Operational emissions take into account long-term changes in emissions due to the project (excluding the construction phase). The operational emissions analysis considers emissions related to building operations and tenant use.

Table 7. Maximum Daily Emissions, Operations

Operations						
Daily Emissions(lbs/day)	**ROG**	**NOx**	**CO**	**SO2**	**PM10**	**PM2.5**
Max. Daily Construction Emissions	3.823	0.585	9.490	0.022	1.409	0.989
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact? Y/N	N	N	N	N	N	N
Source: CalEEMod output, July 26, 2023. (a) Construction emissions reflect required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust.						

As shown in Table 7, the project would not exceed SCAQMD significance thresholds and would therefore not result in a significant effect relating to air quality.

2.4 Cumulative

The cumulative impact analysis is conducted based on a summary of projections of future development and impacts contained in an adopted general planning or related planning document, or in a prior environmental document that has been certified.

The 2021-2029 Los Angeles General Plan Housing Element's Housing Needs Assessment finds that the City's residents experience the highest rates of housing cost burdens and overcrowding in the nation, one of the lowest homeownership rates, and the rapid loss of existing lower-rent housing. These trends are being compounded by demographic and employment factors such as rapid aging of the population, the continued prevalence of poverty, and low-wage employment. As such, the City has been tasked with prioritizing housing production to alleviate discrimination and homelessness and to improve the quality of housing supply available to residents. The General Plan accounts for population growth and the need for housing production, and thus anticipates the production of thousands of units of housing in the coming years. Therefore, it is unlikely that an unforeseen cumulative impact would exist as a result of the project.

3. Conclusions

The project would consist of residential development consistent with the existing use of the site, zoning and land use, and planning documents for the area. As analyzed above, the project would be consistent with the consistent with the air quality management plan. Construction and operation of the project would not be expected to result in significant impacts associated

with air quality and is consistent with daily maximum emissions target set forth by the South Coast Air Quality Management district. Therefore, no mitigation measures are required for the project. Best management practices would be implemented in accordance with building permits by the general contractor to ensure that impacts associated with air quality would not be caused by the project.

4. References

California Environmental Protection Agency and California Air Resources Board (Cal/EPA and ARB, 2005) Air quality and land use handbook: a community health perspective. April. Available at http://www.arb.ca.gov/ch/handbook.pdf.

City of Los Angeles Department of Planning (2021) Housing Needs Assessment. https://planning.lacity.gov/odocument/bde50bc0-5f1f-4e88-a5cf-06a12e1d8078/Chapter_1_-_Housing_Needs_Assessment_(Adopted).pdf

South Coast Air Quality Management District (SCAQMD, 2014) Multiple Air Toxics Exposure Study: MATES IV draft report. Findings presented at the SCAQMD Governing Board Meeting, October 3.

U.S. Environmental Protection Agency (1995) Compilation of air pollutant emission factors, AP-42. Vol. 1: stationary point and area sources. 5th ed. (January 1995). Report prepared by the Office of Air Quality Planning and Standards, U.S. Environmental Protection Agency, Research Triangle Park, NC. Available at http://www.epa.gov/ttnchie1/ap42/.

U.S. Environmental Protection Agency (2015) Transportation conformity guidance for quantitative hot-spot analyses in $PM_{2.5}$ and PM_{10} nonattainment and maintenance areas. Prepared by the U.S. EPA Office of Transportation and Air Quality, Transportation and Climate Division, EPA-420-B-15-084, November. Available at http://www3.epa.gov/otaq/stateresources/transconf/projectlevel-hotspot.htm.

ADDENDUM SOILS ENGINEERING EXPLORATION

Proposed Twelve Structures

Lots 24 Tract 12110, and Lot 44, TR1250

1904 and 1906 South Preuss Road

Los Angeles, California 90034

for

Dr. and Mrs. Dauer

SG 9402-W **March 24, 2023**

SCHICK GEOTECHNICAL, INC.
7650 Haskell Avenue, Suite D, Van Nuys, California 91406 (818) 905-8011

ADDENDUM SOILS ENGINEERING EXPLORATION

Proposed Twelve Structures

Lots 24 Tract 12110, and Lot 44, TR1250

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Los Angeles, California 90034

INTRODUCTION

The following report summarizes the findings of our addendum soils engineering exploration with respect to a revised development plan to include both lots. The purpose of this report is to evaluate the nature, distribution, engineering properties, and geologic structure of the earth materials underlying the site and is limited to the area of the proposed structures.

Intent

It is the intent of this report only to aid in the design and completion of the proposed project. Implementation of the "Conclusions and Recommendations" section of this report is intended to reduce certain risks associated with construction projects. The professional opinions and geotechnical advice contained in this report are subject to the general conditions described in the "Notice" section of this report.

EXPLORATION

The scope of this exploration is based on the plan provided by your architect. It is limited to the area of the proposed structures on each of the contiguous lots, as shown on the enclosed Map. The field exploration for 1904 Preuss Road was conducted on April 8, 2017, with the aid of hand labor and

field mapping. It included excavating 5 hand-dug test pits up to 20 feet deep and field mapping. Samples of the earth materials encountered were returned to the laboratory for testing and analysis. Downhole observation of the earth materials was performed by the project geologist. Office tasks included laboratory testing, engineering analysis, and the preparation of this report. Procedures and results of the laboratory testing are presented in Appendix I. The test pit logs are shown on the enclosed Table I. Surface conditions and the location of the test pits are shown on the enclosed Map. Additional field exploration was performed on 1906 Preuss on January 24, 2022 with the test pit logs included.

PROPOSED PROJECT

The previously proposed structure for 1904 Preuss was approved by the City of Los Angeles Department of Building and Safety Grading Division. The plan has been revised to include the contiguous site, 1906 Preuss Road. The required Fault Study was performed and approved for 1904 Preuss Road ("*Fault Rupture Hazard Investigation, Proposed New Residential Development, Lot 24, Tract TR 12110, 1904 Preuss Road, Los Angeles, California,*" dated, June 14, 2018). The scope of the proposed work has been revised is to include the contiguous development on 1906 Preuss Road.

REFERENCES

Previous work performed on the site includes:

"Soils Engineering Exploration, Proposed Apartment with Basement, Lot 24, Tract TR 12110, 1904 Preuss Road, Los Angeles, California," prepared by Schick Geotechnical, Inc., dated November 15, 2017;

City of Los Angeles Department of Building and Safety, Grading Division, Review Letter, Log #101108, dated December 21, 2017;

"Fault Rupture Hazard Investigation, Proposed New Residential Development, Lot 24, Tract TR 12110, 1904 Preuss Road, Los Angeles, California," dated, June 14, 2018;

"Response to City Review Letter, Lot 24, Tract TR 12110, 1904 Preuss Road, Los Angeles, California," prepared by Schick Geotechnical, Inc., dated June 18, 2018;

City of Los Angeles Department of Building and Safety, Grading Division, Review Letter, Log #101108-01, dated July 12, 2018;

"Response #2 to City Review Letter, Lot 24, Tract TR 12110, 1904 Preuss Road, Los Angeles, California," prepared by Schick Geotechnical, Inc., dated July 17, 2018;

City of Los Angeles Department of Building and Safety, Grading Division, Review Letter, Log #101108-02, dated August 21, 2018;

"Response #3 to City Review Letter, Lot 24, Tract TR 12110, 1904 Preuss Road, Los Angeles, California," prepared by Schick Geotechnical, Inc., dated August 23, 2018;

City of Los Angeles Department of Building and Safety, Grading Division, Approval Letter, Log #101108-03, dated August 28, 2018;

Email from BOE Central District, Excavation Counter, dated December 7, 2018;

"Response to BOE Review Letter, Lot 24, Tract TR 12110, 1904 Preuss Road, Los Angeles, California," prepared by Schick Geotechnical, Inc., dated January 23, 2019;

"Addendum Soils Engineering Exploration, Proposed Two Structures with Basement, Lot 24, Tract 12110, 1904 S. Preuss Road, Los Angeles, California 90034, dated March 1, 2021;

City of Los Angeles Department of Building and Safety, Grading Division, Approval Letter, Log #117724, dated August 3, 2021 (1904 Preuss).

SITE DESCRIPTION

The gently sloping sites are located on the east side of the street, in the City of Los Angeles, California. The existing sites are developed with a single family residence with s detached garage. Past grading associated with the construction of the existing developments consisted of placing approximately 1 to 3 feet of uncertified fill over the natural grade. Seeps, springs, and ground water were not encountered in the test pits to a depth of 20 feet.

EARTH MATERIALS

Fill

Fill blankets the sites and was encountered in the test pits to an observed depth of 1 to 3 feet. The uncertified fill consists of sandy silt which is medium brown, slightly moist, and medium dense.

Soil

The alluvial terrace is blanketed with a 2 to 3-foot thick layer of natural soil. The soil consists of sandy silt with clay binder which is dark brown, slightly moist, and medium dense.

Alluvial Terrace

Alluvial terrace encountered in the test pits consists of silty clayey sand which is light brown, moist, and stiff.

SEISMIC CONDITIONS

The Southern California region is located within a tectonically active portion of the earth's crust which has produced both small and sizeable earthquakes throughout recorded history and before. As the earth's crust continuously adjusts itself, stresses and strains are built up along discontinuities, referred to as faults. Faults can be generally classified as active, potentially active, or inactive. Faults are considered active if they have produced seismic activity within the past 11,000 years. Faults are considered potentially active if there has been seismic activity along the fault between 11,000 and 1,000,000 years. Inactive faults have not produced any seismic activity within the past 1,000,000 years.In an effort to better inform the public regarding seismic risk, the State of California passed the Alquist-Priolo Special Studies Act in 1972 following the 1971 San Fernando Earthquake. Active faults within the state were identified and zones were established limiting construction within

the zones. Following the damaging 1989 Loma Prieta Earthquake, the state enacted the Seismic Hazard Mapping Act (SHMA) in 1990. The Department of Conservation was empowered to prepare a set of maps designating areas within Los Angeles and a portion of Ventura Counties which are susceptible to seismic slope instability and liquefaction. Recently, real estate disclosure laws have been modified to require disclosure if a property is affected by the Alquist-Priolo Earthquake Fault Zoning Act and the Seismic Hazard Mapping Act. As of March 1, 1998, either the Local Option Real Estate Transfer Disclosure Statement or The Natural Hazard Disclosure Statement is required for disclosures. The subject property is not located within any special studies zone (Alquist-Priolo Act, 1972) and no known active fault crosses the site.

Following the 1994 Northridge Earthquake, the Department of Conservation, Division of Mines and Geology established areas which are considered to be susceptible to seismically-induced slope failure and liquefaction. These seismic safety zones were published as a series of maps, initially released in 1996. Liquefaction is a process in which seismic energy causes pore pressure within an area underlain by shallow groundwater (less than 40 feet deep) to exceed the overburden pressure of the soil. The result is a temporary loss of bearing capacity, causing structures to sink into the ground. This process is considered hazardous since liquefaction can result in significant structural failure.

The L.A.D.B.S. Parcel Profile Report indicates that the site is not located within a zone potential liquefaction or landsliding.

The site is located within an Alquist-Priolo Fault Study Zone. Based upon the referenced approved Fault Study and referenced approved SGI report, a trace of the fault is not located onsite. Should a nearby segment of the fault experience movement, very strong ground motion will occur. The site

is located within a methane buffer zone.

Seismic Design

The following seismic factors were obtained from the latest ASCE 7-16 website.

Seismic Factors	Value	Reference
Site Class	D	Chapter 20 of ASCE 7
Mapped Spectral Response Acceleration at 0.2 second Period (Ss)	2.06g	Figure 1613.3.1(1)/ CBC
Mapped Spectral Response Acceleration at 1.0 second Period (S_1)	0.733g	Figure 1613.3.1(2)/ CBC
Site Coefficient Fa	1.0	Table 1613.3.3(1)/CBC
Site Coefficient Fv	1.7	Table 1613.3.3(2)/CBC
Maximum Considered Earthquake Spectral Response Acceleration at 0.2 second Period (Sms)	2.06g	Equation 16-37/CBC
Maximum Considered Earthquake Spectral Response Acceleration at 1.0 second Period (Sm_1)	1.256g	Equation 16-38/CBC
Design Spectral Response Acceleration at 0.2 second Period (Sds)	1.373g	Equation 16-39/CBC
Design Spectral Response Acceleration at 1.0 second Period (Sd_1)	0.838g	Equation 16-40/CBC
Seismic Design Category	E	Chapter 20 of ASCE 7

Due to the nature and density of the earth materials underlying the subject property and the depth to groundwater, earthquake induced liquefaction, consolidation and differential settlement are not likely to occur on the site.

CONCLUSIONS AND RECOMMENDATIONS

Based upon the referenced exploration, it is the finding of SGI that the proposed structures is feasible from a soils engineering standpoint provided the advice and recommendations contained in this report are included in the plans and are properly implemented during construction.

The recommended bearing material is the dense natural alluvial terrace encountered in the test pits

at approximately 3 to 5 feet below existing grade. The following recommendations which are from the referenced approved report, remain applicable. The referenced SGI report indicates that a fault trace is not located on 1904 Preuss Road. Based upon the orientation of the fault zone shown in the approved report, 1906 Preuss Road is a greater distance from the fault. The setback from the west limit of the zone is shown on the enclosed Geologic Map. The referenced approved Fault Study is applicable for both of the sites.

FOUNDATION DESIGN

Spread/Pad Footings

Deepened continuous and/or pad footings may be used for support provided they are founded into the alluvial terrace. Continuous footings should be a minimum of 12 inches in width. Pad footings should be a minimum of 24 inches square.

The following chart contains the recommended design parameters.

Bearing Material	Minimum Embedment Depth of Footing (Inches)	Vertical Bearing (pcf)	Coefficient of Friction	Passive Earth Pressure (pcf)	Maximum Passive Earth Pressure (psf)
Alluvial Terrace	24	2,000	0.3	300	1,500

For bearing calculations, the weight of the concrete in the footing may be neglected. The bearing value shown above is for the total of dead and frequently applied live loads and may be increased by one third for short duration loading, which includes the effects of wind or seismic forces. When

combining passive and friction for lateral resistance, the passive component should be reduced by one third. All continuous footings must be reinforced with four #4 steel bars; two placed near the top and two near the bottom of the footings. Footings should be cleaned of all loose materials and approved by the geologist prior to placing forms, steel or concrete.

RETAINING WALLS

The proposed development will utilized a series of 'stepped' retaining walls up to 10 feet high. Retaining walls up to 10 feet high should be designed to resist an active earth pressure such as that exerted by the future compacted backfill. The 'active' pressure assumes that the retaining wall will be allowed to deflect 0.01H to 0.02H. If the retaining wall is not allowed to deflect it should be designed by the structural engineer for a restrained condition.

The recommended equivalent fluid pressure for basement retaining walls up to 10 feet high may utilize an at-rest earth pressure of 40pcf plus an induced seismic pressure of 55pcf. Perimeter retaining walls, with a zero property line condition may be designed for at-rest pressure of 67pcf, with an additional seismic induced pressure of 31pcf. A swelling surcharge should be applied from the base of the wall for the full height. Additional adjacent surcharges shall be applied by the structural engineer where they occur (see calculation for scaled surcharge) The shoring piles may be incorporated into the final wall design with shotcrete panels.

Basement walls which have horizontal movement restricted at the top shall be designed for earthquake load, taken as equivalent to the pressure exerted by a fluid plus seismically-induced earth pressure. The wall pressure stated assumes that the wall has been backfilled as outlined in the Retaining Wall Backfill section. Foundation design parameters, as given in the preceding section,

may be used for retaining walls. All loose material shall be cleared from the foundation excavations. Water shall not be allowed to pond or drain into or through the footing trench excavations.

SHORING PILES

It is anticipated that cantilevered shoring piles will be utilized to provide support for the north and south basement excavations where lateral support is removed from the adjoining sites. The shoring piles will be incorporated into the final wall design with shotcrete panels. The structural engineer should design the shoring system for a maximum deflection of ½ inch. The Geotechnical Engineer of Record should review and approve the shoring plans.

Based on the plans, the maximum height of shoring is anticipated to be approximately 10 feet when measured from the top of the excavation to the bottom of the foundations. Where the surface of the retained grade is level, it may be assumed that drained soils for temporary conditions will exert a lateral pressure equal to that developed by a fluid with a density of 67 pcf, plus scaled surcharges (ref: enclosed calculations). For the design of shoring piles spaced at least 2.5 diameters on centers, the allowable lateral bearing value (passive value) of the soils below the bottom of the excavation may be assumed to be zero at the excavated surface, increasing at the rate of 300 psf of depth, to a maximum of 2,500 psf. To develop the full lateral value, provisions should be taken to assure firm contact between the piles and the undisturbed soils. The lower portion of each soldier pile should consist of structural concrete. That portion of the pile located above the excavation bottom may consist of lean-mix concrete. The concrete used in the lower portion of the shoring pile located below the planned excavation bottom should be of sufficient strength to adequately transfer the imposed loads to the surrounding alluvial terrace. That portion of the shoring pile located below the excavated level may be used to resist downward loads, provided that the portion of the pile consists

of structural concrete, as discussed in the preceding paragraph. The frictional resistance between the concrete soldier piles and the alluvial terrace below the excavated level may be taken as equal to 700 psf.

It is recommended that the following reduction factors as recommended in the Naval Facilities Engineering Command Design Manual 7.02 be used by the Project Structural Engineer in the calculations of allowable lateral bearing pressure in the design of piles, if the center-to center spacing between adjacent piles is less than 8 times of the pile diameters.

Ratio of Pile Center to Center Spacing	8D	6D	4D	3D
Reduction factor	1.0	0.75	0.4	0.25

D: Pile Diameter

It is recommended that the reduction factor calculated in accordance with the following equations be used by the Project Structural Engineer in the calculations of allowable vertical bearing pressure in the design of piles if the center-to center spacing between adjacent piles is less than 3 times of the pile diameters. The illustration of the reduction factors for pile group is shown on Figure 1.

$$RF = [2 (m + n - 2) s + 4 D] / m n \pi D$$
$$s = [1.57 D m n - 2D] / [m + n -2]$$

Where RF: reduction factor
m: number of pile columns
n: number of pile rows
D: pile diameter

LAGGING

It is anticipated that lagging will be required between the shoring piles for the full height of the proposed excavation. Lagging should consist of treated lumber and be backfilled with lean-mix concrete to ensure full contact between the excavated soils and lagging boards. The shoring piles should be designed for the full anticipated lateral pressure. The pressure on the lagging, however,

will be less due to arching in the earth materials. The lagging should be designed for the recommended earth pressure but limited to a maximum value of 400 psf.

DEFLECTION

It is difficult to accurately predict the amount of deflection of a shored embankment. Due to the proximity of the offsite structures, it is recommended that the structural engineer design the temporary shoring piles and the retaining walls to prevent any deflection. To reduce deflection of the shoring piles, a greater active pressure could be used in the shoring design. Survey control markers must be provided prior to any construction, and periodically monitored by the surveyor. A pre-construction 'survey' should be performed to photograph and document the surrounding structures and site conditions.

Lateral Loads

Lateral loads may be resisted by friction at the base of the conventional foundations and by passive resistance within the alluvium. A coefficient of friction of (0.3) may be used between the foundations and within the alluvial deposits. The passive resistance may be assumed to act as a fluid with a density of (300) pounds per cubic foot. A maximum passive earth pressure of (2,500) pounds per square foot may be assumed. For bearing calculations, the weight of the concrete in the footing may be neglected. The bearing value shown above is for the total of dead and frequently applied live loads and may be increased by one third for short duration loading, which includes the effects of wind or seismic forces. When combining passive and friction for lateral resistance, the passive component should be reduced by one-third. Footings should be cleaned of all loose materials and approved by the geologist prior to placing forms, steel or concrete.

Waterproofing

Walls located below grade are susceptible to moisture penetration and no waterproofing system can guarantee 100% protection. The most effective means of providing protection against moisture penetration is application of a waterproofing system on the backside of the retaining wall, prior to backfilling. Waterproofing paints, such as Drylok, which are applied to the face of walls can sometimes be effective, but should only be considered a temporary or remedial measure. Additional applications will likely be necessary and the long term effectiveness is difficult to predict. Bentonitic clay panels have also proven to be very effective. It is recommended that the foundation contractor provide recommendations for proven waterproofing systems to be utilized.

In addition to waterproofing, other precautions can be taken to reduce the possibility of future seepage problems. Implementing and maintaining proper surface drainage control on the site and around the retaining walls is very important. Surface water ponding must be completely eliminated on the site and behind retaining walls through the proper use of area drains, roof gutters and downspouts and surface drains which conduct drainage to an approved location. A subdrain behind the retaining walls which daylights to the atmosphere is required. The subdrain should be backfilled with 3/4-inch crushed gravel to facilitate the collection of water. Positive drainage away from the footings, waterproofing, compaction of trench backfill and subdrains can help to reduce moisture intrusion.

Retaining Wall Backfill

Retaining wall backfill should be compacted to a minimum dry density of 90 percent of the maximum dry density as determined by ASTM D 1557. If the earth materials contain less than 15 percent clay, the minimum compaction must be 95 percent. The placement of the fill will require

that the existing earth materials be completely removed to expose bedrock prior to the placement of fill. Where access between the retaining wall and the temporary excavation prevents the use of compaction equipment, retaining walls should be backfilled with 3/4-inch crushed gravel to within 2 feet of the ground surface. Where the area between the wall and the excavation exceeds 24 inches, the gravel must be vibrated or wheel-rolled, and tested for compaction. The upper 2 feet of backfill above the gravel should consist of a compacted fill blanket to the surface.

FLOOR SLAB

Decking, slabs and walkways are likely to experience cracking as the result of the curing process of the concrete. Shrinkage cracks are very difficult to prevent from occurring. Expansion joints are commonly installed within exterior decks in an effort to control the location of the inevitable cracks. The recommended steel reinforcement is intended to reduce the severity of cracking and must be properly installed to ensure proper performance. Rigid or brittle floor coverings, such as tile or marble may also experience cracking during the curing process of the concrete slab underneath and/or minor settlement. Providing a slip sheet between the slab and floor covering will help to reduce cracking of the floor covering.

Floor slabs must be cast over dense alluvium or a uniform thickness of approved compacted fill. The slab must be a minimum of 4 inches thick and reinforced with a minimum of #4 bars on 16 inch centers, each way. Slabs which will be provided with a floor covering should be protected by a minimum of a 10-mil polyethylene plastic vapor barrier. The vapor barrier should be either placed beneath the concrete slab and overlying 4 inches of gravel, or sandwiched between two 2-inch layers of gravel to protect the vapor barrier from punctures and to aid in the concrete curing. The vapor barrier should be properly sealed in the joint areas. If the vapor barrier is to be placed beneath the

concrete slab, a low slump concrete should be used to minimize possible damage of the barrier caused by curling of the concrete slab.

GRADING

The following guidelines may be used in preparation of the grading plan and job specifications for floor slab support. The slab should be supported by a uniform thickness of compacted fill. SGI would appreciate the opportunity of reviewing the plans to insure that these recommendations are included.

A. The areas to receive compacted fill shall be stripped of all fill and shall be observed by the soils engineer and/or geologist prior to placing compacted fill.

B. Following excavation of the overburden materials, the exposed grade should then be scarified to a depth of six inches, moistened to optimum content, and recompacted to 90 percent of the maximum density.

C. Fill, consisting of soil approved by the soils engineer, shall be placed horizontally in compacted layers with suitable compaction equipment. The excavated onsite materials are considered satisfactory for reuse in the controlled fills. Any imported fill shall be observed by the soils engineer prior to use in fill areas. Rocks larger than six inches in diameter shall not be used in the fill.

D. The fill shall be compacted to at least 90 percent of the maximum laboratory density for the material used. The maximum density shall be determined by ASTM D 1557-91 or equivalent. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, the fill shall be compacted to 95 percent relative compaction.

E. Field observation and testing shall be performed by the soils engineer during grading to assist the contractor in obtaining the required degree of compaction and the proper moisture content. Where compaction is less than required, additional effort shall be made with adjustment of the moisture content, as necessary, until 90 percent compaction is obtained. One compaction test is required for each 500 cubic yards or two vertical feet of fill placed.

Foundation Settlement

Settlement of the foundation system is expected to occur on initial application of loading. A

settlement of ¼ to ½ inch may be anticipated. Differential settlement should not exceed ¼ inch.

Excavation Characteristics

The 20-foot deep test pit did not encounter groundwater or seepage.

DRAINAGE

Pad and roof drainage must be collected and transferred to the street in non-erosive drainage devices. Drainage must not be allowed to pond on the pad or against any foundation or retaining wall. Numerous area drains must be installed on the site to prevent ponding. Planters located adjacent to the structure should be waterproofed to the depth of footings and provided with area drains.

PLAN REVIEW

Formal plans ready for submittal to the Building Department must be reviewed by SGI. Any change in scope of the project may require additional work.

SITE OBSERVATION

It is recommended that all excavations be observed by the geologist or geotechnical engineer prior to placing forms, concrete, or steel. Should the observations reveal any unforeseen hazard, the geologist will provide additional recommendations. All fill that is placed must be approved, tested, and verified if used for engineered purposes. The entire length of subdrain behind retaining walls must be observed by a representative of this office an the City. All gravel backfill above the subdrain must be observed by a representative of SGI prior to placing a minimum of two feet of controlled fill as a cap. Please advise SGI at least 24 hours prior to any required site visit. All approved reports, plans, and permits must be at the site for review.

CONSTRUCTION SITE MAINTENANCE

It is the responsibility of the contractor to maintain a safe construction site per OSHA requirements.

Please call this office with any questions. This report and the exploration are subject to the following NOTICE. Please read the Notice carefully, as it limits our liability.

