



Categorical Exemption

5424 Carlton Way Project

Environmental Case Number: ENV-2024-915-CE

Related Case Number: CPC-2024-914-DB-SPPC-VHCA

Project Location: 5416, 5418, 5420, 5422, 5424, 5426, 5428, 5430 W. Carlton Way, Los Angeles, CA 90027

Community Plan Area: Hollywood

Council District: 13 – Soto-Martinez

Project Description: The Project Site is located on the south side of Carlton Way, midblock between Serrano Avenue to the east and Western Avenue to the west, in the Hollywood Community Plan area of the City of Los Angeles in the County of Los Angeles. The Project Site contains eight existing residential and accessory structures with a total of 33 units and 22,916 square feet of floor area. The Project would demolish seven existing residential and accessory structures with a total of 25 units and 16,959 square feet at 5420 through 5430 Carlton Way. The Project would construct a new 138,894 square-foot, eight-story, 105-foot, 4-inch apartment building with 131 dwelling units, including 74 studio units, 49 one-bedroom units, and eight two-bedroom units, above two and one-half subterranean parking levels containing 148 residential parking stalls. The Project would include the maintenance of an existing 5,957 square-foot, two-story apartment building at 5416-5418 Carlton Way, with eight dwelling units, including one studio unit, six one-bedroom units, and one two-bedroom unit. The Project would have a total of 144,851 square feet of floor area (4.81 FAR) and 139 dwelling units, including 75 studio units, 55 one-bedroom units, and nine two-bedroom units, with 15 Very Low Income Units.

Discretionary entitlements, reviews, permits and approvals required to implement the Project would include, but are not necessarily limited to, the following:

A. Pursuant to AB 2334 and AB 2345, the Applicant proposes to utilize a 46% density bonus, as permitted within the Hollywood Redevelopment Plan area, to increase the maximum allowable density from 95 dwelling units to 139 dwellings (of which 15 units will be set aside for Very Low Income households), to utilize AB 2097 parking reductions, and to request the following Off-Menu Density Bonus Incentives and Waiver of Development Standards pursuant to Sections 12.22-A, 25(g)(2) & (3) of LAMC Chapter 1 and Section 13B.2.5 of LAMC Chapter 1A:

i. Off-Menu Incentives:

1. Off-Menu Incentive to permit a 12'-6" minimum building setback along Carlton Way, in lieu of a 14.94' minimum building setback, as otherwise required by SNAP Section 7-E.
2. Off-Menu Incentive to permit an 18'-3" maximum building setback along Carlton Way, in lieu of a 14.99' maximum building setback, as otherwise required by SNAP Section 7-E.
3. Off-Menu Incentive to permit roof lines of up to 169'-1" without breaks, in lieu of 40', as otherwise required by SNAP Development Standards Section IV-13.

ii. Waiver of Development Standards:

1. Waiver of Development Standard for a 66'-6" height increase to permit a maximum building height of 105'-4", in lieu of the 38'-10" maximum height, as otherwise required by SNAP Section 7-D.
2. Waiver of Development Standard to permit four lots with a total combined area of 37,688 square feet to be tied



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together to form a single building site in lieu two lots with a total combined area of 15,000 square feet, as otherwise required by SNAP Section 7-A.

3. Waiver of Development Standard for a 70% rear yard reduction to permit 6', in lieu of 20', as otherwise required by LAMC 12.11-C,3.
 4. Waiver of Development Standard for a 54.6% westerly side yard reduction to permit 5', in lieu of 11', as otherwise required by LAMC 12.11-C,2.
 5. Waiver of Development Standard for a 58.4% reduction of the space between buildings width requirement, to permit 9'-2" width between buildings, in lieu of the minimum width of 22', as otherwise required by LAMC 12.21-C,2(a).
 6. Waiver of Development Standard for a 72.8% passageway width reduction, to permit a 6' passageway in lieu of the minimum passageway width of 22', as otherwise required by LAMC 12.21-C,2(b).
 7. Waiver of Development Standard for a 74.4% reduction in required open space to permit a minimum of 3,405 square feet of open space, in lieu of 13,300 square feet, as otherwise required by SNAP Section 7-F.
- B. Pursuant to LAMC Chapter 1A, Section 13B.4.2, the applicant requests a Specific Plan Project Compliance review to determine compliance with Subarea A (Neighborhood Conservation) of the Vermont/Western Station Neighborhood Area Plan.

As required by various sections of the LAMC, the Applicant will obtain the necessary administrative approvals and permits from the Building and Safety Department and other municipal agencies for Project construction actions, including but not limited to the following: demolition, excavation, shoring, grading, foundation, building, street tree removal (if applicable), and tenant improvements.

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Section 1

Project Description

This section is based on the following item, which is included as **Appendix A** to this CE:

A Plans, Steinberg Hart, November 20, 2024

Landscape Plans, Agency Artifact (included as part of **Appendix A**)

1 Project Information

Project Title: 5424 Carlton Way Project

Document Type: Class 32 Categorical Exemption (CE) for new residential-use in-fill development (the Project)

Environmental No.: ENV-2024-915-CE

Related Case No.: CPC-2024-914-DB-SPPC-VHCA

Project Location: 5416, 5418, 5420, 5422, 5424, 5426, 5428, 5430 W. Carlton Way, Los Angeles, CA 90027 (Project Site or Site)

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2 Regulatory Setting

California Environmental Quality Act (CEQA) Guidelines, Article 19 (Categorical Exemptions):

15300. CATEGORICAL EXEMPTIONS

Section 21084 of the Public Resources Code requires these Guidelines to include a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

In response to that mandate, the Secretary for Resources has found that the following classes of projects listed in this article do not have a significant effect on the environment, and they are

declared to be categorically exempt from the requirement for the preparation of environmental documents.

15300.2. EXCEPTIONS

(a) *Location.* Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

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

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

(d) *Scenic Highways.* A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

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

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

15332. IN-FILL DEVELOPMENT PROJECTS

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

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

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

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

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

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

3 Environmental Setting

3.1 Project Location

The Project Site is located on the south side of Carlton Way, midblock between Serrano Avenue to the east and Western Avenue to the west, in the Hollywood Community Plan area of the City of Los Angeles (City) in the County of Los Angeles (County).

The Site is located approximately 4.2 miles northwest of Downtown Los Angeles and 13 miles northeast of the Pacific Ocean.

See **Figure 1-1, Regional Map**, for the location of the Project within the context of the City.

See **Figure 1-2, Aerial Map**, for an aerial view of the Site and the immediate surrounding area.

See **Figure 1-3, USGS Map**, for the location of the Site within the USGS quadrangle.

3.2 Surrounding Land Uses

North across Carlton Way are two multi-family residential buildings (from west to east), zoned [Q]R4-2:

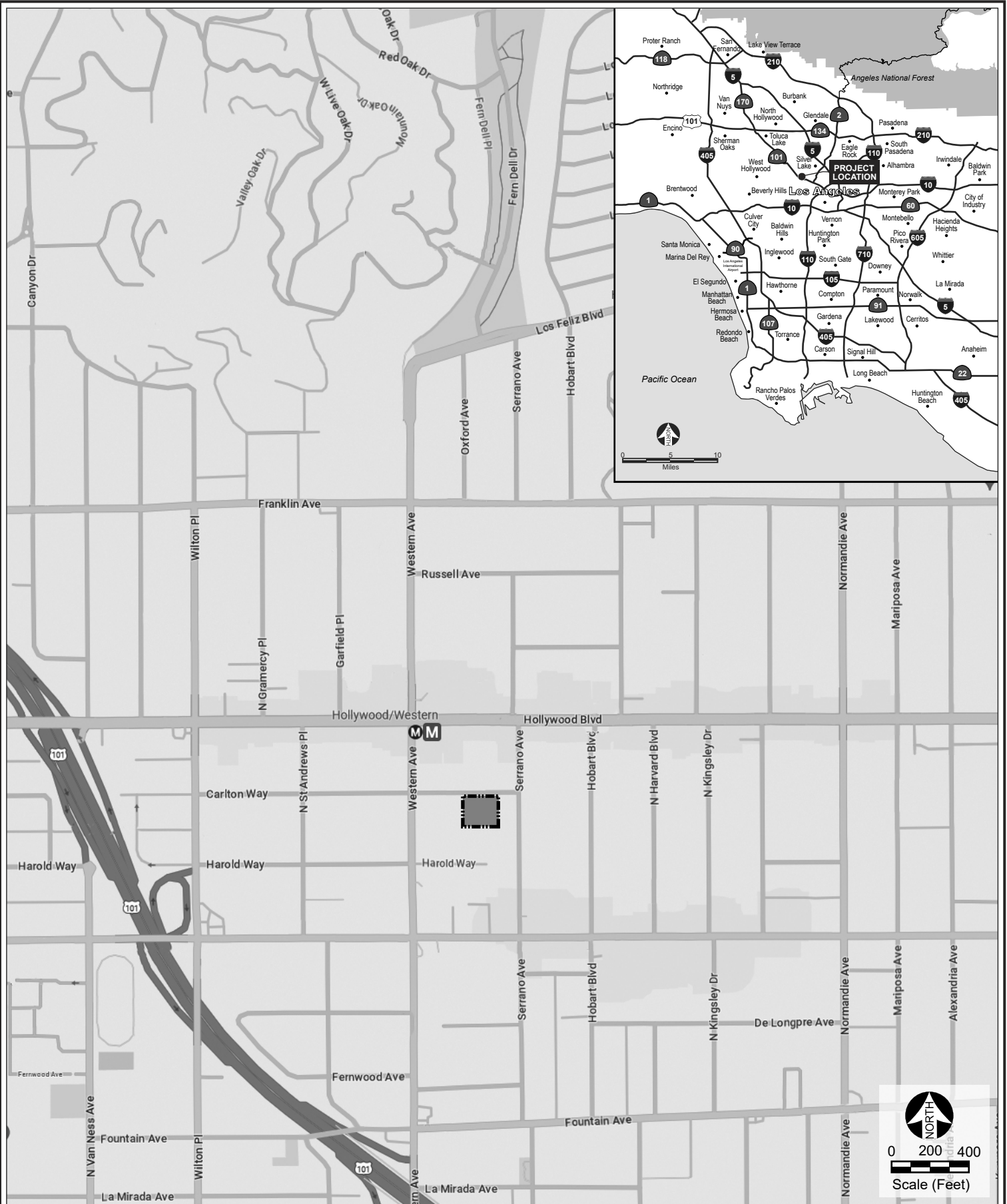
- 2-story building (5427-5435 Carlton Way)
- 4-story building (5425 Carlton Way)

South adjacent to the Site are several multi-family residential buildings (from west to east), zoned [Q]R4-2:

- 2-story building (5433 Harold Way)
- 2-story building (5425-5429 Harold Way)
- 3-story building (5423 Harold Way)
- 3-story building (5419 Harold Way)

West adjacent to the Site is a 2-story multi-family building (5434-5436 Carlton Way). This area is zoned [Q]R4-2.

East adjacent to the Site is a 2-story multi-family building (5412 Carlton Way). This area is zoned [Q]R4-2.



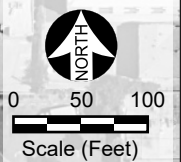
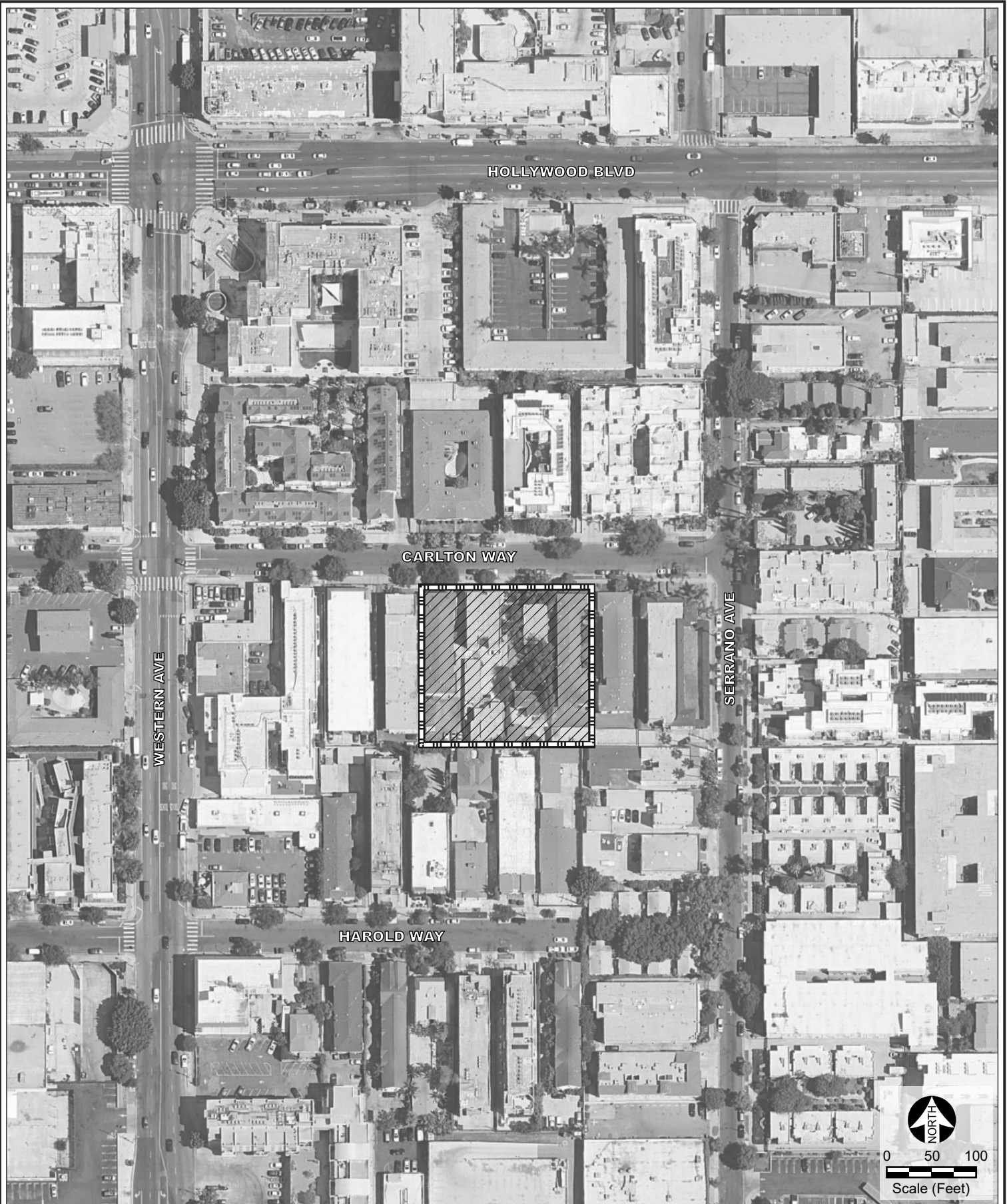
Legend



Project Site

Source: Google Maps 2024.

Figure 1
Regional Map



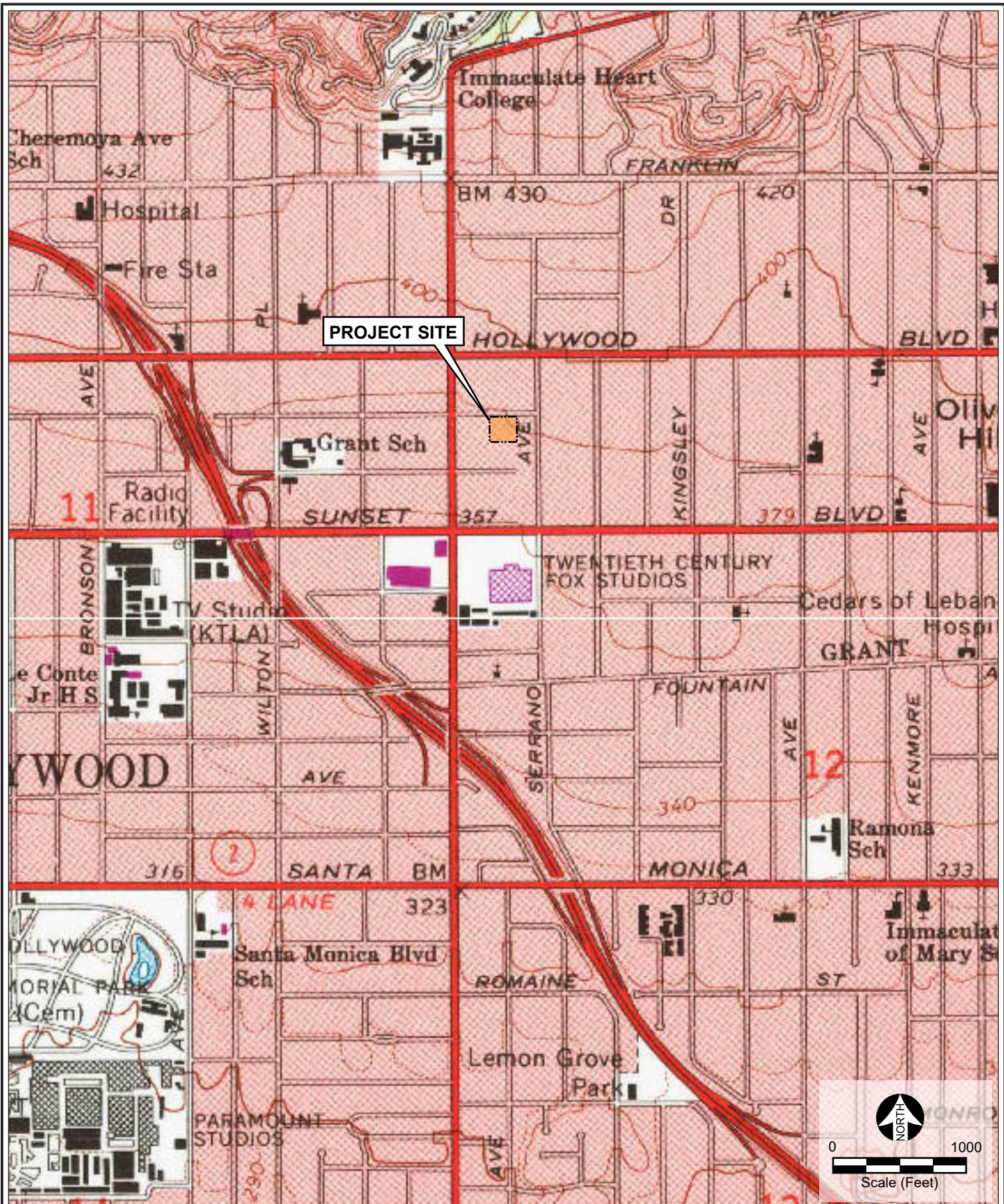
Legend



Project Site

Source: Google Maps 2024.

Figure 2
Aerial Map



Legend

Project Site

Figure 3
USGS Map

Source: Hollywood Quadrangle, 7.5 Minute Series, 1966, Photorevised 1981, Minor Revision 1994.

3.3 Regional and Local Access

Regional access is provided by:

- US-101 (Hollywood) Freeway, 1,950 feet southwest of the Site

Local access is provided by (designation in the Mobility Plan 2035):¹

- Carlton Way (Local Street Standard), adjacent north of the Site
- Serrano Avenue (Local Street Standard), 150 feet to the east of the Site
- Western Avenue (Modified Avenue I), 275 feet to the west of the Site
- Hollywood Boulevard (Avenue I), 450 feet to the north of the Site
- Sunset Boulevard (Avenue I), 640 feet to the south of the Site

3.4 Bicycle Facilities

The following bicycle facilities are located nearby:²

- Metro Bike Share station:³
 - Western Avenue and Hollywood Boulevard (Metro B Line Station), 430 feet northwest of the Project Site
- Bike Lane:⁴
 - Fountain Avenue is designated a Sharrow Bicycle Route (Class III), 1,800 feet south of the Site
 - Franklin Avenue is designated a Sharrow Bicycle Route (Class III), 1,800 feet south of the Site

3.5 Pedestrian Facilities

There is a sidewalk along the Project Site's north side on Carlton Way. Striped crosswalks and a pedestrian signal light are provided at the nearest intersection:

- Western Avenue and Carlton Way, 275 feet west of the Site

¹ NavigateLA, Mobility Plan 2035: <https://navigatea.lacity.org/navigatea/>, accessed May 1, 2024.

² LADOT Programs: <https://ladotlivablestreets.org/programs/active-transportation/maps>, accessed May 1, 2024.

³ Metro Bike Share: <https://bikeshare.metro.net/stations/>, accessed May 1, 2024.

⁴ NavigateLA, LADOT Bikeways (Existing): <https://navigatea.lacity.org/navigatea/>, accessed May 1, 2024.

3.6 Public Transit

The Site is within a High-Quality Transit Area (HQTA),⁵ which are areas within one-half mile of a high-quality transit corridor, which is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.⁶ The City of Los Angeles defines peak commute hours as between 6:00 AM and 9:00 AM and between 3:00 PM and 7:00 PM. AB 2553 (in effect January 1, 2025) changes the criteria of a Major Transit Stop from a 15-minute to 20-minute bus route service interval.⁷

Los Angeles County Metropolitan Transportation Authority (Metro)⁸ and Los Angeles Department of Transportation (LADOT)⁹ operate public transit in the area, as shown in **Table 1-1, Public Transit**.

**Table 1-1
Public Transit**

Line	Type	Direction	Stop	Distance to Site	Service (Peak Period)
Metro					
2	Bus	East-west on Sunset	Western	890 feet southwest	8 minutes
180	Bus	East-west on Hollywood	Western	460 feet north	12 minutes
207	Bus	North-south on Western	Hollywood	500 feet northwest	6-7.5 minutes
217	Bus	East-west on Hollywood	Western	460 feet north	10 minutes
B	Subway	Hollywood Boulevard	Western	430 feet northwest	12 minutes
LADOT DASH					
Hollywood	Bus	East-west on Sunset	Western	890 feet southwest	30 minutes
Distance is measured from the closest point on any lot to the entrance(s) of a rail transit station (including elevators and stairways), or the middle of the street intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. Metro 2 Line schedule (December 15, 2024): https://cdn.beta.metro.net/wp-content/uploads/2024/12/12181538/002_TT_12-15-24.pdf Metro 180 Line schedule (December 15, 2024): https://cdn.beta.metro.net/wp-content/uploads/2024/12/12182353/180_TT_12-15-24.pdf Metro 207 Line schedule (December 15, 2024): https://cdn.beta.metro.net/wp-content/uploads/2024/12/12182521/207_TT_12-15-24.pdf Metro 217 Line schedule (December 15, 2024): https://cdn.beta.metro.net/wp-content/uploads/2024/12/12182620/217_TT_12-15-24.pdf Metro B Line schedule (September 10, 2023): https://cdn.beta.metro.net/wp-content/uploads/2023/06/19121110/802_TT_09-23-23-1.pdf LADOT Hollywood schedule (July 2023): https://www.ladottransit.com/dash/routes/hollywood/hollywood.html					

⁵ SCAG, HQTA 2016 based on the 2020-2045 RTP/SCS: <https://gisdata-scag.opendata.arcgis.com/datasets/high-quality-transit-areas-hqta-2016-scag-region?geometry=-121.570%2C33.364%2C-114.731%2C34.954>, accessed May 1, 2024.

⁶ SCAG, Connect SoCal, Active Transportation Technical Report, page 26: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_active-transportation.pdf?1606001530, accessed May 1, 2024.

⁷ AB 2553: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB2553, accessed December 7, 2024.

⁸ Metro System Map: <https://www.metro.net/riding/guide/system-maps/>, accessed May 1, 2024.

⁹ LADOT: <https://www.ladottransit.com/dash/>, accessed May 1, 2024.

3.7 Planning and Zoning

Table 1-2, Project Site, lists the Site's APNs, zoning, and General Plan land use designation. The Site is zoned [Q]R4-2 (Residential zone in Height District 1) and is subject to a High Density Residential land use designation.¹⁰

Corresponding zones in the land use designation are R4 and [Q]R5. In addition to commercial uses, the R4 zone permits residential uses at one (1) dwelling unit per 400 square feet of lot area. Height District 1, in conjunction with the Site's R4 zoning, permits a base 3:1 Floor Area Ratio (FAR) and no height or stories restriction.

**Table 1-2
Project Site**

Address	Lot	APN	Size (sf)	Zone	Land Use
5430 W. Carlton Way	15	5544-022-007	9,421.8	[Q]R4-2	High Density Residential
5424, 5426, 5428 W. Carlton Way	16	5544-022-008	9,422.0		
5420, 5422 W. Carlton Way	17	5544-022-009	9,422.2		
5416, 5418 W. Carlton Way	18	5544-022-010	9,422.3		
Source: Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org , May 2024.					

The Project Site also is subject to the following relevant Zoning Information (ZI) items:

- ZI-2286 Specific Plan: Vermont/Western Station Neighborhood Area Plan (Subarea: A. Neighborhood Conservation)
- ZI-2374 State Enterprise Zone: Los Angeles
- ZI-2452 Transit Priority Area in the City of Los Angeles
- ZI-2512 Housing Element Inventory of Sites
- ZI-2488 Redevelopment Project Area: Hollywood
- ZI-2433 Revised Hollywood Community Plan Injunction

The Project Site is identified in ZIMAS as being located within a Transit Oriented Communities (TOC) housing incentive area (Tier 4) due to being located within one-half mile of a Major Transit Stop based on the shortest distance between any point on the lot and a qualified Major Transit Stop¹¹ at the intersection of Hollywood Boulevard and Western Avenue, 430 feet northwest of the Site, which is served by Metro bus lines 180, 207, 217 and Metro B Line subway. As shown by **Table 1-1**, these lines have headways of 15 minutes or less during peak hours.