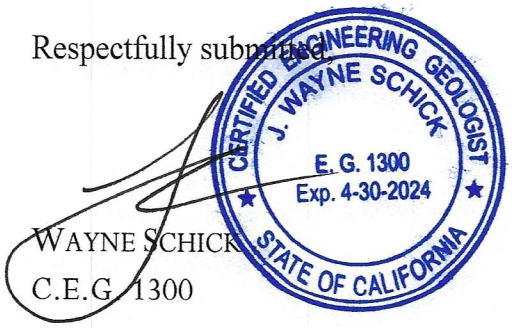
NOTICE

General

In the event of any changes in the design or location of any structure, as outlined in this report, the conclusions and recommendations contained herein may not be considered valid unless the changes are reviewed by us and the conclusions and recommendations are modified or reaffirmed after such review. The subsurface conditions, excavation characteristics, and geologic structure described herein and shown on the enclosed cross section have been projected from excavations on the site as indicated and should in no way be construed to reflect any variations that may occur between these excavations or that may result from changes in subsurface conditions. Fluctuations in the level of groundwater may occur due to variations in rainfall, temperature, irrigation, and other factors not evident at the time of the measurements reported herein. Fluctuations also may occur across the site. High groundwater levels can be extremely hazardous. Saturation of earth materials can cause subsidence or slippage of the site. If conditions encountered during construction appear to differ from those disclosed herein, notify us immediately so we may consider the need for modifications. Compliance with the design concepts, specifications or recommendations during construction requires the review of the engineering geologist and geotechnical engineer during the course of construction. The exploration was performed only on a portion of the site, and cannot be considered as indicative of the portions of the site not explored. This report is issued and made for the sole use and benefit of the client, is not transferable and is as of the exploration date. Any liability in connection herewith shall not exceed the fee for the exploration. No warranty, expressed or implied, is made or intended in connection with the above exploration or by the furnishing of this report or by any other oral or written statement. This report was prepared on the basis of the plan furnished. Final plans should be reviewed by this office as additional geotechnical work may be required.

Schick Geotechnical, Inc. has reviewed, concurs with, and accepts responsibility for the laboratory testing performed by Soil Labworks LLC. The laboratory test results included in Appendix I were used in preparation of this report.

Respectfully submitted,



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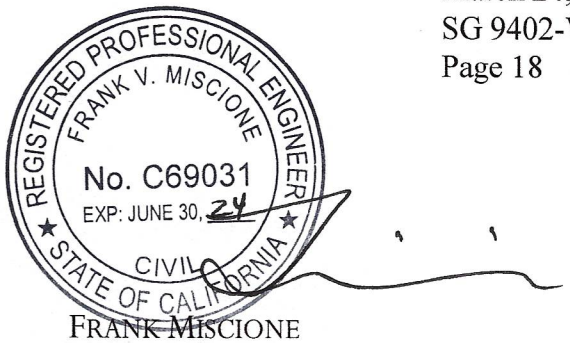
C.E.G. 1300



FRANK MISCIONE
P.E. C69031

Enc: Appendix I - Laboratory Testing
Vicinity Map
Regional Map
Table I - Log of Test Pits
Referenced Documents
Retaining Wall Analyses
Pocket: Plot Plan and Sections

xc: (3) Addressee

TABLE I - LOG OF TEST PITS (1904 Preuss)

Test Pit Number	Depth (Feet)	Description
1	0 - 1	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	1 - 3	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	3 - 10	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
		End at 10 feet; No Water; No Caving
2	0 - 2	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	2 - 4	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	4 - 8	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
		End at 8 feet; No Water; No Caving
3	0 - 2.5	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	2.5 - 5	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	5 - 8	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
		End at 8 feet; No Water; No Caving
4	0 - 3	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	3 - 5	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	5 - 8	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
		End at 8 feet; No Water; No Caving
5	0 - 1	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	1 - 4	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	4 - 20	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
		End at 20 feet; No Water; No Caving

TABLE I - LOG OF TEST PITS (1906 Preuss Road)

Test Pit Number	Depth (Feet)	Description
6	0 - 3	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	3 - 5	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	5 - 8	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
	End at 8 feet; No Water; No Caving	
7	0 - 2	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	2 - 4	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	4 - 7	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
	End at 7 feet; No Water; No Caving	
8	0 - 3	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	3 - 5	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	5 - 7	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
	End at 7 feet; No Water; No Caving	

TABLE I - LOG OF TEST PITS (1906 Preuss Road)

Test Pit Number	Depth (Feet)	Description
9	0 - 1	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	1 - 4	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	4 - 10	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
	End at 10 feet; No Water; No Caving	
10	0 - 2	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	2 - 5	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	5 - 7	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
	End at 7 feet; No Water; No Caving	

SOIL LABWORKS LLC

SL17.2499
June 28, 2017

Schick Geotechnical
7650 Haskell Avenue
Suite D
Van Nuys, California 91406

Subject: Laboratory Testing

Site: 1904 Preuss Road
Los Angeles, California

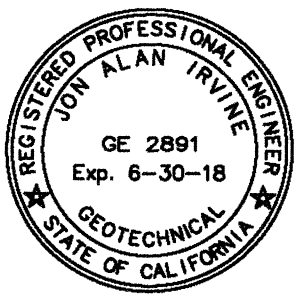
Job: SCHICK/PREUSS

Laboratory testing for the subject property was performed by Soil Labworks, LLC., under the supervision of the undersigned Engineer. Samples of the earth materials were obtained from the subject property by personnel of Schick Geotechnical and transported to the laboratory of Soil Labworks for testing and analysis. The laboratory tests performed are described and results are attached.

Services performed by this facility for the subject property were conducted in a manner consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions.

Respectfully Submitted:

SOIL LABWORKS, LLC



JON A. IRVINE
G.E. 2891

Enc: Appendix

2500 Townsgate Road, Suite E, Westlake Village, California 91361
(805) 370-1338 FAX (805) 371-4693

APPENDIX

Laboratory Testing

Sample Retrieval - Hand Labor

Samples of earth materials were obtained by driving a thin-walled steel sampler with successive blows of a drop hammer. The earth material was retained in brass rings of 2.416 inches inside diameter and 1.00 inch height. The samples were stored in closefitting, water-tight containers for transportation to the laboratory.

Moisture Density

The field moisture content and dry density were determined for each of the soil samples. The dry density was determined in pounds per cubic foot following ASTM 2937-17. The moisture content was determined as a percentage of the dry soil weight conforming to ASTM 2216-10. The results are presented below in the following table. The percent saturation was calculated on the basis of an estimated specific gravity. Description of earth materials used in this report and shown on the attached Plates were provided by the client.

Test Pit/Boring No.	Sample Depth (Feet)	Soil Type	Dry Density (pcf)	Moisture Content (percent)	Percent Saturation (G_s=2.65)
TP1	6	Alluvial Terrace	91.5	5.4	18
TP1	8	Alluvial Terrace	109.9	1.5	8
TP1	10	Alluvial Terrace	112.1	2.4	13
TP1	12	Alluvial Terrace	93.1	26.4	90
TP1	15	Alluvial Terrace	114.4	3.2	19

Shear Strength

The peak and ultimate shear strengths of the alluvial terrace were determined by performing consolidated and drained direct shear tests in conformance with ASTM D3080/D3080M-11. The tests were performed in a strain-controlled machine manufactured by GeoMatic. The rate of deformation was 0.01 inches per minute. Samples were sheared under varying confining pressures, as shown on the "Shear Test Diagrams," B-Plates. The moisture conditions during testing are shown on the following table and on the B-Plates. The samples indicated as saturated were artificially saturated in the laboratory. All saturated samples were sheared under submerged conditions.

Shear Strength

Test Pit/ Boring No.	Sample Depth (Feet)	Dry Density (pcf)	As-Tested Moisture Content (percent)
TP1	6	79.0	22.4
TP1	8	109.9	21.3
TP1	10	112.1	19.3
TP1	12	93.1	26.8

Consolidation

One-dimensional consolidation tests were performed on samples of the alluvial terrace in a consolidometer manufactured by GeoMatic in conformance with ASTM D2435/D2435M-11. The tests were performed on 1-inch high samples retained in brass rings. The samples were initially loaded to approximately ½ of the field over-burden pressure and then unloaded to compensate for the effects of possible disturbance during sampling. Loads were then applied in a geometric progression and resulting deformation recorded. Water was added at a specific load to determine the effect of saturation. The results are plotted on the "Consolidation Test," C-Plates.

SOIL LABWORKS LLC

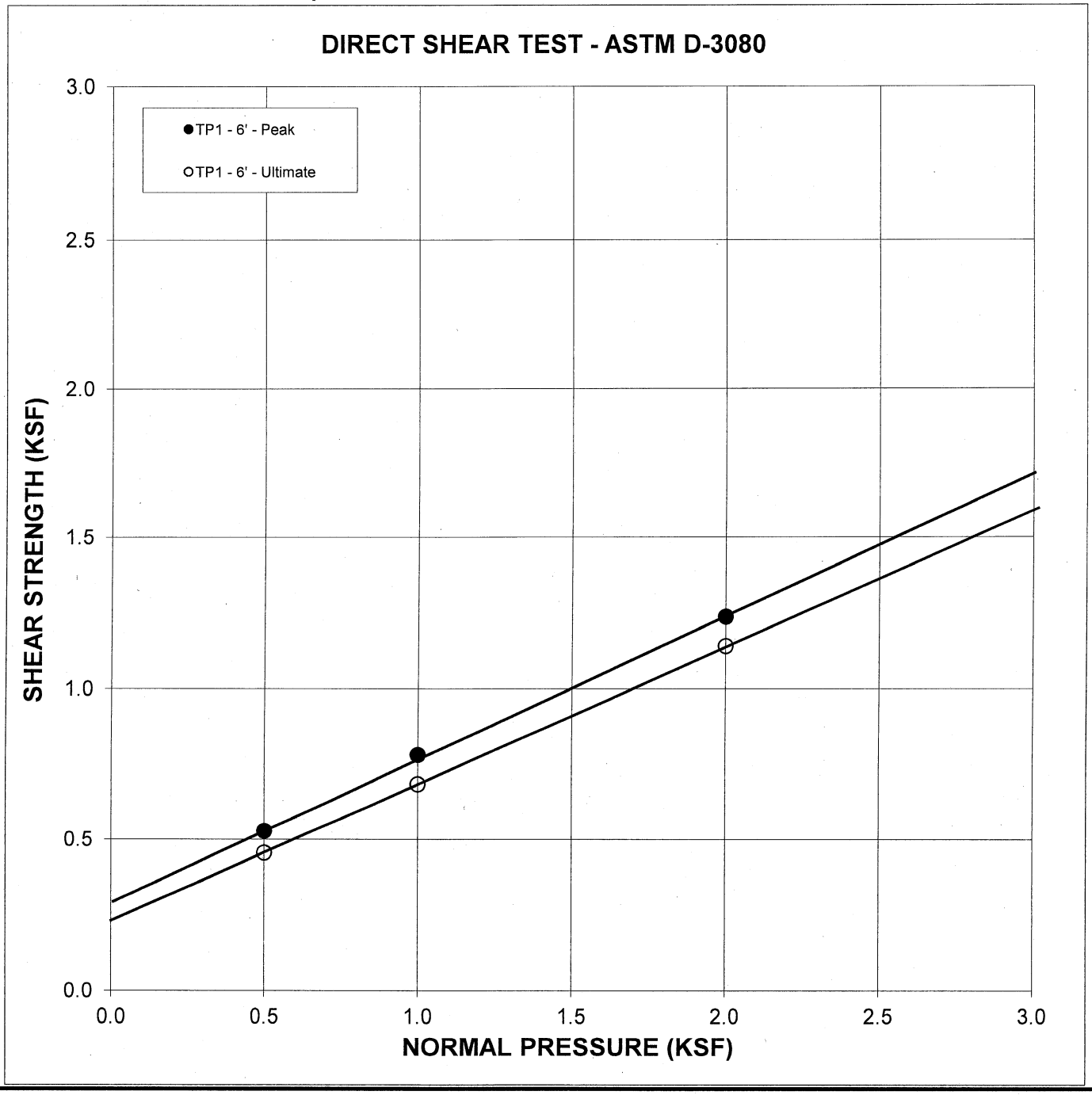
SHEAR DIAGRAM B-1

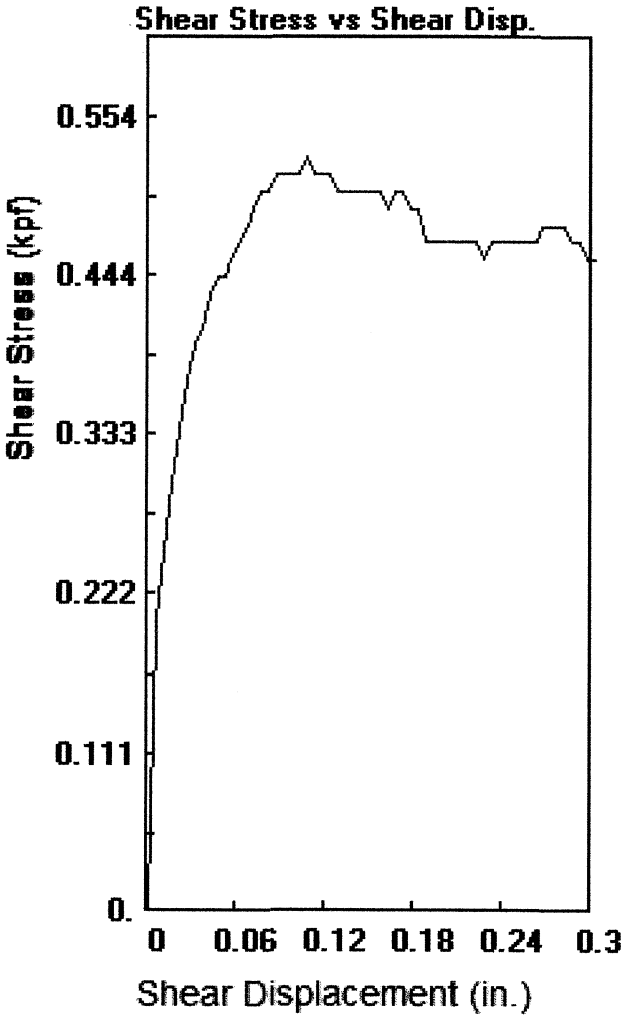
JN: **SL17.2499** CONSULTANT **JAI**
CLIENT: **Schick/1904 Preuss Road**

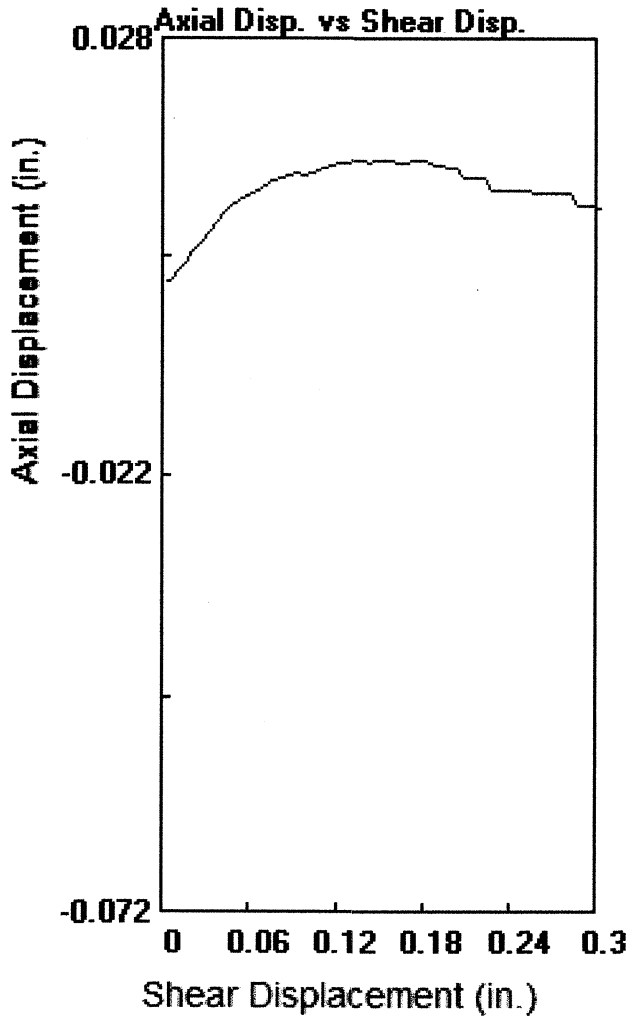
EARTH MATERIAL: **ALLUVIAL TERRACE**

	PEAK	ULTIMATE	
Phi Angle	25	24	degrees
Cohesion	295	230	psf

Average Moisture Content	22.4%
Average Dry Density (pcf)	91.5
Percent Saturation	73.5%







Parameters

Client: SCHICK

Location: 1904 PRAUSS RD

Job # 2499

Sample: 1

Boring: TP1

Depth: 6 ft.

File: 2499TP165.dat

Soil Type:AT

Technician: BF

Axial Load: 500 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Def
528 0.106

Stress at Max Disp
0.296 456

Maximum Load

528 psf

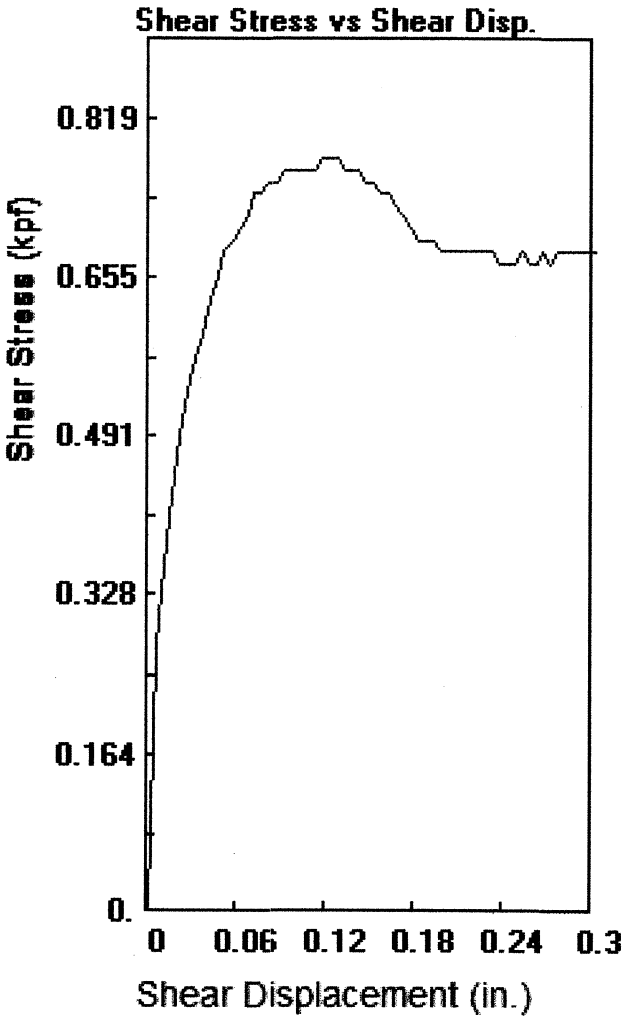
Shear Displacement at maximum Load

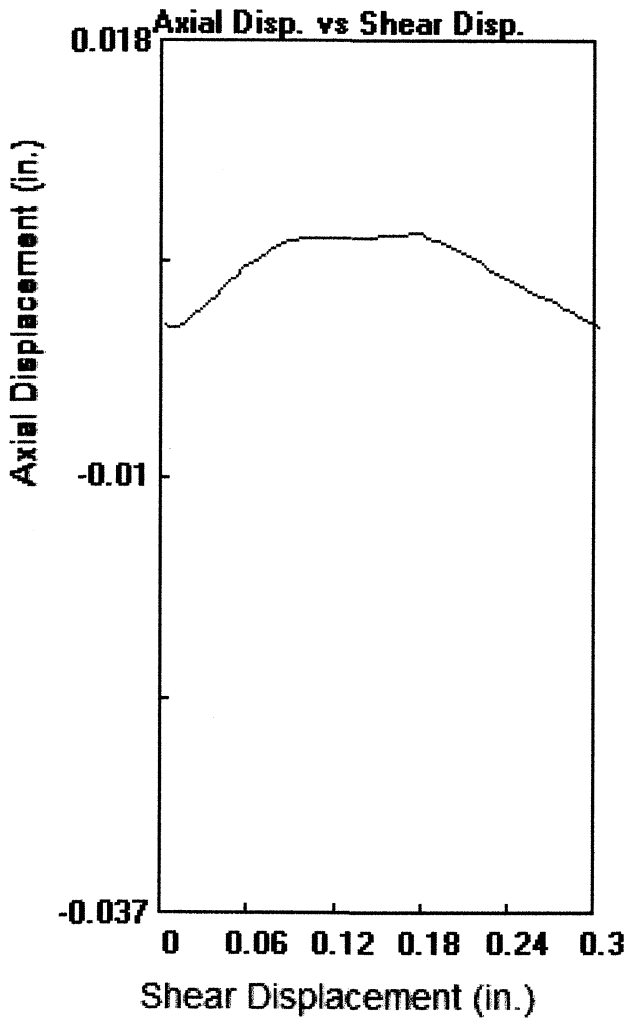
0.1058 in.

Date

6/26/2017

Soil Labworks





Parameters

Client: SCHICK

Location: 1904 PRAUSS

Job # 2499

Sample: 2

Boring: TP1

Depth: 6 ft.

File: 2499TP161.dat

Stress at Max Def
780 0.116

Soil Type:AT

Technician: BF

Axial Load: 1000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Disp
0.296 684

Maximum Load

780 psf

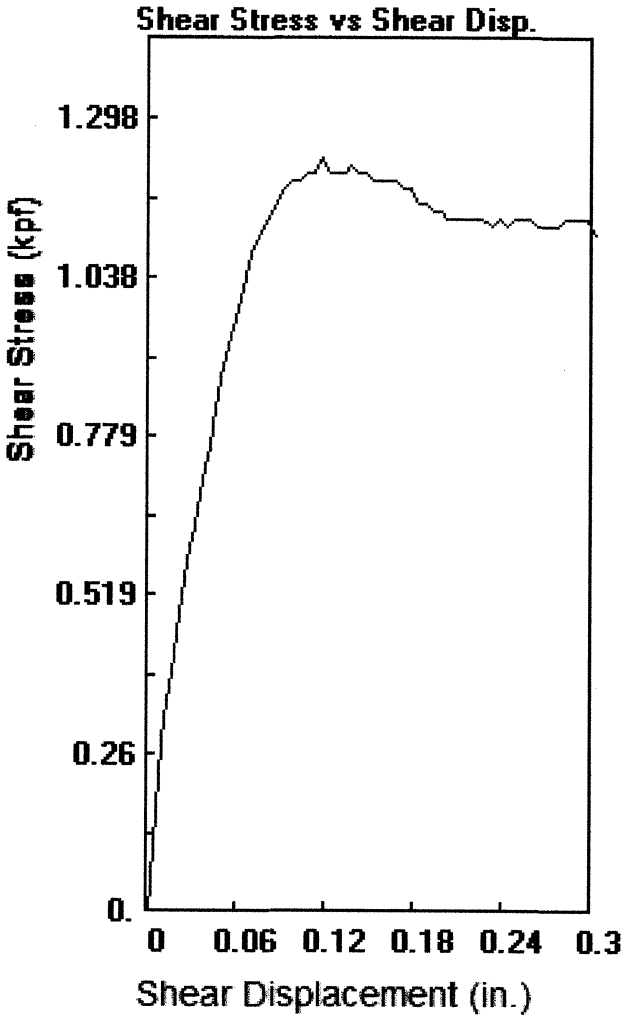
Shear Displacement at maximum Load

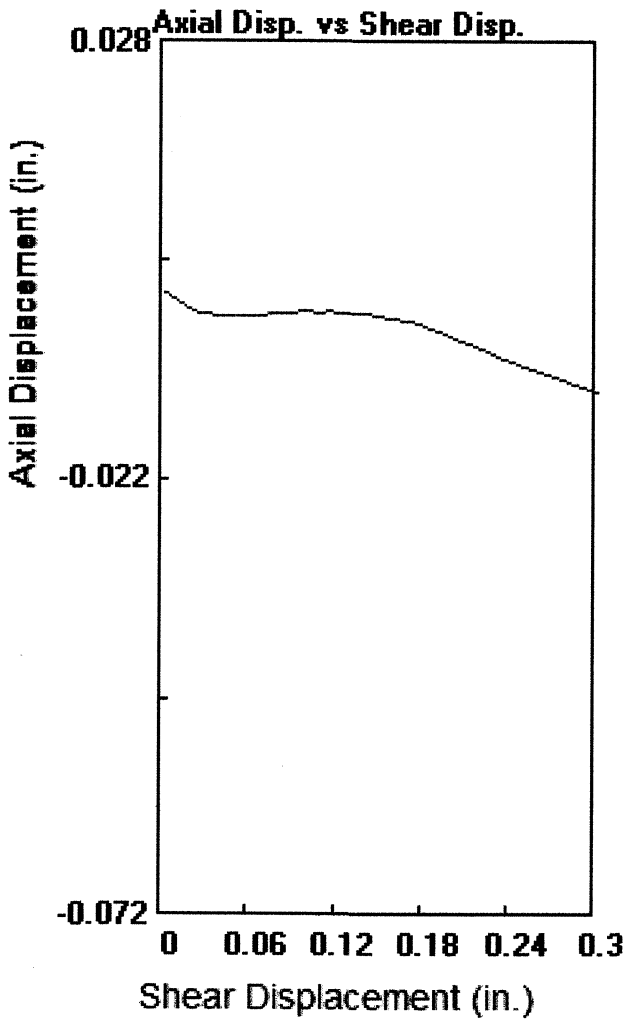
0.1155 in.

Date

6/26/2017

Robertson Geotechnical





Parameters

Client: SCHICK

Location: 1904 PRAUSS RD

Job # 2499

Sample: 3

Boring: TP1

Depth: 6 ft.

File: 2499TP162.dat

Soil Type:AT

Technician: BF

Axial Load: 2000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Def
1236 0.116

Stress at Max Disp
0.296 1140

Maximum Load

1236 psf

Shear Displacement at maximum Load

0.1156 in.

Date

6/26/2017

Soil Labworks

SOIL LABWORKS LLC

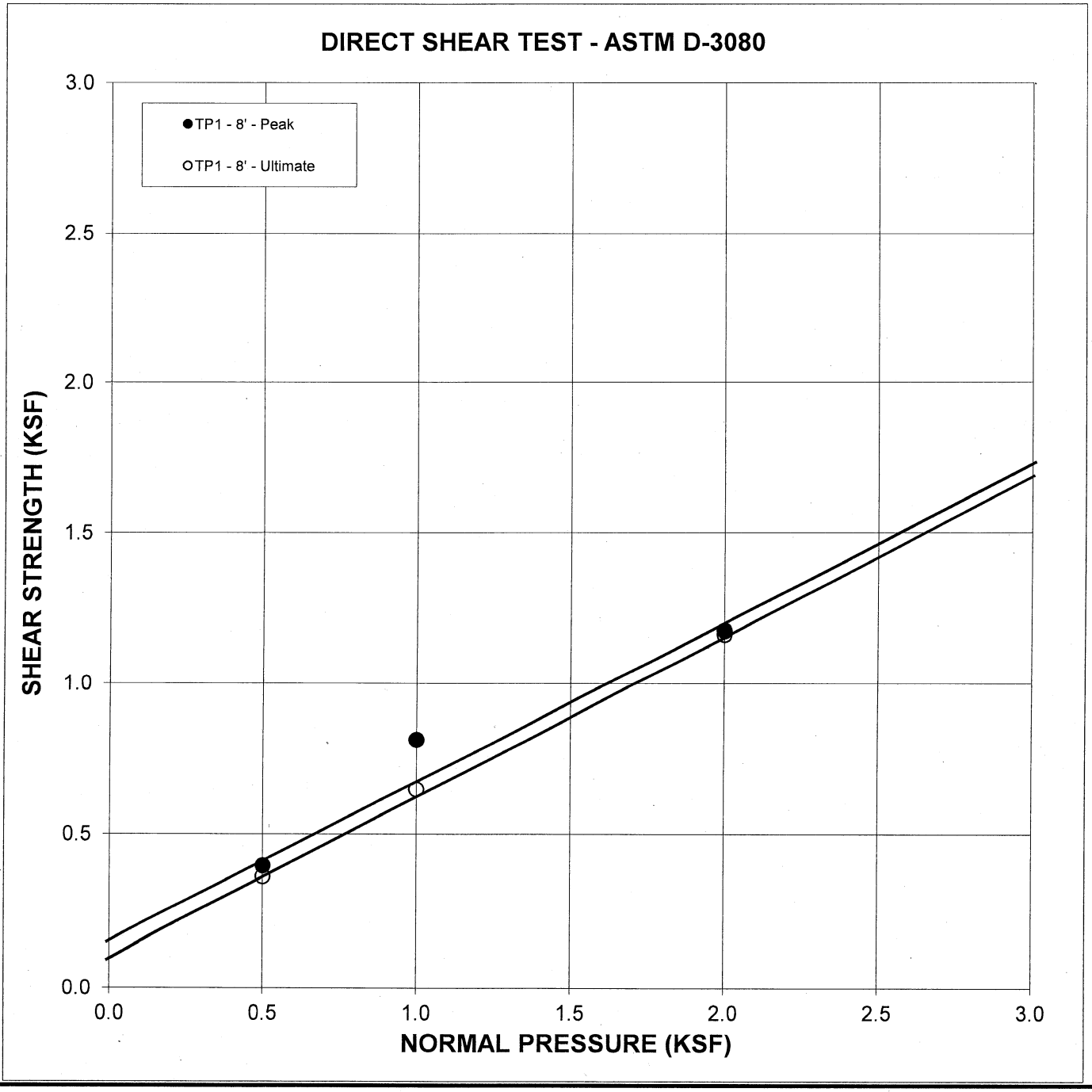
SHEAR DIAGRAM B-2

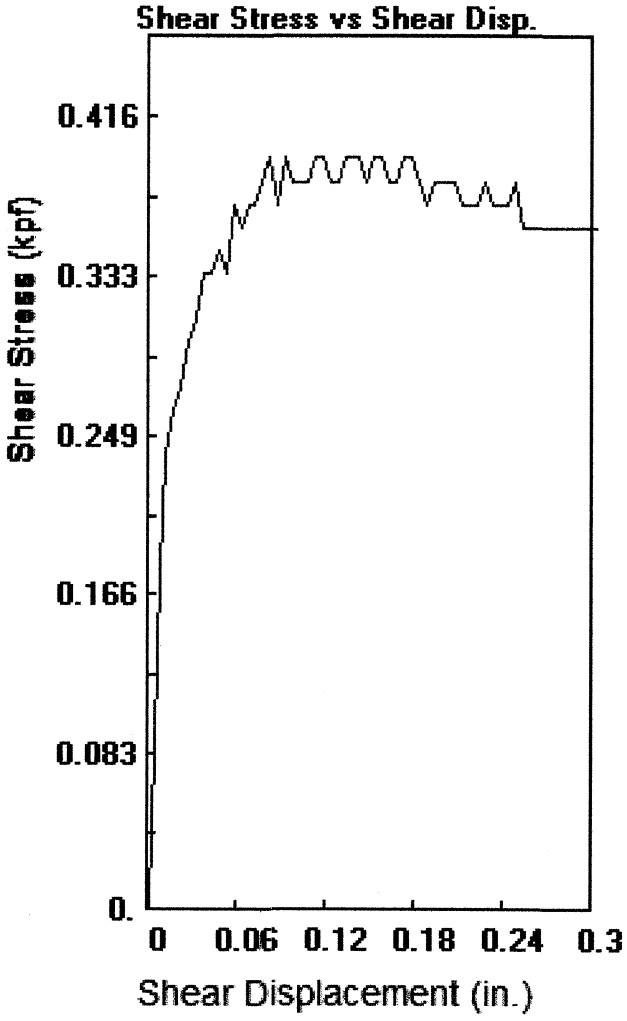
JN: **SL17.2499** CONSULTANT **JAI**
CLIENT: **Schick/1904 Preuss Road**

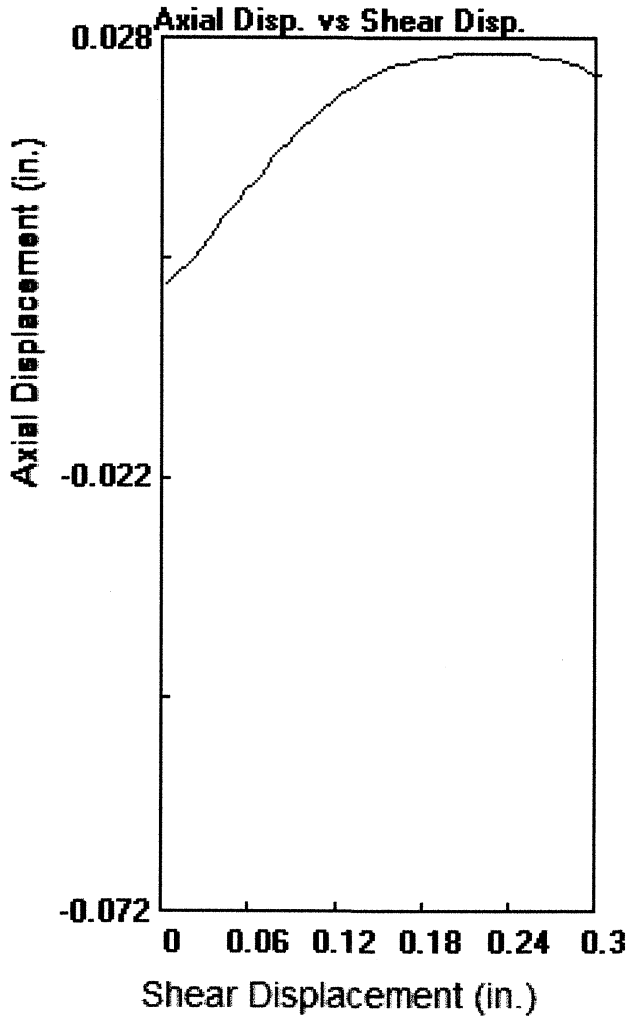
EARTH MATERIAL: **ALLUVIAL TERRACE**

	PEAK	ULTIMATE	
Phi Angle	27	27.5	degrees
Cohesion	150	100	psf

Average Moisture Content	21.3%
Average Dry Density (pcf)	109.0
Percent Saturation	100.0%







Parameters

Client: SCHICK

Location: 1904 PRAUSS RD

Job # 2499

Sample: 1

Boring: TP1

Depth: 8 ft.

File: 2499TP185.dat

Stress at Max Def
396 0.081

Soil Type:AT

Technician: BF

Axial Load: 500 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Disp
0.296 360

Maximum Load

396 psf

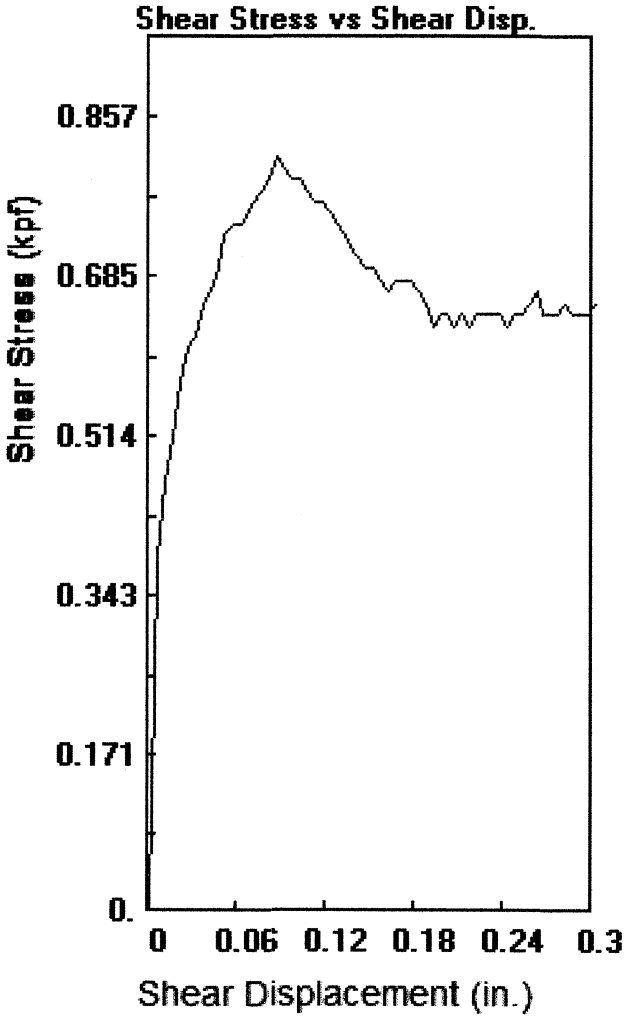
Shear Displacement at maximum Load

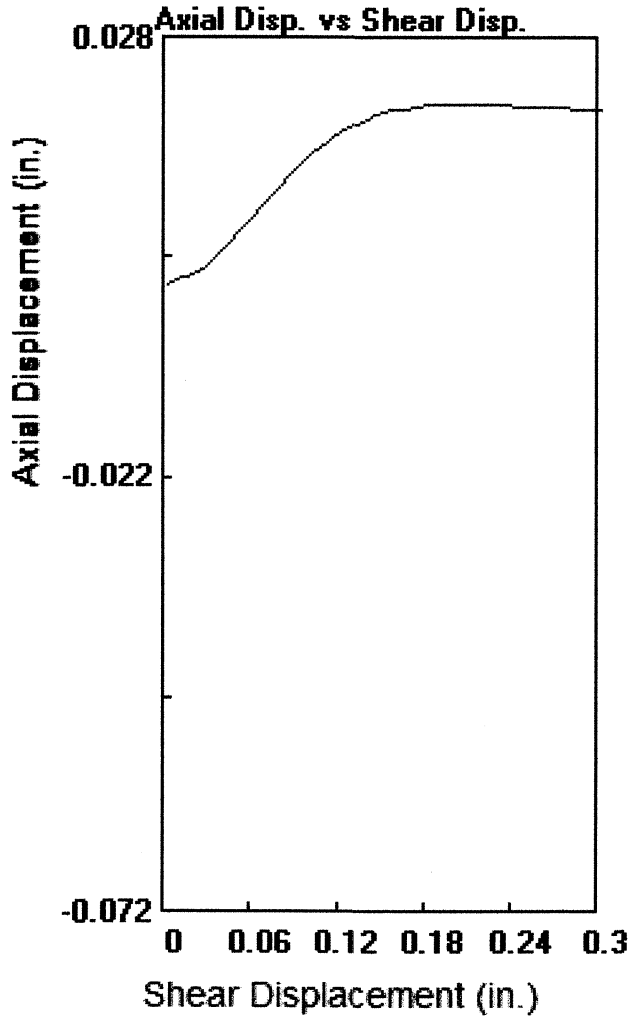
0.0807 in.

Date

6/26/2017

Soil Labworks





Parameters

Client: SCHICK

Location: 1904 PRAUSS RD

Job # 2499

Sample: 2

Boring: TP1

Depth: 8 ft.

File: 2499TP181.dat

Soil Type:AT

Technician: BF

Axial Load: 1000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Def		Stress at Max Disp	
816	0.086	0.296	648

Maximum Load

816 psf

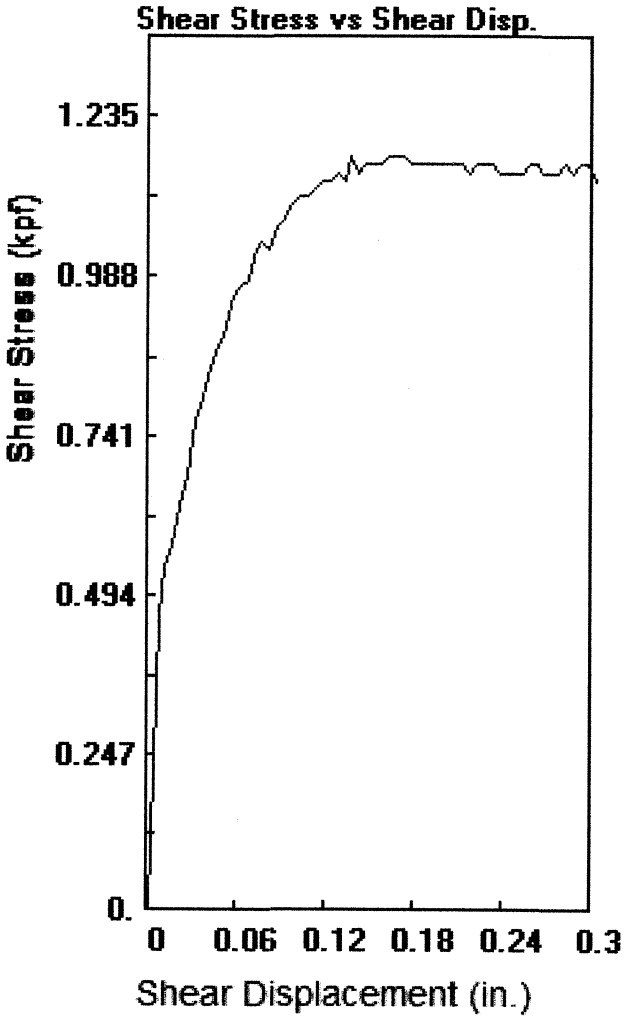
Shear Displacement at maximum Load

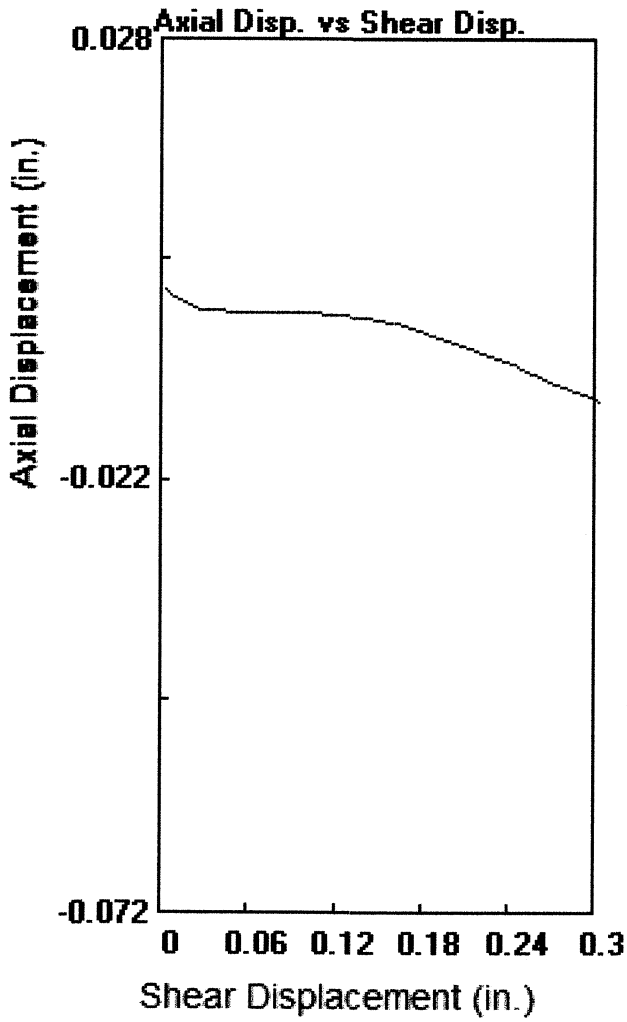
0.0855 in.

Date

6/26/2017

Soil Labworks





Parameters

Client: SCHICK

Location: 1904 PRAUSS RD

Job # 2499

Sample: 3

Boring: TP1

Depth: 8 ft.

File: 2499TP182.dat

Soil Type:AT

Technician: BF

Axial Load: 2000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Def
1176 0.136

Stress at Max Disp
0.296 1164

Maximum Load

1176 psf

Shear Displacement at maximum Load

0.1355 in.

Date

6/26/2017

Soil Labworks

SOIL LABWORKS LLC

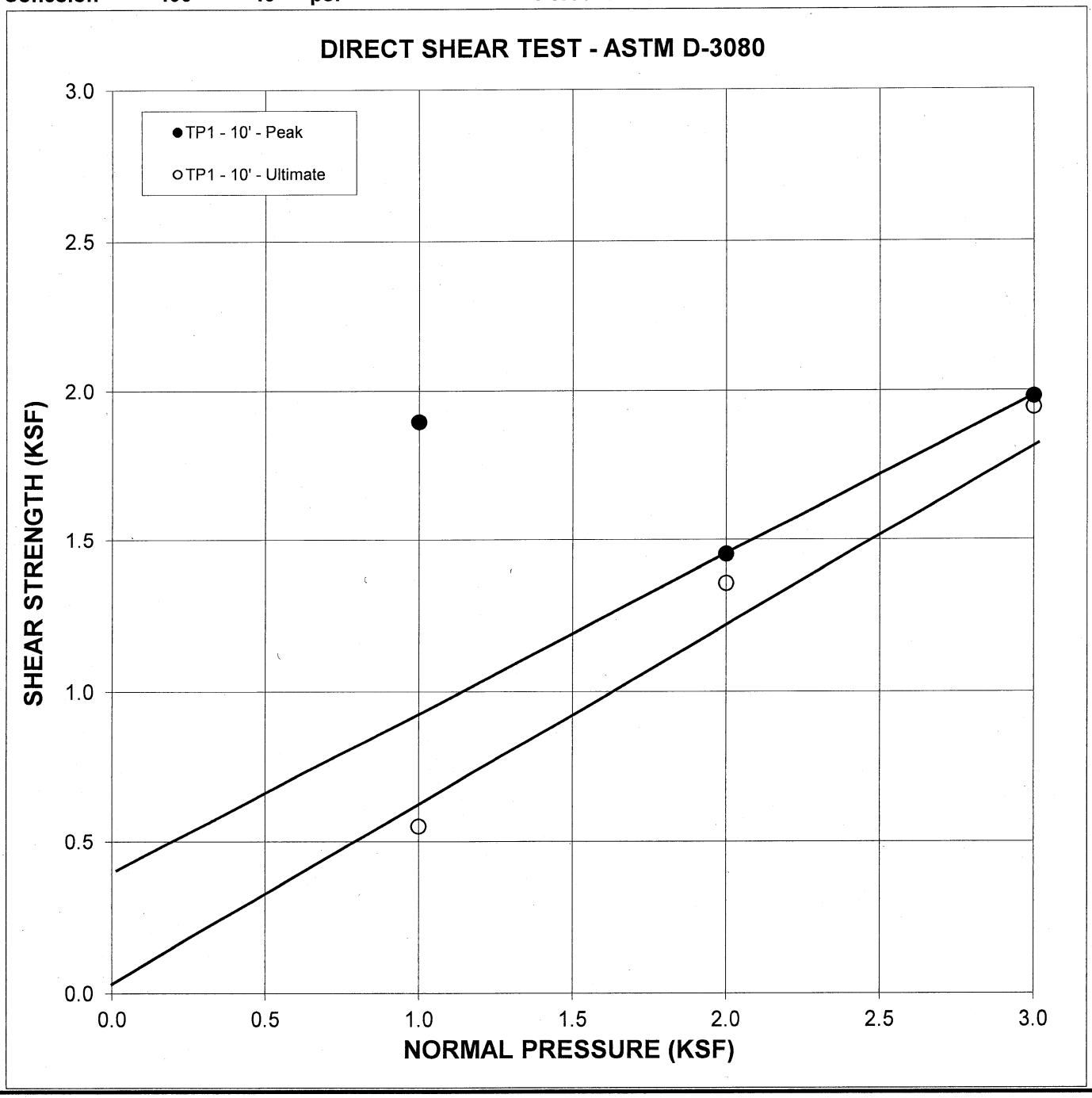
SHEAR DIAGRAM B-3

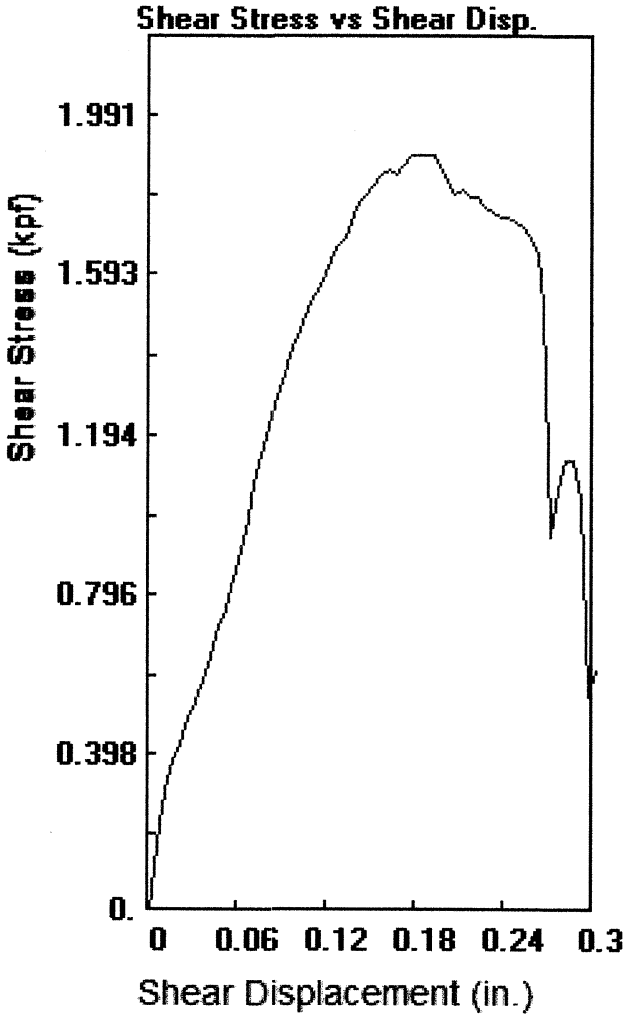
JN: SL17.2499 CONSULTANT JAI
CLIENT: Schick/1904 Prauss Road

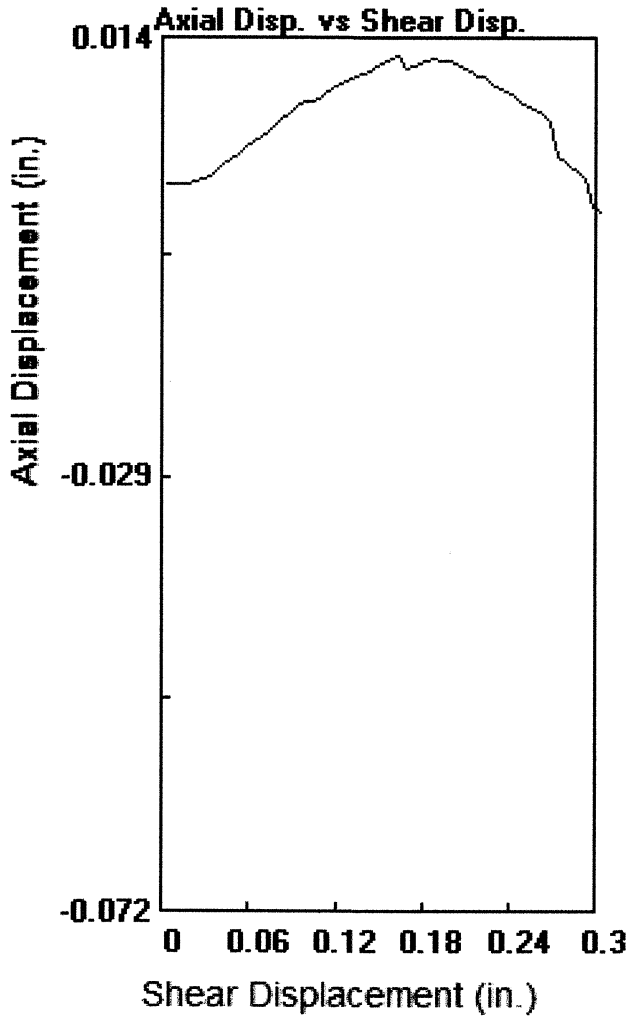
EARTH MATERIAL: ALLUVIAL TERRACE

	PEAK	ULTIMATE	
Phi Angle	27.5	30	degrees
Cohesion	400	45	psf

Average Moisture Content	19.3%
Average Dry Density (pcf)	112.1
Percent Saturation	100.0%







Parameters

Client: SCHICK

Location: 1904 PRAUSS RD

Job # 2499

Sample: 1

Boring: TP1

Depth: 10 ft.