¹⁰ Los Angeles Zoning Summary: <https://planning.lacity.org/zoning/regulations-summary>, accessed May 1, 2024.

¹¹ PRC Section 21064.3(c) ("Major transit stop" means a site containing any of the following: The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.) Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

Pursuant to Assembly Bill (AB) 2097 (Government Code Section 65863.2), a public agency (such as the City¹²) is prohibited from imposing or enforcing minimum parking requirements on any residential, commercial or other development project (excluding event centers, hotels and similar transient lodging) that are within a one-half mile radius of a Major Transit Stop.¹³

The Project Site is located within an AB 2097: Reduced Parking Area.¹⁴ The Project is a residential project located within one-half mile of a Major Transit Stop at the intersection of Hollywood Boulevard and Western Avenue, 430 feet northwest of the Site, which is served by Metro bus lines 180, 207, 217, and Metro B Line subway.

3.8 Existing Conditions

The lot area is 37,711 square feet (0.87 acres).¹⁵

The Project Site contains eight existing residential and accessory structures with a total of 33 units and 22,916 square feet of floor area, as described in **Table 1-3, Existing Buildings**.

**Table 1-3
Existing Buildings**

Address	Use	Building	Units	Size (sf)	Year Built
5430 W. Carlton Way	Residential	One 2-story	16	6,822	1952
5424, 5426, 5428 W. Carlton Way	Residential	One 2-story	4	4,472	1921
	Residential	One 1-story	1	1,437	1921
	Garage	One 1-story	-	-	-
5420, 5422 W. Carlton Way	Residential	One 2-story	2	2,288	1917
	Residential	One 2-story	1	1,430	1916
	Residential	One 1-story	1	510	1926
5416, 5418 W. Carlton Way	Residential	One 2-story	8	5,957	1948
Total			33	22,916	
Source: Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org , April 2024.					

The Project Site contains three street trees in the adjacent right-of-way in front of the Project Site, all of which are protected species¹⁶, of which two will be removed.¹⁷ The Project Site also has a total of 16 onsite trees on private property, including three protected trees, and up to all 16 onsite

¹² City of Los Angeles, Assembly Bill 2097: <https://planning.lacity.gov/project-review/assembly-bill-2097>, accessed April 2, 2024.

¹³ Memorandum, Implementation of AB 2097, October 23, 2023: https://planning.lacity.gov/odocument/ecf69160-4a89-4078-a0b6-15ad6fd9bc33/AB2097_Memo_Oct_2023.pdf, accessed May 1, 2024.

¹⁴ Zone Information & Map Access System (ZIMAS): <http://zimas.lacity.org>, accessed May 1, 2024.

¹⁵ Plans, Steinberg Hart, November 20, 2024. Included as **Appendix A** of this CE.

¹⁶ LAMC Section 46.01: "PROTECTED TREE OR SHRUB" means any of the following Southern California indigenous tree species, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree, or any of the following Southern California indigenous shrub species, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the shrub: Protected Trees: (a) Oak tree including Valley Oak (*Quercus lobata*) and California Live Oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (*Quercus berberidifolia*); (b) Southern California Black Walnut (*Juglans californica*); (c) Western Sycamore (*Platanus racemosa*); (d) California Bay (*Umeulularia californica*). Protected Shrubs: (a) Mexican Elderberry (*Sambucus mexicana*); (b) Toyon (*Heteromeles arbutifolia*). This definition shall not include any tree or shrub grown or held for sale by a licensed nursery, or trees or shrubs planted or grown as a part of a planting program.

¹⁷ Protected Tree Evaluation Report, Arborgate Consulting, March 9, 2024. Included as **Appendix B** of this CE.

trees are potentially proposed to be removed.¹⁸

4 Proposed Project

4.1 Project Overview

The Project would demolish seven existing residential and accessory structures with a total of 25 units and 16,959 square feet at 5420 through 5430 Carlton Way.

The Project would construct a new 138,894 square-foot, eight-story, 97-foot, nine-inch apartment building with 131 dwelling units, including 74 studio units, 49 one-bedroom units, and eight two-bedroom units, above two and one-half subterranean parking levels containing 148 residential parking stalls.

The Project would include the maintenance of an existing 5,957 square-foot, two-story apartment building at 5416-5418 Carlton Way, with eight dwelling units, including one studio unit, six one-bedroom units, and one two-bedroom unit.

The Project would have a total of 144,851 square feet of floor area (4.81 FAR) and 139 dwelling units, including 75 studio units, 55 one-bedroom units, and nine two-bedroom units, with 15 Very Low Income Units.

See **Figure 1-4, Plot Plan**, for the plan of the Project.

The Project is summarized in **Table 1-4, Project Summary**.

**Table 1-4
Project Summary**

Status	Use	Units	Size (sf)
Existing to be removed	Residential	(25)	(16,959)
Existing to be maintained	Residential	8	5,957
New Construction	Residential	131	138,894
Total		139	144,851
<u>Plans</u> , Steinberg Hart, November 20, 2024. Included as Appendix A of this CE.			

¹⁸ Protected Tree Evaluation Report, Arborgate Consulting, March 9, 2024. Included as **Appendix B** of this CE.



Source: Steinberg Hart, 2023.

4.2 Design and Architecture

See **Appendix A** of this CE for floor plans, elevations, sections, and renderings. The Project has been designed as an integrated single structure with articulation and variation consistent with applicable City design guidance. Parking spaces within the building (and subterranean level) and residential units located within the building have been integrated into the overall architectural theme of the Project.

The building's ground level would incorporate pedestrian scale uses and design, with a street fronting residential entrance along Carlton Way. In addition, the building's proposed design architecturally differentiates the base of the building (parking) and commercial from the residential use above including colored elements and different sized windows and glazing. The upper residential levels of the building incorporate varied articulation including balconies.

The Project is designed with a façade that utilizes a variety of materials. The Project would include outdoor amenities including a second floor courtyard and rooftop recreation decks.

The building design focuses on human scale at the ground level with a prominent entryway and glazing at street level to promote a safe, comfortable, and accessible pedestrian experience. The overall design of the project includes a high percentage of windows and glass balconies along the street-facing frontage, providing visual connections between pedestrians and the building. Overall, the building also includes design elements, such as accent colors and panels, façade articulation, and balconies with a high degree of transparency.

These materials add visual interest through different textures and colors. This variation, along with insets and offsets and street-facing residential windows and storefront glazing at the ground floor, separates the upper residential portions of the building from the ground floor parking and lobby entrance, avoids a dull or repetitive façade, and contributes to neighborhood safety by activating the Site and putting more “eyes on the street.”

The building provides façade treatments with balconies that highlight the residential nature of the building. All sides of the proposed building are articulated with colored elements, glass and metal, windows, and inset and offset architectural elements to create visual interest. Overall variation in building appearance is created with the use of various materials, windows of different widths, and balconies, the landscaped ground floor, and the transition of the ground floor to upper levels.

Rooftop equipment would be set back from the roof parapet edge and appropriately screened from public view. The Project is designed to minimize the visual impact of building mechanics and maintenance areas. Electrical rooms, storage rooms, and trash and recycling areas, are located within the building and are not visible from surrounding public streets and public view. The Project Site is located in an urbanized and fully developed portion of the City. The built environment and proposed developments are characterized by a variety of architectural styles, age of buildings, type of developments, and size.

4.3 Density

See **Table 1-5** for the density calculation. Pursuant to the City's General Plan and LAMC Section 12.11 C.4, the maximum residential density within the R4 zone is generally one dwelling unit for

every 400 square feet of lot area. With a lot area of 37,688.3 square feet, the base density is 95 units (Density Bonus rounded up from 94.22 units).

The Project requests a Density Bonus to allow an increase in number of dwelling units by 46% or 44 additional units. This would allow 139 units.

The Project proposes 139 units, of which 12% (17 units) would be reserved for affordable units (15 Very Low Income Units and two Low Income Units). The remaining 122 units would be market rate.

With a Site area of 0.87 acres, the Project has a density of 160 units per acre.

**Table 1-5
Density**

Lot Area	LAMC Base Density		DB Max Density		Provided
	Rate	Density	Incentive	Density	
37,688.3 sf	1 unit / 400 sf	95 units	+46% (+44 units)	139 units	139 units
LAMC rounds down. DB rounds up Plans, Steinberg Hart, November 20, 2024. Included as Appendix A of this CE.					

4.4 Floor Area

See **Table 1-6** for the floor area and floor area ratio (FAR), or ratio of floor area to the Site's buildable area. Per LAMC Section 12.03, the definition of buildable area is all that portion of a lot located within the proper zone for the proposed main building, excluding those portions of the lot which must be reserved for yard spaces, building line setback space, or which may only be used for accessory buildings or uses. For development of residential and mixed-use projects in the C2, C4, or C5 zones, buildable area shall have the same meaning of lot area.

Under the LAMC, in the R4 zone and Height District 2, FAR is normally limited to 6:1. With a buildable area of 30,103.91 square feet, the Site's floor area would be limited to 180,623.46 square feet.

The Project proposes a total floor area of 144,851 square feet (4.82:1 FAR).

**Table 1-6
Floor Area**

Buildable Area	LAMC Base		Provided	
	FAR	Floor Area	FAR	Floor Area
30,103.91 sf	6:1	180,623.46 sf	4.82:1	144,851 sf
LAMC rounds down. Plans, Steinberg Hart, November 20, 2024. Included as Appendix A of this CE.				

4.5 Setbacks

The Project would request Off-Menu Incentives for a front building setback along Carlton Way of 12'-6", rather than 14.94' and a maximum building setback along Carlton Way of 18'-3", rather than the 14.99' maximum building setback, as otherwise required by the Specific Plan Section

7.E.

The Project would request a Waiver of Development Standards for a 70% rear yard reduction to permit 6', in lieu of 20', as otherwise required by LAMC 12.11-C,3.

The Project would request a Waiver of Development Standard for a 54.6% west side yard reduction to permit 5', in lieu of 11', as otherwise required by LAMC 12.11-C,2.

4.6 Height

Pursuant to LAMC Section 12.21.1.B.3(a), rooftop structures, equipment and improvements may exceed the maximum building height when authorized, provided the structure, equipment or improvement is screened from public view using non-reflective materials or otherwise made compatible with the overall design of the building.

Pursuant to LAMC Section 12.21.1.B.3, chimney, exhaust ducts, solar water heaters, or any roof structure housing stairways, elevators or ventilation fans may also exceed the building height limit by up to five feet, but are not required to provide a setback from the perimeter of the roof. Where height is limited to seventy-five (75) feet, roof structures for the housing of elevators and stairways may exceed the building height limit by up to twenty (20) feet in height.

The Project Site is located in the R4 zone and Height District 2, which allows unlimited height and unlimited stories. However, the [Q] Condition limits height to 45 feet. In addition, the Project is subject to transitional height requirements, the maximum height of any Project shall not exceed a height that is within 15 feet of the height of the shortest existing building on any adjacent lot.

The height of the existing adjacent structure is 23 feet, 10 inches, permitting a maximum transitional height of 38 feet, 10 inches.

The Project would request a Waiver of Development Standard for a 66-foot, six-inch height increase to permit a transitional building height of 105 feet, four inches in lieu of 38 feet, 10 inches, as otherwise required by SNAP Section 7-D.

4.7 Open Space

Table 1-7, Open Space, provides the amount of required open space under the LAMC and the open space proposed to be provided by the Project.

The Project would be required to provide 13,300 square feet of open space, based on 131 proposed units (not counting the 8 existing units to remain). Of the 13,300 square feet of open space, a minimum of 50% is required as common open space, or 6,650 square feet. In addition, a maximum of 25% is allowed for indoor open space, or 3,325 square feet.

The Project, at its proposed unit mix, would provide 9,223 square feet of open space, consisting of an indoor recreation room, courtyard, roof deck, and balconies. There will be a pool on the level 4 courtyard.

The counted provided open space per SNAP Section 7-F.1 is 3,405 square feet. The Project would request a Waiver of Development Standard for a 74.4% reduction in required open space to permit 3,405 square feet of open space, in lieu of 13,300 square feet, as otherwise required by SNAP Section 7-F.

**Table 1-7
Open Space**

Use	Type	Quantity	Rate	Total (sf)
Required				
< 3 habitable rooms	Studio	74 units	100 sf / unit	12,300
	1-bedroom	49 units		
= 3 habitable rooms	2-bedroom	8 units	125 sf / unit	1,000
> 3 habitable rooms	3-bedroom	0 units	175 sf / unit	0
Total Required				13,300
Provided				
Common	Indoor	Level 4 Fitness		635
		Level 5 Gym		635
		Subtotal Indoor		1,270
	Outdoor	Level 1 Outdoor Patio		1,702.5
		Level 4 Pool Deck		1,702.5
		Subtotal Outdoor		3,405
	Subtotal Common		4,675	
	Private	Balconies		4,499
Total Provided				9,174
Per LAMC 12.21.G.2				
Habitable Room - An enclosed subdivision in a residential building commonly used for living purposes, but not including any lobby, hall, closet, storage space, water closet, bath, toilet, slop sink, general utility room or service porch. A recess from a room or an alcove (other than a dining area) having 50 square feet or more of floor area and so located that it could be partitioned off to form a habitable room, shall be considered a habitable room.				
For the purpose of applying the open space requirements of Section 12.21 G., a kitchen as defined herein shall not be considered a habitable room.				
A studio and 1 bedroom units have less than 3 habitable rooms. A 2 bedroom has 3 habitable rooms.				
Plans, Steinberg Hart, November 20, 2024. Included as Appendix A of this CE.				

4.8 Landscaping

See **Table 1-8, Landscape Area and Tree Requirement**, for the required and provide landscape area and trees. Per LAMC Section 12.21.G.a.3, a minimum of 25 percent of the common open space area shall be planted with ground cover, shrubs, or trees. At least one 24-inch box tree for every four dwelling units shall be provided on site and may include street trees in the parkway.

The Project is required to provide 25 percent of its 3,405 square feet of qualifying open space as landscaping, or 851.25 square feet. The Project would provide 851.25 square feet of landscaped common open space on the ground floor and level 4 pool deck.

Per LAMC Section 17.05.R.4.(a), the protected tree or shrub that is removed shall be replaced within the property by at least four specimens of a protected variety.¹⁹ The removal of three onsite protected trees would require the planting of 12 protected trees. The removal of the two street protected trees would be replaced on a 2:1 ratio, for a total of 4 new protected species trees. Therefore, the Project would provide 16 total protected species trees.

Should any trimming or removal of these trees become necessary, any such activity would be performed in conformance with the requirements and policies of the City's Urban Forestry Division, Bureau of Street Services regarding street trees.

The Project would be required to provide at least 33 trees (131 units / 4), based on 131 proposed units (not counting the 8 existing units to remain). The Project would provide 40 trees.

The Project would comply with LAMC requirements for trees and landscaping.

Table 1-8
Landscape Area and Tree Requirement

Use	Requirement	Quantity	Required	Provided
Landscape Area	25% of Qualifying Open Space	3,405 sf	851.25 sf	851.25 sf
Trees	1 tree per 4 residential units	131 units	33 trees	40 trees
Plans, Steinberg Hart, November 20, 2024. Included as Appendix A of this CE.				
Landscape Plans, Agency Artifact (included as part of Appendix A).				

4.9 Trash, Loading, Mechanical Equipment

The Project is designed to minimize the visual impact of trash receptacles and utility areas. Trash and recycle rooms/spaces are located within the building on first floor parking area, and are not visible from surrounding public streets and public view.

There is no loading area on the Site or surrounding street.

Utility rooms would be located within the building and not visible from surrounding public streets and public view.

Rooftop mechanical equipment would be set back from the roof parapet edge and appropriately screened from public view.

4.10 Access and Circulation

There are three curb cuts on Carlton Way. Two of the curb cuts would be removed and the curb cut at 5416-5418 Carlton Way for the existing building would remain.

The Project proposes a two-way (entrance/exit) driveway located along Carlton Way on the northwest corner of the Site to access the ground floor and three subterranean parking levels. There would be internal connection and circulation between the parking levels.

¹⁹ Protected Tree Ordinance: https://streetsla.lacity.org/sites/default/files/protected_tree_ordinance.pdf, accessed April 19, 2024.

The residential lobby would be accessed by pedestrians from Carlton Way.

4.11 Vehicle Parking

Table 1-9, Vehicle Parking, provides details regarding the Project's vehicle parking.

Per Specific Plan Section 7.G.1.b, notwithstanding the contrary provisions of Section 12.21 A 4 (a) of the Code and regardless of the underlying zone, the maximum number of parking spaces provided shall be limited to the following ratios: a maximum of one parking space for each dwelling unit having fewer than three habitable rooms, a maximum of one and one half parking spaces for each dwelling unit having three habitable rooms, a maximum of two parking spaces for each dwelling unit having more than three habitable rooms, and no more than one-quarter parking space for each dwelling unit as guest parking.

Assembly Bill No. 2097 (AB 2097) took effect on January 1, 2023, and prohibits the City from imposing any minimum parking requirements on projects that are located within 1/2 mile of a Major Transit Stop. Since the Project Site is within 1/2 mile of a Major Transit Stop at the intersection of Hollywood Boulevard and Western Avenue, 430 feet northwest of the Site, which is served by Metro bus lines 180, 207, 217, and Metro B Line subway, the City cannot impose any minimum parking requirements on the Project pursuant to AB 2097. Therefore, the parking required is 0 spaces.

The Project would voluntarily provide 148 residential spaces.

**Table 1-9
Vehicle Parking**

Use	Quantity	SNAP Required		AB 2097	Provided
		Rate	Amount		
Residential - Studio	74 units	1 space / unit	74	0	
Residential – 1-bedroom	49 units	1 space / unit	49		
Residential – 2-bedroom	8 units	1.5 space / unit	12		
Guest	131 units	0.25 spaces / unit	33		
Total			168	0	148
Per LAMC 12.22 A.4. Per AB 2097, 0 spaces/unit Plans, Steinberg Hart, November 20, 2024. Included as Appendix A of this CE.					

4.11.1 Electric Vehicle Parking

LAMC Section 99.04.106.4.2.2 creates electric vehicle (EV) parking requirements that applies to multifamily development projects with 20 or more dwelling units, hotels and motels with 20 or more sleeping units or guest rooms. It requires that 30 percent of the total number of parking spaces provided by EV-capable (on-site distribution transformers to simultaneously charge all EVs at the requires spaces), 25 percent be EV-ready (spaces equipped with low power Level 2 charging receptacles), and 10 percent have EV chargers.

The Project is required to provide 30% of spaces as EV Capable (45 spaces), 25% of spaces as EV Ready (37 spaces, which count toward the 45 EV Capable spaces), and 10% of spaces as EV Chargers (15 spaces).

Table 1-10, Electric Vehicle Parking, provides the amount of required and provided electric vehicle parking. The Project will provide EV spaces as required by the LAMC. The Project would provide 52 EV spaces (37 EV Ready, and 15 EV Chargers).

Table 1-10
Electric Vehicle Parking

Parking Provided	Required		Provided	
	EV Capable	EV Chargers	EV Capable	EV Chargers
148	45, including 37 EV Ready	15	45, including 37 EV Ready	15
Calculations for spaces shall be rounded up to the nearest whole number. EV Capable - 30% required. EV Ready (EVSE) - electric vehicle supply equipment for future charging stations. 25% of total is required. The number of EV Ready parking spaces may be counted toward the total number of EV Capable parking spaces required. EV Chargers (EVCS) – electric vehicle charging stations installed. 10% of total is required. 2022 California Green Building Standards Code, Title 24, Part 11 (CALGreen) and 2023 LAGBC. Section 4.106.4.2.2. Multifamily development projects with 20 or more dwelling units, hotels and motels with 20 or more sleeping units or guest rooms. <u>Plans, Steinberg Hart, November 20, 2024. Included as Appendix A of this CE.</u> Additional calculations by CAJA Environmental Services, April 2024.				

4.12 Bicycle Parking

Table 1-11, Bicycle Parking, provides the amount of required and provided bicycle parking for the Project. LAMC 12.21.A.16(a) requires new projects to provide bicycle parking spaces. Short-term bicycle parking shall consist of bicycle racks that support the bicycle frame at two points. Long-term bicycle parking shall be secured from the general public and enclosed on all sides and protect bicycles from inclement weather.

Per Specific Plan Section 7.G.2, notwithstanding the contrary provisions of Section 12.21 A 16 of the Code and regardless of the underlying zone, for any Project with two or more dwelling units, off-street parking spaces for bicycles shall be provided at a ratio of one-half parking space per dwelling unit, and for Projects with non-residential uses, regardless of the underlying zone, off-street parking spaces for bicycles shall be provided at a ratio of one parking space for every 1,000 square feet of nonresidential floor area. Bicycle parking spaces shall conform to the standards set forth in Section 12.21 A 16 (c) through (h) of the Code, and the Guidelines.

The Project would provide 72 bicycle parking spaces (2 short-term and 70 long-term).

Table 1-11
Bicycle Parking

Use	Quantity	Short-Term Spaces			Long-Term Spaces		
		Rate	Required	Provided	Rate	Required	Provided
Residential	131 units	-	2	2	0.5 spaces / unit	65	70
LAMC Table 12.21 A.16 (a)(1)(i) and Ordinance No. 185,480.							

SNAP Specific Plan Section 7.G.2.

A minimum of two short-term bicycle parking spaces shall be provided in all cases.

Per LAMC Section 12.21.A.16(b): When the application of these regulations results in the requirement of a fractional bicycle space, any fraction up to and included one-half may be disregarded, and any fraction over one-half shall be construed as requiring one bicycle parking space.

Therefore the 2.5 spaces rounds down to 2 spaces.

Plans, Steinberg Hart, November 20, 2024. Included as **Appendix A** of this CE.

4.13 Lighting and Signage

Project signage would include building identification, wayfinding, and security markings. Signage would be similar to other signage in the Project's vicinity.

Exterior lighting would be shielded to reduce glare and eliminate light being cast into the night sky. Security lighting would be integrated into the overall architecture and landscaping.

The Project would also comply with LAMC lighting regulations that include approval of street lighting plans by the Bureau of Street Lighting; limited light intensity from signage to no more than three foot-candles above ambient lighting; and limited exterior lighting to no more than two foot-candles of lighting intensity or direct glare onto specified sensitive uses, under the terms of LAMC Section 93.0117(b).

4.14 Site Security

The Project would provide a passive security program to ensure the safety of its residents, employees, and visitors. Security features to assist in crime prevention efforts and to reduce the demand for police protection services would include secured building access/design to residential areas; lighting of building entryways and areas; and possible video surveillance. The security program would include controlling access; monitoring entrances and exits of buildings; monitoring fire/life/safety systems; and security lighting.

4.15 Sustainability Features

The Project would comply with the applicable Los Angeles Green Building Code (LAGBC, 2023 version effective January 1, 2023)²⁰ and the applicable California Green Building Standards Code (CalGreen, 2022 version effective January 1, 2023).²¹ The applicability is determined when the Project is submitted and accepted by plan check.

All building systems would meet applicable Title 24 Energy Standards. These standards would reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure.

The sustainability features to be incorporated into the Project would include, but not be limited to, WaterSense-labeled plumbing fixtures and Energy Star-labeled appliances, reduction of indoor

²⁰ City of Los Angeles Department of Building and Safety, Green Building, available at <https://ladbs.org/forms-publications/forms/green-building/2023-green-building-forms-correction-sheets>, accessed May 1, 2024.

²¹ California Building Codes: <https://www.dgs.ca.gov/BSC/CALGreen>, accessed May 1, 2024.

and outdoor water use, weather-based controller and drip irrigation systems, and water-efficient landscape design. In addition, the landscaping on the outdoor decks would serve to help reduce solar heat gain and facilitate possible stormwater retention on-site.

The Project would recycle and reuse building and construction materials to the maximum extent feasible.

The Project would provide EV spaces as required by the LAMC.

The Project will be required to be all-electric for cooking, heating/cooling, and water heating within the whole building. The only exception is cooking equipment within kitchens located in public use areas.²²

The Project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities. The Project's proximity to public transportation would reduce vehicle trips and vehicle miles traveled for residents and visitors.

4.15.1 Solar Ready Roof

The 2022 Building Energy Efficiency Standards took effect on January 1, 2023. Low-rise multi-family buildings that do not have a photovoltaic system installed shall comply with the requirements of CCR Title 24, Part 6, Section 110.10(b) through 110.10(d).

LAMC Section 99.05.211.1 (Solar Ready Buildings) states that Projects must comply with California Energy Code Section 110.10. There are 2 exceptions: Additions having less than 2,000 square feet of new roof area and alterations.

The solar zone shall be located on the roof or overhang of the building or on the roof or overhang of another structure located within 250 feet of the building or on covered parking installed with the building project, and shall have a total area no less than 15 percent of the total roof area of the building excluding any skylight area. The solar zone requirement is applicable to the entire building, including mixed occupancy.