File: 2499TP1121.dat

Soil Type:AT

Technician: BF

Axial Load: 1000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Def
1896 0.176

Stress at Max Disp
0.296 552

Maximum Load

1896 psf

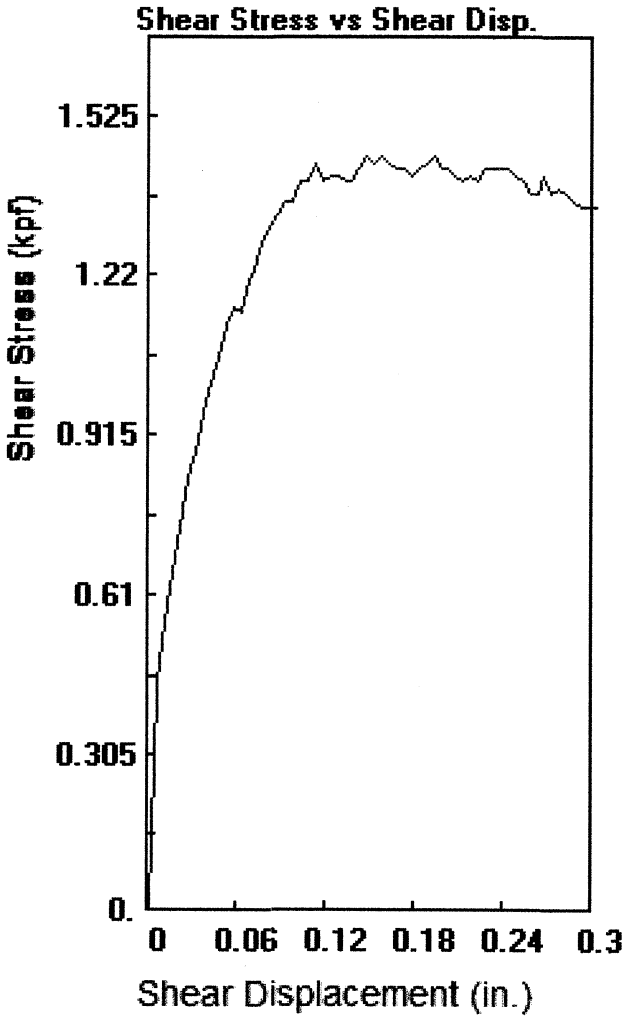
Shear Displacement at maximum Load

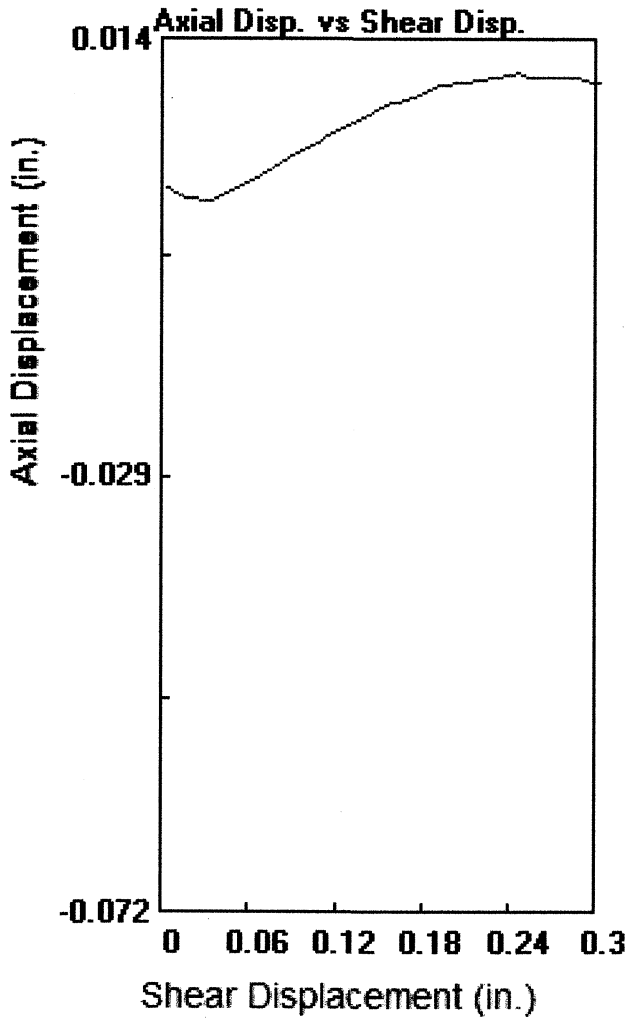
0.1756 in.

Date

6/26/2017

Soil Labworks





Parameters

Client: SCHICK

Location: 1904 PRAUSS RD

Job # 2499

Sample: 2

Boring: TP1

Depth: 10 ft.

File: 2499TP1122.dat

Soil Type:AT

Technician: BF

Axial Load: 2000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Def		Stress at Max Disp	
1452	0.146	0.296	1356

Maximum Load

1452 psf

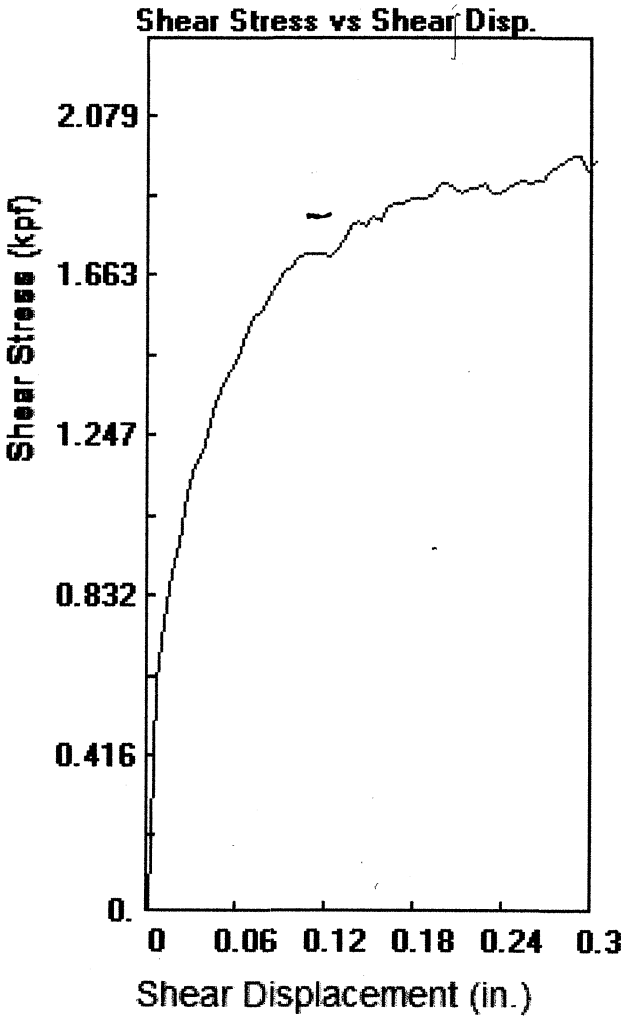
Shear Displacement at maximum Load

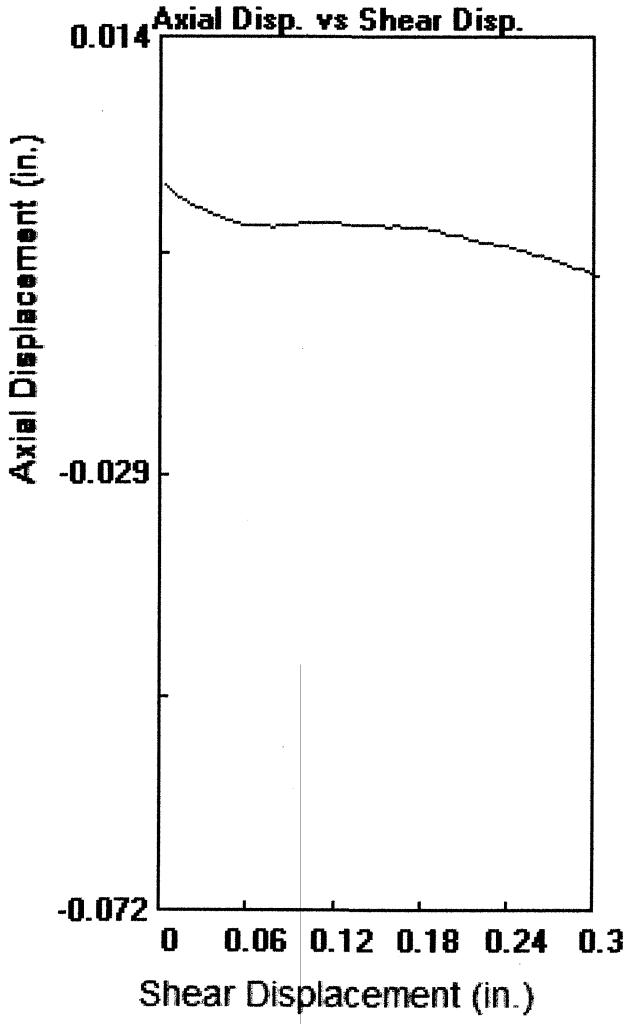
0.1457 in.

Date

6/26/2017

Soil Labworks





Parameters

Client: SCHICK

Location: 1904 PRAUSS RD

Job # 2499

Sample: 3

Boring: TP1

Depth: 10 ft.

File: 2499TP1123.dat

Soil Type:AT

Technician: BF

Axial Load: 3000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Def
1980 0.286

Stress at Max Disp
0.296 1944

Maximum Load

1980 psf

Shear Displacement at maximum Load

0.2856 in.

Date

6/26/2017

Soil Labworks

SOIL LABWORKS LLC

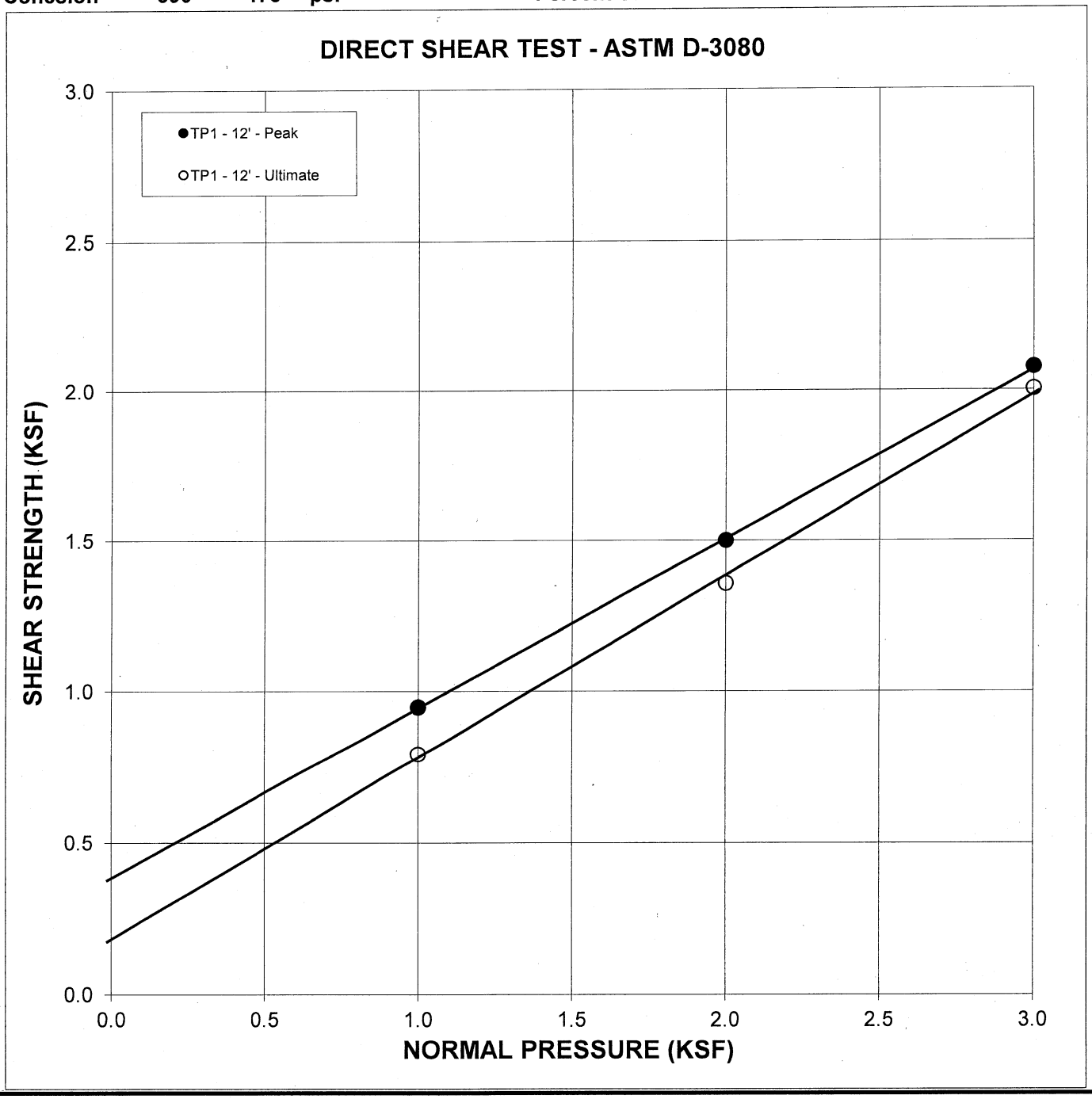
SHEAR DIAGRAM B-4

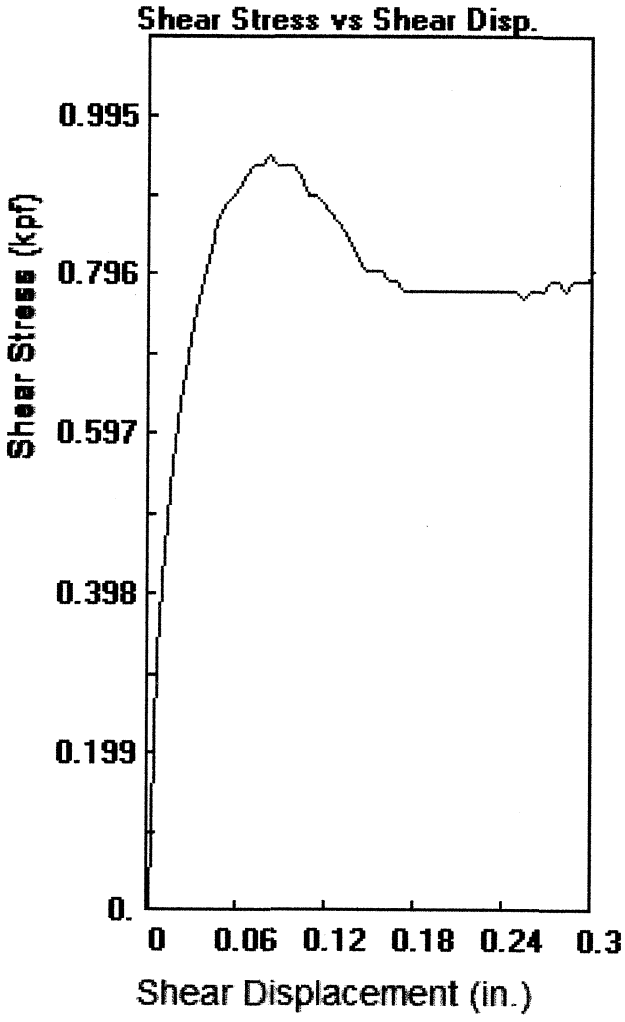
JN: SL17.2499 CONSULTANT JAI
CLIENT: Schick/1904 Preuss Road

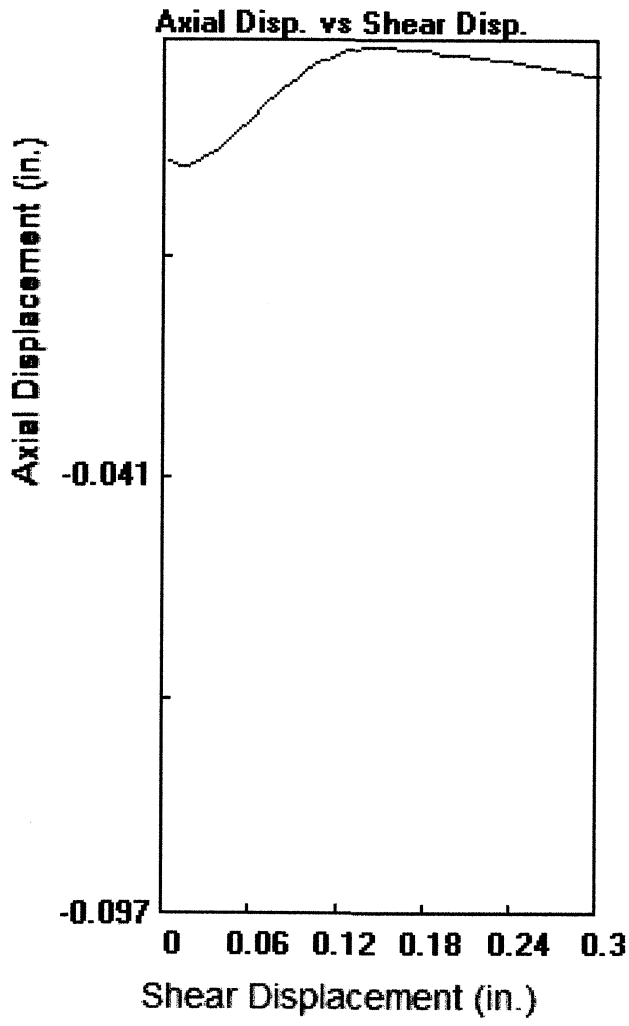
EARTH MATERIAL: ALLUVIAL TERRACE

	PEAK	ULTIMATE	
Phi Angle	29	31	degrees
Cohesion	390	175	psf

Average Moisture Content	26.8%
Average Dry Density (pcf)	93.1
Percent Saturation	91.5%







Parameters

Client: SCHICK

Location: 1904 PRAUSS

Job # 2499

Sample: 1

Boring: TP1

Depth: 12 ft.

File: 2499TP1121X.dat

Stress at Max Def
948 0.081

Soil Type:AT

Technician: BF

Axial Load: 1000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Disp
0.296 792

Maximum Load

948 psf

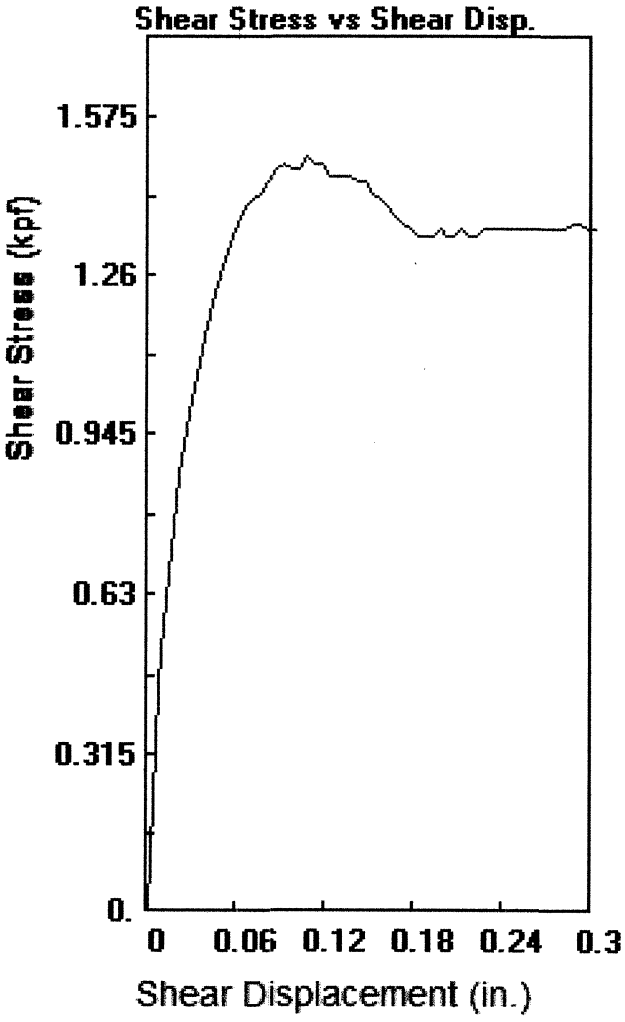
Shear Displacement at maximum Load

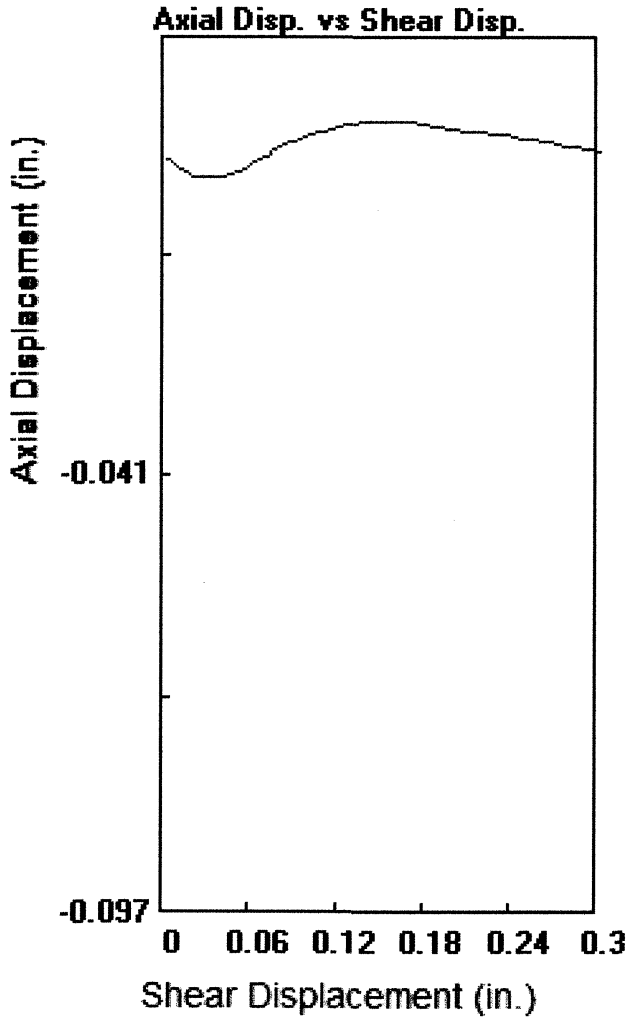
0.0806 in.

Date

6/28/2017

Robertson Geotechnical





Parameters

Client: SCHICK

Location: 1904 PRAUSS

Job # 2499

Sample: 2

Boring: TP1

Depth: 12 ft.

File: 2499TP1122X.dat

Stress at Max Def
1500 0.106

Soil Type:AT

Technician: BF

Axial Load: 2000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Disp
0.296 1356

Maximum Load

1500 psf

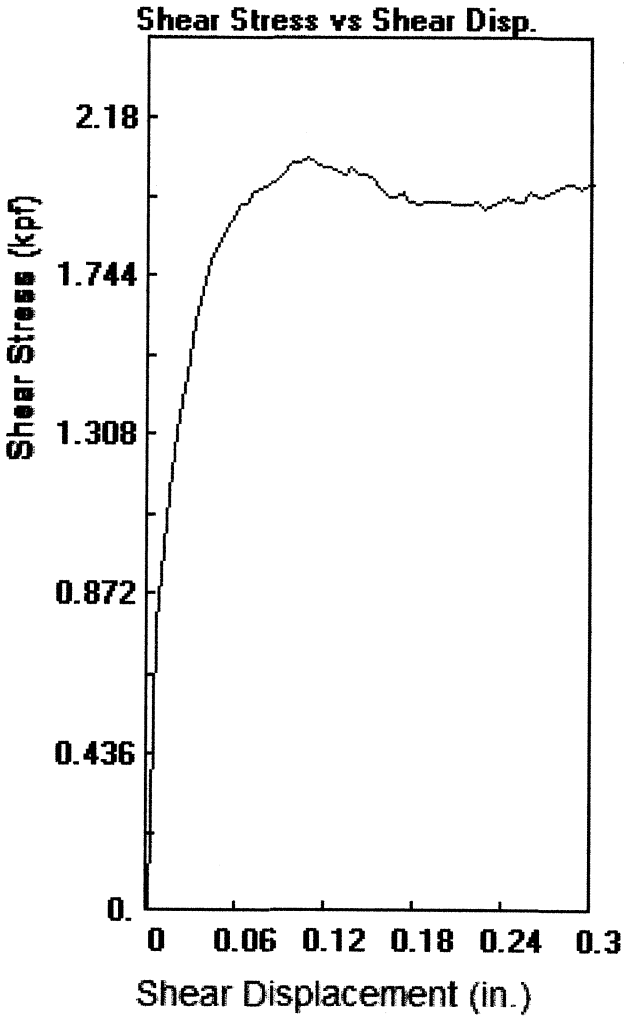
Shear Displacement at maximum Load

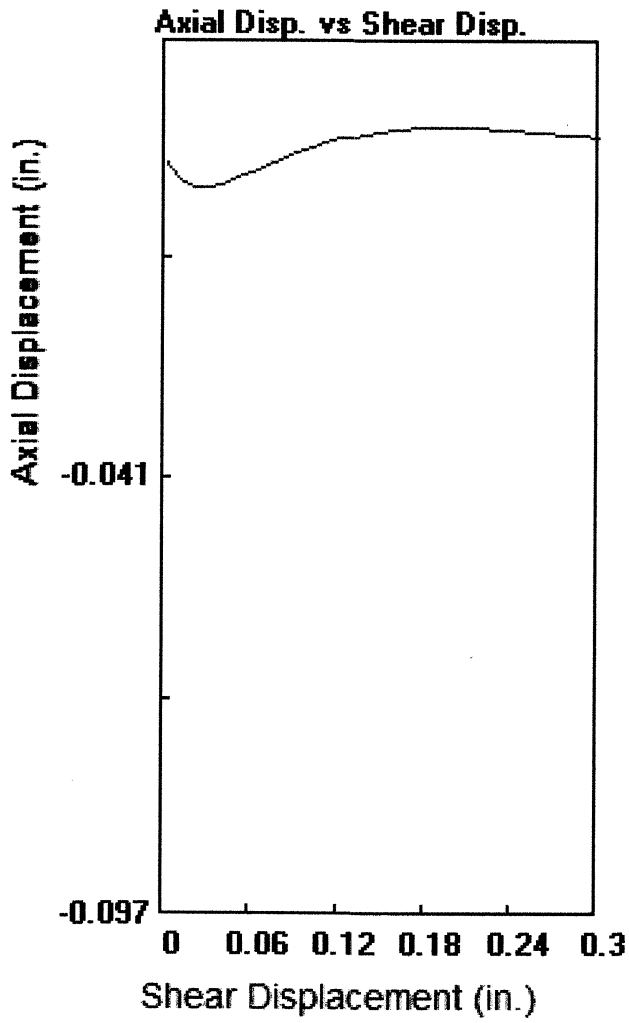
0.1056 in.