Per Exception 4 to Section 110.10(b)1B: Low-rise and high-rise multifamily buildings with all thermostats in each dwelling unit are demand response controls that comply with Section 110.12(a), and are capable of receiving and responding to Demand Response Signals prior to granting of an occupancy permit by the enforcing agency. In addition, in each dwelling unit, comply with one of the following measures: Install a dishwasher that meets or exceeds the ENERGY STAR Program requirements with either a refrigerator that meets or exceeds the ENERGY STAR Program requirements or a whole house fan driven by an electronically commutated motor.²³

Therefore, should the Project provide smart thermostats and Energy Star rated dishwashers and refrigerators in every unit, it may be exempt from solar ready roofs per CBC Title 24 Energy Code

²² Los Angeles Ordinance No. 187,714. <https://www.ladbs.org/services/green-building-sustainability#all-electric>, accessed May 1, 2024.

²³ CEC, 2019 Building Energy Efficiency Standards, Section 110.10: <https://energycodeace.com/site/custom/public/reference-ace-2019/index.html#!Documents/section11010mandatoryrequirementsforsolarreadybuildings.htm>, accessed May 1, 2024.

Exception 4. Therefore, the Project would comply with the applicable CalGreen and LAGBC requirements.

4.16 Anticipated Construction Schedule

The estimated construction schedule is shown in **Table 1-12, Construction Schedule**. This information has been provided by the Applicant and reflects Site- and Project-specific assessments of anticipated construction phase lengths and equipment to be utilized.

The Project's estimated operational year is 2027.²⁴ Construction is proposed to finish in 2027 and the Project would undergo a standard process to obtain its certification of occupancy and would begin leasing. The operational year relates to future traffic operations and assumes a fully leased building for maximum trip and VMT purposes.

The Project would demolish seven existing residential and accessory structures with a total of 25 units and 16,959 square feet, along with at least 1,100 square feet of asphalt/concrete driveways and other non-permeable surfaces at 5420 through 5430 Carlton Way.

For a conservative assumption, the Project would excavate at a depth of approximately 30 feet for the subterranean parking levels, foundation elements, and grading of soils.²⁵

No fill would be imported to the Project Site. The amount of excavated earth materials exported would be up to approximately 26,100 cubic yards (which includes a 25% swell expansion potential).²⁶ The Project will utilize 10 cubic yard double-bottom or end dump trucks.

The truck route will be approximately 40 miles one-way, or 80 miles roundtrip, and could include the following:

- Full trucks: Exit Site and go west on Carlton Way, turn south on Western Avenue, turn west on Sunset Boulevard, to the US-101 South, to I-10 East, to I-605 North (San Gabriel River Freeway), to Arrow Highway to Nu Way Landfill destination at 1270 Arrow Highway, Irwindale, 91706.
- Empty trucks will travel in the reverse route to the Site and exit US-101 North on Santa Monica Boulevard, west on Santa Monica Boulevard, north on Western Avenue, east on Carlton Way.

Table 1-12
Construction Schedule

Phase	Schedule	Duration
Demolition	January 1, 2025 – February 14, 2025	6 weeks
Site Preparation	February 15, 2025 – February 28, 2025	2 weeks
Grading	March 1, 2025 – April 30, 2025	2 months
Trenching	May 1, 2025 – May 15, 2025	2 weeks
Construction	May 16, 2025 – May 15, 2027	24 months
Architectural Coatings	February 15, 2027 – May 15, 2027	4 months

²⁴ Transportation Assessment, Gibson Transportation Consulting, March 2024. Included as **Appendix C-1** of this CE.

²⁵ Plans, Steinberg Hart, May 29, 2024. Included as **Appendix A** of this CE.

²⁶ Estimates provided by the Applicant, February 2024.

Demolition involves removing buildings, structures, and any asphalt/concrete hardscape.

Site Preparation involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.

Grading involves the cut and fill of land to ensure that the proper base and slope is created for the foundation.

Building Construction involves the construction of the foundation, structures, and buildings.

Trenching is associated with underground utilities, including gas, water, electricity, telecommunications.

Paving involves the laying of concrete or asphalt such as in parking lots, roads, driveways, or sidewalks.

Architectural Coating involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.

Construction schedule, including start, end, and duration dates is estimate only.

Some overlap of phasing may occur.

The analysis assumes that construction would start in 2025. In practice, construction could begin at a later time. However, using an earlier start date represents a worst-case scenario for the analysis of construction emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

Estimates provided by the Applicant, February 2024.

4.17 Discretionary Requests

Discretionary entitlements, reviews, permits and approvals required to implement the Project would include, but are not necessarily limited to, the following:²⁷

- A. Pursuant to AB 2334 and AB 2345, the Applicant proposes to utilize a 46% density bonus, as permitted within the Hollywood Redevelopment Plan area, to increase the maximum allowable density from 95 dwelling units to 139 dwellings (of which 15 units will be set aside for Very Low Income households), to utilize AB 2097 parking reductions, and to request the following Off-Menu Density Bonus Incentives and Waiver of Development Standards pursuant to Sections 12.22-A,25(g)(2) & (3) of LAMC Chapter 1 and Section 13B.2.5 of LAMC Chapter 1A:

i. Off-Menu Incentives:

1. Off-Menu Incentive to permit a 12'-6" minimum building setback along Carlton Way, in lieu of a 14.94' minimum building setback, as otherwise required by SNAP Section 7-E.
2. Off-Menu Incentive to permit an 18'-3" maximum building setback along Carlton Way, in lieu of a 14.99' maximum building setback, as otherwise required by SNAP Section 7-E.
3. Off-Menu Incentive to permit roof lines of up to 169'-1" without breaks, in lieu of 40', as otherwise required by SNAP Development Standards Section IV-13.

ii. Waiver of Development Standards:

1. Waiver of Development Standard for a 66'-6" height increase to permit a maximum building height of 105'-4", in lieu of the 38'-10" maximum height, as otherwise required

²⁷ Entitlement Requests, Applicant, November 9, 2024.

by SNAP Section 7-D.

2. Waiver of Development Standard to permit four lots with a total combined area of 37,688 square feet to be tied together to form a single building site in lieu two lots with a total combined area of 15,000 square feet, as otherwise required by SNAP Section 7-A.
 3. Waiver of Development Standard for a 70% rear yard reduction to permit 6', in lieu of 20', as otherwise required by LAMC 12.11-C,3.
 4. Waiver of Development Standard for a 54.6% westerly side yard reduction to permit 5', in lieu of 11', as otherwise required by LAMC 12.11-C,2.
 5. Waiver of Development Standard for a 58.4% reduction of the space between buildings width requirement, to permit 9'-2" width between buildings, in lieu of the minimum width of 22', as otherwise required by LAMC 12.21-C,2(a).
 6. Waiver of Development Standard for a 72.8% passageway width reduction, to permit a 6' passageway in lieu of the minimum passageway width of 22', as otherwise required by LAMC 12.21-C,2(b).
 7. Waiver of Development Standard for a 74.4% reduction in required open space to permit a minimum of 3,405 square feet of open space, in lieu of 13,300 square feet, as otherwise required by SNAP Section 7-F.
- B. Pursuant to LAMC Chapter 1A, Section 13B.4.2, the applicant requests a Specific Plan Project Compliance review to determine compliance with Subarea A (Neighborhood Conservation) of the Vermont/Western Station Neighborhood Area Plan.

As required by various sections of the LAMC, the Applicant will obtain the necessary administrative approvals and permits from the Building and Safety Department and other municipal agencies for Project construction actions, including but not limited to the following: demolition, excavation, shoring, grading, foundation, building, street tree removal (if applicable), and tenant improvements.

Section 2

Environmental Analysis

1 Regulatory Framework

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

For the reasons discussed in detail later in this document, the Project is categorically exempt from CEQA under the Class 32 exemption, as set forth in Section 15332, Article 19, Chapter 3, Title 14 of the California Code of Regulations (CCR). The Class 32 exemption promotes infill development within urbanized areas by exempting environmentally benign urban in-fill projects that are consistent with the local general plan and zoning requirements and can be served with existing utilities and public services. The Class 32 exemption does not apply to projects that would result in significant traffic, noise, air quality, or water quality impacts. Application of this exemption, as with all categorical exemptions, is limited by the regulatory exceptions identified in Section 15300.2, listed below.

Section 15332. In-Fill Development Projects.

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

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

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

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

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

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

Section 15300.2. Exceptions

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located - a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply [to] all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

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

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

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

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

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

2 Discussion of CCR Section 15332(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.

In order to qualify for a Class 32 exemption, a project must be found to be consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. It is worth noting that plan inconsistencies in and of themselves are not a significant impact on the environment cognizable under CEQA, which recognizes only direct physical changes in the environment or reasonably foreseeable indirect physical changes in the environment.¹

The legal standard that governs consistency determinations is that a project must only be in general “harmony” with the applicable land use plan to be consistent with that plan, it doesn’t require perfect conformity with each and every provision and requirement of a plan, a determination over which a lead agency land use authority such as the City has significant discretion.²

2.1 General Plan

The General Plan consists of seven State-mandated elements: Land Use, Mobility, Noise, Safety, Housing, Open Space, and Conservation; and elements addressing Air Quality, Infrastructure Systems, Public Facilities and Services, Health and Wellness, as well as the Citywide General Plan Framework Element. The Framework Element establishes the overall policy and direction for the City’s entire General Plan. It provides a citywide context and a comprehensive long-range strategy to guide the comprehensive update of the General Plan’s other mandated and optional elements. The Framework Element establishes the fundamental and over-arching goals, objectives and policies for the City and its Community Plans and Specific Plans.

2.1.1 Land Use

In Los Angeles, the Land Use element of the General Plan is made up of the City’s 35 Community Plans. The Project would demonstrate consistency with the Land Use Element through consistency with the Community Plan (discussed below).

¹ See Guidelines Section 15064(d)-(e),

² See *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 717-18 [upholding a city’s determination that a subdivision project was consistent with the applicable general plan]. As the Court explained in *Sequoyah*, “state law does not require an exact match between a proposed subdivision and the applicable general plan.” To be “consistent” with the general plan, a project must be “compatible with the objectives, policies, general land uses, and programs specified in the applicable plan,” meaning, the project must be “in agreement or harmony with the applicable plan.” (See also *Greenebaum v. City of Los Angeles* (1984) 153 Cal.App.3d 391, 406; *San Franciscans Upholding the Downtown Plan v City and County of San Francisco* (2002), 102 Cal.App.4th 656, 678.) Further, “[a]n action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.” (*Friends of Lagoon Valley v. City of Vacaville* (2007) 154 Cal.App.4th 807, 817.) Courts also recognize that general plans “ordinarily do not state specific mandates or prohibitions,” but instead provide “policies and set forth goals.” (*Friends of Lagoon Valley*.)

2.1.2 Mobility Element

The goals of the Transportation Chapter of the Framework Element are to provide adequate accessibility to commerce, work opportunities, and essential services, and to maintain acceptable levels of mobility for all those who live, work, travel, or move goods in the City. The Transportation Chapter includes proposals for major transportation improvements to enhance the movement of goods and to provide greater access to major intermodal facilities, such as the ports and airports. As discussed in the Transportation Chapter of the Framework Element, the goals, objectives, policies, and related implementation programs of the Transportation Chapter are set forth in the Transportation Element of the General Plan adopted by the City in September 1999.

As an update to the Transportation Element, the City Council initially adopted Mobility Plan 2035 in August 2015. The Mobility Plan 2035 was readopted in January 2016 and amended in September 2016.³ Mobility Plan 2035 incorporates “complete streets” principles and lays the policy foundation for how the City’s residents interact with their streets. Mobility Plan 2035 includes five main goals that define the City’s high-level mobility priorities: (1) Safety First; (2) World Class Infrastructure; (3) Access for All Angelenos; (4) Collaboration, Communication, and Informed Choices; and (5) Clean Environments and Healthy Communities. Each of the goals contains objectives and policies to support the achievement of those goals. Accordingly, the goals of the Transportation Chapter are now implemented through Mobility Plan 2035.

2.1.3 Noise Element

The Noise Element includes programs and noise mitigation guidelines, but also recognizes that many noise sources are beyond the City’s jurisdictional control. The Noise Element is implemented by the City’s noise ordinances, against which the Project’s noise impacts are analyzed herein.

2.1.4 Safety Element

Adopted in November 2021, the Safety Element offers a high-level overview of how the City plans for disasters. California Government Code specifies General Plan requirements that pertain to safety, which can be addressed in the Safety Element or the Local Hazard Mitigation Plan. The Local Hazard Mitigation Plan (LHMP) guides the City in reducing risks from disasters to people, property, economy and environment.⁴

The Safety Element of the General Plan provides a contextual framework for understanding the relationship between hazard mitigation, response to a natural disaster and initial recovery from a natural disaster. Chapters I and III of the Safety Element outline the scope of the City Emergency Operations Organization (EEO)’s on-going efforts to use experiences and new information to improve the City’s hazard program. Chapter II outlines the City’s historic commitment to improving its prevention of controllable disasters, mitigation of impacts associated with disasters and response to disaster events.

³ City of Los Angeles, Department of City Planning, Mobility Plan 2035, adopted September 2016.

⁴ City of Los Angeles, Department of City Planning, Safety Element, adopted November 2021.

Goals and policies of the Safety Element, relate to hazard mitigation by the City, including emergency response (multi-hazard), and disaster recovery (multi-hazard). The goals and objectives of the Safety Element provide a guideline for the City's service systems and do not relate to actions of the private developer. As such, these goals and objectives are not evaluated. However, regulations arising out of the objectives of the Safety Element are reflected in the Building and Safety Code and the Fire Code provisions with which the Project must comply in order to obtain building permits and a certificate of occupancy.

2.1.5 Housing Element

Adopted in November 2021, the Housing Element 2021–2029 of the City's General Plan identifies five primary goals that will guide the Element:⁵

- Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable portions that meet existing and projected needs.
- Goal 2: A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.
- Goals 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.
- Goal 4: A City that fosters racially and socially inclusive neighborhoods and corrects the harms of historic racial, ethnic, and social discrimination of the past and present.
- Goal 5: A City that is committed to preventing and ending homelessness.

The Regional Housing Needs Assessment (RHNA) is the State required process that seeks to ensure cities and counties are planning for enough housing to accommodate all economic segments of the community. For this current 2021-2029 Housing Element 6th cycle, the regional Southern California Association of Governments (SCAG) issued a target of 456,643 housing units for the entire City of Los Angeles, of which 184,721 units (40%) are designated for very low-and low-income households.

On February 22, 2022, the California Department of Housing and Community Development (HCD) rejected the 2021 Housing Element⁶, telling the City that it must re-zone more quickly to comply with stricter state laws that are aimed at more development across California. Under the state's ruling, the city must rezone for 255,000 new homes by mid-October, instead of over the next three years.

Los Angeles City Planning and the Los Angeles Housing Department worked together to address feedback received from HCD and prepare revisions (targeted amendments) to programs to address the new Affirmatively Furthering Fair Housing (AFFH) requirements.

⁵ Los Angeles, Housing Element 2021-2029, adopted November 2021: <https://planning.lacity.org/plans-policies/housing-element-update#adopted-plan>, accessed April 17, 2024.

⁶ California Department of Housing and Community Development, https://planning.lacity.org/odocument/f058cf1b-ce3a-4e10-ad07-9972e24585e2/HCD_comment_Letter.pdf, accessed April 17, 2024.

On June 14, 2022, the Los Angeles City Council adopted the targeted amendments to the 2021-2029 Housing Element (Council File No. 21-1230-S1). The amended Housing Element was provided to HCD immediately after its adoption for review and certification.⁷ On June 29, 2022, HCD confirmed that the amended Housing Element is in full compliance with State Housing Element Law.⁸

The Project Site is listed as an Adequate Site for Housing in the 2021-2029 Housing Element.⁹

2.1.6 Open Space Element

The Open Space and Conservation Chapter of the Framework Element contains goals, objectives, and policies to guide the provision, management, and conservation of public open space resources; address the outdoor recreational needs of the City's residents; and guide amendments to the General Plan Open Space Element and Conservation Element.

2.1.7 Conservation Element

The City of Los Angeles General Plan includes a Conservation Element. Section 5 of the Conservation Element recognizes the City's responsibility for identifying and protecting its cultural and historical heritage. The Conservation Element established an objective to protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes and a corresponding policy to continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities.¹⁰

2.1.8 Consistency Analysis

Table 2-1, General Plan, lists the goals for land use that apply to developers in collaboration with local government. As shown, the Project would be consistent with the applicable (developer-controlled or focused) goals of the General Plan for each land use.

The Project's residential uses are consistent with the goals of the General Plan Framework. Therefore, there would be no significant impacts due to consistency with land use designations in the General Plan.

⁷ Los Angeles, Housing Element 2021-2029, news: <https://planning.lacity.org/plans-policies/community-plan-update/housing-element-news/city-council-adopts-targeted-amendments>, accessed April 17, 2024.

⁸ California Department of Housing and Community Development: <https://planning.lacity.org/odocument/c30f832f-9f91-47ff-bcc0-69f33b197a11/LACityAdoptedIN062922.pdf>, accessed April 17, 2024.

⁹ City of Los Angeles, Housing Element, Map: <https://planning.lacity.org/plans-policies/housing-element-update#maps>, accessed April 17, 2024.

¹⁰ City of Los Angeles Conservation Element of the General Plan, adopted September 26, 2001, p. II-9.

Table 2-1
General Plan Framework, Mobility, Housing, Conservation, Health and Wellness, and
Infrastructure and Public Services and Element Consistency Analysis

Goal, Objectives, Policies	Discussion
Framework Element Land Use Chapter	
Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city. Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors. Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram. Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution. Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations. Policy 3.2.2: Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various	No Conflict. The Project would result in the development of a 131-unit residential-use building and maintenance of an existing 8-unit residential-use building that would provide 139 dwelling units, including 15 Very Low Income Units and two Low Income Units. This Project thus contributes towards and facilitates the City's long-term economic viability and vision for a more livable city. The Project is proper in relation to the Site's location nearby the commercial land use designation and its proximity to transit along Western Avenue. The Project allows for improvement of the Project Site in coordination with access to mass transit. Therefore, the Project is in substantial conformance with the purposes, intent and provisions of the Framework Element of the General Plan.

densities of residential development within neighborhoods at appropriate locations. Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts. Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.	
Multi-Family Residential	
GOAL 3C. Multifamily neighborhoods that enhance the quality of life for the City's existing and future residents.	No Conflict. The Project Site is in an urbanized area with street frontage on Carlton Way (designated a Local Street Standard in the 2035 Mobility Plan), with full infrastructure to accommodate the proposed use.
Objective 3.4. Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.	No Conflict. The Project requests a Density Bonus to allow an increase in number of dwelling units by 46% or 44 additional units. This would allow 139 units. The Project would result in the development of a 131-unit residential-use building and maintenance of an existing 8-unit residential-use building that would provide 139 dwelling units, including 15 Very Low Income Units and two Low Income Units. The Project will expand the existing multifamily neighborhood and enhance the quality of life for the City's existing and future residents by providing a range of residential units, including units set aside for Extremely Low Income households, within a modern and quality designed development which will include on-site amenities to serve the Project residents.
Objective 3.7. Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and	No Conflict. The Project Site is located within close proximity of public transit on Western Avenue. The Project Site has a General Plan land use designation of High Density Residential, which corresponds with the R4-zoning of the Project Site

services and the residents' quality of life can be maintained or improved. Policies. 3.7.1 Accommodate the development of multi-family residential units in areas designated in the community plans in accordance with Table 3-1 and Zoning Ordinance densities indicated in Table 3-3, with the density permitted for each parcel to be identified in the community plans.¹¹	(among other zones) which is equivalent to the High Medium land use designation indicated in Tables 3-1 and 3-3. Table 3-1 and Table 3-3 note that the “High Medium” Multi-Family Residential Land Use Designation corresponds to the R4 Zone. The Project Site is in the R4 Zone, which permits multi-family residential at the High Medium (R4) density (a density of 56-109 dwelling units per net acre, per Table 3-3).
Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.	No Conflict. The Project Site is located within close proximity of public transit on Western Avenue. Trash receptacles and loading areas will be strategically located on the site and screened from public view to the extent possible to minimize any potential impacts to adjacent properties. Parking will be located in an on-site subterranean garage or buffered at the street level by habitable uses. Thus, the Project will provide adequate transitions where commercial and residential uses are located adjacent to one another, consistent with the General Plan.
Policy 4.2.1: Offer incentives to include housing for very low- and low-income households in mixed-use developments.	No Conflict. The Project requests a Density Bonus to allow an increase in number of dwelling units by 46% or 44 additional units. This would allow 139 units. The Project would result in the development of a 131-unit residential-use building and maintenance of an existing 8-unit residential-use building that would provide 139 dwelling units, including 15 Very Low Income Units and two Low Income Units. Thus, the Project is consistent with Policy 4.2.1 of the General Plan.
Mobility Element	
Policy 2.3: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	No Conflict. The Project would be located nearby a commercial corridor that is characterized by a high degree of pedestrian activity. The Project would further promote pedestrian activity by developing a residential use proximate to public transit options, with attractive streetscape improvements such as street trees and landscaping.

¹¹ Table 3-1 and Table 3-3 note that the “High Medium” Multi-Family Residential Land Use Designation corresponds to the R4 Zone. The Project Site is in the R4 Zone, which permits multi-family residential at the High Medium (R4) density (a density of 56-109 dwelling units per net acre, per Table 3-3).

Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City’s transportation system.	No Conflict. The Project would provide adequate vehicular access, improving pedestrian access, and provide bicycle facilities. The Project is a residential project located within one-half mile of a Major Transit Stop at the intersection of Hollywood Boulevard and Western Avenue, 430 feet northwest of the Site, which is served by Metro bus lines 180, 207, 217, and Metro B Line subway. The Project would provide 72 bicycle parking spaces (2 short-term and 70 long-term).
Policy 3.2: Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	No Conflict. The Project would be designed to provide accessibility and accommodate the needs of people with disabilities as required by the American with Disabilities Act (ADA) and the City’s applicable related building code regulations.
Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	No Conflict. The Project would promote equitable land use decisions that result in fewer vehicle trips by providing a new residential development in close proximity to public transit options and jobs (including construction jobs).
Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.	No Conflict. The Project would be located in an area well-served by public transit provided by Metro. The Project is a residential project located within one-half mile of a Major Transit Stop at the intersection of Hollywood Boulevard and Western Avenue, 430 feet northwest of the Site, which is served by Metro bus lines 180, 207, 217, and Metro B Line subway.
Policy 3.5: Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	No Conflict. The Project would activate the area around a major transit stop and corridor with new housing.
Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.	No Conflict. The Project would be located in an area well-served by public transit provided by Metro. The Project is a residential project located within one-half mile of a Major Transit Stop at the intersection of Hollywood Boulevard and Western Avenue, 430 feet northwest of the Site, which is served by Metro bus lines 180, 207, 217, and Metro B Line subway. These transit lines would provide service to major regional destinations, job centers, and inter-modal facilities in the City and region.
Policy 3.8: Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.	No Conflict. The Project provides bicycle parking spaces in accordance with LAMC requirements.

	The Project would provide 72 bicycle parking spaces (2 short-term and 70 long-term).
Policy 3.9: Discourage the vacation of public rights-of-way.	No Conflict. The Project would not vacate any public rights-of-way, and all associated public rights-of-way would be maintained as part of the Project.
Policy 3.10: Discourage the use of cul-de-sacs that do not provide access for active transportation options.	No Conflict. The Project would not include the development of a cul-de-sac.
Policy 4.8 Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	No Conflict. If the Project is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action, a transportation assessment for a Project is required.¹² LADOT's VMT calculator, Version 1.4, was used to determine if the project would exceed any of the Transportation Impact Assessment criteria that would require further transportation impact analysis. The Project generates greater than 250 net-new daily vehicle trips, which meets LADOT's transportation assessment guidelines for a vehicle miles traveled analysis (VMT). Based on the land use and size of the existing and proposed Project the VMT calculator determined that the Project would generate a net increase of 551 daily trips.¹³ Therefore, the Project exceeds the threshold (250 or more daily trips) that require preparation of a transportation assessment per LADOT's Transportation Assessment Guidelines. The estimated daily household VMT per capita for the Project would be 4.6. The Project's estimated total daily VMT would be 3,432. The Project's estimated daily household VMT per capita is below the 6.0 threshold of significance for the Central APC; therefore, the Project would not have a significant VMT impact.¹⁴ Although the Project is not expected to cause any significant transportation impact or non-CEQA operational issues in accordance with the TAG, the Project proposes the following TDM measures to reduce trips, traffic, VMT, and greenhouse gas emissions (GHGs). The Project would incorporate

¹² Transportation Assessment Guidelines, LADOT, August 2022.

¹³ Transportation Assessment, Gibson Transportation Consulting, March 2024. Included as **Appendix C-1** of this CE.

¹⁴ Transportation Assessment, Gibson Transportation Consulting, March 2024. Included as **Appendix C-1** of this CE.

	Transportation Demand Management (TDM) strategies pursuant to Project Design Feature PDF-TRAN-2, which include reduced parking supply, unbundled parking from residential leases, and the provision of bicycle parking, would facilitate reductions in the Project's VMT.¹⁵
Policy 4.13 Balance on-street and off-street parking supply with other transportation and land use objectives.	No Conflict. The Mobility Plan 2035 recognizes that an oversupply of parking can undermine broader regional goals of creating vibrant public spaces and a robust multimodal mobility system and that parking consumes a vast amount of space in the urban environment, which otherwise could be put to valuable alternative uses. Additionally, the Mobility Plan observes that large parking lots create significant environmental impacts, detract from neighborhoods' visual quality, and discourage walking by increasing the distances between services and facilities. Adequate parking would be provided on-site in accordance with LAMC requirements, including bicycle facilities. Furthermore, the Project would be located in an area well-served by public transit, which would reduce parking demand.
Policy 5.2 Support ways to reduce vehicle miles traveled (VMT) per capita.	No Conflict. The Project would include residential uses located nearby a commercial corridor characterized by a high degree of pedestrian activity. The Project would provide greater proximity to neighborhood services, jobs, and residences and would be well-served by existing public transportation. Therefore, the Project would support VMT reductions.
Policy 5.4 Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.	No Conflict. While this policy applies to large-scale goals relative to fuel sources, technologies and infrastructure, the Project would facilitate the use of alternative-fuel, low-emitting, and fuel-efficient vehicles by providing parking spaces that are capable of supporting future installation of electric vehicle supply equipment (EVSE), per the applicable LAMC Section 99.04.106 and 99.05.106. The Project will provide EV spaces as required by the LAMC. The Project would provide 52 EV spaces (37 EV Ready, and 15 EV Chargers).
Policy 5.5 Maximize opportunities to capture and infiltrate stormwater within the City's public right-of-ways.	No Conflict. During construction, the Project would be required to implement Best Management Practices (BMPs) as part of the City's grading permit

¹⁵ Transportation Assessment For The 5424 W. Carlton Way Residential Project, Gibson Transportation Consulting, March 2024. Included as **Appendix C-1** of this CE. The Screening Level MOU VMT Calculator showed 3,775 VMT and the Project-level VMT Calculator analysis showed 3,432 VMT.

	requirements. In addition, Project construction activities would occur in accordance with City grading permit regulations (LAMC Chapter IX, Division 70). During operation, the Project would include BMPs to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system as part of the City's Low Impact Development (LID) ordinance.
Housing Element (2021-2029)	
Objective 1.1 Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.	No Conflict. The Project would develop a variety of floor plan layouts and bedroom types. The Project would result in the development of a 131-unit residential-use building and maintenance of an existing 8-unit residential-use building that would provide 139 dwelling units, including 15 Very Low Income Units and two Low Income Units. The Project would contribute to the total number of dwelling units as deemed necessary in the Regional Housing Needs Assessment.
Objective 1.2 Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.	No Conflict. The Project would demolish seven existing residential and accessory structures with a total of 25 units. The Project would develop a variety of floor plan layouts and bedroom types. The Project would result in the development of a 131-unit residential-use building and maintenance of an existing 8-unit residential-use building that would provide 139 dwelling units, including 15 Very Low Income Units and two Low Income Units.
Objective 3.1 Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.	No Conflict. The Project promotes walkable communities near public transit. Project amenities include residential open spaces and recreational uses that would promote healthy activities for future residents. The Project would also activate the Project Site with a mix of uses that would provide a secure building, lighting, and provide “eyes on the street” with a security plan, thus promoting public safety. An objective of the Housing Element is to promote a variety of housing opportunities throughout the City. The Project would provide quality housing stock in a variety of sizes and rental prices to suit the diverse needs of the surrounding community. The Project would develop a variety of floor plan layouts and bedroom types (studio, 1-bedroom 2-bedroom). The Project Site is an infill site located within walking

	distance to transit options and would add additional residential units. As such, the Project would contribute to the promotion of a sustainable community.
Objective 3.2 Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.	No Conflict. The Project would develop a variety of floor plan layouts and bedroom types. The Project would result in the development of a 131-unit residential-use building and maintenance of an existing 8-unit residential-use building that would provide 139 dwelling units, including 15 Very Low Income Units and two Low Income Units. Project amenities would include open space/landscaped areas. The Project Site is an infill site located within walking distance to transit options. As such, the Project would contribute to the promotion of a sustainable community. The Project would comply with the Los Angeles Green Building Code (LAGBC). Further, pursuant to the California's CALGreen Building Standards, the Project Applicant would be required to recycle/divert construction waste generated on the Project Site in accordance with the LAMC. As such, the Project would contribute to the promotion of development of sustainable buildings to minimize the adverse effects on the environment and the use of non-renewable resources.
Objective 4.1 Ensure that housing opportunities are accessible to all residents without discrimination on the basis of race, color, ancestry, sex, national origin, color, religion, sexual orientation, gender identity, marital status, immigration status, family status, age, intellectual, developmental, and physical disability, source of income and student status or other arbitrary reason.	No Conflict. The Project would comply with all federal, state, and local laws regarding equal housing without discrimination on the basis of race, ancestry, sex, national origin, color, religion, sexual orientation, marital status, familial status, age, disability (including HIV/AIDS), and student status.
Objective 4.2 Promote outreach and education on fair housing practices and accessibility among residents, community stakeholders and those involved in the production, preservation and operation of housing.	No Conflict. The Project would comply with all federal, state, and local laws regarding fair housing practices and accessibility among residents, community stakeholders and those involved in the production, preservation and operation of housing.
Conservation Element	
15.1 Objective: Protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.	No Conflict. The Project Site and surrounding area are characterized by dense urban development. Due to existing buildings in the area, views are generally obstructed, and no scenic vistas exist. Therefore, the Project would not have any adverse effect on a scenic vista for the enjoyment of present and future generations.

15.1 Policy: Continue to encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.	No Conflict. The Project Site does not contain any significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) or unique scenic features (historic, ocean, mountains, unique natural features). The Project Site is located in an urbanized portion of the City, and is not a part of a scenic resource and would not obstruct any scenic views.
Health and Wellness Element	
1.5 Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	No Conflict. The Project would provide housing opportunities to the community within walking distance to existing bus lines, helping to reduce dependence on vehicles and the air pollutants generated by vehicular traffic. In addition, the Project would be located within and near the job centers of central Los Angeles.
2.2 Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.	No Conflict. The Project would be designed to encourage pedestrian activity. Use of bicycles to and from the Project Site would be encouraged as part of the Project by the provision of ample and safe bicycle parking. The number, type of spaces, and dimensions would be provided based on LAMC Sections 12.21-A,16 and 12.21-A,4(c). The bicycle spaces would be provided in a readily accessible location(s). Appropriate lighting would be provided to increase safety and provide theft protection during nighttime parking.
2.3 Strive to eliminate barriers for individuals with permanent and temporary disabilities to access health care and health resources.	No Conflict. Design of the Project would comply with all existing federal, state, and local regulations, including the Americans with Disabilities Act (ADA) and the state and City building codes to eliminate barriers for individuals with permanent and temporary disabilities.
2.11 Lay the foundation for healthy communities and healthy living by promoting infrastructure improvements that support active transportation with safe, attractive, and comfortable facilities that meet community needs; prioritize implementation in communities with the greatest infrastructure deficiencies that threaten the health, safety, and well-being of the most vulnerable users.	No Conflict. The Project would provide housing opportunities to the community within walking distance to existing bus lines, helping to reduce dependence on vehicles and the air pollutants generated by vehicular traffic. In addition, the Project would be located within and near the job centers of central Los Angeles.
3.8 Support public, private, and nonprofit partners in the ongoing development of new and innovative active spaces and strategies to increase the number of Angelenos who engage in physical activity across ages and level of abilities.	No Conflict. The Project provides open space. This includes an outdoor deck, indoor amenities, and balconies.

5.1 Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.	No Conflict. The Project would facilitate the use of alternative-fuel, low-emitting, and fuel-efficient vehicles. The Project will provide EV spaces as required by the LAMC. The Project would provide 52 EV spaces (37 EV Ready, and 15 EV Chargers). The Project would provide housing opportunities to the community within walking distance to existing bus lines, helping to reduce dependence on vehicles and the air pollutants generated by vehicular traffic. In addition, the Project would be located within and near the job centers of central Los Angeles.
5.3 Reduce exposure to second-hand smoke by promoting smoke-free environments and market and support public, private, and nonprofit cessation programs and services.	No Conflict. The Project would reduce exposure to second-hand smoke in accordance with applicable law, such as prohibition on smoking in rental residential units (California Civil Code Section 1947.5).
5.4 Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.	No Conflict. The Project's regional and local, construction emissions and operational emissions would be less than significant (see the air quality analysis below). The Project would comply with existing regulations pertaining to hazardous materials to ensure that no significant impacts related to upset and accident conditions related to hazardous materials would occur as a result of the Project. Finally, the Project does not include facilities that would use hazardous materials, such as a dry cleaner, industrial manufacturing processes, or automotive repair facilities. The Project would not result in any impacts related to odors.
5.7 Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.	No Conflict. The Project would comply with Section 2485 in CCR Title 13, which requires trucks and vehicles in loading and unloading queues to have their engines turned off after five minutes when not in use, in order to reduce vehicle emissions.
Infrastructure and Public Services Chapter	
Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.	No Conflict. The Project would support this City policy through compliance with City grading permit regulations (Chapter IX, Division 70 of the LAMC), which requires the preparation of an erosion control plan, to reduce the effects of sedimentation and erosion. The Project would also be required to comply with the City's LID Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater.

	Thus, Best Management Practices (BMPs) would be implemented to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system. The treatment method proposed for the Project Site is the implementation of High Efficiency Biofiltration Systems (flow-through planters) to manage stormwater runoff in accordance with current LID requirements. Thus, the Project would reduce the amount of hazardous substances and total amount of flow entering the wastewater system.
Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	No Conflict. The Project would support this City policy through compliance with City grading permit regulations (Chapter IX, Division 70 of the LAMC), which requires the preparation of an erosion control plan, to reduce the effects of sedimentation and erosion. The Project would also be required to comply with the City's LID Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. Thus, Best Management Practices (BMPs) would be implemented to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system. The treatment method proposed for the Project Site is the implementation of High Efficiency Biofiltration Systems (flow-through planters) to manage stormwater runoff in accordance with current LID requirements. Thus, the Project would reduce the amount of hazardous substances and total amount of flow entering the wastewater system.
Objective 9.10: Ensure that water supply, storage, and delivery systems are adequate to support planned development.	No Conflict. Based on LADWP's demand projections provided in its 2020 Urban Water Management Plan (UWMP)¹⁶, LADWP would be able to meet the water demand of the Project, as well as the existing and planned future water demands of its service area. As the Project's water demand is accounted for in the City's future projected demands (the 2020-2045 RTP/SCS includes growth throughout the Los Angeles subregion and informs the LADWP 2020 UWMP), the Project would not require the construction or expansion of new water treatment facilities that could cause a significant environmental effect.

¹⁶ LADWP 2020 Urban Water Management Plan, page ES-6:
<https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf>

	In general, projects that conform to SCAG's 2020-2045 RTP/SCS demographic projections and are in the City's service area are considered to have been included in LADWP's water supply planning efforts in the UWMP. In terms of the City's overall water supply condition, the water requirement for any project that is consistent with the City's General Plan has been taken into account in the planned growth of the water system. Furthermore, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site.
Goal 9P: Appropriate lighting required to: (1) provide for nighttime vision, visibility, and safety needs on streets, sidewalks, parking lots, transportation, recreation, security, ornamental, and other outdoor locations; (2) provide appropriate and desirable regulation of architectural and information lighting such as building façade lighting or advertising lighting; and (3) protect and preserve the nighttime environment, views, driver visibility, and otherwise minimize or prevent light pollution, light trespass, and glare.	No Conflict. The Project would introduce new sources of artificial light to the Project Site, including low-level exterior lights for security and way-finding purposes, as well as general accent lighting. The Project would not include electronic lighting or signs with flashing or strobe lights. All exterior lighting would be shielded or directed toward the areas to be lit to limit spill-over onto off-site uses. The Project would comply with the City's lighting and signage ordinances and would have signage approved by LADBS.
General Plan, Chapter 3-Land Use: https://planning.lacity.org/cwd/framwk/chapters/03/03207.htm City of Los Angeles, Conservation Element of the General Plan, March 2001. Housing Element: https://planning.lacity.org/plans-policies/housing-element-update City of Los Angeles, Health and Wellness Element of the General Plan, March 2015. General Plan, http://cityplanning.lacity.org/cwd/framwk/fwhome0.htm Note: This table includes only the policies that are applicable to the Project.	

2.2 Hollywood Community Plan

The Community Plan is one of 35 community plans geographically established for different areas of the City to implement the policies of the General Plan Framework Element and comprise the Land Use Element. The specific purpose of the Community Plan is to promote an arrangement of land use, circulation, and services that encourages and contributes to the economic, social and physical health, safety, welfare, and convenience of the community within the larger framework of the City. In addition, the Community Plan serves to guide the development of the community to meet existing and anticipated needs and conditions, as well as to balance growth and stability, enable economic stability and growth, responsibly manage land development and other trends, and to protect investment.

The General Plan Framework Element is a strategy for long-term growth that sets a citywide context to guide the update of the community plan and citywide elements. As stated, the Community Plan is the Land Use Element of the City's General Plan. The Community Plan also contains policies and objectives to guide development and uses planned within the City. As addressed above, not every goal, policy, or objective is of the Community Plan applicable to the Project or the Project Site, a demonstration of consistency with the General Plan requires a finding of general harmony with the plan. The Community Plan is intended to promote an arrangement

of land use, circulation, and services that would encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the community within the larger framework of the City; guide the development of the Community Plan area to meet existing and anticipated needs and conditions; to balance growth and stability; regulate land development and other trends; and protect investment.

The Project Site is located within the Hollywood Community Plan. The Community Plan was adopted by City Council in December 1988.¹⁷ The Site is designated R4 and High Density Residential by the Community Plan.¹⁸

The Hollywood Community Plan is undergoing a Community Plan Update and was adopted on May 23, 2023. Following adoption of the Community Plan Update, the implementing ordinances will be reviewed and finalized by the City Attorney, to ensure clarity of regulations and consistency with state law, which can take approximately six months to a year. After this process is complete, the Community Plan Update will be brought into effect by the City Council.¹⁹ This is anticipated in later 2024.

As further set forth in **Table 2-2** below, the Project would implement and be consistent with the applicable goals and policies of the Community Plan. The Project includes urban infill uses (residential) with bicycle parking and is located near public transit.

The Project is a residential project located within one-half mile of a Major Transit Stop at the intersection of Hollywood Boulevard and Western Avenue, 430 feet northwest of the Site, which is served by Metro bus lines 180, 207, 217, and Metro B Line subway.

Additionally, the Project would promote economic development by providing construction jobs.

By activating the streetscape and replacing underutilized residential buildings with a more dense residential development, the Project supports and promotes a pedestrian oriented streetscape.

Table 2-2, Community Plan, sets forth the Community Plan goals, objectives, and policies for residential land uses and discusses the Project's consistency and applicability with each objective. The Project would not conflict with any of the objectives of the Community Plan.

The Hollywood Community Plan does not outline goals and policies as is traditionally the case for community plans throughout the City but instead includes a list of Objectives. Additionally, the Project would promote economic development by providing construction jobs. By activating the streetscape and replacing underutilized residential uses, the Project supports and promotes a pedestrian oriented streetscape.

¹⁷ Hollywood Community Plan: <https://planning.lacity.gov/plans-policies/community-plan-area/hollywood>, accessed April 18, 2024.

¹⁸ ZIMAS search: <http://zimas.lacity.org/>, accessed April 18, 2024.

¹⁹ Hollywood Community Plan Update: <https://planning.lacity.gov/plans-policies/community-plan-update/hollywood-community-plan-update>, accessed April 18, 2024.

**Table 2-2
Community Plan**

Objectives	Discussion
Objective 1. To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area. To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.	Consistent. The Project will further the development of Hollywood as a major center of population and help satisfy the varying housing needs and desires of all economic segments of the community, maximizing the opportunity for individual choice, through the provision of 131 new dwelling units and maintenance of eight existing dwelling units, for a total of 139 dwelling units, including studio, one-bedroom, and two-bedroom units at market-rate, Low, and Very Low income levels. The project will also further develop Hollywood as a center of employment and retail services by providing homes for area employees and customers of local businesses.
Objective 2. To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2010.	Consistent. The Project provides uses that would accommodate the surrounding area beyond the projected year of 2010. Additionally, the Project's proposed FAR is consistent with the zoning.
Objective 3. To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice. To encourage the preservation and enhancement of the varied and distinctive residential character of the Community, and to protect lower density housing from the scattered intrusion of apartments. In hillside residential areas to: - Minimize grading so as to retain the natural terrain and ecological balance. - Provide a standard of land use intensity and population density which will be compatible with street capacity, public service facilities and utilities, and topography and in coordination with development in the remainder of the City.	No Conflict. The Project will redevelop the Site with a multi-family residential, transit-oriented building that will serve the neighborhood's residential needs and create pedestrian activity on adjacent streets. The Project will provide housing across multiple income levels. Future residents will be able to take advantage of the site's proximity to other neighborhood services in the area as well as major transit lines that run on Western Avenue.
https://planning.lacity.gov/odocument/78322462-6303-410a-ae8d-8435483c3b41/Hollywood_Community_Plan.pdf	

2.3 Zoning Information

2.3.1 Vermont/Western Station Neighborhood Area Plan Specific Plan

The Project is consistent with the following purpose of the Vermont/Western Transit Oriented District Specific Plan (Station Neighborhood Area Plan [SNAP]):

E. Guide all development, including use, location, height and density, to assure compatibility of uses and to provide for the consideration of transportation and public facilities, aesthetics, landscaping, open space and the economic and social well-being of area residents;

The Project replaces underutilized residential building with context-appropriate residential-use building with similar massing, height as other residential developments along Western Avenue and Hollywood Boulevard. The Project is within the Subarea: A. Neighborhood Conservation Community Center subarea.

The Project provides new housing opportunities to a range of economic groups by providing 131 new units, with 15 Very Low Income Units and two Low Income Units.

The Vermont/Western SNAP encourages neighborhood housing and uses near transportation. The Project is a residential project located within one-half mile of a Major Transit Stop at the intersection of Hollywood Boulevard and Western Avenue, 430 feet northwest of the Site, which is served by Metro bus lines 180, 207, 217, and Metro B Line subway.

The Project is uniquely situated near Western Avenue, a commercial corridor, and the ongoing housing shortage has underscored continued demand for utilizing commercial corridors as infill sites for new housing, especially in a mixed-use design located near public transit.

The construction of the Project would elevate the pedestrian environment for the neighborhood through streetscape elements including street trees, bike racks. Street level uses would also increase eyes on the street for pedestrian safety.

As described below, the Project is consistent with the Specific Plan's recitals and its applicable regulations. Projects within specific plan areas, such as the Vermont/Western Transit Oriented District Specific Plan, require Project Permit Compliance review to determine compliance with specific plan regulations. See **Table 2-3** for consistency discussion.

The purpose of Subarea A-Neighborhood Conservation is to preserve the prevailing density and character of the existing neighborhoods. Although some new development and renovation will occur, new development should meld with the surrounding structures and incorporate the best design features that already exist on the block. The standards have been established to promote development that enhances the quality of the environment and the living conditions of the residents. These standards shall apply to new development and extensive remodeling projects.²⁰

²⁰ Vermont/Western Transit Oriented District Specific Plan, DEVELOPMENT STANDARDS AND DESIGN GUIDELINES: <https://planning.lacity.gov/odocument/403b6996-f843-4216-aa6b->

Table 2-3
Specific Plan Consistency Analysis

Standards	Analysis of Project Consistency
Section 7. Subarea A - Neighborhood Conversion	
A. Residentially Zoned Properties. Notwithstanding any provisions of the Code to the contrary, the uses allowed by the existing residential zoning classification of any lot located within Subarea A, as shown on Subarea Map 1, shall be permitted, provided, however, that no more than two lots, having a total combined lot area of 15,000 square feet, may be tied together to form a single building site. Parking shall be prohibited in required front yard areas.	Waiver Requested. The site is zoned [Q]R4-2, which permits multifamily residential uses, but the project proposes to tie four lots together with a combined lot area of 37,688 square feet to form a single building site, requiring a Waiver of Development Standard request. No parking is proposed within the required front yard area.
B. Commercially Zoned Properties. Notwithstanding any provisions of the Code to the contrary, commercial uses on commercially zoned lots located within Subarea A, as shown on Subarea Map 1, shall be limited to those uses defined as “Neighborhood Retail” and “Neighborhood Serving” in Section 13.07 of the Code, and shall be permitted on the Ground Floor level only. Uses above the ground floor level shall be limited to residential. No more than two lots, having a combined lot area of 10,000 square feet, may be tied together to form a single building site. All storage must be conducted wholly within an enclosed building. Parking shall be prohibited in required front yard.	Not Applicable. The Site is residentially zoned.
C. Schools, Child Care and Community Facilities. Notwithstanding any provision of the Code to the contrary, public or private schools, child care facilities, parks, community gardens, Community Facilities, shall be permitted on any lot or lots provided that the building site for those uses has no more than two acres of combined lot area.	Not Applicable. The Project is residential-only.
D. Transitional Height. The maximum height of any Project shall not exceed a height that is within 15 feet of the height of the shortest existing building on any adjacent lot. Roofs and roof structures for the purposes specified in Section 12.21.1 B 3 of the Code, and architectural rooftop features, such as roof decks, trellises and gazebos, may be erected up to ten feet above the height limit established in this section, if the structures and features are set back a minimum of ten feet from the roof perimeter and screened from view at street level by a parapet or a sloping roof.	Waiver Requested. The height of the lowest existing adjacent structure is 23 feet, 10 inches, permitting a maximum transitional height of 38 feet, 10 inches, whereas the project has a height of 105 feet, four inches, including all roof structures, requiring a Waiver of Development Standard request.

E. Building Setback. All buildings shall face public or publicly accessible streets. The exterior wall of the building frontage shall be located no closer to the street than the exterior wall of the adjacent building closest to the street, and shall be located no further from the street than the exterior wall of the adjacent building farthest from the street.	Incentives Requested. The buildings on either side of the development site have 15-foot building setbacks, whereas the project has a minimum building setback of 12'-6" and a maximum building setback of 18'-3", requiring two Off-Menu Incentive requests.
F. Usable Open Space. Notwithstanding the contrary provisions of Section 12.21 G.2 of the Code, Projects containing two or more residential units shall contain usable open space in accordance with the standards of Section 12.21 G.2.	Waiver Requested. LAMC Section 12.21-G,2 requires 100 square feet of open space for all units with less than three habitable rooms and 125 square feet of open space for all units with three habitable rooms, resulting in a total open space requirement of 13,300 square feet. The Project, at its proposed unit mix, would provide 9,174 square feet of open space, consisting of an indoor recreation room, courtyard, roof deck, and balconies. There will be a pool on the level 4 courtyard. The counted provided open space per SNAP Section 7-F.1 is 3,405 square feet. The Project would request a Waiver of Development Standard for a 74.4% reduction in required open space to permit 3,405 square feet of open space, in lieu of 13,300 square feet, as otherwise required by SNAP Section 7-F.
G. Project Parking Requirements. 1. Residential. a. Minimum Standard. Notwithstanding the contrary provisions of 12.21 A 4 (a) of the Code, parking shall be provided at the following ratios: at least one parking space for each dwelling unit having fewer than three habitable rooms, and at least one and one-half parking spaces for each dwelling unit having more than three habitable rooms, in addition to a least one-quarter parking space for each dwelling unit as guest parking. b. Standard. Notwithstanding the contrary provisions of Section 12.21 A 4 (a) of the Code and regardless of the underlying zone, the maximum number of parking spaces provided shall be limited to the following ratios: a maximum of one parking space for each dwelling unit having fewer than three habitable rooms, a maximum of one and one half parking spaces for each dwelling unit having three habitable rooms, a maximum of two parking spaces for each	Complies. Per AB 2097, there is no minimum parking requirement for the project. The maximum parking limit is 172 spaces and the project is providing 148 parking spaces.

dwelling unit having more than three habitable rooms, and no more than one-quarter parking space for each dwelling unit as guest parking.	
2. Bicycle Parking Spaces. Notwithstanding the contrary provision of Section 12.21 A 16 of the Code and regardless of the underlying zone, for any Project with two or more dwelling units, off-street parking spaces for bicycles shall be provided at a ratio of one-half parking space per dwelling unit, and for Project with non-residential uses, regardless of the underlying zone, off-street parking spaces for bicycles shall be provided at a ratio of one parking space for every 1,000 square feet of non-residential floor area. Bicycle parking spaces shall conform to the standards set forth in Section 12.21 A 16 (c) through (h) of the Code, and the Guidelines.	Complies. 65 bicycle parking spaces are required and the project is proposing 70 long-term and two short-term bicycle parking spaces.
H. Conversion Requirements. 1. Acoustics and Utilities. An acoustical report and a utility metering report meeting the requirements of Section 12.95.2 D 1 (c)(2) c and d of the Code, respectively, shall be required as part of any application for a Project Permit Compliance for any Project containing dwelling units. 2. Permission to Convert to Condominiums. Notwithstanding the contrary provisions of the Code, including Section 91.106.4.1, Exceptions 5 and 11, building permits and demolition permits may be issued without a requirement for the owner to agree and covenant to refrain from constructing or converting to a condominium, stock cooperative or community apartment Project for any time period following construction or demolition of two or more dwelling units.	Not Applicable. The project does not involve a condominium conversion.
I. Development Standards. Projects shall be in substantial conformance with the Guidelines.	Complies. See below compliance findings.
Development Standards And Design Guidelines IV. Subarea A-Neighborhood Conservation Development Standards	
1. Landscaped Focal Point. All new development projects shall be designed around a landscaped focal point or courtyard.	Complies. The project is providing a landscaped courtyard at the second floor level and attractive landscaped focal points at the front building entrance and surrounding the existing structure that is to remain.
2. Landscape Plan. All open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by shrubs, trees, ground cover, lawns, planter boxes, flowers, fountains, and any practicable combination	Complies. All open areas are landscaped and irrigated, per the landscape and irrigation plans.

so that it is dust free and allows convenient outdoor activities, especially for children. Indigenous plantings are preferred, especially those that can support native species of butterflies and other small insects or animals. All landscaped areas shall be irrigated with an automated watering system. All landscaped areas shall be landscaped in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or licensed landscape contractor.	
3. Usable Open Space. No portion of the required common usable open space shall have a dimension of less than 20 feet, or a slope exceeding 10 percent. Projects that provide private usable open space, such as balconies or patios, with a minimum dimension of six feet for balconies and ten feet for patios, may reduce the required usable open space directly commensurate with the amount of private open space provided. However, at no time shall common usable open space be less than 400 square feet for projects with under 10 dwelling units and 600 square feet for projects with 10 dwelling units or more. Roof top gardens are strongly encouraged.	Complies. The project provides a total of 4,675 square feet of common open space that will meet the required dimensions.
4. Street Trees. Shade trees as identified in the street tree list of the Bureau of Street Maintenance, are required for residential streets in Subarea A. At least one 24-inch box tree shall be planted in the public right of way on center, or in a pattern satisfactory to the Bureau of Street Maintenance, for every 20 feet of street frontage. An automatic irrigation system shall be provided within the tree well. Tenants and property owners along both block faces are encouraged to collaboratively select a signature tree. Existing palm trees in the public right of way shall be maintained in residential areas, and are not required to be removed in order to plant new street trees. However, existing trees of any type that have lifted the pavement must either be removed or be contained in such a way that future sidewalk damage will not occur. Sidewalks in front of new development or extensive remodeling projects must be fully restored to a safe condition, including no cracks, or other damage that could result in a trip hazard.	Complies. The Project has a total of 200 feet of street frontage and proposes a total of ten street trees, subject to the approval of the Bureau of Engineering.
5. Utilities. All new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made by the applicant for future underground service.	Complies. All new utility lines for the Project shall be installed underground or provide for future underground service.