Date

6/28/2017

Robertson Geotechnical





Parameters

Client: SCHICK

Location: 1904 PRAUSS

Job # 2499

Sample: 3

Boring: TP1

Depth: 12 ft.

File: 2499TP1123X.dat

Soil Type:AT

Technician: BF

Axial Load: 3000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Def
2076 0.106

Stress at Max Disp
0.296 2004

Maximum Load

2076 psf

Shear Displacement at maximum Load

0.1056 in.

Date

6/28/2017

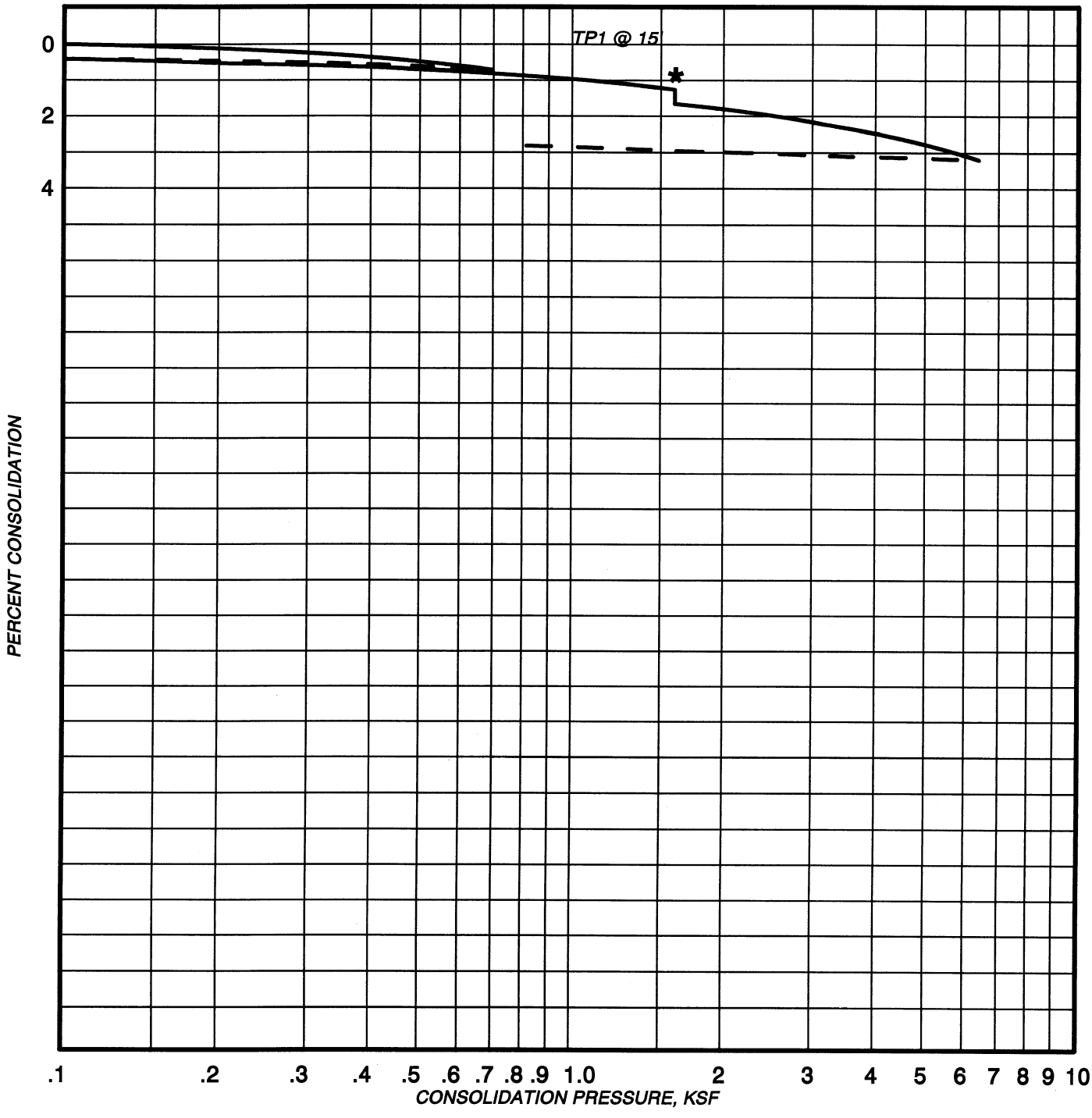
Robertson Geotechnical

CONSOLIDATION TEST

PROJECT: 2499 SCHICK/1904 PRAUSS ROAD

SAMPLE: TP1 @ 15'

ALLUVIAL TERRACE



* Water Added

PLATE:

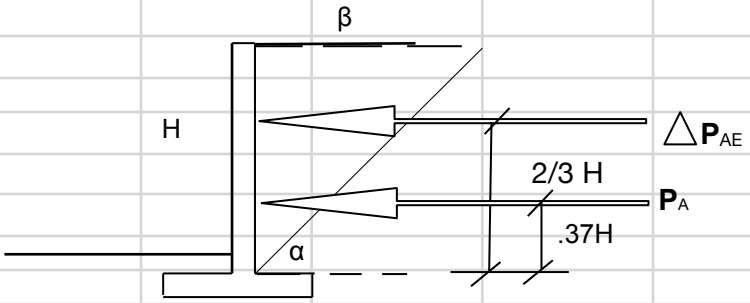
Spectral Combined Seismic/Static Load

Ref: Navy Design Manual 7.2 (NAVFAC)

ASSUMPTION

C =	30	Cohesion of soil (psf)
ϕ =	45	Internal angle of friction (degrees)
γ =	134	Saturated unit weight of soil (pcf)
H =	10	Height of wall (feet)
β=	1	

SDS/2.5=.55



K_h= .68*(SDS/2.5)=0.37

K_a= 0.298

PA=.5*y*Ka*(H)^2 =	2.00 kips	
Moment Arm =H/3	3.7 ft	
PE=1/2*Kh*λ*H^2	2.48 kips	
Moment Arm =.6H	6.0 ft	**Earthquake Design==90 pcf**
		At-Rest Pressure=40 pcf

EFP1=40 pcf Level Backfill

EFP2=50 pcf

Client: Dauer

Project Number: SG 9402-W

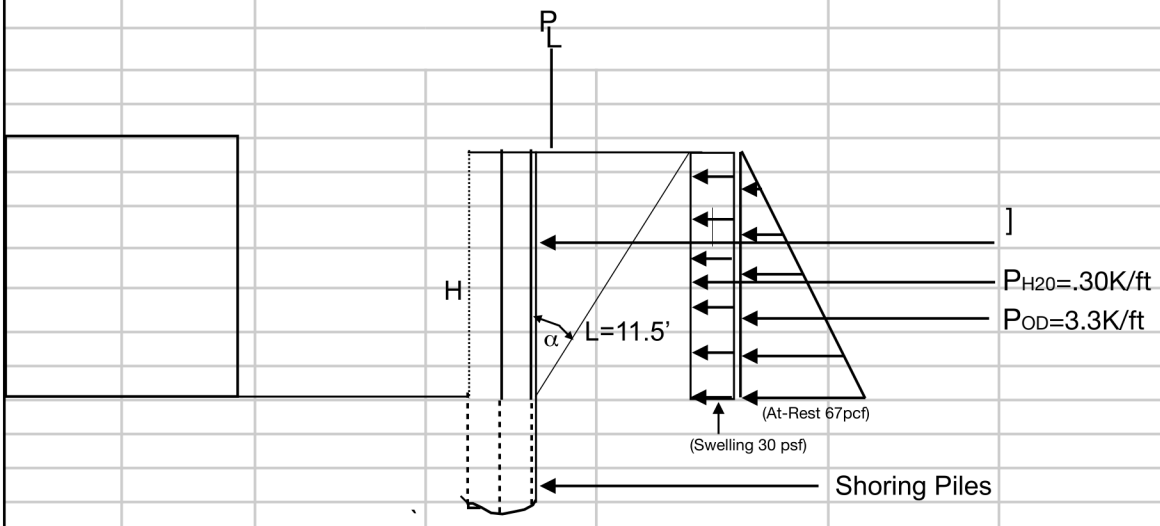
Project Location: Preuss Rd.

SGI

SHORING ANALYSIS/Unsurcharged North Elevation

ASSUMPTIONS

C =	45	Cohesion of soil (psf)
ϕ =	30	Internal angle of friction (degrees)
γ =	134	Saturated unit weight of soil (pcf)
H =	10	Height of wall (feet)
α=	30	
β=	1	Angle of Backslope (degrees)



At Rest Pressure: $\sin\phi$ = 0.5

$\gamma(1-.5)$ =67 pcf

Ka = EFP/γ =.50

P_{H20} = 30psf*H=300psf/ft

P_{0D} = .5*67*H^2 = 3350 psf/ft

*-Modified Boussinesq Equation Rigid Walls Fig.11, Chapter 7.2 DM7 02

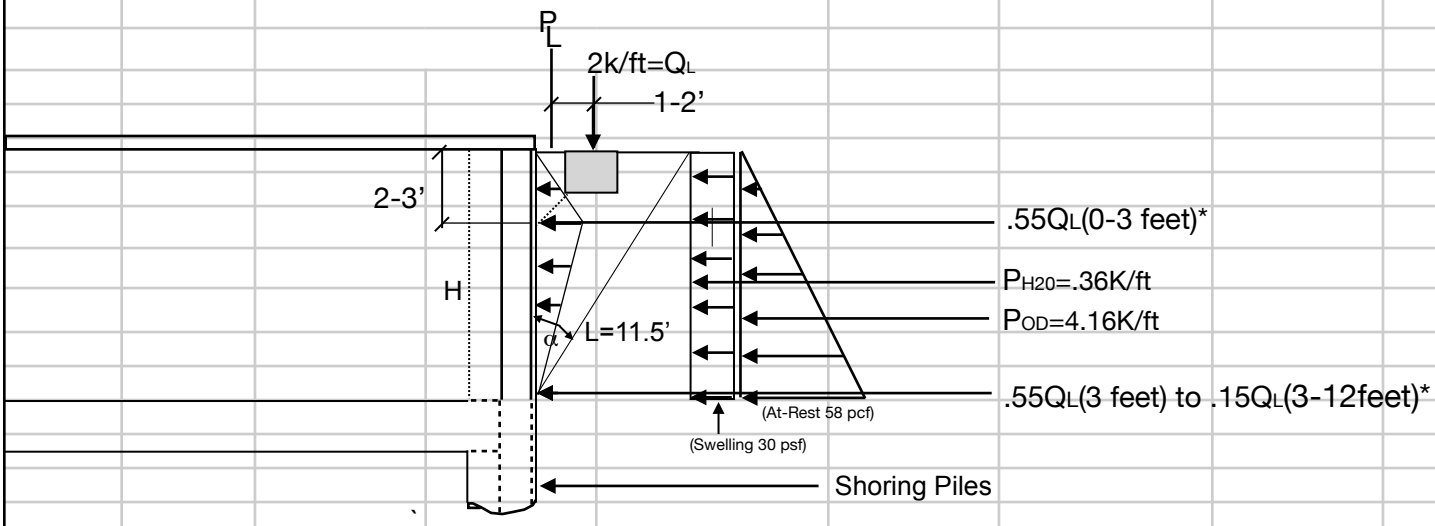
Client:	Dauer
Project Number:	SG 9402-W
Project Location:	Preuss Road

SGI

SHORING ANALYSIS/Retaining Wall(at-rest w/swelling) South Elev. Surcharged

ASSUMPTIONS

C =	45	Cohesion of soil (psf)
ϕ =	30	Internal angle of friction (degrees)
γ =	134	Saturated unit weight of soil (pcf)
H =	10	Height of wall (feet)
α=	28	
β=	1	Angle of Backslope (degrees)



At Rest Pressure: $\sin\phi$ = 0.57

$\gamma(1-.57)$ =58 pcf

Ka = EFP/γ =.42

P_{H20} = 30psf*H=360psf/ft

P_{0D} = .5*58*H^2 = 4176

At-Rest shoring design pressure of 58 pcf plus surcharge scaled Q_L* for full height of wall.

*-Modified Boussinesq Equation Rigid Walls Fig.11, Chapter 7.2 DM7 02

Client:	Dauer
Project Number:	SG 9402-W
Project Location:	Preuss Road

SGI

REGIONAL GEOLOGIC MAP

GEOTECHNICAL, INC.
Schick

REFERENCE: Geologic Map of the Beverly Hills and Hollywood Quadrangles, Los Angeles, California, by Thomas W. Dibblee, Jr., 1991.

ADDRESS: 1904 S. Preuss Road

CLIENT: Dauer

JOB: SG 9402-W

EARTHQUAKE ZONES OF REQUIRED INVESTIGATION MAP

GEOTECHNICAL, INC
Schick

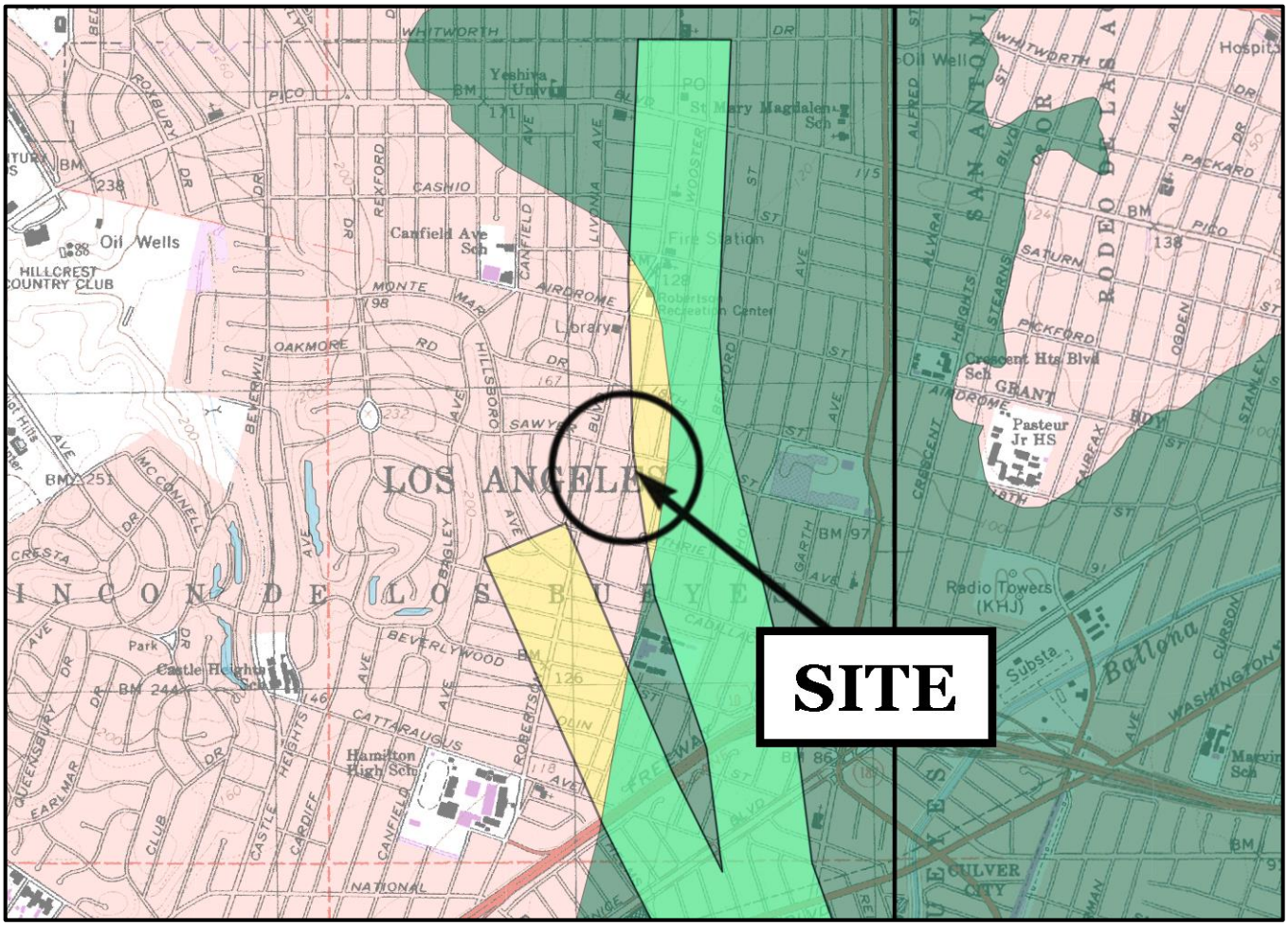
REFERENCE: Earthquake Zones of Required Investigation, Beverly Hills and Hollywood Quadrangles, California Geological Survey, John G Parrish, PhD; Seismic Hazard Zones Official Map, 1999; Earthquake Fault Zones Official Map, 2018 and 2014.

SCALE: 1 : 24000

ADDRESS: 1904 S. Preuss Road

CLIENT: Dauer

JOB: SG 9402-W



EARTHQUAKE FAULT ZONES

Earthquake Fault Zones
Zone boundaries are delineated by straight-line segments; the boundaries define the zone encompassing active faults that constitute a potential hazard to structures from surface faulting or fault creep such that avoidance as described in Public Resources Code Section 2621.5(a) would be required.

Active Fault Traces
Faults considered to have been active during Holocene time and to have potential for surface rupture: Solid Line in Black or Red where Accurately Located; Long Dash in Black or Solid Line in Purple where Approximately Located; Short Dash in Black or Solid Line in Orange where Inferred; Dotted Line in Black or Solid Line in Rose where Concealed; Query (?) indicates additional uncertainty. Evidence of historic offset indicated by year of earthquake-associated event or C for displacement caused by fault creep.

SEISMIC HAZARD ZONES

Liquefaction Zones
Areas where historical occurrence of liquefaction, or local geological, geotechnical and ground water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

Earthquake-Induced Landslide Zones
Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

Overlapping Liquefaction and Earthquake-Induced Landslide Zones
Areas that lie within zones of required investigation for both liquefaction and earthquake-induced landslides.

OVERLAPPING EARTHQUAKE FAULT AND SEISMIC HAZARD ZONES

Overlap of Earthquake Fault Zone and Liquefaction Zone
Areas that are covered by both Earthquake Fault Zone and Liquefaction Zone.

Overlap of Earthquake Fault Zone and Earthquake-Induced Landslide Z
Areas that are covered by both Earthquake Fault Zone and Earthquake-Induced Landslide Zone.

Note: Mitigation methods differ for each zone – AP Act only allows avoidance; Seismic Hazard Mapping Act allows mitigation by engineering/geotechnical design as well as avoidance.

VICINITY MAP

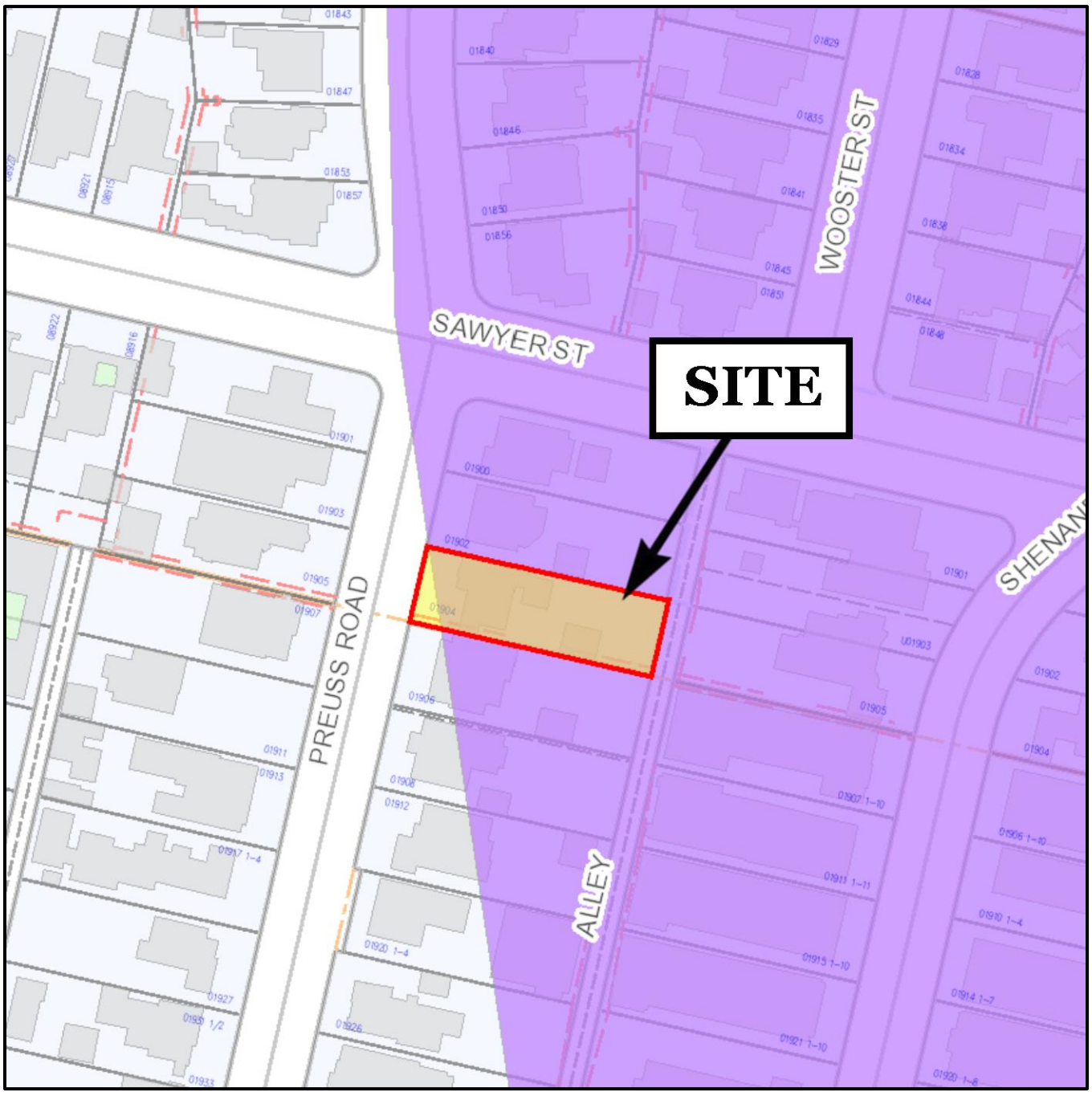
Schick GEOTECHNICAL, INC.

REFERENCE: City of Los Angeles Bureau of Engineering, NavigateLA website, Portion of District Map **126 B 169**.
SCALE: 1" = 100'

ADDRESS: 1904 S. Preuss Road

CLIENT: Dauer

JOB: SG 9402-W



SCHICK GEOTECHNICAL, INC.