6. Pedestrian Access. Pedestrian access shall be in the form of walks provided from the public street to the main building entrance. Porches and entry courtyards are encouraged, and when provided shall face the public street. The pedestrian entrance shall provide a view into any existing interior courtyard or landscaped open area.	Complies. Pedestrian access is provided in the form of walks from the public street to the main building entrance.
7. Alley Access. Vehicle and pedestrian access from existing alleys or side streets shall be preserved and enhanced.	Not Applicable. The Project Site does not abut an alley or side street.
8. Curb Cuts. Whenever a project must take its vehicle access from a street, only one curb cut shall be permitted for every lot or for every 100 feet of lot frontage on the street, whichever is less. Such curb cuts shall be a maximum width of 20 feet, unless otherwise required by the Departments of Public Works, Transportation, or Building and Safety.	Complies. The Project is providing one 20-foot curb cut.
9. Driveways. The first 25 feet in length shall be constructed of Portland cement concrete, pervious cement, grass-crete, or any other porous surface, to the satisfaction of the Department of Building and Safety, that reduces heat radiation and/or increases surface absorption, thereby reducing runoff.	Complies. The Project will utilize a porous surface material for the first 25 feet of the driveway.
10. Parking Lots and Structures. Surface parking lots, structures, garages, and carports shall be located at the rear of buildings. Surface parking lots shall be paved with Portland cement concrete, pervious cement, grass-crete, or any other porous surface, to the satisfaction of the Department of Building and Safety, that reduces heat radiation and/or increases surface absorption, thereby reducing runoff. The exterior elevations of all parking structures including garages and carports shall be designed to match the style, materials and color of the main building. At least ten percent of all surface parking areas shall be landscaped.	Complies. The parking is provided in garage structure at the ground floor, in two subterranean parking levels, and a partial third subterranean level. Only a limited number of spaces are provided at the ground floor and they will be screened from view from the street by other uses. The exterior elevation of the limited garage surface area shall be designed to match the style, materials, and color of the main building.
11. Trash, Service Equipment, Satellite Dishes. Trash service equipment and satellite dishes shall be located away from streets and enclosed or screened by landscaping, fencing, or other architectural means. The trash area shall be enclosed by a minimum six-foot high decorative masonry wall. Each trash enclosure shall have a separate area for recyclables.	Complies. The trash and recycling area will be enclosed within the ground floor garage area.
12. Roofs and Rooftop Appurtenances. All rooftop equipment and building appurtenances shall be screened from public view or architecturally integrated into the design of the building as follows:	Complies. All rooftop equipment will be screened from view from the street, public right-of-way, and adjacent property with a screen material that is solid and matches the exterior materials, design, and color of the building.

Flat Roofs. Building equipment and ducts shall be screened from view from any street, public right of way, or adjacent property. The screening shall be solid and match the exterior materials, design and color of the building.	
13. Roof Lines. All roof lines in excess of forty feet must be broken up through the use of gables, dormers, plant-ons, cutouts or other appropriate means.	Incentive Requested. The Project includes roof lines of up to 169 feet and one inch without breaks, requiring an incentive request.
14. Privacy. Buildings shall be designed so that block frontages are varied, attractive, and preserve privacy. Buildings shall be arranged to avoid windows facing windows across property lines or facing private outdoor space of other residential units.	Complies. The Project offers varied massing, articulation, and visual interest to its adjacent neighbors. The placement of windows has been designed to be off-set from neighboring windows, ensuring privacy for residents of the subject property and its adjacent neighbors.
15. Façade Relief. All exterior building and parking structure elevations, walls, or fences shall provide a break in the plane every 20 feet in horizontal length and ever 15 feet in vertical length, created by architectural detail or a change in material. Aluminum framed window or doors that are flush with the plane of the building shall not be included as a change in material or break in the plane. Recommended building articulation techniques are: varied window treatments such as multi-pane, octagonal, circular, green house, or bay windows; and porticos, awnings, terraces, balconies or architectural treatments on the building front elevation shall be continued on the sides and back of buildings.	Complies. The design of the Project provides breaks in the plane that comply with the stated requirements.
Development Standards And Design Guidelines IV. Subarea A-Neighborhood Conservation Design Guidelines	
1. General Building Design. Buildings should be compatible in form with the existing neighborhood atmosphere.	Complies. The Project is located only one block from the Hollywood/Western Metro rail station, in an area of East Hollywood that is characterized by a dense collection of multifamily apartment buildings of various styles and scale. The building form is compatible with that of the other varied buildings on the surrounding blocks and greater neighborhood.
2. Architectural Features. It is recommended that courtyards, roof gardens, porches, balconies, arbors and trellises be used to add interest to the buildings. Open porches should have attractive bulkheads or balustrade railings and a roof that complements the pitch and materials of the main roof. Open or floating stairs should not be used. Ornamental lighting of porches and walks highlights entrances and adds security. Canopies or fabric awnings and entry courtyards that are visible from the street and include	Complies. The project achieves visual interest from the public right-of-way through the use of balconies and a landscaped front entrance area. The Project also includes a courtyard and fourth floor pool deck.

a central amenity like a special planting or water fountain are encouraged.	
3. Shade. Fabric awnings, canopies, building overhangs and arbors are strongly encouraged on both residential and mixed use buildings, especially on south and west facing exposures to reduce heat gain. They should be sensitive to the overall building and surrounding architecture. An awning, canopy or arbor should not be the dominant element of the facade. All awnings or canopies on any one building should be of the same style, color and material. The total surface area of the awning or canopy should not exceed 30% of the first floor building facade.	Complies. The Project will incorporate numerous building and landscape elements that promote shade and reduce heat gain.
4. Building Color. It is recommended, but not required, that building color be simple and limited to three colors: Dominant color, subordinate color and “grace note” color. For example, the main color can be used for the building walls, the secondary color for window and door trim, and the accent color for awnings and signs. Light color paints and building materials are encouraged to reflect more of the sun’s energy thereby reducing the surface temperature of walls. Retention of building materials in their original or natural state, particularly brick, terra cotta and stone is strongly encouraged.	Complies. The Project has sought a refined and simplified color palette that will achieve visual interest through the innovative building form, varied façade planes, balcony, and window elements, with the use of aluminum storefront and wire mesh elements, in addition to the primary smooth white cement plaster façade and transparent glass elements.
https://planning.lacity.org/plans-policies/overlays/vermont-western-tod-station-neighborhood-area-plan-snap Entitlement Requests, Applicant, November 9, 2024.	

2.3.2 State Enterprise Zone: Los Angeles

The Site is within an Enterprise Zone/Employment and Economic Incentive Program Area (EZ). The Federal, State and City governments provide economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services. EZ special provisions applicable to plan check include parking standards and height.²¹

The Project also utilizes the AB 2097 parking reduction.

2.3.3 Transit Priority Area in the City of Los Angeles

On September 2013, the Governor signed into law Senate Bill (SB) 743, which instituted changes to the California Environmental Quality Act (CEQA) when evaluating environmental impacts to projects located in areas served by transit. While the thrust of SB 743 addressed a major overhaul on how transportation impacts are evaluated under CEQA, it also limited the extent to which aesthetics and parking are defined as impacts under CEQA. Specifically, Section 21099 (d)(1) of

²¹ ZI No. 2374: <http://zimas.lacity.org/documents/zoneinfo/ZI2374.pdf>, accessed April 18, 2024.

the Public Resources Code (PRC) states that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if:

1. The project is a residential, mixed-use residential, or employment center project, and
2. The project is located on an infill site within a transit priority area.²²

The Project contains residential uses. The Project Site is an infill site, which is defined in pertinent part as a lot located within an urban area that has been previously developed.²³ The Project Site is within a transit priority area, which is defined in pertinent part as an area within one-half mile of an existing major transit stop.²⁴

The Project is a residential project located within one-half mile of a Major Transit Stop at the intersection of Hollywood Boulevard and Western Avenue, 430 feet northwest of the Site, which is served by Metro bus lines 180, 207, 217, and Metro B Line subway. The lines have under 15-minute headways during peak hours.

2.3.4 Housing Element Inventory of Sites

Pursuant to California Government Code Section 65583.2(g)(3), development projects must comply with affordable housing replacement requirements as a condition of any development on a nonvacant site identified in the Housing Element inventory of adequate sites.²⁵

The Site contains 33 residential units and would remove 25 units and retain 8 units. The Project would add 131 new residential units. After development, the Project Site would have 139 units, a net increase of 114 units compared to existing amounts.

2.3.5 Redevelopment Project Area: Hollywood

On September 30, 2019, under the authority granted in the Redevelopment Dissolution statutes, the Los Angeles City Council and Mayor approved a resolution and accompanying Ordinance No. 186,325, transferring the land use authority from the CRA/LA, Designated Local Authority (CRA/LA-DLA) to the City of Los Angeles (City). The City is now responsible for implementing and enforcing the unexpired Redevelopment Plans²⁶ and associated Design for Development Guidelines and Development Guidelines.²⁷

The Project substantially complies with the applicable regulations, standards and provisions of the Specific Plan.

2.4 Zoning Code

²² ZI No. 2452: <http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf>, accessed April 18, 2024.

²³ California Public Resources Code Section 21099(a)(4).

²⁴ California Public Resources Code Section 21099(a)(7).

²⁵ ZI No. 2512: <https://zimas.lacity.org/documents/zoneinfo/ZI2512.pdf>, accessed April 18, 2024.

²⁶ As defined in Ordinance No. 186,325.

²⁷ ZI No. 2488: <https://zimas.lacity.org/documents/zoneinfo/ZI2488.pdf>, accessed April 18, 2024.

The Project is consistent with the applicable use and development standards of the R4 Zone, which allows multiple dwellings.²⁸ The Project's multi-family uses are allowed as multiple dwelling uses. Pursuant to AB 2334 and AB 2345, the Applicant proposes to utilize a 46% density bonus, as permitted within the Hollywood Redevelopment Plan area, to increase the maximum allowable density from 95 dwelling units to 139 dwellings.

These are listed in LAMC Section 12.22 A.25(f) (the Density Bonus menu of incentives) and/or the TOC Guidelines. Both the Density Bonus and TOC Guidelines permit exceptions to zoning requirements that result in building design and/or construction efficiencies that provide for the cost of affordable housing.

These requested incentives allow for an expanded Project building envelope so that affordable units can be constructed and the overall floor area of the Project dedicated to residential uses can be increased.

Additionally, the requested incentives would allow the Project to provide much-needed affordable and market-rate housing, pursuant to longstanding City policies.²⁹ The Project's 15 Very Low Income Units and two Low Income Units would increase the affordable housing stock in the Community Plan Area.

According to the Housing Element (adopted by the City Council on November 24, 2021), the population of the City of Los Angeles is expected to grow by over 370,000 persons between 2019 and 2030. The Housing Element acknowledges that there is a need to support the development of market rate and affordable housing in order to keep pace with the City's housing needs. The City's 2021-2029 Regional Housing Needs Assessment allocation for the 2021-2029 cycle is 456,643 units, of which 184,721 units (40%) are designated for very low- and low-income households. The Housing Element notes that "the City has limited [public] funding for the construction of Affordable Housing," and that "the City is constrained by its financial resources."

With the Project, Applicant would construct 15 Very Low Income Units and two Low Income Units through private financing.

2.5 Conclusion

For all the foregoing reasons, the Project would be consistent with the applicable goals and policies of the City's land use plans and zoning for the Project Site. Therefore, impacts with respect to applicable land use plans and zoning would be less than significant.

Therefore, the Project would comply with CCR Section 15332(a).

²⁸ Generalized Summary of Zoning Regulations: <https://planning.lacity.org/odocument/eadcb225-a16b-4ce6-bc94-c915408c2b04/ZoningCodeSummary.pdf>, accessed April 18, 2024.

²⁹ See Los Angeles Sustainable City pLAn, p. 49 (setting a goal of 100,000 new housing units in the City of Los Angeles by 2021); 2021-2029 Los Angeles Housing Element, p. 247 ("Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.").

3 Discussion of CCR Section 15332(b)

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

The Project Site is located in an urbanized area of the City. Urban land uses directly abut and surround the Project Site on all sides.

As defined by CEQA Section 21071: *“Urbanized area” means either of the following: (a) An incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons. (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons.*

The Project Site measures 0.865 acres, which is less than five acres. The Project Site is located within the City with a population of 3.9 million persons.³⁰ Therefore, the development occurs within the City limits, is of no more than five acres, and is substantially surrounded by urban uses.

Therefore, the Project would comply with CCR Section 15332(b).

³⁰ U.S. Census, 2020, City of Los Angeles: https://data.census.gov/profile/Los_Angeles_city,_California?g=160XX00US0644000, accessed May 9, 2024.

4 Discussion of CCR Section 15332(c)

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

This section is based on the following item, which is included as **Appendix B** to this CE:

B Protected Tree Evaluation Report, Arborgate Consulting, March 9, 2024

4.1 Trees

The Project Site contains a total of three street trees in the adjacent right-of-way in front of the Project.³¹ The Project Site also has a total of 16 onsite trees on private property.

To build the proposed building will require the removal of the existing trees, including two street trees and potentially up to 16 private onsite trees.³² The two street trees to be removed are protected species (*Quercus agrifolia* [California Live Oak]). Of the 16 onsite trees to be removed, three are protected species (two *Quercus agrifolia* and one *Platanus racemosa* [Western Sycamore]).³³ See **Table 4-1, Trees**, for a summary of the trees.

Table 4-1
Trees

Status	Street			Onsite		
	Existing	Removed	Remain	Existing	Removed	Remain
Non-Protected	1	0	1	13	13	0
Protected	2	2	0	3	3	0
Total	3	2	1	16	16	0
<u>Protected Tree Evaluation Report</u> , Arborgate Consulting, March 9, 2024. Included as Appendix B of this CE.						

Replacement trees may be necessary for the removal of the street trees and the removal of the protected species in accordance with City requirements.

Per LAMC Section 17.05.R.4.(a), the protected tree or shrub that is removed shall be replaced within the property by at least four specimens of a protected variety.³⁴ The removal of three onsite protected trees would require the planting of 12 protected trees. The removal of the two street protected trees would be replaced on a 2:1 ratio, for a total of 4 new protected species trees. Therefore, the Project would provide 16 total protected species trees.

³¹ There is one additional street tree that is outside the scope of work at 5430 Carlton and would remain and not be affected by the Project. There is one additional street tree that is adjacent to 5416-5418 Carlton building that would remain as part of the Project and would remain and not be affected by the Project

³² One onsite nonprotected tree may be retained, but for conservative purposes, this analysis assumes it will be removed.

³³ Protected Tree Evaluation Report, Arborgate Consulting, March 9, 2024. Included as **Appendix B** of this CE.

³⁴ Protected Tree Ordinance: https://streetsla.lacity.org/sites/default/files/protected_tree_ordinance.pdf, accessed April 19, 2024.

Should any trimming or removal of these trees become necessary, any such activity would be performed in conformance with the requirements and policies of the City's Urban Forestry Division, Bureau of Street Services regarding street trees.

The Project would be required to provide at least 33 trees (131 units / 4), based on 131 proposed units (not counting the 8 existing units to remain). The Project would provide at 40 trees.³⁵

4.2 Habitat for Species

The Project Site is completely surrounded by urban uses. The Project Site has been subject to substantial disturbance associated with the existing buildings and nearby surrounding areas are entirely developed. As such, the Project Site does not exhibit potential to support endangered, rare, or threatened plant species.

The Project Site is disturbed, relative to the presence of natural habitats, and surrounding areas are entirely developed; therefore, the Site does not provide potential habitat for endangered, rare, or threatened animal species. Some examples of these disturbances that deter animals include complete absence of native habitats or vegetation, substantial vehicle traffic, artificial lighting, regular vegetation maintenance, domesticated and feral dogs and cats, and pest management.

The California Natural Diversity Database (CNDDB) identifies the following special-status community terrestrial habitats as occurring within the Hollywood quadrangle³⁶: California Walnut Woodland and Southern Sycamore Alder Riparian Woodland.³⁷ No special status habitats are present on the Project Site.

4.3 Migratory Birds

Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 CFR Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The City's Bureau of Street Services, Urban Forestry Division complies with the MBTA for tree pruning and tree removal, and tree removal for the Project would comply with these requirements.

The Project would comply with applicable regulations of the CDFW and USFWS.

4.4 Wetlands and Riparian Areas

No federally protected wetlands (e.g., estuarine and marine deepwater, estuarine and marine, freshwater pond, lake, riverine) occur on or in the immediate vicinity of the Project Site.³⁸ The

³⁵ Plans, Steinberg Hart, May 29, 2024. Included as **Appendix A** of this CE. Landscape Plans, Agency Artifact (included as part of **Appendix A**).

³⁶ U.S. Geological Survey, Topographic Maps, Hollywood Quadrangle, 2022: <https://apps.nationalmap.gov/viewer/>, accessed April 19, 2024.

³⁷ California Department of Fish and Wildlife, BIOS Map: <https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data#43018410-cnddb-quickview-tool>, accessed April 19, 2024.

³⁸ U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: <https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper>, accessed April 19, 2024.

nearest wetland habitat is a Riverine Habitat in the Fern Dell Nature Trail, which classified R4SBA (Riverine, Intermittent, Streambed, Temporary Flooded) and located approximately 4,225 feet north of the Project Site.³⁹

No riparian or other sensitive habitat areas are located on or adjacent to the Project Site.⁴⁰ Due to the highly urbanized nature of the Project Site and surrounding area, the lack of a major water body on the Site, the Project Site is not a habitat for native resident or migratory species or contain native nurseries.

There are no City or County significant ecological areas on or around the Project Site.⁴¹ There are no California Natural Community Conservation Plans (CNCCP) in the area. The only CNCCP in LA County is in the City of Rancho Palos Verdes.⁴²

There are no Habitat Conservation Plans near the Site.⁴³

Thus, there exists no value for the Project Site as habitat for endangered, rare, or threatened species. Further, the Project Site is not located in an approved local, regional, or state habitat conservation plan.

4.5 Conclusion

Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, or with the provisions of an adopted Habitat Conservation Plan. Accordingly, the Site has no value as habitat for endangered, rare, or threatened species.

Therefore, the Project would comply with CCR Section 15332(c).

³⁹ U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Layer: <http://www.fws.gov/wetlands/Data/Mapper.html>, accessed April 19, 2024.

⁴⁰ U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: <https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper>, accessed April 19, 2024.

⁴¹ Navigate LA, Significant Ecological Areas layer: <http://navigatela.lacity.org/navigatela/>, accessed April 19, 2024.

⁴² California Natural Community Conservation Plans, April 2019, <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>, accessed April 19, 2024.

⁴³ U. S. Fish & Wildlife Service, Habitat Conservation Plans: <https://ecos.fws.gov/ecp0/conservationPlan/region/summary?region=8&type=HCP>, accessed April 19, 2024.

5 Discussion of CCR Section 15332(d): Traffic

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.⁴⁴

This section is based on the following items, included as **Appendix C** of this CE:

C-1 Transportation Assessment, Gibson Transportation Consulting, March 2024

C-2 Approval Letter, Los Angeles Department of Transportation, April 12, 2024

5.1 Construction

According to the LADOT, construction impacts are considered part of the non-CEQA transportation analysis.⁴⁵ The following is for informational purposes only.

Construction activities would be primarily contained within the Project Site boundaries to the extent feasible. Staging and large deliveries will occur adjacent to the Project Site on Carlton Way, which would temporarily eliminate approximately six on-street parking spaces immediately adjacent to the Project Site. Intermittent encroachments on to the sidewalk may also occur throughout the duration of the construction period. Measures to provide adequate alternative routes for pedestrians and vehicles would be implemented, per the LAMC. There are no transit stops immediately adjacent to the Project Site and, therefore, Project construction would not affect transit operations.

Project construction would result in varying levels of truck and worker traffic to and from the Project Site on a daily basis. However, the construction traffic would mostly occur outside of the peak hour periods, as the Construction Traffic Management Plan would include measures to limit the amount of peak hour construction-related traffic.

Flag persons would be present to maintain traffic operations should the travel lane be closed or trucks need to impede traffic. Additional temporary traffic controls would be provided to direct traffic around any closures and to maintain emergency access, as required.

A Construction Traffic Management Plan would be implemented during Project construction pursuant to **Project Design Feature PDF-TRAN-1**, to ensure that adequate and safe access is available within and near the Project Site during construction activities. Features of the construction traffic management plan would be developed in consultation with the LADOT and may include narrowing lanes adjacent to the Project Site and scheduling the receipt of construction materials during non-peak travel periods. Appropriate construction traffic control measures (e.g., signs, flag persons, etc.) would also be utilized to ensure emergency access to the Project Site and traffic flow is maintained on adjacent rights-of-way.

⁴⁴ Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section below.

⁴⁵ Transportation Assessment Guidelines, LADOT, August 2022: <https://ladot.lacity.gov/businesses/development-review#transportation-assessment>, accessed April 19, 2024.

5.2 Operation

SB 743, which went into effect in January 2014, requires the Governor’s Office of Planning and Research to change the way public agencies evaluate transportation impacts of projects under CEQA. Under SB 743, the focus of transportation analysis has shifted from driver delay, which is typically measured by traffic level of service (LOS), to a new measurement that better addresses the State’s goals on reduction of greenhouse gas emissions, creation of multi-modal transportation, and promotion of mixed-use developments. CEQA Guidelines Section 15064.3 states that VMT is the most appropriate measure of transportation impacts, replacing LOS.

On July 30, 2019, the City of Los Angeles adopted the CEQA Transportation Analysis Update, which sets forth the revised thresholds of significance for evaluating transportation impacts as well as screening and evaluation criteria for determining impacts. The CEQA Transportation Analysis Update establishes VMT as the City’s formal method of evaluating a project’s transportation impacts. In conjunction with this update, LADOT adopted its *Transportation Assessment Guidelines* (TAG) (July 2019, updated July 2020, updated August 2022), which defines the methodology for analyzing a project’s transportation impacts in accordance with SB 743. The TAG identifies distinct thresholds regarding significant VMT impacts for the seven Area Planning Commission (APC) areas in Los Angeles.

The Project Site is located within the Central APC, for which the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

Per the VMT Calculator User Guide (May 2020), work VMT per employee is not reported for projects with local-serving commercial uses (i.e., commercial uses less than 50,000 square feet), and is thus, considered to be less than significant.

Under the Los Angeles Department of City Planning’s current procedure, after filing a Planning case for a proposed project, the “Transportation Study Assessment, Department of Transportation – Referral Form” must be completed and reviewed by Planning staff. The form is intended to screen whether a proposed project is required to conduct a full transportation assessment in accordance with LADOT guidelines.

The TAG states that a development project requires preparation of a transportation assessment if it is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action by the City.⁴⁶ The Project would require a discretionary action. The Project trip generation was estimated to determine whether the other half of the criteria is satisfied.

The TAG allows the use of LADOT’s VMT Calculator tool (version 1.4, released in 2023) to estimate daily trips for the purpose of screening a development project. The VMT Calculator is programmed with trip generation rates from Trip Generation Manual: 9th Edition (Institute of

⁴⁶ Transportation Assessment Guidelines, LADOT, August 2022: <https://ladot.lacity.gov/businesses/development-review#transportation-assessment>, accessed April 19, 2024.