SITE MAP

SAWYER STREET

TP10 LOCATION AND NUMBER OF HAND-DUG TEST PITS

B6 LOCATION AND NUMBER OF BORINGS

A2 LOCATION AND NUMBER OF 3" HAND AUGERS

GRAPHIC SCALE
SCALE : 1"= 8'

N 77°02'41" W — ESTABLISHED BY TIES — 192.12' — ESTABLISHED BY TIES

N 77°02'33" W — 237.19' — 237.43'

ALQUIST-PRIOLO FAULT ZONE

RESIDENCE — CHIMNEY — CHIMNEY

PROPOSED FOUR STORY RESIDENCES WITH ROOF DECKS

PROPOSED RETAINING WALL

SHORING PILES

ASPHALT DRIVEWAY — GARAGE

PROPOSED WALKWAY & STAIRS

50' FT. FAULT SETBACK ZONE

PROPOSED THREE STORY RESIDENCE WITH ROOF DECK

PROPOSED WALL

PORTION OF LOT 24

B1 PORTION OF LOT 24

FILL & SOIL OVER ALLUVIAL TERRACE

LOT 44 & PORTION OF LOT 45

PROPOSED DRIVEWAY — 159.69' — PROPOSED DRIVEWAY — 159.71'

PROPOSED WALKWAY & STAIRS — 159.74'

RESIDENCE — SHORING PILES — PROPOSED FOUR STORY RESIDENCES WITH ROOF DECKS — PROPOSED RETAINING WALL

ROAD — PREUSS — ALLEY

UNIT A FF 145' 6.5" — UNIT B FF 141' 11.5" — UNIT C FF 135' 6.5" — UNIT D FF 135' 1.5" — UNIT E FF 131' 8" — UNIT F FF 128' 1.5"

UNIT G FF 145' 6.5" — UNIT H FF 141' 11.5" — UNIT I FF 138' 6.5" — UNIT J FF 135' 1.5" — UNIT K FF 131' 8" — UNIT L FF 128' 1.5"

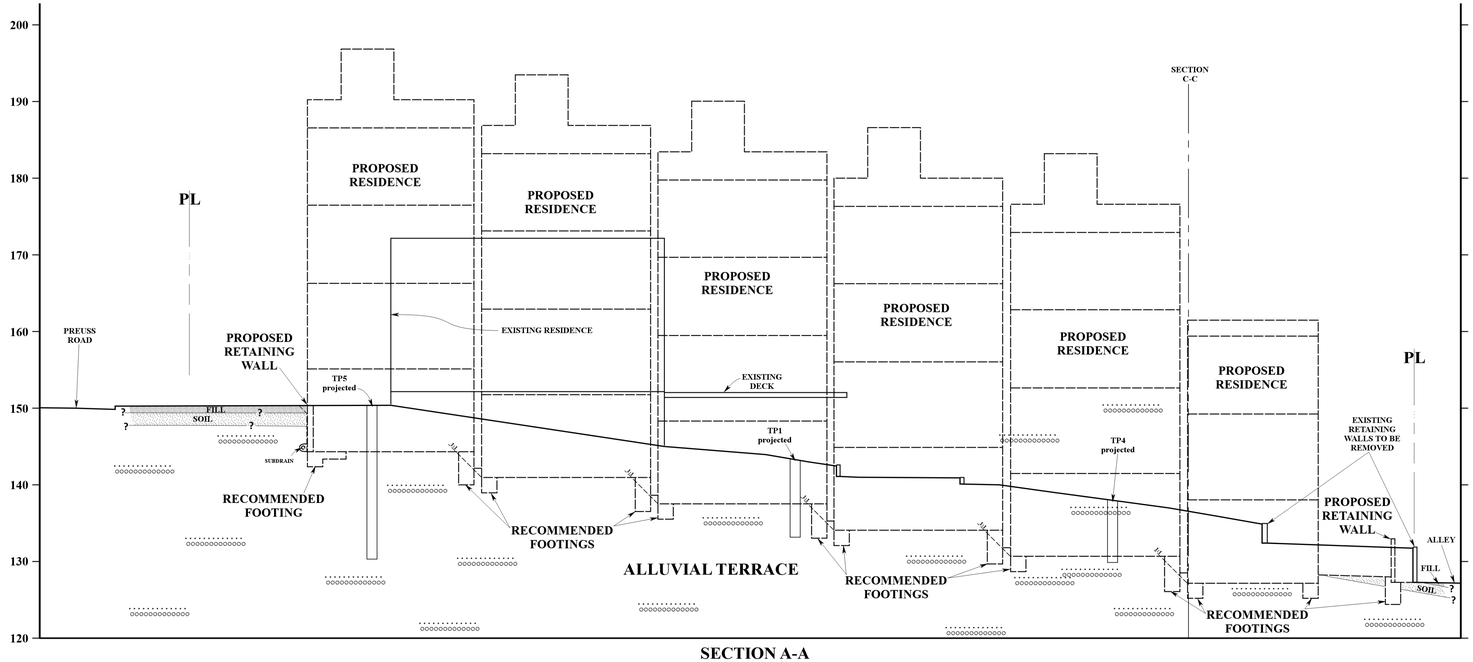
TP1 TP2 TP3 TP4 TP5 TP6 TP7 TP8 TP9 TP10

B1 B2 B3 B4 B5 B6

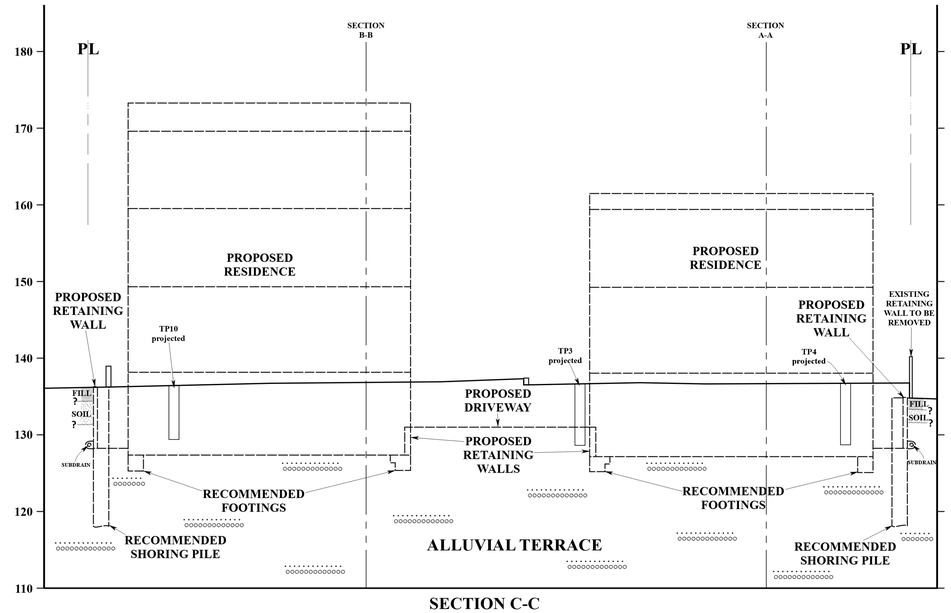
A1 A2

A ▲ A — B ▲ B — C ▲ C

Mar 2023 Dauer **SG 9402-W**



SECTION A-A



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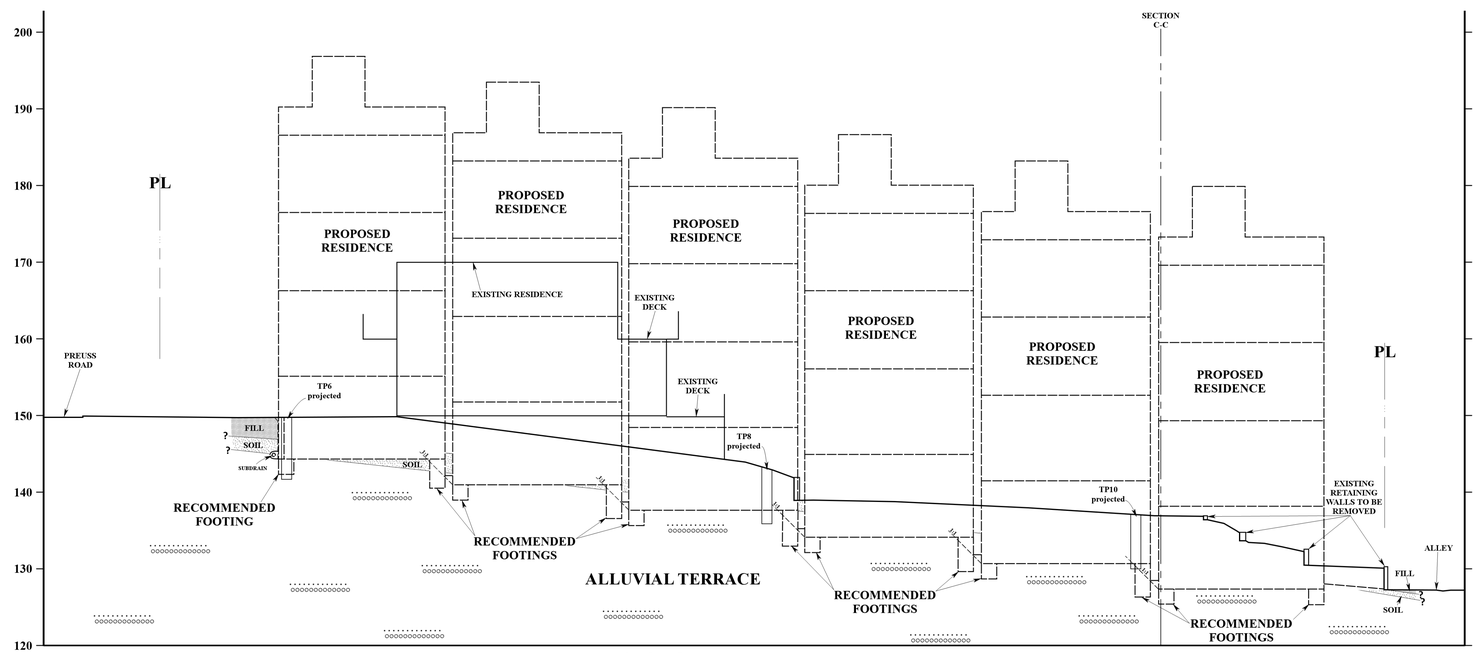


SECTION B-B

SCHICK GEOTECHNICAL, INC.

DATE: Mar 2023
DRAWN: ACT
SCALE: 1" = 8'
JOB: Daner

SG 9402-W

November 30, 2022
Job # J3485

To: **Marc Dauer**
2313 S. Duxbury Circle,
Los Angeles, CA 90034

Attn: Mr. Marc Dauer

Cell: **310.748.2224**

Email: **docdauer@mac.com**

METHANE
SPECIALISTS

5210 Lewis Rd
Suite 1
Agoura Hills, CA 91301

TEL: 805.987.5356
FAX: 805.987.3968

methanespecialists.com

Subj: **Site Methane Investigation Report for:**

New subdivided 2 lots into 12 new single family residential small lot subdivision 11 units + 1 affordable unit.
1904-1906 Preuss Rd,
Los Angeles, CA – 90034

Methane Specialists is pleased to submit this report with the results of our subsurface methane investigation for the project mentioned above. The purpose of the investigation was to measure subsurface soil gas concentrations and pressures of methane at the subject site to determine site-specific methane mitigation requirements prescribed by the City of Los Angeles Department of Building and Safety (Division 71 of the Los Angeles Building Code). This investigation was conducted in accordance with our proposal dated August 30, 2017.

Project Information

The Project Site is on an approximately 17,124 square-foot parcel (0.39 acre), in the City of Los Angeles. The Project proposes the construction of **a new subdivide 2 lots into 12 new single family residential small lot subdivision. 11 units + 1 affordable unit. ''entirely on grade.''** Refusal was *not met* in boring down to a minimum of approximately 30 feet, below surface grade, (bsg), at both *deep* probe sets (DP-1 and DP-2). Ground water was not met while drilling down to below a depth of at least 30 feet, bsg, also at both deep probesets, DP-1 and DP-2. A geotechnical report was not provided to us before the writing of this report. Therefore, the historical groundwater level is taken to be approximately greater than 20 feet, bsg. This would be approximately greater than 20 feet, below where an impermeable membrane *could* be required to be installed under the lowest floor slab, at surface grade.

The site is within an area which the City of Los Angeles designates as a Methane Buffer Zone *(Source: ZIMAS Parcel Profile Report (enclosed)).*

City of Los Angeles Methane Requirements

Requirements for control of methane intrusion in the City of Los Angeles are specified in Division 71 of Article 1, Chapter IX of the Los Angeles Municipal Code ("Division 71"). Since the project is within the Methane Buffer Zone, the Los Angeles Department of Building and Safety (LADBS) has the authority to withhold permits for construction unless detailed plans for adequate protection against methane intrusion are submitted, if testing leads to methane mitigation being required.

The level of methane protection required depends upon the "design methane concentration," which is defined in Division 71 as "the highest concentration of methane gas found during site testing." Site testing is required to determine the design concentration unless the developer accepts the most stringent methane mitigation requirements ("Level V"). If site testing is performed (e.g., to document that a lower level of mitigation is justified), then it must follow a protocol published by the Department of Building and Safety, "Site Testing Standards for Methane" (P/BC 2002-101, November 30, 2004).

P/BC 2002-101 prescribes a three-step process for methane evaluation:

(1) Scheduling site testing either before or 30 days after any site grading.
(2) Conducting shallow soil gas tests (not less than 4 feet, bsg); and
(3) Installing and using multiple-depth gas probe sets where the highest concentrations of soil gases are expected to be found

For the first step, site testing was scheduled for December 15, and 18, 2017. Methane Specialists also notified Underground Service Alert of Southern California to mark the site for underground utilities, and the utilities were subsequently marked and cleared.

For the second step, P/BC 2002-101 requires one shallow sampling location for every 10,000 square feet, or portion thereof, of site area, with a minimum of two shallow soil gas probe locations. Since the parcel area is approximately 17,124 square feet, two (2) *shallow* sampling locations were required.

The third step in the City's methane evaluation process is to collect a minimum of two samples at multiple depths, and at least one multiple-depth probeset per every 20,000 square feet, or portion thereof. Thus, the minimum of two (2) multiple-depth *deep* gas probe sets were also required.

Shallow Soil Gas Probe Testing

City Guidelines require that one shallow-depth probe be installed for every 10,000 square feet of site area where the highest concentration of soil gas is most likely to be found, with a minimum of two shallow gas probes, regardless of the total area of the site. Since the total square footage of the parcel is approximately 17,124 square feet, Methane Specialists installed the required minimum of two (2) shallow methane probes at a depth of 4 feet bsg (see Probe Location Map).

The two shallow gas probes (SP-1 and SP-2) were drilled and installed, starting on December 15, 2017. Methane Specialists used a direct-push drill rig to hydraulically drive a 1.50-inch rod into the ground to a depth of approximately 4 feet, bsg. A ¼" polyethylene probe was then inserted into the boreholes. Approximately six inches of sand was placed in the boreholes, above and below the probe, to provide a sampling area. Bentonite was then added to the top of each of the boreholes. A hydrated bentonite plug was then placed above the bentonite, in each borehole, to form a seal. Methane Specialists recorded all the readings.

Shallow probe site testing was conducted on December 15, and 18, 2017.

Multiple-Depth Gas Probe Set Testing

City Guidelines also require that one multiple-depth deep probe set be installed for every 20,000 square feet of site area where the highest concentration of soil gas is most likely to be found, with a minimum of two multiple-depth deep gas probe sets, regardless of the total area of the site. Since the total area of the site is approximately 17,124 square feet, Methane Specialists drilled and installed the required two (2) multiple-depth *deep* probesets (DP-1 and DP-2), also starting on December 15, 2017.

The multiple-depth deep probes were also installed using direct-push drilling equipment in the same manner as were the shallow gas probes. The deep probes were installed as triple-well clusters, down to greater than 20 feet, bsg, for DP-1, and DP-2, where *refusal was not met*, at either deep probe location. In all cases, at each probe depth, approximately twelve inches of sand was placed in the borehole around each of the probes. Each sand layer, of each probe, was separated by a layer of bentonite, between the sampling elevations. A hydrated, bentonite, plug was then placed onto the top of each borehole to form a seal.

Multiple-depth probe site testing was similarly conducted on December 15, and 18, 2017.

Sampling and Analysis

For field data sampling and analysis, Methane Specialists measured these probes for methane with a RKI Eagle portable, gas-sampling meter. The lower limit for reporting methane levels with the RKI Eagle is 500 ppmv (parts per million by volume).

The RKI Eagle was calibrated against standard calibrant samples by trained Methane Specialists staff members.

The probe pressures were all measured with a Dwyer Magnehelic Differential Pressure Gauge with a minimum scale division of 0.1 inch of water (H_2O).

Results of Shallow Gas Probe and Multiple-Depth Gas Probe Analysis

The attached Form 1 shows the results of the analysis of both the shallow, *and* the multiple, depth deep probe sets.

Recommendations

In summary, for this project located in the *Methane Buffer Zone*, measurable levels of methane were not detected while testing at this site. Therefore, per Table 1B, for the *Methane Buffer Zone (enclosed)*, this project falls under Design Level ***II***, with less than 2 inches of water-column gas-pressure. As per said Methane Code Table 1B, this project ***requires no methane mitigation system***.

However, the Methane Code still requires a minimum of a passive methane mitigation system for any project located within the methane zone. However, the Code requires a minimal level of mitigation *no matter how little methane* was detected.

Disclaimer

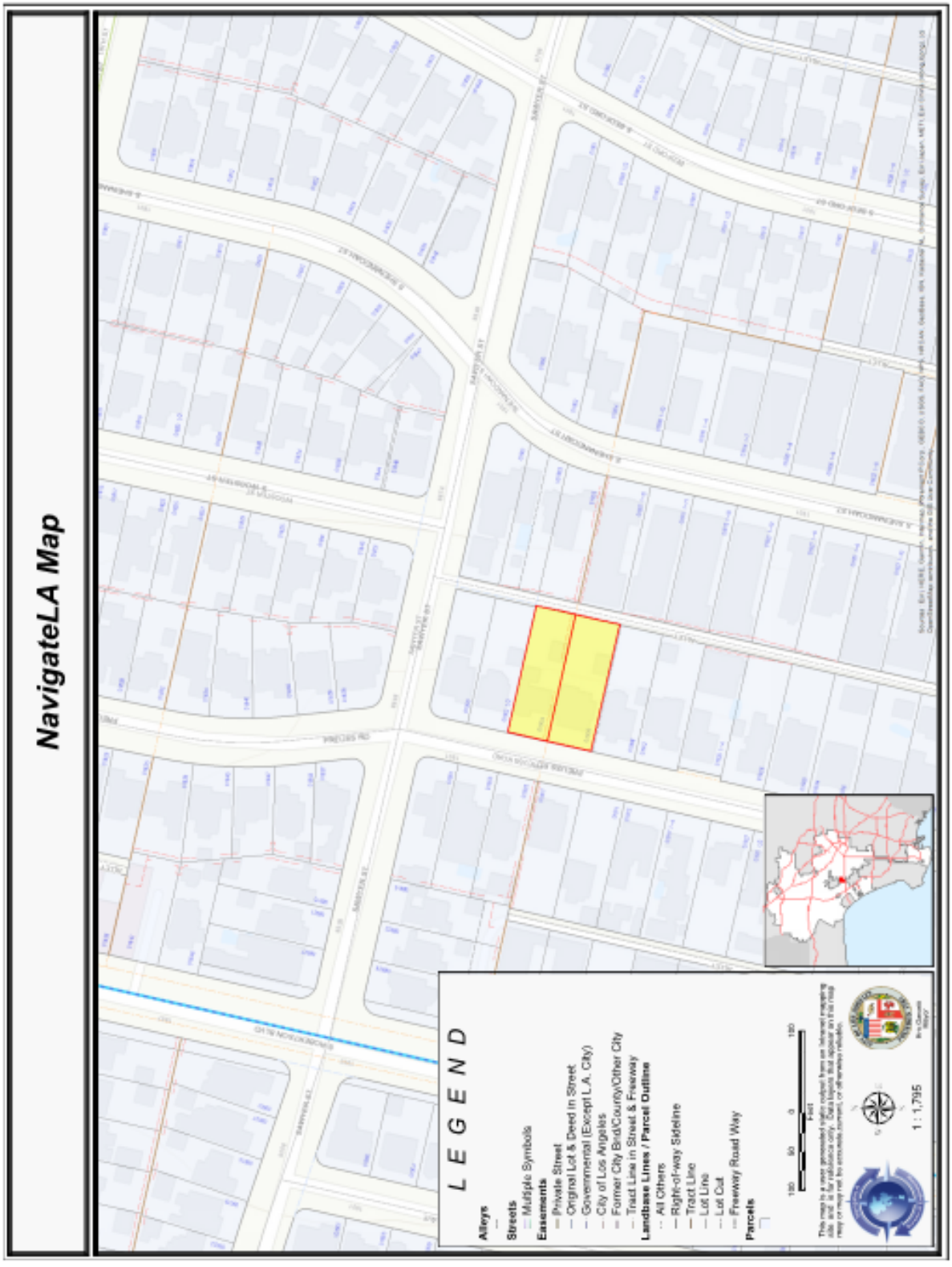
All discussion in this report is based on information provided by the client, as well as data and conditions, as they existed at the time and date of testing at the site. Should any detail, or condition, change from that original information, then, re-consideration of the conclusions in this report could become justified. Methane Specialists cannot be held accountable for the consequences of relevant information which was not previously provided. Nor can Methane Specialists be held accountable for the consequences of changes in the project scope, or of project site conditions.

This report has been prepared for the sole use of the client, exclusively, for the completion of the subject project, alone. No other application, or interpretation, of this report is to be granted, or implied, or otherwise made, without written permission, exclusively from Methane Specialists.

Respectfully,
Methane Specialists

Timothy A. Tucker, Architect (C-19103)

Exhibit 1 - Site Location Map



METHANE
SPECIALISTS

5210 Lewis Road,
Suite 1,
Agoura Hills, CA - 91301

TEL: 805.987.5356

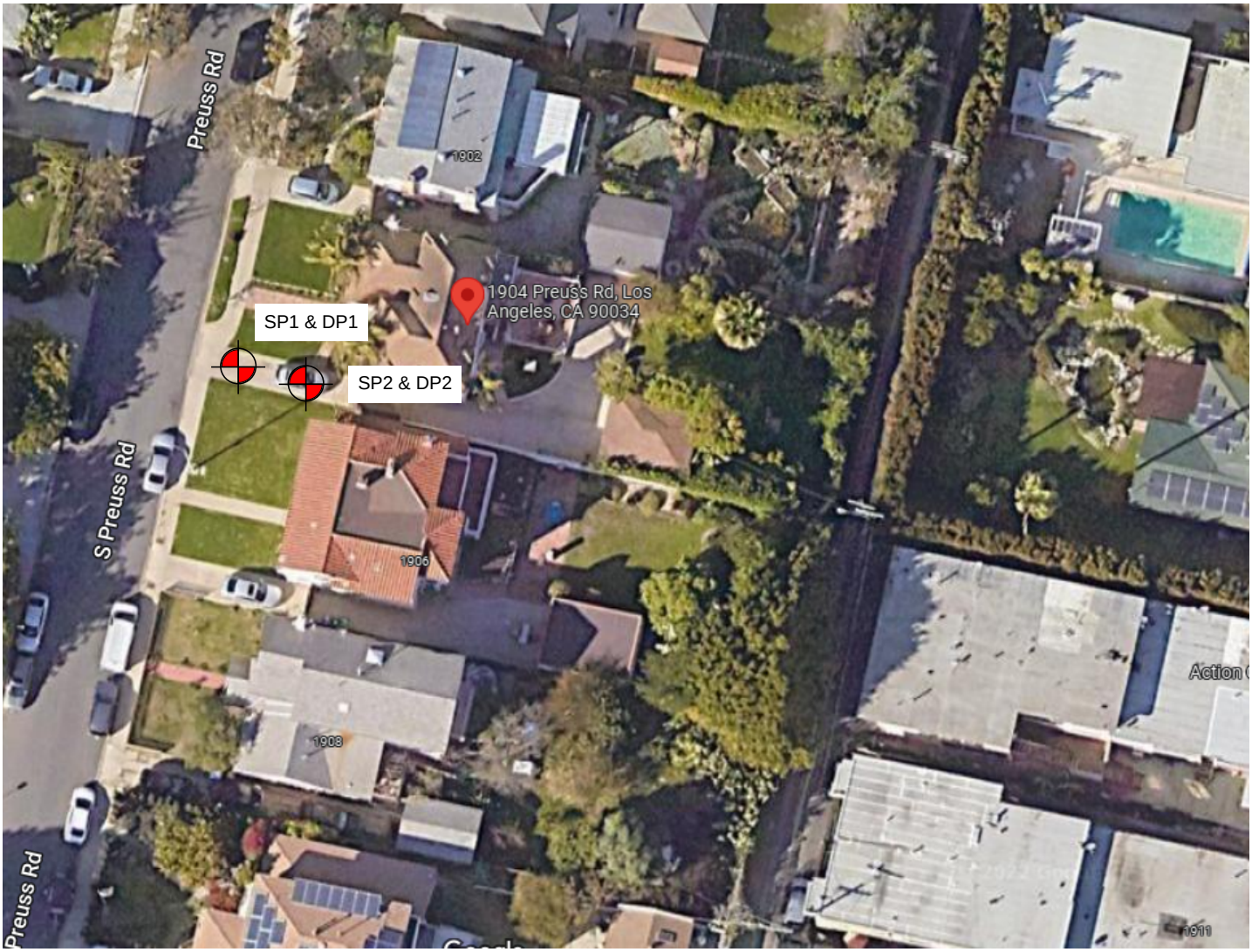
methanespecialists.com

Address: 1904-1906 Preuss Rd Los Angeles, CA - 90034

Date: 12.1.2022

Job: 3485

Exhibit 2 - Probe Location Map



LEGEND
DP=DEEP PROBE
SP=SHALLOW PROBE

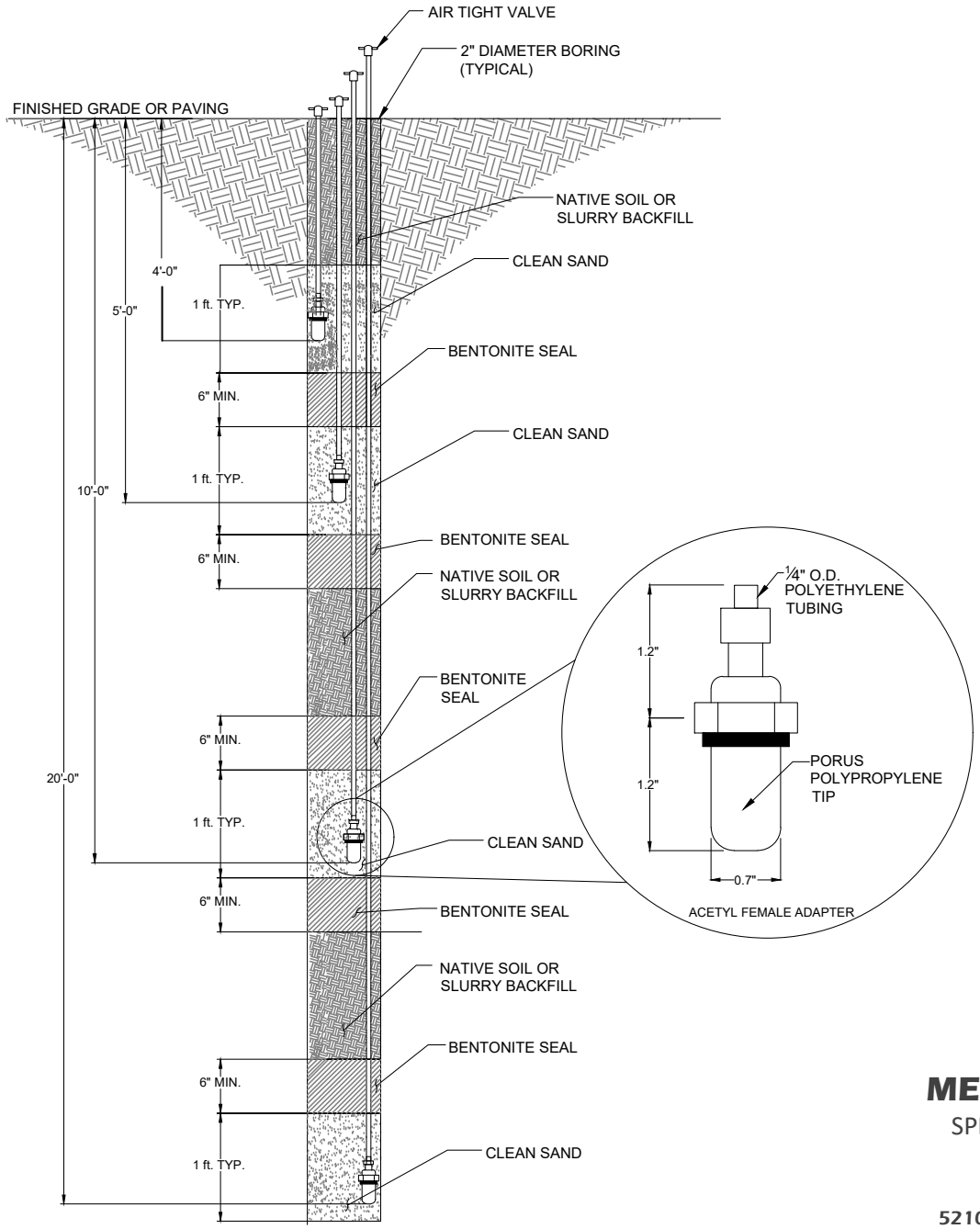
Address: 1904-1906 Preuss Rd Los Angeles, CA - 90034