Transportation Engineers [ITE], 2012). It also applies various adjustment factors based on the Project's proximity to transit, surrounding density of development, etc. It considers trips generated by the Project uses and discounts trips generated by existing or recently operating uses that would be removed from the Project Site.

The Project's estimated daily trip generation is 498 trips. Therefore, the Project exceeds the threshold (250 or more daily trips) that require preparation of a transportation assessment per LADOT's Transportation Assessment Guidelines.

Table 5-1 summarizes daily trip generation for the Project, including the proposed and removed land uses. Based on the Project's land uses and location, the Project is estimated to generate 3,432 daily household VMT, resulting in a daily household VMT per capita of 4.6. The average household VMT per capita would not exceed the Central APC significance household impact threshold of 6.0. Therefore, the Project would not result in a significant VMT impact.⁴⁷

Table 5-1
Trip Generation and VMT Estimates

Daily Vehicle Trips	Daily VMT	Household VMT Per Capita		Impact
		Project	Threshold	
498	3,432	4.6	6.0	No
TDM measures: • Reduced parking supply (148 spaces) compared to Los Angeles Municipal Code (LAMC) baseline requirements (197 spaces), in accordance with AB 2097. • Unbundled cost of parking from residential leases. • Bicycle parking per LAMC. Transportation Assessment, Gibson Transportation Consulting, March 2024. Included as Appendix C-1 of this CE.				

Although the Project is not expected to cause any significant transportation impact or non-CEQA operational issues in accordance with the TAG, the Project proposes Transportation Demand Management (TDM) strategies to reduce trips, traffic, VMT, and greenhouse gas emissions (GHGs).

The Project would incorporate TDM strategies, pursuant to **Project Design Feature PDF-TRAN-2**, which include reduced parking supply, unbundled parking from residential leases, and the provision of bicycle parking, would facilitate reductions in the Project's VMT.⁴⁸ Accordingly, the Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and VMT impacts would be less than significant.

Project Design Features

The Project would implement the following project design features:

⁴⁷ Approval Letter, Los Angeles Department of Transportation, April 12, 2024. Included as **Appendix C-2** of this CE.

⁴⁸ Transportation Assessment For The 5424 W. Carlton Way Residential Project, Gibson Transportation Consulting, March 2024. Included as **Appendix C-1** of this CE. The Screening Level MOU VMT Calculator showed 3,775 VMT and the Project-level VMT Calculator analysis showed 3,432 VMT.

PDF-TRAN-1: Construction Traffic Management Plan

A detailed Construction Traffic Management Plan, including street closure information, a detour plan, haul routes, and a staging plan would be prepared and submitted to the City for review and approval. The Construction Traffic Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community.

The Construction Management Plan will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate and feasible:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
- Prohibition of construction worker or equipment parking on adjacent streets.
- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to the Project Site, to ensure traffic safety on public ROW.
- Implementation of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers, as appropriate.
- Temporary traffic control (e.g., flag persons) during all construction activities adjacent to public ROW to improve traffic flow on public roadways.
- Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours to the extent feasible.
- Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets.
- Containment of construction activity within the Project Site boundaries.

PDF-TRAN-2: Transportation Demand Management (TDM) Measures:

- Reduced parking supply (148 spaces) compared to Los Angeles Municipal Code (LAMC) baseline requirements (197 spaces), in accordance with AB 2097.
- Unbundled cost of parking from residential leases, in accordance with by AB 1317.
- Bicycle parking per LAMC.

5.3 Conclusion

LADOT concurs with the conclusion of the analysis that the net project trip generation does not meet the trip threshold to require a transportation analysis and therefore the traffic impacts of the Project would be less than significant.⁴⁹

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to traffic.

⁴⁹ [Approval Letter](#), Los Angeles Department of Transportation, April 12, 2024. Included as **Appendix C-2** of this CE.

6 Discussion of CCR Section 15332(d): Noise

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.⁵⁰

This section is based on the following item, included as **Appendix D** of this CE:

D Noise Technical Modeling, DKA Planning, May 2024

6.1 Fundamentals of Noise

6.1.1 Characteristics of Sound

Sound can be described in terms of its loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (i.e., dB). Because the human ear is not equally sensitive to sound at all frequencies, the A-weighted scale (dBA) is used to reflect the normal hearing sensitivity range. On this scale, the range of human hearing extends from 3 to 140 dBA. **Table 6-1** provides examples of A-weighted noise levels from common sources.

Table 6-1
A-Weighted Decibel Scale

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

6.1.2 Noise Definitions

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

6.1.2.1 Equivalent Noise Level (L_{eq})

L_{eq} represents the average noise level on an energy basis for a specific time period. Average noise level is based on the energy content (acoustic energy) of sound. For example, the L_{eq} for

⁵⁰ Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.

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

6.1.2.2 Maximum Noise Level (L_{max})

L_{max} represents the maximum instantaneous noise level measured during a given time period.

6.1.2.3 Community Noise Equivalent Level (CNEL)

CNEL is an adjusted noise measurement scale of average sound level during a 24-hour period. Due to increased noise sensitivities during evening and night hours, human reaction to sound between 7:00 P.M. and 10:00 P.M. is as if it were actually 5 dBA higher than had it occurred between 7:00 A.M. and 7:00 P.M. From 10:00 P.M. to 7:00 A.M., humans perceive sound as if it were 10 dBA higher. To account for these sensitivities, CNEL figures are obtained by adding an additional 5 dBA to evening noise levels between 7:00 P.M. and 10:00 P.M. and 10 dBA to nighttime noise levels between 10:00 P.M. and 7:00 A.M. As such, 24-hour CNEL figures are always higher than their corresponding actual 24-hour averages.

6.1.3 Effects of Noise

The degree to which noise can impact an environment ranges from levels that interfere with speech and sleep to levels that can cause adverse health effects. Most human response to noise is subjective. Factors that influence individual responses include the intensity, frequency, and pattern of noise; the amount of background noise present; and the nature of work or human activity exposed to intruding noise.

According to the National Institute of Health (NIH), extended or repeated exposure to sounds above 85 dB can cause hearing loss. Sounds less than 75 dBA, even after continuous exposure, are unlikely to cause hearing loss.⁵¹ The World Health Organization (WHO) reports that adults should not be exposed to sudden “impulse” noise events of 140 dB or greater. For children, this limit is 120 dB.⁵²

Exposure to elevated nighttime noise levels can disrupt sleep, leading to increased levels of fatigue and decreased work or school performance. For the preservation of healthy sleeping environments, the WHO recommends that continuous interior noise levels not exceed 30 dBA, L_{eq} and that individual noise events of 45 dBA or higher be limited.⁵³ Assuming a conservative exterior to interior sound reduction of 15 dBA, continuous exterior noise levels should therefore not exceed 45 dBA L_{eq} . Individual exterior events of 60 dBA or higher should also be limited. Some epidemiological studies have shown a weak association between long-term exposure to noise levels of 65 to 70 dBA, L_{eq} and cardiovascular effects, including ischaemic heart disease and hypertension. However, at this time, the relationship is largely inconclusive.

⁵¹ National Institute of Health, National Institute on Deafness and Other Communication, www.nidcd.nih.gov/health/noise-induced-hearing-loss.

⁵² World Health Organization, Guidelines for Community Noise, 1999.

⁵³ World Health Organization, Guidelines for Community Noise, 1999.

People with normal hearing sensitivity can recognize small perceptible changes in sound levels of approximately 3 dBA while changes of 5 dBA can be readily noticeable. Sound level increases of 10 dBA or greater are perceived as a doubling in loudness and can provoke a community response.⁵⁴ However, few people are highly annoyed by noise levels below 55 dBA L_{eq} .⁵⁵

6.1.4 Noise Attenuation

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

Noise is most audible when traveling by direct line of sight, an unobstructed visual path between noise source and receptor. Barriers that break line of sight between sources and receivers, such as walls and buildings, can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. As a result, sound barriers can generally reduce noise levels by up to 15 dBA.⁵⁶ The effectiveness of barriers can be greatly reduced when they are not high or long enough to completely break line of sight from sources to receivers.

6.2 Regulatory Framework

6.2.1 Federal

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

6.2.2 State

6.2.2.1 2017 General Plan Guidelines

The State's 2017 General Plan Guidelines establish county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities. **Table 6-2** illustrates State compatibility considerations between land uses and exterior noise levels.

⁵⁴ Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2018.

⁵⁵ World Health Organization, Guidelines for Community Noise, 1999.

⁵⁶ California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

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

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

Table 6-2
State of California Noise/Land Use Compatibility Matrix

Land Use Compatibility	Community Noise Exposure (dBA, CNEL)							
	<	55	60	65	70	75	80	>
Residential – Low Density Single-Family, Duplex Mobile Homes	NA							
		CA						
					NU			
Residential – Multi-Family	NA							
			CA					
					NU			
Transient Lodging – Motels, Hotels	NA							
			CA					
					NU			
Schools, Libraries, Churches, Hospitals, Nursing Homes	NA							
			CA					
					NU			
			CA					
Sports Arenas, Outdoor Spectator Sports								
		CA						
Playgrounds, Neighborhood Parks	NA							
					NU			
Golf Courses, Riding Stables, Water Recreation, Cemeteries	NA							
					NU			
Office Buildings, Business Commercial and Professional	NA							
					CA			
							NU	
Industrial, Manufacturing, Utilities, Agriculture	NA							
					CA			
							NU	

NA = 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.

CA = Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.

NU = 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.

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

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

6.2.3 Los Angeles County

6.2.3.1 Airport Land Use Commission Comprehensive Land Use Plan

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

6.2.4 City of Los Angeles

6.2.4.1 General Plan Noise Element

The City of Los Angeles General Plan includes a Noise Element that includes policies and standards in order to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. There are also references to programs applicable to construction projects that call for protection of noise sensitive uses and use of best practices to minimize short-term noise impacts. However, the Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise impacts. Instead, it adopts the State's guidance on noise and land use compatibility, shown in **Table 6-2** above, "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels."

It also includes the following objective and policy that are relevant for the Project:

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

Objective 3 (Land Use Development): Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.

There are also two programs that are applicable to development projects:

Program 11: For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, as defined by this chapter, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures.

Program 12: When issuing discretionary permits for a proposed noise-sensitive use (as defined by this chapter) or a subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room, as required by Los Angeles Municipal Code Section 91.

6.2.4.2 Los Angeles Municipal Code

The City of Los Angeles Municipal Code (LAMC) contains regulations that would regulate noise from the Project's temporary construction activities.

Section 41.40(a) would prohibit specific Project construction activities from occurring between the hours of 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c) would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday, or at any time on any Sunday. These restrictions serve to limit specific Project construction activities to Monday through Friday 7:00 A.M. to 9:00 P.M., and 8:00 A.M. to 6:00 P.M. on Saturdays or national holidays.

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

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

...

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

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated in a residential zone or within 500 feet of any residential zone. Of particular importance to construction activities is subdivision (a), which institutes a maximum noise limit of 75 dBA as measured at a distance of 50 feet from the activity for the types of construction vehicles and equipment that would be used in the construction of the Project. However, a violation with the objective standards of LAMC Section 112.05 for lawful activities can be defended where it can be shown that compliance with the standard would be technically infeasible despite the use of noise-reducing means or methods.

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

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

- (a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;*
- (b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand too*
- (c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.*

...

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

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

Section 111.02 discusses the measurement procedure and criteria regarding the sound level of “offending” noise sources. A noise source causing a 5 dBA increase over the existing average ambient noise levels of an adjacent property is considered to create a noise violation. However, Section 111.02(b) provides a 5 dBA allowance for noise sources lasting more than five but less than 15 minutes in any 1-hour period between the hours of 7:00 AM and 10:00 PM any day, and an additional 5-dBA allowance (for a total of 10 dBA) allowance for noise sources causing noise lasting 5 minutes or less in any 1-hour period between the hours of 7:00 AM and 10:00 PM any day. In accordance with these regulations, a noise level increase from certain city-regulated noise sources of five dBA over the existing or presumed ambient noise level at an adjacent property is considered a violation.

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Any amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the Project’s property line, as the Project is located within 500 feet of residential zones.

SEC.112.01. RADIOS, TELEVISION SETS, AND SIMILAR DEVICES

(a) It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.

(b) Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.

(c) Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.

Section 112.02 prohibits Project heating, ventilation, and air conditioning (HVAC) systems and other mechanical equipment from elevating ambient noise levels at neighboring residences by more than 5 dBA.

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

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

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

6.3 Existing Conditions

6.3.1 Noise-Sensitive Receptors

The Project Site is located in a residential area within the Thai Town neighborhood. The nearest noise-sensitive receptors near the Project Site include, but are not limited to, the following representative sampling:

- Residences, 5434-5436 Carlton Way; five feet west of the Project Site
- Residences, 5412 Carlton Way; five feet east of the Project Site
- Residences, Harold Way; as close as five feet south of the Project Site
- Residences, Carlton Way (north side); 80 feet north of the Project Site across Carlton Way

6.3.2 Existing Ambient Noise Levels

The Project Site is improved with eight residential and accessory structures with 33 multi-family residences totaling 22,916 square feet. These buildings have minor sources of operational noise that include non-ducted air conditioners that are window-mounted units that can produce about 50 dB of sound pressure at three feet of distance, depending on the model and the cooling capacity.⁵⁷ These units comply with LAMC Section 112.02, which limits noise from HVAC equipment.

There is also intermittent noise from the operation of four parking lots and/or garages that serve the four parcels and are accessed from Carlton Way. This noise includes tire friction as vehicles navigate to and from parking spaces, minor engine acceleration, doors slamming, and occasional car alarms. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. There is also infrequent noise from occasional solid waste management and collection activities as well as landscaping activities that are of short duration, as is occasional loading of goods that must comply with LAMC Section 114.03, as the Project Site is within 200 feet of residences.

Traffic is the primary source of noise near the Project Site, largely from the operation of vehicles with internal combustion engines and frictional contact with the ground and air.⁵⁸ This includes

⁵⁷ Air Conditioning Systems website <https://www.airconditioning-systems.com/air-conditioner-noise.html>. Included sound pressure specifications for four wall-mounted inverter single split systems: Indoor MSY-GE10VA (21-36 dBA), outdoor MUY-GE10VA (46 dBA), Indoor MSY-GE24VA (37-45 dBA) and Outdoor MUY-GE24VA (55 dBA).

⁵⁸ World Health Organization, <https://iris.who.int/handle/10665/66217>, accessed May 2, 2024.

traffic on Western Avenue, which carries 4,398 vehicles at Sunset Boulevard in the A.M. peak hour.⁵⁹ Existing development contributes about 138 daily vehicle trips onto local roadways.⁶⁰

In December 2023, DKA Planning took short-term noise measurements near the Project site to determine the ambient noise conditions of the neighborhood near sensitive receptors.⁶¹ As shown in **Table 6-3**, noise levels along roadways near the Project Site ranged from 56.9 to 59.7 dBA L_{eq} , which was generally consistent with the traffic volumes on local streets like Harold Way and Carlton way, respectively.

Figure 6-1 illustrates where ambient noise levels were measured near the Project Site to establish the noise environment and their relationship to the applicable sensitive receptor(s). 24-hour CNEL noise levels are generally considered “Normally Acceptable” for the types of land uses near the Project Site.

Table 6-3
Existing Noise Levels

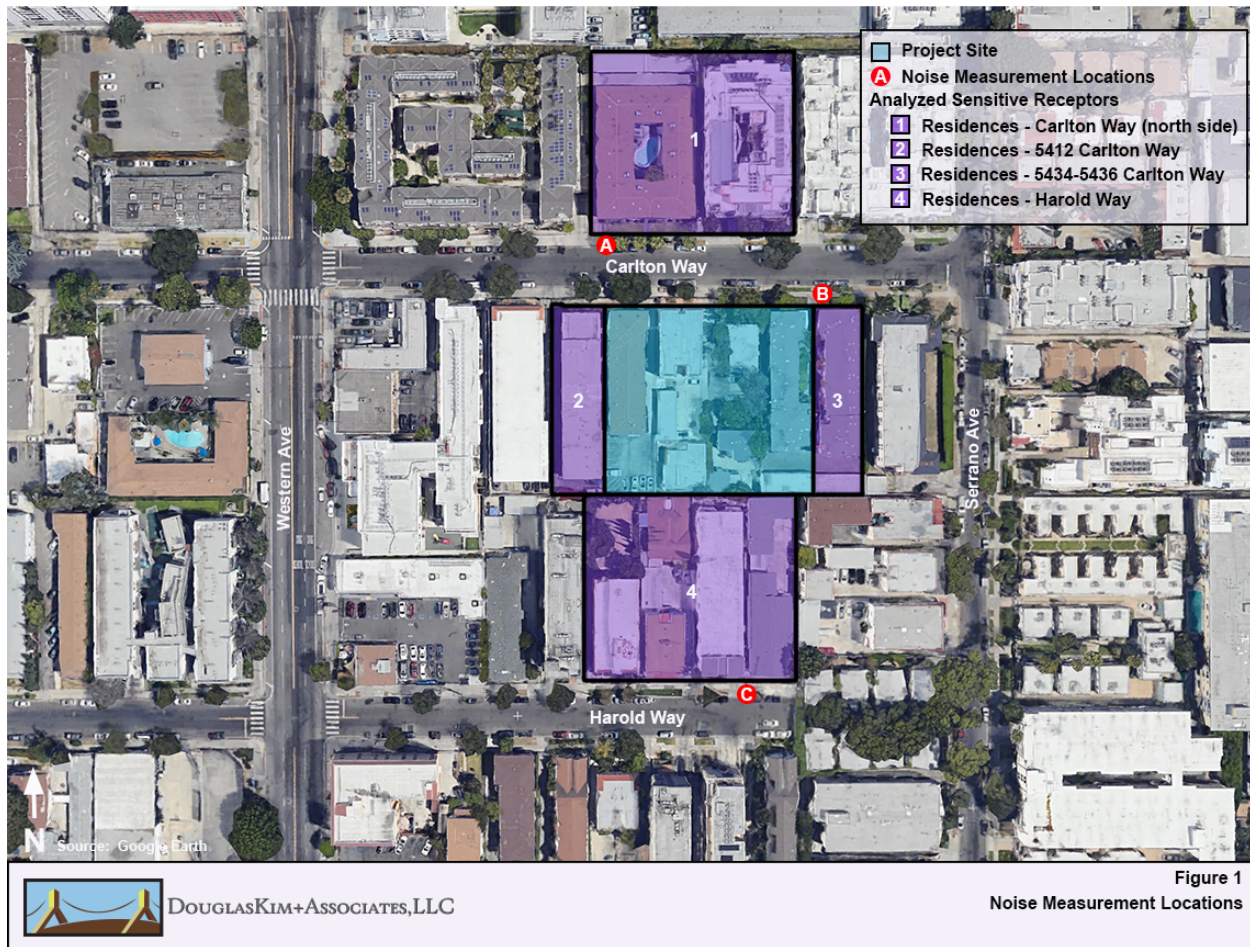
Noise Measurement Locations	Primary Noise Source	Sound Levels		Nearest Sensitive Receptor(s)	Noise/Land Use Compatibility ^b
		BA (L_{eq})	dBA (CNEL) ^a		
A. 5443 Carlton Wy.	Traffic on Carlton Wy.	59.2	57.2	1. Residences, Carlton Wy. (north side) 2. Residences, 5412 Carlton Wy.	Normally Acceptable
B. 5436 Carlton Wy.	Traffic on Carlton Wy.	59.7	57.7	3. Residences, 5434-5436 Carlton Wy.	Normally Acceptable
C. 5437 Harold Wy.	Traffic on Harold Wy.	56.9	54.9	4. Residences, Harold Wy.	Normally Acceptable
^a Estimated based on short-term (15-minute) noise measurement using Federal Transit Administration procedures from 2018 Transit Noise and Vibration Impact Assessment Manual, Appendix E, Option 4. ^b Pursuant to California Office of Planning and Research “General Plan Guidelines, Noise Element Guidelines, 2017. When noise measurements apply to two or more land use categories, the more noise-sensitive land use category is used. See Table 6-2 above for definition of compatibility designations.					
Source: DKA Planning, 2024					

⁵⁹ DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Western Ave and Sunset Bl, https://navigatela.lacity.org/dot/traffic_data/manual_counts/22343_SUNWES180503.pdf, 2018 traffic counts adjusted by one percent growth factor to represent existing conditions.

⁶⁰ Gibson Transportation Consulting, Inc. Draft Transportation Assessment for the 5424 W. Carlton Way Residential Project; March 2024.

⁶¹ Noise measurements were taken using a Quest Technologies Sound Examiner SE-400 Meter. The Sound Examiner meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day's measurements, and set at approximately five feet above the ground.

Figure 6-1
Noise Measurement Locations



6.4 Methodology

6.4.1 On-Site Construction Activities

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

6.4.2 Off-Site Construction Activities

The Project's off-site construction noise impact from haul trucks, vendor deliveries, worker commutes, and other vehicles accessing the Project Site was analyzed by considering the Project's anticipated vehicle trip generation with existing traffic and roadway noise levels along

local roadways, particularly those likely to be part of any haul route. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA,⁶² the analysis focused on whether truck and auto traffic would double traffic volumes on key roadways to be used for hauling soils to and/or from the Project Site during construction activities.⁶³ Because haul trucks generate more noise than traditional passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a reference level conversion to an equivalent number of passenger vehicles.⁶⁴ For vendor deliveries, a 13.1 PCE was used to reflect an even blend of medium- and heavy-duty vehicles.⁶⁵ It should be noted that because an approved haul route may not be approved as of the preparation of this analysis, assumptions were made about logical routes that would minimize haul truck traffic on local streets in favor of major arterials that can access regional-serving freeways.

6.4.3 On-Site Operational Noise Sources

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

6.4.4 Off-Site Operational Project Traffic Noise Sources

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

6.5 Thresholds of Significance

6.5.1 State CEQA Guidelines

In accordance with CEQA Guidelines Section 15332(d), approval of the Project would not result in any significant effects relating to noise.

⁶² Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

⁶³ A tripling of traffic volumes (i.e., 3.15x) is needed to elevate traffic noise levels by 5 dBA.

⁶⁴ Caltrans, Technical Noise Supplement Table 3-3, 2013. Assumes 35 mph speed. While trucks traveling at higher speeds would have lower equivalency values (e.g., PCE is 15.1 at 40 mph), this analysis assumes a posted speed limit typical of major arterials (35 mph). While these equivalent vehicle factors do not consider source heights, Caltrans' factors are appropriate for use, as the local roads used by haul trucks would not involve a sound path where noise levels are intercepted by a barrier or natural terrain feature.

⁶⁵ Caltrans, Technical Noise Supplement Table 3-3, 2013. Medium-duty trucks have a 7.1 PCE at 35 mph.

6.5.2 Construction Noise Threshold⁶⁶

Daytime Construction Noise Thresholds

Increase Over Ambient

- For construction activities that occur between 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturdays, there is no numerical threshold above ambient noise levels.

Absolute Thresholds

- On- and off-site construction noise during daytime hours (7:00 a.m. and 7:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays) are limited to a maximum 80 dBA Leq(8-hour) absolute threshold at sensitive uses (at the property line or at the exterior of the building), including outdoor public recreational areas owned or maintained by a public agency. This standard does not apply to private residential balconies which may or may not extend past the exterior of a building, or to private residential recreational areas.

Nighttime Construction Noise Thresholds

Note: Nighttime construction activities require a variance approved by the City of Los Angeles Police Commission.

Increase Over Ambient

- For construction activities that occur between 7:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturdays, and anytime on Sundays or national holidays, noise levels at sensitive uses would not exceed 5 dBA above the ambient noise level at the receptor.
- Mat pour activities (and other types of concrete pour, which require an extended continuous pour beyond the allowable construction hours) that are required to occur during nighttime hours for less than five days are exempt from this provision.

6.5.3 Operational Noise Thresholds

In addition to applicable City standards and guidelines that would regulate or otherwise moderate the Project's operational noise impacts, the following criteria are adopted to assess the impact of the Project's operational noise sources:

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

⁶⁶ Los Angeles City Planning, Construction Noise and Vibration, Updates to Thresholds and Methodology, August 2024.

- Project operations would cause any 5 dBA or greater noise increase.⁶⁷

6.5.4 Environmental Protection Measures

The City proposes to require environmental protection measures (EPMs) to be implemented as part of development projects as standard conditions of approval.⁶⁸

NV1-1: Noise Shielding and Muffling

a. Applicability Threshold

Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS.

b. Standard

Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices consistent with manufacturers' standards or the Best Available Control Technology. All equipment shall be properly maintained, and the Applicant or Owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.

NV1-2: Use of Driven Pile Systems

a. Applicability Threshold

Any Project whose earthwork and construction activities involve the use of construction equipment and require a permit from LADBS.

b. Standard

Driven (impact) pile systems shall not be used, except in locations where the underlying geology renders drilled piles, sonic, or vibratory pile drivers infeasible, as determined by a soils or geotechnical engineer and documented in a soils report.

NV1-3: Enclosure or Screening of Outdoor Mechanical Equipment

a. Applicability Threshold

⁶⁷ As a 3 dBA increase represents a slightly noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use's "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. In instances where the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a readily noticeable 5 dBA increase is still to be significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be less than significant.

⁶⁸ Los Angeles City Planning, Construction Noise and Vibration, Updates to Thresholds and Methodology, August 2024, Attachment 1 EPMs: <https://planning.lacity.gov/project-review/environmental-resources>, accessed December 9, 2024.

Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS.

b. Standard

All outdoor mechanical equipment (e.g., generators, compressors) shall be enclosed or visually screened. The equipment enclosure or screen shall be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the line of sight between the equipment and any offsite Noise-Sensitive Uses.

NV1-4: Location of Construction Staging Areas

a. Applicability Threshold

Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS.

b. Standard

Construction staging areas shall be located as far from Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving what constitutes 'as far as possible' shall be upon the Applicant or Owner, in consideration of the above factors.

NV1-5: Temporary Walls

a. Applicability Threshold

Any Project whose earthwork and construction activities involve the use of construction equipment and require a permit from LADBS; and whose construction activities are located within a line of sight to and within 500 feet of Noise-Sensitive Uses, with the exception of Projects limited to the construction of 2,000 square feet or less of floor area dedicated to residential uses.

b. Standard

Noise barriers, such as temporary walls (minimum ½-inch thick plywood) or sound blankets (minimum STC 25 rating), that are a minimum of eight feet tall, shall be erected between construction activities and Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving that compliance is technically infeasible shall be upon the Applicant or Owner. Technical infeasibility shall mean that noise barriers cannot be located between construction activities and Noise-Sensitive Uses due to site boundaries, topography, intervening roads and uses, and/or operational constraints.

NV1-6: Noise Study

a. Applicability Threshold

Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS; are located within 500 feet of Noise-Sensitive Uses; and have one or more of the following characteristics:

- Two or more subterranean levels;
- 20,000 cubic yards or more of excavated material
- Simultaneous use of five or more pieces of construction equipment; or
- Construction duration (excluding architectural coatings) of 18 months or more.

Or any Project whose construction activities involve impact pile driving or the use of 300 horsepower equipment.

b. Standard

A Noise Study prepared by a Qualified Noise Expert shall be required and prepared prior to obtaining any permit by LADBS. The Noise Study shall characterize expected sources of earthwork and construction noise that may affect identified Noise-Sensitive Uses, quantify expected noise levels at these Noise-Sensitive Uses, and recommend measures to reduce noise exposure to the extent noise reduction measures are available and feasible, and to demonstrate compliance with any noise requirements in the LAMC. Specifically, the Noise Study shall identify noise reduction devices or techniques to reduce noise levels in accordance with accepted industry practices and in compliance with LAMC standards. Noise reduction devices or techniques shall include but not be limited to mufflers, shields, sound barriers, and time and place restrictions on equipment and activities. The Noise Study shall identify anticipated noise reductions at Noise-Sensitive Uses associated with the noise reduction measures. Applicants and Owners shall be required to implement and comply with all measures identified and recommended in the Noise Study. The Noise Study and copies of any contractor agreements shall be maintained pursuant to the proof of compliance requirements in Section I.D.6.

6.6 Analysis of Project Impacts

6.6.1 Construction

6.6.1.1 On-Site Construction Activities

Construction would generate noise during the construction process that would span 29 months of demolition, site preparation, grading, utilities trenching, building construction, and application of architectural coatings, as shown in **Table 6-4**. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with LAMC Section 41.40(a). On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M.

Table 6-4
Construction Schedule Assumptions

Phase	Duration	Notes
Demolition	Months 1-2 (six weeks)	Removal of 16,959 square feet of building floor area and 1,100 square feet of asphalt/concrete hardscape hauled 40 miles to landfill in 10-cubic yard capacity trucks.
Site Preparation	Month 2 (two weeks)	Grubbing and removal of trees, plants, landscaping, weeds, totaling 131 cubic yards hauled 40 miles to landfill in 10-cubic yard capacity trucks
Grading	Months 3-4	Approximately 26,100 cubic yards of soil (including 25 percent swell factor) ⁶⁹ hauled 25 miles to landfill in 10-cubic yard capacity trucks. Includes drilling of piles and shoring of excavated site.
Trenching	Month 5 (two weeks)	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 5-29	Footings and foundation work (e.g., pouring concrete piers), framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 26-29	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 2024. Estimates provided by the Applicant, February 2024.		

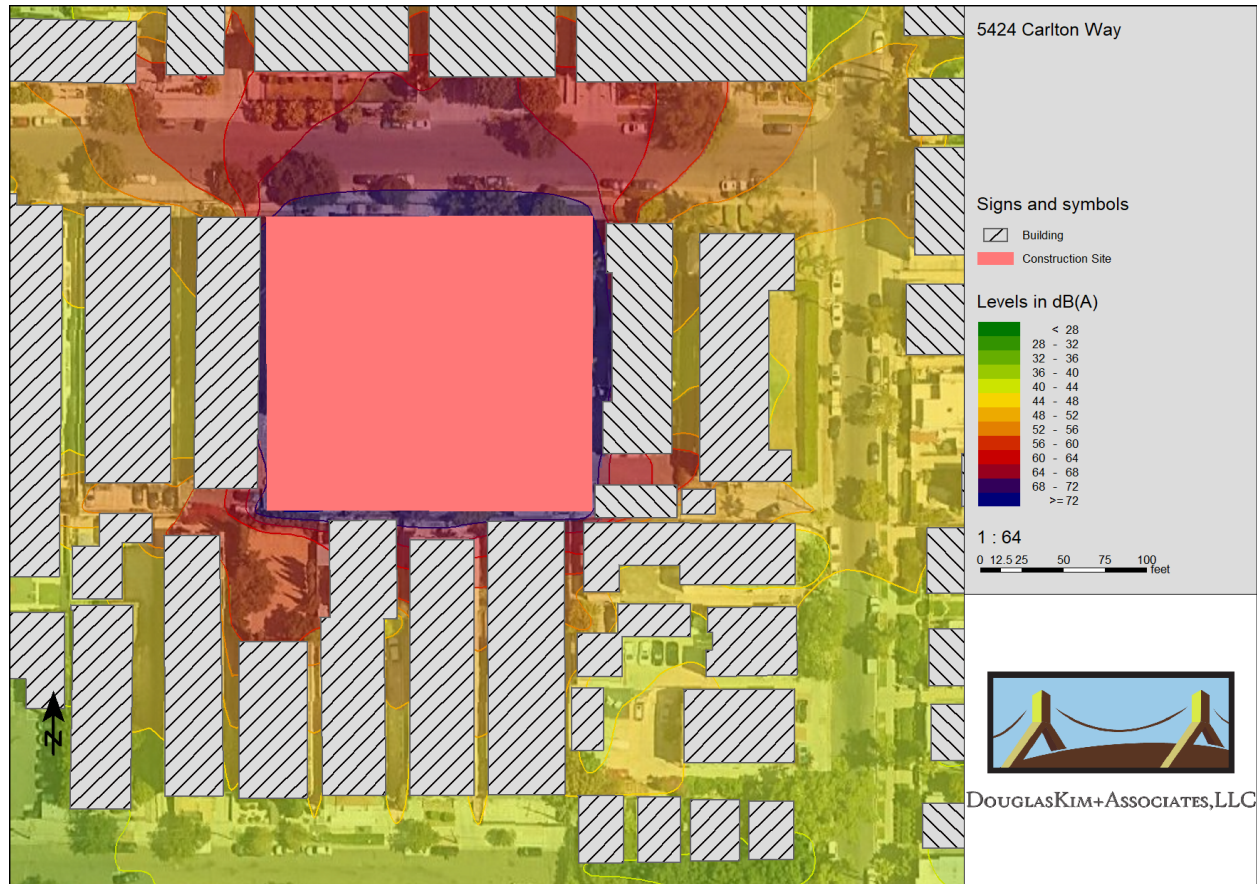
Noise levels would generally peak during the demolition and grading phases, when diesel-fueled heavy-duty equipment like excavators and dozers are used to move large amounts of debris and dirt, respectively. This equipment is mobile in nature and does not always operate at in a steady-state mode full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

During other phases of construction (e.g., site preparation, trenching, building construction, architectural coatings), noise impacts are generally lesser because they are less reliant on using heavy equipment with internal combustion engines. Smaller equipment such as forklifts, generators, and various powered hand tools and pneumatic equipment would often be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks.

Figure 6-2 illustrates how noise would propagate from the construction site during the demolition and grading phase.

⁶⁹ Estimates provided by the Applicant, February 2024.

Figure 6-2
Construction Noise Sound Contours



As shown in **Table 6-5**, when considering ambient noise levels and compliance with LAMC Section 112.05, the use of multiple pieces of powered equipment simultaneously would increase ambient noise negligibly.

The Project would use of quieter equipment or advanced mufflers, in accordance with **EPM NV1-1** (Noise Shielding and Muffling).⁷⁰

The Project does not include driven (impact) pile systems and **EPM NV1-2** (Use of Driven Pile Systems) is not applicable.

The Project would enclose or screen all outdoor mechanical equipment and break the line of sight between the equipment and any off-site noise-sensitive uses, in accordance with **EPM NV1-3** (Enclosure or Screening of Outdoor Mechanical Equipment).

⁷⁰ Use of quieter equipment, such as electronic-powered equipment, is quieter than diesel-powered equipment. Similarly, hydraulically-powered equipment is quieter than pneumatic power. Overall, newer equipment is generally quieter due to design improvements (e.g., tighter manufacturing tolerances, better gear meshing, quieter cooling fans). Deploying newer equipment also avoids unnecessary noise from poor maintenance (e.g., worn gear teeth or bearings, slackness between loose parts, poor lubrication, imbalance in rotating parts, obstructing in airways, damaged silencers).

The Project would locate its construction staging areas as far from noise-sensitive uses as reasonably and technical feasible, in accordance with **EPM NV1-4** (Location of Construction Staging Areas).

The Project assumes the use of best practices techniques required by the City's Building and Safety code to meet these requirements, such as temporary sound barriers along the north and east property lines adjacent to neighboring residences that would generally reduce noise impacts at sensitive receptors by about 10 dBA L_{eq} in accordance with **EPM NV1-5** (Temporary Walls).

The Project has conducted a noise study in accordance with **EPM NV1-6** (Noise Study) since it would have the following characteristics that exceed the applicability threshold: 26,100 cubic yards of export (threshold is 20,000 cubic yards), possible simultaneous use of five or more pieces of construction equipment, and a building construction duration of 24 months (threshold is 18 months).

These construction noise levels would not exceed the City's significance threshold of 80 dBA. Therefore, the Project's on-site construction noise impact would be less than significant.

Table 6-5
Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Threshold (dBA L_{eq})	Significant?
1. Residences, Carlton Way (north side)	61.6	59.2	63.6	80	No
2. Residences, 5412 Carlton Way	51.3	59.2	59.9	80	No
3. Residences, 5434-5436 Carlton Way	52.1	59.7	60.4	80	No
4. Residences, Harold Way	39.9	56.9	57.0	80	No
Source: DKA Planning, 2024. CAJA Environmental Services, 2024					

6.6.1.2 Off-Site Construction Activities

The Project would also generate noise at off-site locations from haul trucks moving debris and soil from the Project Site during demolition and grading activities, respectively; vendor trips; and worker commute trips. These activities would generate up to an estimated 339 peak hourly PCE trips, as summarized in **Table 6-6**, during the building construction phase.⁷¹ This would represent about 7.7 percent of traffic volumes on Western Avenue, which carries about 4,398 vehicles at Sunset Boulevard in the morning peak hour of traffic.⁷² Because workers and vendors will likely use more than one route to travel to and from the Project Site, this conservative assessment of traffic volumes likely overstates traffic volumes from construction activities on this roadway link.

⁷¹ This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor and haul trips are made in the same early hour, using the same route as haul trucks to travel to and from the Project Site.

⁷² DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Western Avenue and Sunset Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/22343_SUNWES180503.pdf, 2018 traffic counts adjusted by one percent growth factor to represent existing conditions.

Because the Project's construction-related trips would not cause a doubling in traffic volumes (i.e., 100 percent increase) on Western Avenue and other local roads, the Project's construction-related traffic would not increase existing noise levels by 3 dBA or more, combined with an existing ambient noise level of 59.7 dBA, yields 62.7 dBA, which would not exceed the absolute threshold of significance of 80 dBA for construction noise activities and there is no increase over ambient threshold. Therefore, the Project's noise impacts from construction-related traffic would be less than significant.

Table 6-6
Construction Vehicle Trips (Maximum Hourly)

Construction Phase	Worker Trips ^a	Vendor Trips	Haul Trips	Total Trips	Percent of Peak A.M. Hour Trips on Western Ave. ^f
Demolition	10	0	125 ^b	135	3.1
Site Preparation	5	0	7 ^c	12	0.3
Grading	8	0	331 ^d	339	7.7
Trenching	3	0	0	3	0.1
Building Construction	125	91 ^e	0	216	4.9
Architectural Coating	25	0	0	25	0.6

^a Assumes all worker trips occur in the peak hour of construction activity.

^b The project would generate 1,512 haul trips over a 33-day period with seven-hour work days. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent

^c The project would generate 25 haul trips over a ten-day period with seven-hour work days. Assumes a 19.1 PCE.

^d The project would generate 5,220 haul trips over a 43-day period with seven-hour work days. Assumes a 19.1 PCE.

^e This phase would generate about 24.4 vendor truck trips daily over a seven-hour work day. Assumes a blend of medium- and heavy-duty vehicle types and a 13.1 PCE.

^f Percent of existing traffic volumes on Western Avenue at Sunset Boulevard.

Source: DKA Planning, 2024

6.6.2 Operation

6.6.2.1 On-Site Operational Noise Sources

During long-term operations, the Project would produce noise from on-site sources such as mechanical equipment associated with the structures themselves or from activity in outdoor spaces.

Mechanical Equipment

The Project would operate mechanical equipment on the roof over 86 feet above grade that would generate incremental long-term noise impacts. This would include the use of typical HVAC equipment for cooling or heat pumps for cooling and heating for multi-family residences (e.g., 2.5-ton Carrier 24ABC630A003 Carrier 25HBC5), with each unit distributed across the roof as needed to serve each residence. Noise from heat pumps and air conditioners is a function of the model, airflow, and pressure flow generated by fans and compressors. Most modern heat pumps are

relatively quiet, with sound ratings of up to 60 decibels, equivalent to normal human conversation,⁷³ while other HVAC units could have a sound power of up to 76 dBA.

However, noise impacts from rooftop mechanical equipment on nearby sensitive receptors would be negligible for several reasons. First, there would be no line-of-sight from these rooftop units to the sensitive receptors, as the residences adjacent to the Project Site are two- to five-stories in height, approximately 30 to 60 feet lower than the roof of the Project. As blocking the line of sight to a noise source generally results in a 5 decibel reduction, each rooftop unit could generate about 50.3 dBA at ten feet of distance.⁷⁴ Second, the presence of the Project's roof edge creates an effective noise barrier that further reduces noise levels from rooftop units by 8 dBA or more.⁷⁵ A 3'6" parapet would further shield sensitive receptors near the Project Site. These design elements would be helpful in managing noise, as equipment often operates continuously throughout the day and occasionally during the day, evenings, and weekends. Compliance with LAMC Section 112.02 would further limit the impact of HVAC equipment on noise levels at adjacent properties. As a result, noise from rooftop units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance for operational impacts.

A pad-mounted oil transformer that lowers high voltage to standard household voltage used to power electronics, appliances and lighting would be located on the ground level in an unobstructed location at the northwest corner of the Project Site fronting Carlton Way. This transformer would be housed in a steel cabinet and generally would not involve pumps, though fans may be needed on some units. Switchgear responsible for distributing power through the development could be located externally, though no mechanical processes that generate noise would be necessary. Booster (supply and exhaust) fans that ventilate the subterranean garage could be located on the ground garage level of the garage.⁷⁶

Otherwise, all other mechanical equipment would be fully enclosed within the structure. This can include mechanical, electrical, and plumbing rooms on the ground floor, as well as subterranean levels B1 and B2. Elevator equipment (including hydraulic pump, switches, and controllers) would be located in the subterranean basement on level B3. Vaults that house pool and spa equipment and pumps would be located on the third floor below the fourth floor pool deck. All these activities would generally occur within the envelope of the development, operational noise would be shielded from off-site noise-sensitive receptors.

Auto and Parking-Related Activities

The majority of parking-related noise impacts at the Project Site would come from vehicles entering and exiting the residential development from a driveway off Carlton Way. These vehicles would generate incremental noise from tire friction as they navigate to and from the parking garage and minor engine acceleration. Nearby residences across Carlton Way would have a direct line of sight to the driveway, approximately 80 feet away. As shown in **Table 6-7**, the

⁷³ Clean British Columbia. Heat Pumps and Noise. <https://vancouver.ca/files/cov/heat-pump-noise-guide.pdf>

⁷⁴ Washington State Department of Transportation, Noise Walls and Barriers. <https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers>. Assumes the Carrier's rated sound power of 76 dB.

⁷⁵ Ibid.

⁷⁶ The International Mechanical Code (Section 404.1) and the American Society of Heating Refrigeration, and Air Conditioning (ASHRAE) Standard 62 require mechanical ventilation systems for enclosed parking garages that cycle clean air into the garage and ventilate harmful air pollutants.

average vehicle use of the garage during daytime hours (average of 23 vehicles per hour between 8:00 A.M. and 7:00 P.M.) and nighttime hours (an average of ten vehicles hourly from 7:00 P.M. to 8:00 A.M.) would elevate ambient noise levels by 3 dBA CNEL, well below the 5 dBA threshold of significance for operational sources of noise. Auto-related noise impacts for other receptors would also be negligible given their more remote locations and/or the lack of a line of sight from the garage.

Table 6-7
Parking Garage-Related Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Noise Level (dBA CNEL)	Existing Ambient Noise Level (dBA CNEL)	New Ambient Noise Level (dBA CNEL)	Increase (dBA CNEL)	Significant?
1. Residences, Carlton Way (north side)	46.0	57.2	57.5	0.3	No
Source: DKA Planning, 2024, using FTA Noise Impact Assessment Spreadsheet.					

Parking-related noise would also include door slamming (generally instantaneous) and car alarms, while could last a few seconds. These activities would be within an enclosed garage structure and as such, shielded largely from nearby sensitive receptors. This would represent a slight reduction in noise from parking-related activities, as current parking is at grade in the driveways of the Project Site. Therefore, the Project's parking garage activities would not have a significant impact on the surrounding noise environment.

Outdoor Uses

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

- Human conversation. This could include human conversation, socializing, and passive recreation in outdoor spaces, which could include:
 - Second floor interior courtyard. This would be a shared use space for socializing or passive recreation (e.g., reading, dining), with intermittent use largely during day or evening hours. It would be entirely shielded on all four sides by the seven floors of the development that surround it. No powered speakers are proposed that would amplify either speech or music.
 - Private balconies on all elevations. These would be private spaces that are both recessed into the façade and projecting past the façade. These would be used by residents for socializing or passive recreation (e.g., reading), with intermittent use largely during day or evening hours. No powered speakers are proposed that would amplify either speech or music.

The primary use of these spaces would be for human conversation, which would produce negligible noise impacts, based on the Lombard effect. This phenomenon recognizes that voice noise levels in face-to-face conversations generally increase proportionally to background ambient noise levels. Specifically, vocal intensity increases about 0.38 dB for

every 1.0 dB increase in noise levels above 55 dB.⁷⁷ For example, the sound of a human voice at 60 dB would produce a noise level of 39 dB at ten feet, which would not elevate ambient noise levels at any of the analyzed sensitive receptors by more than 0.2 dBA L_{eq} . Moreover, noise levels from human speech would attenuate rapidly with greater distance, resulting in a 33 dB noise level at twenty feet, and 27 dB at 40 feet.⁷⁸

- **Recreation.** An open air swimming pool would be located on the fourth floor, approximately 31 feet above grade, oriented to the southern property line. Assuming a density of ten square meters (108 square feet) per person in the roughly 500 square-foot swimming pool, up to five people would use the pool at one time.⁷⁹ Noise from open-air swimming pools can vary based on a variety of factors, but can average about 75 dB per person, producing a sound power of about 83.3 dBA, or 90.3 dBA for five persons.⁸⁰ As illustrated in **Table 6-8**, noise from swimming pool use during day and evening hours would be negligible and less than 0.1 dBA CNEL. Therefore, this impact would be less than significant.

Table 6-8
Swimming Pool Noise Impacts at Off-Site Sensitive Receptors

Receptor	Existing Noise Level (dBA CNEL)	Noise Impact (dBA CNEL)	New Ambient Noise Level (dBA CNEL)	Increase (dBA CNEL)	Significant ?
1. Residences, Carlton Way (north side)	57.2	18.2	57.2	<0.1	No
2. Residences, 5412 Carlton Way	57.2	23.8	57.2	<0.1	No
3. Residences, 5434-5436 Carlton Way	57.7	20.8	57.7	<0.1	No
4. Residences, Harold Way	54.9	23.6	54.9	<0.1	No
Source: DKA Planning, 2024.					

- **Trash collection.** On-site trash and recyclable materials for the residents would be managed from the waste collection area on the first floor of the parking garage. Dumpsters would be moved to the street manually or with container handler trucks that use hydraulic-powered lifts that use beeping alerts during operation. Haul trucks would access solid waste from Carlton Way, where solid waste activities would include use of trash compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.⁸¹ These noise events would be comparable to those that currently serve the four parcels on the Project Site; as such, trash collection noise from the Project would not result in significant impacts.

⁷⁷ Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.

⁷⁸ Public Resources Code Section 21085 states that for residential projects, the effects of noise generated by project occupants and their guests on human beings is not a significant effect on the environment.

⁷⁹ VDI Association of German Engineers; VDI 37700--Emission Characteristics of Sound Sources-Sport and Leisure Facilities; September 2012. Reference noise level from open-air adult swimming pool, assumes density of ten square meters per person.

⁸⁰ Ibid.

⁸¹ RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.

- Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generate substantial bursts of noise during regular maintenance. For example, two gas powered leaf blowers with two-stroke engines and a hose vacuum can generate an average of 85.5 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.⁸² The landscape plan focuses on a modest palette of accent trees and raised planters that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. These noise events would be comparable to those that currently serve the four parcels on the Project Site; as such, landscape maintenance noise from the Project would not result in significant impacts.

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

6.6.2.2 Off-Site Operational Noise Sources

The majority of the Project's operational noise impacts would be off-site from vehicles traveling to and from the development. The Project could add up to 397 net vehicle trips to the local roadway network on a peak weekday at the start of operations in 2027. During the peak P.M. hour, up to 35 vehicles would generate noise in and out of the garage via the driveway off Carlton Way, with up to 31 net vehicles using the garage in the peak A.M. hour.⁸³ This would represent a small addition to traffic volumes on local roadways. For example, it would represent 0.8 percent of the 4,398 vehicles currently using Western Avenue at Sunset Boulevard in the A.M. peak hour.⁸⁴

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

6.6.3 Consistency with City General Plan Noise Element

While the City's Noise Element focuses on a number of measures for Citywide implementation by municipal government, there are some objectives, policies, and programs that are applicable to development projects. **Table 6-9** summarizes the Project's consistency with these.

⁸² Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017. These equipment generated a range of 74.0-88.5 dBA L_{eq} at 50 feet.

⁸³ Gibson Transportation Consulting, Inc. Draft Transportation Assessment for the 5424 W. Carlton Way Residential Project; March 2024. City of Los Angeles VMT Calculator, version 1.4 analysis.

⁸⁴ DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Western Avenue and Sunset Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/22343_SUNWES180503.pdf, 2018 traffic counts adjusted by one percent growth factor to represent existing conditions.

Table 6-9
Project Consistency with City of Los Angeles General Plan Noise Element

Objective/Policy/Program	Project Consistency
Policy 2.2: Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.	No Conflict. The Project would comply with City, state, and other applicable noise regulations to ensure that noise impacts are considered less than significant.
Objective 3 (Land Use Development): Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.	No Conflict. The project is being evaluated under CEQA and would result in less-than-significant impacts on noise.
Program 11. For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, as defined by this chapter, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures.	No Conflict. Based on its noise analysis, the Project would not cause a significant noise impact and would therefore not require mitigation under CEQA.
Program 12. When issuing discretionary permits for a proposed noise-sensitive use (as defined by this chapter) or a subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room, as required by Los Angeles Municipal Code Section 91.	No Conflict. The Project's potential noise impacts are being evaluated under CEQA and would comply with Building Code and Title 24 noise insulation requirements to achieve an interior noise level of 45 dB.
Source: DKA Planning, 2024.	

6.7 Airport Noise

The Project Site is located about 6.8 miles south of the Hollywood Burbank Airport. Because the Project would not be located within the vicinity of a private airstrip or within two miles of a public airport, the Project would not expose local workers or residents in the area to excessive noise levels. This would be considered a less than significant impact.

6.8 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to noise.

7 Discussion of CCR Section 15332(d): Air Quality

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.⁸⁵

This section is based on the following item, included as **Appendix E** of this CE:

E Air Quality Technical Modeling, DKA Planning, May 2024

Calculation worksheets, assumptions, and model outputs used in the analysis are included in the Technical Appendix to this analysis.

7.1 Regulatory Framework

7.1.1 Federal

7.1.1.1 Clean Air Act

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

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

NAAQS have been established for seven major air pollutants: CO (carbon monoxide), NO₂ (nitrogen dioxide), O₃ (ozone), PM_{2.5} (particulate matter, 2.5 microns), PM₁₀ (particulate matter, 10 microns), SO₂ (sulfur dioxide), and Pb (lead).