Date: 12.1.2022

Job: 3485

METHANE SPECIALISTS
5210 Lewis Road,
Suite 1,
Agoura Hills, CA - 91301
TEL: 805.987.5356
methanespecialists.com

Exhibit 3



METHANE
SPECIALISTS

5210 Lewis Road
Suite 1
Agoura Hills, CA 91301

TEL: 805.987.5356
FAX: 805.987.3968

methanespecialists.com

TEMPORARY MULTI-STAGE GAS MONITORING PROBES FOR METHANE

FORM 1 - CERTIFICATE OF COMPLIANCE FOR METHANE TEST DATA

Part 1: Certification Sheet

Job #: 3485

Site Address: 1904-1906 S. Preuss, Los Angeles, CA 90034

Legal Description: Tract: TR 12110 Lot: FR 24 Block: None

Building Use: New subdivided 2 lots into 12 new single family residential small lot sudivision 11 unit + 1 affordable unit.

Architect=s, Engineer=s or Geologist=s Stamp:

Name of Architect, Engineer, or Geologist:

Mailing Address: Methane Specialists
5210 Lewis Road, Suite 1
Agoura Hills, CA 91301

Telephone: (805) 987-5356

Name of Testing Laboratory: Methane Specialists

City Test Lab License #: 24876

Telephone: (805) 987-5356

I hereby certify that I have tested the above site for the purpose of methane mitigation and that all procedures were conducted by a City of Los Angeles licensed testing agency in conformity with the requirements of the LADBS Information Bulletin P/BC 2020-101. Where the inspection and testing of all or part of the work above is delegated, full responsibility shall be assumed by the architect, engineer or geologist whose signature is affixed thereon.

Signed: _____ date 12-1-2022

Required Data:

_ Project is in the (Methane Zone) or (Methane Buffer Zone).

_ Depth of ground water observed during testing: not met feet below the Impervious Membrane.

_ Depth of Historical High Ground Water Table Elevation*: unknown feet below the Impervious Membrane.

_ Design Methane Concentration**: 500 parts per million in volume (ppmv). *(i.e.: 1% LEL)*

_ Design Methane Pressure***: < 2.0 inches of water column.

_ Site Design Level: (Level I, Level II, Level III, Level IV, Level V) with _____ inches of water column.

De-watering:

_ De-watering (is) (is not) required per Section 7104.3.7. *Subject to Final Geotech Report.*

_ Pump discharge rate not provided cubic feet per minute per reference geology or soil report: _____ dated _____.

Additional Investigation:

_ Additional investigation (was) (was not) conducted. *(by Methane Specialists)*

Latest Grading on Site:

_ Date of last grading on site (was) (was not) more than 30 days before Site Testing.

_ See Attached explanation of the effect on soil gas survey results by grading operations.

Notes:

* Historical High Ground Water Table Elevation shall mean the highest recorded elevation of ground water table based on historical records and field investigations as determined by the engineer for the methane mitigation system.

** Design Methane Concentration shall mean the highest recorded measured methane concentration from either Shallow Soil Gas Test or any Gas Probe Set on the site.

*** Design Methane Pressure shall mean the highest total pressure measured from any Gas Probe Set on the site.

FORM 1 (CONTINUED) - CERTIFICATE OF COMPLIANCE FOR METHANE TEST DATA P/BC 2002-101

Part 2: Test Data - Shallow Soil Gas Test and Gas Probe Test

Site Address: ***1904-1906 S. Preuss, Los Angeles, CA 90034*** Job # ***3485***

Description of Gas Analysis Instrument(s):

Instrument Name and Model: ***RKI Eagle*** Instrument Accuracy: ***500*** ppm/v.

City of Los Angeles Testing License #: ***24876*** **Page *1* of *1***

Date	Time	Probe Set #	Stablized CH4 Concentration (ppm/v)	Pressure (inches of water-column)	Probe Depth (feet)	Descriptions / Comments: *no **perched** water was met - Refusal was **not met** as shown below - Groundwater **was met** as shown below*
12/15/2017	*10:00*	*SP-1*	*< 500*	*< 0.1*	*4*	
''	*9:55*	*DP-1*	*< 500*	*< 0.1*	*5*	
''	***9:50***	*DP-1*	*< 500*	*< 0.1*	***10***	
''	*9:45*	*DP-1*	***< 500***	***<0.1***	*30*	***refusal and groundwater not met &*** ***<= Maximum Stabilized CH4 Reading***
''	*11:05*	*SP-2*	*< 500*	*< 0.1*	*4*	
''	*11:00*	*DP-2*	*< 500*	*< 0.1*	*5*	
''	*10:50*	*DP-2*	*< 500*	*< 0.1*	*10*	
''	*10:45*	*DP-2*	*< 500*	*<0.1*	*30*	***refusal and groundwater not met***
12/18/2017	*7:05*	*SP-1*	*< 500*	*< 0.1*	*4*	
''	*7:20*	*DP-1*	*< 500*	*< 0.1*	*5*	
''	*7:15*	*DP-1*	*< 500*	*< 0.1*	*10*	
''	*9:40*	*DP-1*	*< 500*	*<0.1*	*30*	
''	*7:55*	*SP-2*	*< 500*	*< 0.1*	*4*	
''	*7:50*	*DP-2*	*< 500*	*< 0.1*	*5*	
''	*7:45*	*DP-2*	*< 500*	*< 0.1*	*10*	
''	*7:40*	*DP-2*	*< 500*	*< 0.1*	*30*	

INSTRUMENTATION CALIBRATION RECORD:

DATE: ***12/15/2017*** TIME: ***9:00 A.M*** INIT: ***R.C.***

DATE: TIME: INIT:

DATE: TIME: INIT:

WATER ENCOUNTERED ? ~~(Y)~~ **(N)** DEPTH: ***(see above)***

REFUSAL ? ~~(Y)~~ **(N)** DEPTH: ***(see above)***

COMMENTS: ***"< 500 ppmv" <=> "Non-Detect" <=> "ND"***

Tester: Ramon Camacho

Table 1B - MITIGATION REQUIREMENTS FOR METHANE BUFFER ZONE (See notes)

Site Design Level			Level I		Level II		Level III		Level IV		Level V
Design Methane Concentration (ppmv)			0 - 100		101 - 1,000		1,001 - 5,000		5,001 - 12,500		> 12,500
Design Methane Pressure (See note 1) (inches of water column)			≤ 2"	> 2"	≤ 2"	> 2"	≤ 2"	> 2"	≤ 2"	> 2"	All Pressure
PASSIVE SYSTEM	De-watering System			X		X		X	X	X	X
	Sub-Slab Vent System	Perforated Horizontal Pipes		X		X		X	X	X	X
		Gravel Blanket Thickness Under Impervious Membrane		2"		3"		3"	2"	4"	4"
		Gravel Thickness Surrounding Perforated Horizontal Pipes		2"		3"		3"	2"	4"	4"
		Vent Risers		X		X		X	X	X	X
	Impervious Membrane			X		X		X	X	X	X
ACTIVE SYSTEM	Sub-Slab System	Mechanical Extraction System (See note 2)								X	X
	Lowest Occupied Space System	Gas Detection System (See note 3)		X		X		X	X	X	X
		Mechanical Ventilation (See Notes 3, 4, 5)		X		X		X	X	X	X
		Alarm System		X		X		X	X	X	X
	Control Panel			X		X		X	X	X	X
MISC. SYSTEM	Trench Dam			X		X		X	X	X	X
	Conduit or Cable Seal Fitting			X		X		X	X	X	X
	Additional Vent Risers (See note 5)										X

NOTES FOR TABLES 1A AND 1B:

"x" = Indicates a required mitigation component

1. De-watering is not required when the maximum Historical High Ground Water Table Elevation, or projecterd post-construction ground water level, is more than 12 inches below the bottom of the Perforated Horizontal Pipes.
2. The Mechanical Extraction System shall be capabale of providing an equivalent of a complete change of air 20 minutes of the total volume of the Gravel Blanket.
3. The mechanical ventilation system shall be capable of providing an equivalent of one complete change of the lowest occupied space every 15 minutes.
4. Vent openings to comply with Item IV.B.4 on sheet 1 may be used in lieu of mechanical ventilation.
5. The total quantity of the installed Vent Risers shall be increased to twice the rate for the Passive System.

Exhibit 6

City of Los Angeles
Department of City Planning

11/29/2022
PARCEL PROFILE REPORT

PROPERTY ADDRESSES
1904 S PREUSS ROAD

ZIP CODES
90034

RECENT ACTIVITY
None

CASE NUMBERS
CPC-2006-5567-CPU
ORD-184796-SA30
ENV-2008-478-EIR

Address/Legal Information	
PIN Number	126B169 245
Lot/Parcel Area (Calculated)	7,988.6 (sq ft)
Thomas Brothers Grid	PAGE 632 - GRID H5
Assessor Parcel No. (APN)	4302020003
Tract	TR 12110
Map Reference	M B 227-39/42
Block	None
Lot	FR 24
Arb (Lot Cut Reference)	None
Map Sheet	126B169
Jurisdictional Information	
Community Plan Area	West Adams - Baldwin Hills - Leimert
Area Planning Commission	South Los Angeles
Neighborhood Council	South Robertson
Council District	CD 10 - Office of District 10
Census Tract #	2696.02
LADBS District Office	Los Angeles Metro
Permitting and Zoning Compliance Information	
Administrative Review	None
Planning and Zoning Information	
Special Notes	None
Zoning	RD1.5-1
Zoning Information (ZI)	ZI-2441 Alquist-Priolo Earthquake Fault Zone
General Plan Land Use	Low Medium II Residential
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	None
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	None
Subarea	None
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
RBP: Restaurant Beverage Program Eligible Area	None
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
Streetscape	No

Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Medium
Non-Residential Market Area	Medium
Transit Oriented Communities (TOC)	Not Eligible
RPA: Redevelopment Project Area	None
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No
Assessor Information	
Assessor Parcel No. (APN)	4302020003
APN Area (Co. Public Works)*	0.201 (ac)
Use Code	0104 - Residential - Single Family Residence - Therapy Pool (Spa)
Assessed Land Val.	$1,358,346
Assessed Improvement Val.	$356,965
Last Owner Change	05/23/2017
Last Sale Amount	$1,600,016
Tax Rate Area	67
Deed Ref No. (City Clerk)	948855
	822256
	740005
	740004
	7-300
	3395420
	2-718
	2-194
	1955171
	1816717
	1816716
	1393409
Building 1	
Year Built	1941
Building Class	D7B
Number of Units	1
Number of Bedrooms	3
Number of Bathrooms	2
Building Square Footage	2,354.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	No [APN: 4302020003]
Additional Information	
Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	Methane Buffer Zone

High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Wells	None
Seismic Hazards	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	Within Fault Zone
Nearest Fault (Name)	Newport - Inglewood Fault Zone (Onshore)
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	1.00000000
Slip Geometry	Right Lateral - Strike Slip
Slip Type	Poorly Constrained
Down Dip Width (km)	13.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	90.00000000
Maximum Magnitude	7.10000000
Alquist-Priolo Fault Zone	Yes
Landslide	No
Liquefaction	No
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	None
Hubzone	Not Qualified
Jobs and Economic Development Incentive Zone (JEDI)	None
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	None
Housing	
Direct all Inquiries to	Los Angeles Housing Department
Telephone	(866) 557-7368
Website	https://housing.lacity.org
Rent Stabilization Ordinance (RSO)	No [APN: 4302020003]
Ellis Act Property	No
AB 1482: Tenant Protection Act	See Notes
Assessor Parcel No. (APN)	4302020003
Address	1904 PREUSS RD
Year Built	1941
Use Code	0104 - Residential - Single Family Residence - Therapy Pool (Spa)
Notes	The property is subject to AB 1482 if the owner is a corporation, limited liability company with a corporate member, or real estate trust. Does not apply to owner-occupied duplexes & government-subsidized housing.
Housing Crisis Act Replacement Review	Yes
Public Safety	
Police Information	
Bureau	West
Division / Station	West Los Angeles
Reporting District	889
Fire Information	
Bureau	South
Battallion	18
District / Fire Station	58
Red Flag Restricted Parking	No

CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2006-5567-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	1. PURSUANT TO PROCEDURES SET FORTH IN SECTION 11.5.6 OF THE MUNICIPAL CODE AND CITY CHARTER SECTIONS 555 AND 558, AMEND THE WEST ADAMS-BALDWIN HILLS-LEIMERT COMMUNITY PLAN AS PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES, AS MODIFIED IN THE ATTACHED WEST ADAMS-BALDWIN HILLS-LEIMERT NEW COMMUNITY PLAN RESOLUTION, THE WEST ADAMS-BALDWIN HILLS-LEIMERT NEW COMMUNITY PLAN TEXT AND CHANGE MAPS (EXHIBITS A, B, C, M, O) AND ADDITIONAL PLAN MAP SYMBOL, FOOTNOTE, CORRESPONDING ZONE AND LAND USE NOMENCLATURE CHANGES (EXHIBIT K). 2. PURSUANT TO SECTIONS 11.5.7.G., 16.50.D., 12.32. AND 12.04 OF THE MUNICIPAL CODE AND CITY CHARTER SECTION 558, AMEND THE CRENSHAW CORRIDOR SPECIFIC PLAN, AS SHOWN IN THE PROPOSED CRENSHAW CORRIDOR SPECIFIC PLAN AMENDMENTS (EXHIBIT G). 3. PURSUANT TO SECTION 13.14.C., 12.32, AND 12.04 OF THE MUNICIPAL CODE AND CITY CHARTER SECTION 558, ADOPT THE WEST ADAMS-BALDWIN HILLS-LEIMERT COMMUNITY PLAN IMPLEMENTATION OVERLAY (CPIO) DISTRICT, AS SHOWN IN THE PROPOSED CPIO SUBDISTRICT ORDINANCES (EXHIBIT F). 4. PURSUANT TO SECTION 12.32 OF THE MUNICIPAL CODE, ADOPT REZONING ACTIONS TO EFFECT CHANGES OF ZONE AS IDENTIFIED ON THE LAND USE CHANGE MAP (EXHIBIT H), LAND USE CHANGE MATRIX (EXHIBIT I) AND PROPOSED ZONING MAP (EXHIBIT Q). 5. PURSUANT TO PROCEDURES SET FORTH IN SECTION 11.5.6 OF THE MUNICIPAL CODE AND CITY CHARTER SECTIONS 555 AND 558, AMEND THE HIGHWAYS AND FREEWAYS MAP OF THE TRANSPORTATION ELEMENT OF THE GENERAL PLAN TO RECLASSIFY SELECTED STREETS WITHIN THE WEST ADAMS-BALDWIN HILLS-LEIMERT NEW COMMUNITY PLAN AS SHOWN ON THE STREET REDESIGNATION MATRIX (EXHIBIT J). 6. PURSUANT TO PROCEDURES SET FORTH IN SECTION 11.5.6 OF THE MUNICIPAL CODE AND CITY CHARTER SECTIONS 555 AND 558, AMEND THE LONG RANGE LAND USE DIAGRAM OF THE CITYWIDE GENERAL PLAN FRAMEWORK ELEMENT TO REFLECT CHANGES AND MODIFICATIONS TO THE GEOGRAPHY OF NEIGHBORHOOD DISTRICTS, COMMUNITY CENTERS, REGIONAL CENTERS, AND MIXED USE BOULEVARDS AS SHOWN ON THE PROPOSED LON
Case Number:	ENV-2008-478-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	ADDENDUM TO THE WEST ADAMS CPU EIR CHANGE

DATA NOT AVAILABLE

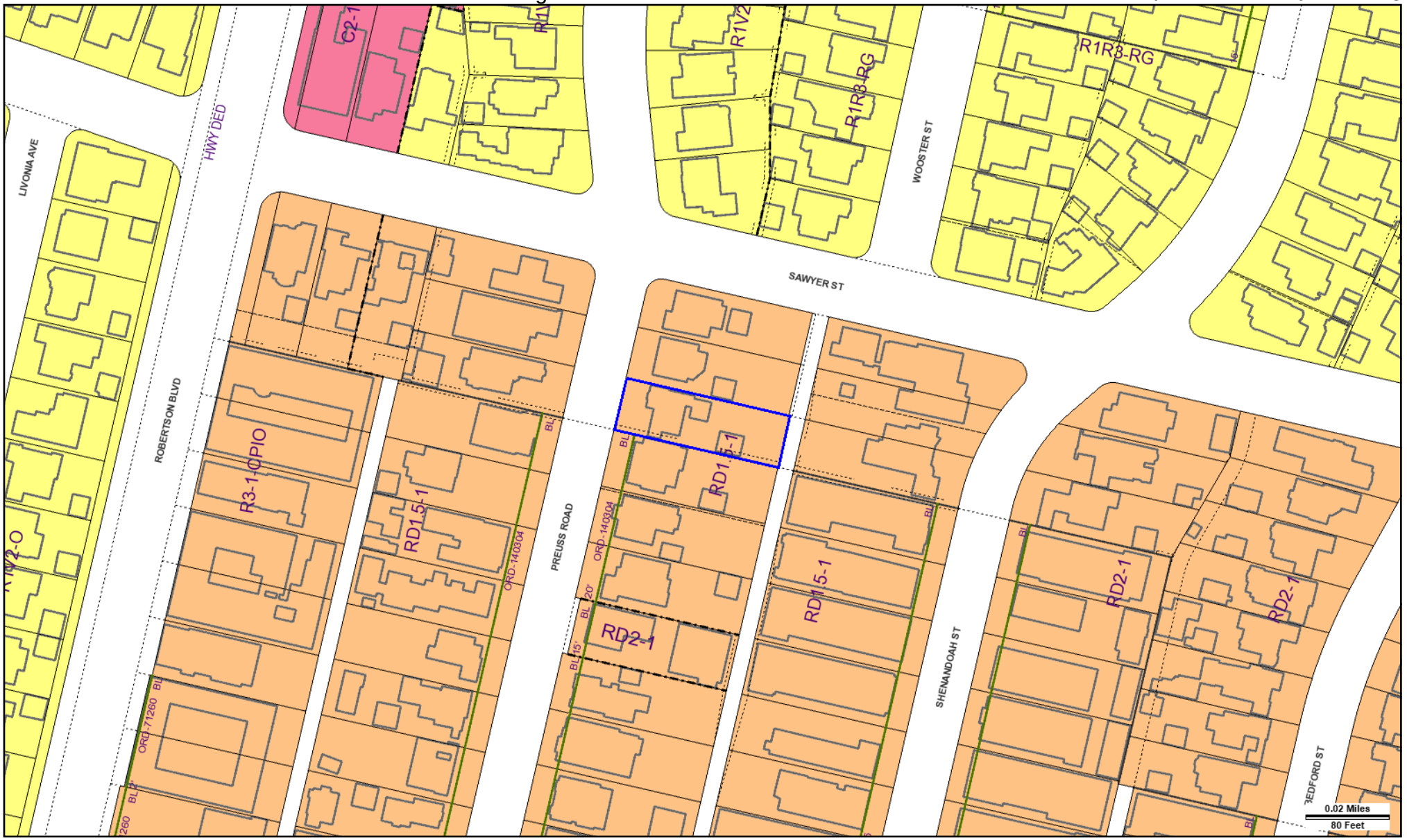
ORD-184796-SA30

ZIMAS PUBLIC

Generalized Zoning

11/29/2022

City of Los Angeles
Department of City Planning



Address: 1904 S PREUSS ROAD
APN: 4302020003
PIN #: 126B169 245

Tract: TR 12110
Block: None
Lot: FR 24
Arb: None

Zoning: RD1.5-1
General Plan: Low Medium II Residential

N
W E
S

LEGEND

GENERALIZED ZONING

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP
- CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP, MU, NMU
- CM, MR, CCS, UV, UI, UC, M1, M2, LAX, M3, SL, HJ, HR, NI
- P, PB
- PF

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL

- Minimum Residential
- Very Low / Very Low I Residential
- Very Low II Residential
- Low / Low I Residential
- Low II Residential
- Low Medium / Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Density Residential
- Very High Medium Residential

COMMERCIAL

- Limited Commercial
- Limited Commercial - Mixed Medium Residential
- Highway Oriented Commercial
- Highway Oriented and Limited Commercial
- Highway Oriented Commercial - Mixed Medium Residential
- Neighborhood Office Commercial
- Community Commercial
- Community Commercial -Mixed High Residential
- Regional Center Commercial

INDUSTRIAL

- Commercial Manufacturing
- Limited Manufacturing
- Light Manufacturing
- Heavy Manufacturing
- Hybrid Industrial

PARKING

- Parking Buffer

PORT OF LOS ANGELES

- General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
- General / Bulk Cargo - Hazard
- Commercial Fishing
- Recreation and Commercial
- Intermodal Container Transfer Facility Site

LOS ANGELES INTERNATIONAL AIRPORT

- Airport Landside / Airport Landside Support
- Airport Airside
- LAX Airport Northside

OPEN SPACE / PUBLIC FACILITIES

- Open Space
- Public / Open Space
- Public / Quasi-Public Open Space
- Other Public Open Space
- Public Facilities

FRAMEWORK

COMMERCIAL

- Neighborhood Commercial
- General Commercial
- Community Commercial
- Regional Mixed Commercial

INDUSTRIAL

- Limited Industrial
- Light Industrial

CIRCULATION

STREET

- Arterial Mountain Road
- Collector Scenic Street
- Collector Street
- Collector Street (Hillside)
- Collector Street (Modified)
- Collector Street (Proposed)
- Country Road
- Divided Major Highway II
- Divided Secondary Scenic Highway
- Local Scenic Road
- Local Street
- Major Highway (Modified)
- Major Highway I
- Major Highway II
- Major Highway II (Modified)
- Major Scenic Highway
- Major Scenic Highway (Modified)
- Major Scenic Highway II
- Mountain Collector Street
- Park Road
- Parkway
- Principal Major Highway
- Private Street
- Scenic Divided Major Highway II
- Scenic Park
- Scenic Parkway
- Secondary Highway
- Secondary Highway (Modified)
- Secondary Scenic Highway
- Special Collector Street
- Super Major Highway

FREEWAYS

- Freeway
- Interchange
- On-Ramp / Off- Ramp
- Railroad
- Scenic Freeway Highway

MISC. LINES

- Airport Boundary
- Bus Line
- Coastal Zone Boundary
- Coastline Boundary
- Collector Scenic Street (Proposed)
- Commercial Areas
- Commercial Center
- Community Redevelopment Project Area
- Country Road
- DWP Power Lines
- Desirable Open Space
- Detached Single Family House
- Endangered Ridgeline
- Equestrian and/or Hiking Trail
- Hiking Trail
- Historical Preservation
- Horsekeeping Area
- Local Street
- MSA Desirable Open Space
- Major Scenic Controls
- Multi-Purpose Trail
- Natural Resource Reserve
- Park Road
- Park Road (Proposed)
- Quasi-Public
- Rapid Transit Line
- Residential Planned Development
- Scenic Highway (Obsolete)
- Secondary Scenic Controls
- Secondary Scenic Highway (Proposed)
- Site Boundary
- Southern California Edison Power
- Special Study Area
- Specific Plan Area
- Stagecoach Line
- Wildlife Corridor

POINTS OF INTEREST

- Alternative Youth Hostel (Proposed)
- Animal Shelter
- Area Library
- Area Library (Proposed)
- Bridge
- Campground
- Campground (Proposed)
- Cemetery
- HW Church
- City Hall
- Community Center
- Community Library
- Community Library (Proposed Expansion)
- Community Library (Proposed)
- Community Park
- Community Park (Proposed Expansion)
- Community Park (Proposed)
- Community Transit Center
- Convalescent Hospital
- Correctional Facility
- Cultural / Historic Site (Proposed)
- Cultural / Historical Site
- Cultural Arts Center
- DMV DMV Office
- DWP DWP
- DWP Pumping Station
- Equestrian Center
- HQ Fire Department Headquarters
- Fire Station
- Fire Station (Proposed Expansion)
- Fire Station (Proposed)
- Fire Supply & Maintenance
- Fire Training Site
- Fireboat Station
- Health Center / Medical Facility
- Helistop
- Historic Monument
- Historical / Cultural Monument
- Horsekeeping Area
- Horsekeeping Area (Proposed)
- Horticultural Center
- Hospital
- Hospital (Proposed)
- HW House of Worship
- e Important Ecological Area
- e Important Ecological Area (Proposed)
- Interpretive Center (Proposed)
- JC Junior College
- M MTA / Metrolink Station
- M MTA Station
- MTA Stop
- MWD MWD Headquarters
- Maintenance Yard
- Municipal Office Building
- P Municipal Parking lot
- Neighborhood Park
- Neighborhood Park (Proposed Expansion)
- Neighborhood Park (Proposed)
- Oil Collection Center
- P Parking Enforcement
- HQ Police Headquarters
- Police Station
- Police Station (Proposed Expansion)
- Police Station (Proposed)
- Police Training site
- PO Post Office
- Power Distribution Station
- Power Distribution Station (Proposed)
- Power Receiving Station
- Power Receiving Station (Proposed)
- C Private College
- E Private Elementary School
- Private Golf Course
- Private Golf Course (Proposed)
- JH Private Junior High School
- PS Private Pre-School
- Private Recreation & Cultural Facility
- SH Private Senior High School
- SF Private Special School
- E Public Elementary (Proposed Expansion)
- E Public Elementary School
- E Public Elementary School (Proposed)
- Public Golf Course
- Public Golf Course (Proposed)
- Public Housing
- Public Housing (Proposed Expansion)
- JH Public Junior High School
- JH Public Junior High School (Proposed)
- MS Public Middle School
- SH Public Senior High School
- SH Public Senior High School (Proposed)
- Pumping Station
- Pumping Station (Proposed)
- Refuse Collection Center
- Regional Library
- Regional Library (Proposed Expansion)
- Regional Library (Proposed)
- Regional Park
- Regional Park (Proposed)
- RPD Residential Plan Development
- Scenic View Site
- Scenic View Site (Proposed)
- ADM School District Headquarters
- SC School Unspecified Loc/Type (Proposed)
- Skill Center
- SS Social Services
- Special Feature
- Special Recreation (a)
- SF Special School Facility
- SF Special School Facility (Proposed)
- Steam Plant
- sm Surface Mining
- Trail & Assembly Area
- Trail & Assembly Area (Proposed)
- UTL Utility Yard
- Water Tank Reservoir
- Wildlife Migration Corridor
- Wildlife Preserve Gate

SCHOOLS/PARKS WITH 500 FT. BUFFER

- Existing School/Park Site
- Planned School/Park Site
- Inside 500 Ft. Buffer

- Aquatic Facilities
- Beaches
- Child Care Centers
- Dog Parks
- Golf Course
- Historic Sites
- Horticulture/Gardens
- Skate Parks
- Other Facilities
- Park / Recreation Centers
- Parks
- Performing / Visual Arts Centers
- Recreation Centers
- Senior Citizen Centers
- Opportunity School
- Charter School
- Elementary School
- Span School
- Special Education School
- High School
- Middle School
- Early Education Center

COASTAL ZONE

- Coastal Commission Permit Area
- Dual Permit Jurisdiction Area
- Single Permit Jurisdiction Area
- Not in Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)

- Tier 1
- Tier 2
- Tier 3
- Tier 4

Note: TOC Tier designation and map layers are for reference purposes only. Eligible projects shall demonstrate compliance with Tier eligibility standards prior to the issuance of any permits or approvals. As transit service changes, eligible TOC Incentive Areas will be updated.

WAIVER OF DEDICATION OR IMPROVEMENT

- Public Work Approval (PWA)
- Waiver of Dedication or Improvement (WDI)

OTHER SYMBOLS

- Lot Line
- Tract Line
- Lot Cut
- Easement
- Zone Boundary
- Building Line
- Lot Split
- Community Driveway
- Building Outlines 2014
- Building Outlines 2008
- Airport Hazard Zone
- Census Tract
- Coastal Zone
- Council District
- LADBS District Office
- Downtown Parking
- Fault Zone
- Fire District No. 1
- Tract Map
- Parcel Map
- Flood Zone
- Hazardous Waste
- High Wind Zone
- Hillside Grading
- Historic Preservation Overlay Zone
- Specific Plan Area
- Very High Fire Hazard Severity Zone
- Wells

City of Los Angeles
Department of City Planning

11/29/2022
PARCEL PROFILE REPORT

PROPERTY ADDRESSES
1906 S PREUSS ROAD

ZIP CODES
90034

RECENT ACTIVITY
None

CASE NUMBERS
CPC-2006-5567-CPU
CPC-19XX-22033
ORD-60505
ORD-184796-SA30
ORD-140304
ENV-2008-478-EIR

Address/Legal Information	
PIN Number	126B169 266
Lot/Parcel Area (Calculated)	8,786.4 (sq ft)
Thomas Brothers Grid	PAGE 632 - GRID H5
Assessor Parcel No. (APN)	4302020006
Tract	TR 1250
Map Reference	M B 18-46/47
Block	None
Lot	44
Arb (Lot Cut Reference)	None
Map Sheet	126B169
Jurisdictional Information	
Community Plan Area	West Adams - Baldwin Hills - Leimert
Area Planning Commission	South Los Angeles
Neighborhood Council	South Robertson
Council District	CD 10 - Office of District 10
Census Tract #	2696.02
LADBS District Office	Los Angeles Metro
Permitting and Zoning Compliance Information	
Administrative Review	None
Planning and Zoning Information	
Special Notes	None
Zoning	RD1.5-1
Zoning Information (ZI)	ZI-2441 Alquist-Priolo Earthquake Fault Zone
General Plan Land Use	Low Medium II Residential
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	None
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	None
Subarea	None
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
RBP: Restaurant Beverage Program Eligible Area	None
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
Streetscape	No

Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Medium
Non-Residential Market Area	Medium
Transit Oriented Communities (TOC)	Not Eligible
RPA: Redevelopment Project Area	None
Central City Parking	No
Downtown Parking	No
Building Line	20
500 Ft School Zone	No
500 Ft Park Zone	No
Assessor Information	
Assessor Parcel No. (APN)	4302020006
APN Area (Co. Public Works)*	0.202 (ac)
Use Code	0100 - Residential - Single Family Residence
Assessed Land Val.	$364,712
Assessed Improvement Val.	$92,341
Last Owner Change	04/08/2022
Last Sale Amount	$2,000,020
Tax Rate Area	67
Deed Ref No. (City Clerk)	2280418
	2107
	1942309
	1637794
	163031
Building 1	
Year Built	1933
Building Class	D7D
Number of Units	1
Number of Bedrooms	3
Number of Bathrooms	2
Building Square Footage	2,722.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	No [APN: 4302020006]
Additional Information	
Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	Methane Buffer Zone
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Wells	None
Seismic Hazards	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	Within Fault Zone

Nearest Fault (Name)	Newport - Inglewood Fault Zone (Onshore)
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	1.00000000
Slip Geometry	Right Lateral - Strike Slip
Slip Type	Poorly Constrained
Down Dip Width (km)	13.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	90.00000000
Maximum Magnitude	7.10000000
Alquist-Priolo Fault Zone	Yes
Landslide	No
Liquefaction	No
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	None
Hubzone	Not Qualified
Jobs and Economic Development Incentive Zone (JEDI)	None
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	None
Housing	
Direct all Inquiries to	Los Angeles Housing Department
Telephone	(866) 557-7368
Website	https://housing.lacity.org
Rent Stabilization Ordinance (RSO)	No [APN: 4302020006]
Ellis Act Property	No
AB 1482: Tenant Protection Act	See Notes
Assessor Parcel No. (APN)	4302020006
Address	1906 PREUSS RD
Year Built	1933
Use Code	0100 - Residential - Single Family Residence
Notes	The property is subject to AB 1482 if the owner is a corporation, limited liability company with a corporate member, or real estate trust. Does not apply to owner-occupied duplexes & government-subsidized housing.
Housing Crisis Act Replacement Review	Yes
Public Safety	
Police Information	
Bureau	West
Division / Station	West Los Angeles
Reporting District	889
Fire Information	
Bureau	South
Battallion	18
District / Fire Station	58
Red Flag Restricted Parking	No

CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2006-5567-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	1. PURSUANT TO PROCEDURES SET FORTH IN SECTION 11.5.6 OF THE MUNICIPAL CODE AND CITY CHARTER SECTIONS 555 AND 558, AMEND THE WEST ADAMS-BALDWIN HILLS-LEIMERT COMMUNITY PLAN AS PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES, AS MODIFIED IN THE ATTACHED WEST ADAMS-BALDWIN HILLS-LEIMERT NEW COMMUNITY PLAN RESOLUTION, THE WEST ADAMS-BALDWIN HILLS-LEIMERT NEW COMMUNITY PLAN TEXT AND CHANGE MAPS (EXHIBITS A, B, C, M, O) AND ADDITIONAL PLAN MAP SYMBOL, FOOTNOTE, CORRESPONDING ZONE AND LAND USE NOMENCLATURE CHANGES (EXHIBIT K). 2. PURSUANT TO SECTIONS 11.5.7.G., 16.50.D., 12.32. AND 12.04 OF THE MUNICIPAL CODE AND CITY CHARTER SECTION 558, AMEND THE CRENSHAW CORRIDOR SPECIFIC PLAN, AS SHOWN IN THE PROPOSED CRENSHAW CORRIDOR SPECIFIC PLAN AMENDMENTS (EXHIBIT G). 3. PURSUANT TO SECTION 13.14.C., 12.32, AND 12.04 OF THE MUNICIPAL CODE AND CITY CHARTER SECTION 558, ADOPT THE WEST ADAMS-BALDWIN HILLS-LEIMERT COMMUNITY PLAN IMPLEMENTATION OVERLAY (CPIO) DISTRICT, AS SHOWN IN THE PROPOSED CPIO SUBDISTRICT ORDINANCES (EXHIBIT F). 4. PURSUANT TO SECTION 12.32 OF THE MUNICIPAL CODE, ADOPT REZONING ACTIONS TO EFFECT CHANGES OF ZONE AS IDENTIFIED ON THE LAND USE CHANGE MAP (EXHIBIT H), LAND USE CHANGE MATRIX (EXHIBIT I) AND PROPOSED ZONING MAP (EXHIBIT Q). 5. PURSUANT TO PROCEDURES SET FORTH IN SECTION 11.5.6 OF THE MUNICIPAL CODE AND CITY CHARTER SECTIONS 555 AND 558, AMEND THE HIGHWAYS AND FREEWAYS MAP OF THE TRANSPORTATION ELEMENT OF THE GENERAL PLAN TO RECLASSIFY SELECTED STREETS WITHIN THE WEST ADAMS-BALDWIN HILLS-LEIMERT NEW COMMUNITY PLAN AS SHOWN ON THE STREET REDESIGNATION MATRIX (EXHIBIT J). 6. PURSUANT TO PROCEDURES SET FORTH IN SECTION 11.5.6 OF THE MUNICIPAL CODE AND CITY CHARTER SECTIONS 555 AND 558, AMEND THE LONG RANGE LAND USE DIAGRAM OF THE CITYWIDE GENERAL PLAN FRAMEWORK ELEMENT TO REFLECT CHANGES AND MODIFICATIONS TO THE GEOGRAPHY OF NEIGHBORHOOD DISTRICTS, COMMUNITY CENTERS, REGIONAL CENTERS, AND MIXED USE BOULEVARDS AS SHOWN ON THE PROPOSED LON
Case Number:	CPC-19XX-22033
Required Action(s):	Data Not Available
Project Descriptions(s):	
Case Number:	ENV-2008-478-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	ADDENDUM TO THE WEST ADAMS CPU EIR CHANGE

DATA NOT AVAILABLE

ORD-60505

ORD-184796-SA30

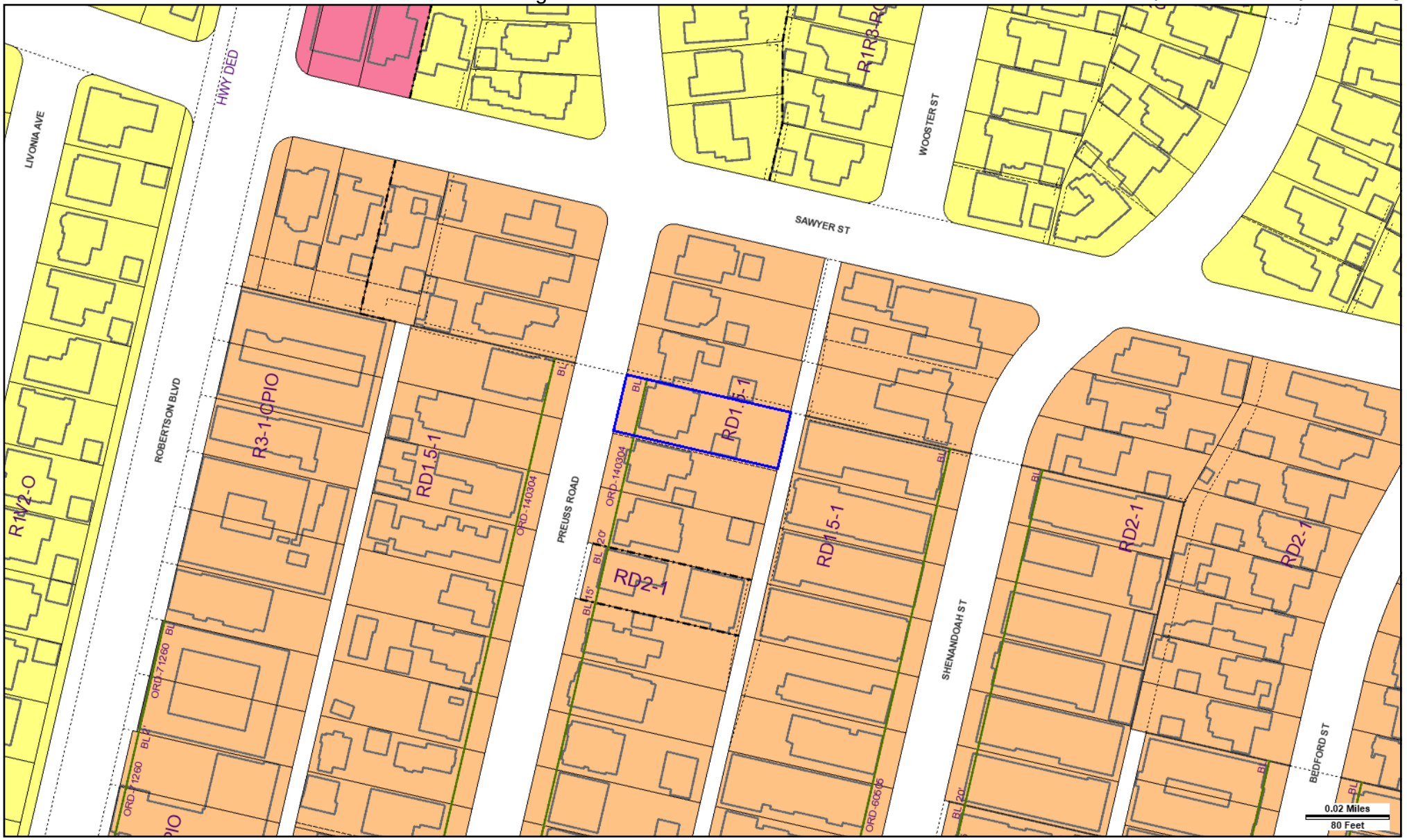
ORD-140304

ZIMAS PUBLIC

Generalized Zoning

11/29/2022

City of Los Angeles
Department of City Planning



Address: 1906 S PREUSS ROAD
APN: 4302020006
PIN #: 126B169 266

Tract: TR 1250
Block: None
Lot: 44
Arb: None

Zoning: RD1.5-1
General Plan: Low Medium II Residential

N
W E
S

LEGEND

GENERALIZED ZONING

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP
- CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP, MU, NMU
- CM, MR, CCS, UV, UI, UC, M1, M2, LAX, M3, SL, HJ, HR, NI
- P, PB
- PF

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL

- Minimum Residential
- Very Low / Very Low I Residential
- Very Low II Residential
- Low / Low I Residential
- Low II Residential
- Low Medium / Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Density Residential
- Very High Medium Residential

COMMERCIAL

- Limited Commercial
- Limited Commercial - Mixed Medium Residential
- Highway Oriented Commercial
- Highway Oriented and Limited Commercial
- Highway Oriented Commercial - Mixed Medium Residential
- Neighborhood Office Commercial
- Community Commercial
- Community Commercial -Mixed High Residential
- Regional Center Commercial

INDUSTRIAL

- Commercial Manufacturing
- Limited Manufacturing
- Light Manufacturing
- Heavy Manufacturing
- Hybrid Industrial

PARKING

- Parking Buffer

PORT OF LOS ANGELES

- General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
- General / Bulk Cargo - Hazard
- Commercial Fishing
- Recreation and Commercial
- Intermodal Container Transfer Facility Site

LOS ANGELES INTERNATIONAL AIRPORT

- Airport Landside / Airport Landside Support
- Airport Airside
- LAX Airport Northside

OPEN SPACE / PUBLIC FACILITIES

- Open Space
- Public / Open Space
- Public / Quasi-Public Open Space
- Other Public Open Space
- Public Facilities

FRAMEWORK

COMMERCIAL

- Neighborhood Commercial
- General Commercial
- Community Commercial
- Regional Mixed Commercial

INDUSTRIAL

- Limited Industrial
- Light Industrial

CIRCULATION

STREET

- Arterial Mountain Road
- Collector Scenic Street
- Collector Street
- Collector Street (Hillside)
- Collector Street (Modified)
- Collector Street (Proposed)
- Country Road
- Divided Major Highway II
- Divided Secondary Scenic Highway
- Local Scenic Road
- Local Street
- Major Highway (Modified)
- Major Highway I
- Major Highway II
- Major Highway II (Modified)
- Major Scenic Highway
- Major Scenic Highway (Modified)
- Major Scenic Highway II
- Mountain Collector Street
- Park Road
- Parkway
- Principal Major Highway
- Private Street
- Scenic Divided Major Highway II
- Scenic Park
- Scenic Parkway
- Secondary Highway
- Secondary Highway (Modified)
- Secondary Scenic Highway
- Special Collector Street
- Super Major Highway

FREEWAYS

- Freeway
- Interchange
- On-Ramp / Off- Ramp
- Railroad
- Scenic Freeway Highway

MISC. LINES

- Airport Boundary
- Bus Line
- Coastal Zone Boundary
- Coastline Boundary
- Collector Scenic Street (Proposed)
- Commercial Areas
- Commercial Center
- Community Redevelopment Project Area
- Country Road
- DWP Power Lines
- Desirable Open Space
- Detached Single Family House
- Endangered Ridgeline
- Equestrian and/or Hiking Trail
- Hiking Trail
- Historical Preservation
- Horsekeeping Area
- Local Street
- MSA Desirable Open Space
- Major Scenic Controls
- Multi-Purpose Trail
- Natural Resource Reserve
- Park Road
- Park Road (Proposed)
- Quasi-Public
- Rapid Transit Line
- Residential Planned Development
- Scenic Highway (Obsolete)
- Secondary Scenic Controls
- Secondary Scenic Highway (Proposed)
- Site Boundary
- Southern California Edison Power
- Special Study Area
- Specific Plan Area
- Stagecoach Line
- Wildlife Corridor

POINTS OF INTEREST

- Alternative Youth Hostel (Proposed)
- Animal Shelter
- Area Library
- Area Library (Proposed)
- Bridge
- Campground
- Campground (Proposed)
- Cemetery
- HW Church
- City Hall
- Community Center
- Community Library
- Community Library (Proposed Expansion)
- Community Library (Proposed)
- Community Park
- Community Park (Proposed Expansion)
- Community Park (Proposed)
- Community Transit Center
- Convalescent Hospital
- Correctional Facility
- Cultural / Historic Site (Proposed)
- Cultural / Historical Site
- Cultural Arts Center
- DMV DMV Office
- DWP DWP
- DWP Pumping Station
- Equestrian Center
- HQ Fire Department Headquarters
- Fire Station
- Fire Station (Proposed Expansion)
- Fire Station (Proposed)
- Fire Supply & Maintenance
- Fire Training Site
- Fireboat Station
- Health Center / Medical Facility
- Helistop
- Historic Monument
- Historical / Cultural Monument
- Horsekeeping Area
- Horsekeeping Area (Proposed)
- Horticultural Center
- Hospital
- Hospital (Proposed)
- HW House of Worship
- e Important Ecological Area
- e Important Ecological Area (Proposed)
- Interpretive Center (Proposed)
- JC Junior College
- M MTA / Metrolink Station
- M MTA Station
- MTA Stop
- MWD MWD Headquarters
- Maintenance Yard
- Municipal Office Building
- P Municipal Parking lot
- Neighborhood Park
- Neighborhood Park (Proposed Expansion)
- Neighborhood Park (Proposed)
- Oil Collection Center
- P Parking Enforcement
- HQ Police Headquarters
- Police Station
- Police Station (Proposed Expansion)
- Police Station (Proposed)
- Police Training site
- PO Post Office
- Power Distribution Station
- Power Distribution Station (Proposed)
- Power Receiving Station
- Power Receiving Station (Proposed)
- C Private College
- E Private Elementary School
- Private Golf Course
- Private Golf Course (Proposed)
- JH Private Junior High School
- PS Private Pre-School
- Private Recreation & Cultural Facility
- SH Private Senior High School
- SF Private Special School
- E Public Elementary (Proposed Expansion)
- E Public Elementary School
- E Public Elementary School (Proposed)
- Public Golf Course
- Public Golf Course (Proposed)
- Public Housing
- Public Housing (Proposed Expansion)
- JH Public Junior High School
- JH Public Junior High School (Proposed)
- MS Public Middle School
- SH Public Senior High School
- SH Public Senior High School (Proposed)
- Pumping Station
- Pumping Station (Proposed)
- Refuse Collection Center
- Regional Library
- Regional Library (Proposed Expansion)
- Regional Library (Proposed)
- Regional Park
- Regional Park (Proposed)
- RPD Residential Plan Development
- Scenic View Site
- Scenic View Site (Proposed)
- ADM School District Headquarters
- SC School Unspecified Loc/Type (Proposed)
- Skill Center
- SS Social Services
- Special Feature
- Special Recreation (a)
- SF Special School Facility
- SF Special School Facility (Proposed)
- Steam Plant
- sm Surface Mining
- Trail & Assembly Area
- Trail & Assembly Area (Proposed)
- UTL Utility Yard
- Water Tank Reservoir
- Wildlife Migration Corridor
- Wildlife Preserve Gate

SCHOOLS/PARKS WITH 500 FT. BUFFER

- Existing School/Park Site
- Planned School/Park Site
- Inside 500 Ft. Buffer

- Aquatic Facilities
- Beaches
- Child Care Centers
- Dog Parks
- Golf Course
- Historic Sites
- Horticulture/Gardens
- Skate Parks
- Other Facilities
- Park / Recreation Centers
- Parks
- Performing / Visual Arts Centers
- Recreation Centers
- Senior Citizen Centers
- Opportunity School
- Charter School
- Elementary School
- Span School
- Special Education School
- High School
- Middle School
- Early Education Center

COASTAL ZONE

- Coastal Commission Permit Area
- Dual Permit Jurisdiction Area
- Single Permit Jurisdiction Area
- Not in Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)

- Tier 1
- Tier 2
- Tier 3
- Tier 4

Note: TOC Tier designation and map layers are for reference purposes only. Eligible projects shall demonstrate compliance with Tier eligibility standards prior to the issuance of any permits or approvals. As transit service changes, eligible TOC Incentive Areas will be updated.

WAIVER OF DEDICATION OR IMPROVEMENT

- Public Work Approval (PWA)
- Waiver of Dedication or Improvement (WDI)

OTHER SYMBOLS

- Lot Line
- Tract Line
- Lot Cut
- Easement
- Zone Boundary
- Building Line
- Lot Split
- Community Driveway
- Building Outlines 2014
- Building Outlines 2008
- Airport Hazard Zone
- Census Tract
- Coastal Zone
- Council District
- LADBS District Office
- Downtown Parking
- Fault Zone
- Fire District No. 1
- Tract Map
- Parcel Map
- Flood Zone
- Hazardous Waste
- High Wind Zone
- Hillside Grading
- Historic Preservation Overlay Zone
- Specific Plan Area
- Very High Fire Hazard Severity Zone
- Wells