The CAA requires USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS have been achieved. Title I provisions are implemented for the purpose of attaining NAAQS. The federal standards are summarized in **Table 7-1**. USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O₃, PM_{2.5}, and Pb.

⁸⁵ Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.

Table 7-1
State and National Ambient Air Quality Standards and Attainment Status for LA County

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O ₃)	1-hour	0.09 ppm (180 µg/m ³)	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m ³)	N/A ¹	0.070 ppm (137 µg/m ³)	Non-attainment
Respirable Particulate Matter (PM ₁₀)	24-hour	50 µg/m ³	Non-attainment	150 µg/m ³	Maintenance
	Annual Arithmetic Mean	20 µg/m ³	Non-attainment	--	--
Fine Particulate Matter (PM _{2.5})	24-hour	--	--	35 µg/m ³	Non-attainment
	Annual Arithmetic Mean	12 µg/m ³	Non-attainment	12 µg/m ³	Non-attainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 µg /m ³)	Attainment	35 ppm (40 µg /m ³)	Maintenance
	8-hour	9.0 ppm (10 µg /m ³)	Attainment	9 ppm (10 µg /m ³)	Maintenance
Nitrogen Dioxide (NO ₂)	1-hour	0.18 ppm (338 µg/m ³)	Attainment	100 ppb (188 µg/m ³)	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	Attainment	53 ppb (100 µg/m ³)	Maintenance
Sulfur Dioxide (SO ₂)	1-hour	0.25 ppm (655 µg/m ³)	Attainment	75 ppb (196 µg/m ³)	Attainment
	24-hour	0.04 ppm (105 µg/m ³)	Attainment	--	--
Lead (Pb)	30-day average	1.5 µg/m ³	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m ³	Non-attainment
Visibility Reducing Particles	8-hour	Extinction of 0.07 per kilometer	N/A	No Federal Standards	
Sulfates (SO ₄)	24-hour	25 µg/m ³	Attainment	No Federal Standards	
Hydrogen Sulfide (H ₂ S)	1-hour	0.03 ppm (42 µg/m ³)	Unclassified	No Federal Standards	
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m ³)	N/A	No Federal Standards	

Table 7-1
State and National Ambient Air Quality Standards and Attainment Status for LA County

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
N/A = not available					
ppm = parts per million; µg/m³ – micrograms per cubic meter; mg/m³ – milligrams per cubic meter					
Source: USEPA, NAAQS Table (https://www.epa.gov/criteria-air-pollutants/naaqs-table) and CARB, California Ambient Air Quality Standards (https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards). Attainment status data from CARB, Ambient Air Quality Standards, and attainment status (www.arb.ca.gov/desig/adm/adm.htm).					

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

The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet stricter emission standards established by CARB. USEPA adopted multiple tiers of emission standards to reduce emissions from non-road diesel engines (e.g., diesel-powered construction equipment) by integrating engine and fuel controls as a system to gain the greatest emission reductions.

The first federal standards (Tier 1) for new non-road (or off-road) diesel engines were adopted in 1994 for engines over 50 horsepower, to be phased-in from 1996 to 2000. On August 27, 1998, USEPA introduced Tier 1 standards for equipment under 37 kW (50 horsepower) and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. The Tier 1 through 3 standards were met through advanced engine design, with no or only limited use of exhaust gas after-treatment (oxidation catalysts). Tier 3 standards for NO_x and hydrocarbon are similar in stringency to the 2004 standards for highway engines. However, Tier 3 standards for particulate matter were never adopted. On May 11, 2004, USEPA signed the final rule introducing Tier 4 emission standards, which were phased-in between 2008 and 2015. The Tier 4 standards require that emissions of particulate matter and NO_x be further reduced by about 90 percent. Such emission reductions are achieved through the use of control technologies, including advanced exhaust gas after-treatment.

7.1.2 State

7.1.2.1 California Clean Air Act

In addition to being subject to the requirements of the CAA, air quality in California is also governed by the applicable, and in some instances more stringent, regulations under the California Clean Air Act (CCAA). In California, CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional level.

CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in **Table 7-1**.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O₃, PM₁₀, and PM_{2.5}.

In August 2022, CARB approved regulations to ban new gasoline-powered cars beginning with 2035 models. Automakers would gradually electrify their fleet of new vehicles, beginning with 35 percent of 2026 models sold. In March 2023, USEPA approved CARB's regulations that mandate that all new medium- and heavy-duty trucks would be zero emissions by 2045 where feasible. Trucking companies would also have to gradually convert their existing fleets to zero emission vehicles.

CARB has further required that all small (25 horsepower and below) off-road engines that are spark-ignited (e.g., lawn and gardening equipment) must be zero emission starting in model year 2024. Standards for portable generators and large pressure washers were given until model year 2028 to be electric-powered.

7.1.2.2 Toxic Air Contaminant Identification and Control Act

The public's exposure to toxic air contaminants (TACs) has been recognized by the state as a major public health issue in California. CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. According to the California Health and Safety Code (CHSC) Section 39655, a TAC is "an air pollutant which may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health." In addition, substances which have been listed as federal hazardous air pollutants

(HAPs) pursuant to United States Code Section 7412 of Title 42 are TACs under the air toxics program pursuant to CHSC Section 39657 (b).⁸⁶

The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds. CARB identified particulate emissions from diesel-fueled engines (diesel PM) TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program. For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan.

With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Board approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific Statewide regulations designed to further reduce diesel particulate matter (PM) emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions. Breathing Hydrogen Sulfide (H₂S) at levels above the state standard could result in exposure to a disagreeable rotten eggs odor. The State does not regulate other odors.

7.1.2.3 California Air Toxics Program

The California Air Toxics Program was established in 1983, when the California Legislature adopted Assembly Bill (AB) 1807 to establish a two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air.⁸⁷ In the risk identification step, CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed," as a TAC in California. Since inception of the program, a number of such substances have been listed, including benzene, chloroform, formaldehyde, and particulate emissions from diesel-fueled engines, among others.⁸⁸ In 1993, the California Legislature amended the program to identify the 189 federal hazardous air pollutants as TACs.

In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of airborne toxic control measures (ATCMs), both for mobile and stationary sources. In 2004, CARB adopted an ATCM to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are

⁸⁶ CARB Identified Toxic Air Contaminants: <https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants>, accessed May 6, 2024.

⁸⁷ CARB, California Air Toxics Program, <https://ww2.arb.ca.gov/our-work/programs/air-toxics-program>, accessed May 6, 2024.

⁸⁸ CARB, Toxic Air Contaminant Identification List, <https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants>, accessed May 6, 2024.

licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given time.

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

7.1.2.4 Assembly Bill 2588 Air Toxics “Hot Spots” Program

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

7.1.2.5 Air Quality and Land Use Handbook: A Community Health Perspective

CARB published the *Air Quality and Land Use Handbook* (CARB Handbook) on April 28, 2005 to serve as a general guide for considering health effects associated with siting sensitive receptors proximate to sources of TAC emissions. CARB provides recommended site distances from certain types of facilities when considering siting new sensitive land uses. The recommendations are advisory, and do not constitute a requirement or mandate for either land use agencies or local air districts. Therefore, they should not be interpreted as defined “buffer zones.” If a project is within the siting distance, CARB recommends further analysis.

Where possible, CARB recommends a minimum separation between new sensitive land uses and existing sources. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB’s siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.⁸⁹

⁸⁹ California Air Resources Board, *Air Quality and Land Use Handbook, a Community Health Perspective*, April 2005. <http://www.aqmd.gov/docs/default-source/ceqa/handbook/california-air-resources-board-air-quality-and-land-use-handbook-a-community-health-perspective.pdf>, accessed May 6, 2024.

7.1.2.6 California Code of Regulations

The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by the state agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions.

Section 2485 in CCR Title 13 states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) used during construction shall be limited to five minutes at any location.

Section 93115 in CCR Title 17 states that operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

7.1.3 Regional

7.1.3.1 South Coast Air Quality Management District

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

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

- SCAQMD Rule 401 Visible Emissions – This rule prohibits an air discharge that results in a plume that is as dark or darker than what is designated as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.
- SCAQMD Rule 402 – This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

- SCAQMD Rule 403 – This rule reduces the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.
- SCAQMD Rule 431.2 – This rule requires use of low-sulfur fuel in construction equipment.
- SCAQMD Rule 445 – This rule prohibits the inclusion of wood burning fireplaces in any residences.
- SCAQMD Rule 1113 – This rule limits the volatile organic compound (VOC) content of architectural coatings.
- In accordance with Section 2485 in Title 13 of the CCR, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.
- In accordance with Section 93115 in Title 17 of the CCR, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

7.1.3.2 Air Quality Management Plan

SCAQMD adopted the 2022 Air Quality Management Plan (AQMP) on December 2, 2022, updating the region's air quality attainment plan to address the “extreme” ozone non-attainment status for the Basin and the severe ozone non-attainment for the Coachella Valley Basin by laying a path for attainment by 2037. This includes reducing NO_x emissions by 67 percent more than required by adopted rules and regulations in 2037. The AQMP calls on strengthening many stationary source controls and addressing new sources like wildfires, but still concludes that the region would not meet air quality standards without a significant shift to zero emission technologies and significant federal action. The 2022 AQMP relies on the growth assumptions in SCAG's 2020-2045 RTP/SCS.

7.1.3.3 Multiple Air Toxics Exposure Study V

To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study V, released in August 2021.⁹⁰ The report included refinements in aircraft and recreational boating emissions and diesel conversion factors. It finds a Basin average cancer risk of 455 in a million (population-weighted, multi-pathway), which represents a decrease of 54 percent compared to the estimate in MATES IV. The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by computer modeling that estimated the risk of cancer from breathing toxic air pollution based on emissions and weather data. About 88 percent of the risk is attributed to emissions associated with mobile sources, with the remainder attributed to toxics emitted from stationary sources, which include large industrial operations, such as refineries and metal processing facilities, as well as smaller businesses such as gas stations and chrome plating facilities. The results indicate that

⁹⁰ South Coast Air Quality Management District, MATES-V Study. <https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v>

diesel PM is the largest contributor to air toxics risk, accounting on average for about 50 percent of the total risk.

7.1.3.4 Southern California Association of Governments (SCAG)

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements, including the Transportation Conformity Rule and other applicable federal, state, and air district laws and regulations. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities “conform” to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. In addition, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the AQMP for the Air Basin.

SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) on April 7, 2016.^{91,92} The 2016–2040 RTP/SCS reaffirms the land use policies that were incorporated into SCAG’s prior 2012–2035 RTP/SCS. These foundational policies, which guided the development of the plan’s land use strategies, include the following:

- Identify regional strategic areas for infill and investment;
- Structure the plan on a three-tiered system of centers development;
- Develop “Complete Communities”;
- Develop nodes on a corridor;
- Plan for additional housing and jobs near transit;
- Plan for changing demand in types of housing;
- Continue to protect stable, existing single-family areas;
- Ensure adequate access to open space and preservation of habitat; and
- Incorporate local input and feedback on future growth.

The 2016–2040 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and continued recognition of this close relationship would help the region make choices that sustain existing resources and expand efficiency, mobility, and accessibility for people across the region. In particular, the 2016–2040 RTP/SCS draws a closer connection between where people live and work, and it offers a blueprint for how Southern

⁹¹ SCAG, Final 2016–2040 RTP/SCS.

⁹² CARB, Executive Order G-16-066, SCAG 2016 SCS ARB Acceptance of GHG Quantification Determination, June 2016.

California can grow more sustainably. The 2016–2040 RTP/SCS also includes strategies focused on compact infill development and economic growth by building the infrastructure the region needs to promote the smooth flow of goods and easier access to jobs, services, educational facilities, healthcare and more.

On September 3, 2020, SCAG’s Regional Council adopted the 2020-2045 RTP/SCS (Connect SoCal 2020). The 2020-2045 RTP/SCS was determined to conform to the federally-mandated state implementation plan (SIP), for the attainment and maintenance of NAAQS standards. On October 30, 2020, CARB also accepted SCAG’s determination that the SCS met the applicable state greenhouse gas emissions targets. The 2020-2045 RTP/SCS was included in the 2022 AQMP.

The RTP/SCS update addressed the continuing transportation and air quality challenges of adding 3.7 million additional residents, 1.6 additional households, and 1.6 million additional jobs between 2016 and 2045. The Plan calls for \$639 billion in transportation investments and reducing VMT by 19 percent per capita from 2005 to 2035. The updated plan accommodates 21.3 percent regional growth (837,500) in population from 2016 (3,933,800) to 2045 (4,771,300) and a 15.6 percent growth (287,600) in jobs from 2016 (1,848,300) to 2045 (2,135,900). The regional plan projects several benefits:

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

The 2020-2045 RTP/SCS was included in the 2022 AQMP.

The 2024-2050 RTP/SCS (Connect SoCal 2024) is currently under development.⁹³

⁹³ SCAG, RTP/SCS 2024: <https://scag.ca.gov/ready-2024>, accessed May 6, 2024.

7.1.3 Local

7.1.3.1 City of Los Angeles General Plan Air Quality Element

The Air Quality Element of the City's General Plan was adopted on November 24, 1992, and sets forth the goals, objectives, and policies, which guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals. The Air Quality Element includes six key goals:

Goal 1: Good air quality in an environment of continued population growth and healthy economic structure.

Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips.

Goal 3: Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.

Goal 4: Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

Goal 5: Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.

Goal 6: Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

7.1.3.2 Clean Up Green Up Ordinance

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

7.1.3.3 All-Electric Ordinance

On November 29, 2022, the City adopted Ordinance 187714, which requires all development to be powered by electric appliances and infrastructure with the exception of any cooking equipment associated with any restaurants or eating facilities and any gas-powered emergency backup systems.⁹⁴ This will reduce VOC and other emissions from long-term operation of new development.

⁹⁴ City of Los Angeles, Ordinance 187714. https://clkrep.lacity.org/online/docs/2022/22-0151_ord_187714_1-23-23.pdf; accessed May 6, 2024.

7.1.3.4 California Environmental Quality Act Air Quality Handbook

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

7.1.3.4 Land Use Compatibility

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

The Project Site is 1,950 feet northeast of the mainline of the Hollywood Freeway (US-101).

On April 12, 2018, the City updated its guidance on siting land uses near freeways, resulting in an updated Advisory Notice effective September 17, 2018 requiring all proposed projects within 1,000 feet of a freeway adhere to the Citywide Design Guidelines, including those that address freeway proximity. It also recommended that projects consider avoiding location of sensitive uses like schools, day care facilities, and senior care centers in such projects, locate open space areas as far from the freeway as possible when the size of the site permits, locate non-habitable uses (e.g., parking structures) nearest the freeway, and screen project sites with substantial vegetation and/or a wall barrier. The Advisory Notice also informs project applicants of the regulatory requirements of the Clean Up Green Up Ordinance. Requirements for preparing HRAs were removed.

7.2 Existing Conditions

7.2.1 Pollutants and Effects

7.2.1.1 State and Federal Criteria Pollutants

Air quality is defined by ambient air concentrations of seven specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. These specific pollutants, known as “criteria air pollutants,” are defined as pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Criteria air pollutants include carbon monoxide (CO), ground-level ozone (O₃), nitrogen oxides (NO_x), sulfur oxides (SO_x), particulate matter ten microns or less in diameter (PM₁₀), particulate matter 2.5 microns or less in diameter (PM_{2.5}), and

lead (Pb). The following descriptions of each criteria air pollutant and their health effects are based on information provided by the SCAQMD.⁹⁵

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

Ozone (O₃). O₃ is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_x)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. O₃ concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O₃ irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

Nitrogen Dioxide (NO₂). NO₂ is a byproduct of fuel combustion and major sources include power plants, large industrial facilities, and motor vehicles. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x. NO₂ absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO₂ also contributes to the formation of PM₁₀. Nitrogen oxides irritate the nose and throat, and increase one's susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_x is as a precursor to the formation of ozone.

Sulfur Dioxide (SO₂). Sulfur oxides (SO_x) are compounds of sulfur and oxygen molecules. SO₂ is the pre-dominant form found in the lower atmosphere and is a product of burning sulfur or burning materials that contain sulfur. Major sources of SO₂ include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO₂ potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

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

⁹⁵ SCAQMD, Final Program Environmental Impact Report for the 2022 AQMP, <https://www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2022/2022-aqmp-final-peir.pdf?sfvrsn=8>, accessed February 1, 2024.

particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

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

7.2.1.2 State-only Criteria Pollutants

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

Sulfates (SO_4^{2-}). Sulfates are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide (H_2S). H_2S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation. Breathing H_2S at levels above the state standard could result in exposure to a very disagreeable odor.

Vinyl Chloride. Vinyl chloride is a colorless, flammable gas at ambient temperature and pressure. It is also highly toxic and is classified as a known carcinogen by the American Conference of Governmental Industrial Hygienists and the International Agency for Research on Cancer. At room temperature, vinyl chloride is a gas with a sickly-sweet odor that is easily condensed. However, it is stored at cooler temperatures as a liquid. Due to the hazardous nature of vinyl chloride to human health, there are no end products that use vinyl chloride in its monomer form. Vinyl chloride is a chemical intermediate, not a final product. It is an important industrial chemical chiefly used to produce polyvinyl chloride (PVC). The process involves vinyl chloride liquid fed to polymerization reactors where it is converted from a monomer to a polymer PVC. The final product of the polymerization process is PVC in either a flake or pellet form. Billions of pounds of PVC are sold on the global market each year. From its flake or pellet form, PVC is sold to companies that heat and mold the PVC into end products such as PVC pipe and bottles. Vinyl chloride emissions are historically associated primarily with landfills.

7.2.2 Toxic Air Contaminants

TACs refer to a diverse group of “non-criteria” air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are

fundamentally different from the pollutants discussed above but because their effects tend to be local rather than regional. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TAC can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular). CARB and OEHHA determine if a substance should be formally identified, or “listed,” as a TAC in California. A complete list of these substances is maintained on CARB’s website.⁹⁶

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

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.^{97,98}

7.2.4 Project Site

The Project Site is located within the South Coast Air Basin (the Basin); named so because of its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys or basins below. The 6,745-square-mile Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south. Ambient pollution concentrations recorded in Los Angeles County portion of the Basin are among the highest in the four counties comprising the Basin. USEPA has classified Los Angeles County as nonattainment areas for O_3 , $\text{PM}_{2.5}$, and lead. This classification denotes that the Basin does not meet the NAAQS for these pollutants. In addition, under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for O_3 , PM_{10} , and $\text{PM}_{2.5}$. The air quality within the Basin is primarily influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology.

⁹⁶ CARB, Toxic Air Contaminant Identification List, <https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants>, accessed May 6, 2024.

⁹⁷ CARB, Overview: Diesel Exhaust and Health, <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health>, accessed May 6, 2024.

⁹⁸ CARB, Fact Sheet: Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results, March 2008.

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

7.2.4.1 Air Pollution Climatology⁹⁹

The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cooler surface layer which inhibits the pollutants from dispersing upward. Light winds during the summer further limit ventilation. Additionally, abundant sunlight triggers photochemical reactions which produce O₃ and the majority of particulate matter.

7.2.4.2 Air Monitoring Data

The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD's Central Los Angeles receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project area.

Table 2-2 shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2020 through 2022. The one-hour State standard for O₃ was exceeded 16 times during this three-year period, including fourteen times in 2020. The federal standard was exceeded 31 times in that same period. In addition, the daily State standard for PM₁₀ was exceeded 201 times. The daily federal standard for PM_{2.5} was exceeded 15 times. CO and NO₂ levels did not exceed the CAAQS from 2020 to 2022 for 1-hour (and 8-hour for CO).

Table 7-2
Ambient Air Quality Data

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2020	2021	2022
Ozone (O₃)			
Maximum 1-hour Concentration (ppm)	0.185	0.099	0.138
Days > 0.09 ppm (State 1-hour standard)	14	1	1
Days > 0.070 ppm (Federal 8-hour standard)	22	2	6
Carbon Monoxide (CO₂)			
Maximum 1-hour Concentration (ppm)	1.9	2.0	1.7
Days > 20 ppm (State 1-hour standard)	0	0	0
Maximum 8-hour Concentration (ppm)	1.5	1.6	1.5
Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide (NO₂)			
Maximum 1-hour Concentration (ppm)	0.0618	0.0778	0.0751
Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM₁₀			

⁹⁹ AQMD, Final Program Environmental Impact Report for the 2012 AQMP, December 7, 2012.

Maximum 24-hour Concentration ($\mu\text{g}/\text{m}^3$)	77	64	60
Days > 50 $\mu\text{g}/\text{m}^3$ (State 24-hour standard)	24	3	4
PM_{2.5}			
Maximum 24-hour Concentration ($\mu\text{g}/\text{m}^3$)	47.3	61.0	33.7
Days > 35 $\mu\text{g}/\text{m}^3$ (Federal 24-hour standard)	2	12	0
Sulfur Dioxide (SO₂)			
Maximum 1-hour Concentration (ppb)	3.8	2.2	6.5
Days > 0.25 ppm (State 1-hour standard)	0	0	0
ppm = parts by volume per million of air. $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter. N/A = not available at this monitoring station. Source: SCAQMD annual monitoring data at Central LA subregion (http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year) accessed May 4, 2024.			

7.2.4.3 Existing Health Risk in the Surrounding Area

Based on the MATES-V model, the calculated cancer risk in the Project area (zip code 90028) is approximately 520 in a million.¹⁰⁰ The cancer risk in this area is predominantly influenced by nearby sources of diesel particulate matter (e.g., diesel trucks and traffic on the Santa Monica Freeway 5,100 feet to the south). In general, the risk at the Project Site is higher than 70 percent of the population across the South Coast Air Basin.

The Office of Environmental Health Hazard Assessment, on behalf of the California Environmental Protection Agency (CalEPA), provides a screening tool called CalEnviroScreen that can be used to help identify California communities disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen, the Project Site (Census tract 6037190510) is located in the 83rd percentile, which means the Project Site has an overall environmental pollution burden higher than at least 83 percent of other communities within California.¹⁰¹

7.2.4.4 Sensitive Receptors

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

The Project Site is located in a residential area within the Thai Town neighborhood. Sensitive receptors within 0.25 miles of the Project Site include, but are not limited to, the following

¹⁰⁰ South Coast Air Quality Management District, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-V), MATES V Interactive Carcinogenicity Map, 2021, https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data_id=dataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A26&views=view_39%2Cview_1, accessed May 6, 2024.

¹⁰¹ Office of Environmental Health Hazard Assessment, <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>, accessed May 6, 2024.

representative sampling:

- Residences, 5434-5436 Carlton Way; five feet west of the Project Site
- Residences, 5412 Carlton Way; five feet east of the Project Site.
- Residences, Harold Way; as close as five feet south of the Project Site.
- Residences, Carlton Way (north side); 80 feet north of the Project Site across Carlton Way.

7.2.4.5 Existing Project Site Emissions

The Project Site is improved with eight residential and accessory structures with 33 multi-family residences totaling 22,916 square feet. As summarized in **Table 2-3**, most existing air quality emissions are associated with the 138 daily vehicle trips and 950 daily vehicle miles traveled (VMT) associated with the residences.¹⁰²

Table 2-3
Existing Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	0.5	<0.1	1.4	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.1	0.1	<0.1	<0.1	<0.1
Mobile Sources	0.3	0.2	2.6	<0.1	0.5	0.1
Regional Total	0.9	0.4	4.1	<0.1	0.5	0.1
Source: DKA Planning, 2024 based on CalEEMod 2022.1.1.22 model runs (included in Technical Appendix). Numbers may not add due to rounding.						

7.3 Methodology

The air quality analysis conducted for the Project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air Quality Handbook, as provided on the SCAQMD website. The SCAQMD recommends the use of the California Emissions Estimator Model (CalEEMod, version 2022.1.1.22) as a tool for quantifying emissions of air pollutants that would be generated by constructing and operating development projects. The analyses focus on the potential change in air quality conditions due to Project implementation. Air pollutant emissions would result from both construction and operation of the Project. Specific methodologies used to evaluate these emissions are discussed below.

7.3.1 Construction

Sources of air pollutant emissions associated with construction activities include heavy-duty off-road diesel equipment and vehicular traffic to and from the Project construction site. Project-specific information was provided by the Applicant and taken from the Project plans and application materials. Details pertaining to the schedule and equipment can be found in **Appendix**

¹⁰² Gibson Transportation Consulting, Inc. Draft Transportation Assessment for the 5424 W. Carlton Way Residential Project; March 2024.

E of this CE. The CalEEMod model provides default values for daily equipment usage rates and worker trip lengths, as well as emission factors for heavy-duty equipment, passenger vehicles, and haul trucks that have been derived by the CARB. Maximum daily emissions were quantified for each construction activity based on the number of equipment and daily hours of use, in addition to vehicle trips to and from the Project Site.

The SCAQMD recommends that air pollutant emissions be assessed for both regional scale and localized impacts. The regional emissions analysis includes both on-site and off-site sources of emissions, while the localized emissions analysis focuses only on sources of emissions that would be located on the Project Site.

Localized impacts were analyzed in accordance with the SCAQMD Localized Significance Threshold (LST) methodology.¹⁰³ The localized effects from on-site portion of daily emissions were evaluated at sensitive receptor locations potentially impacted by the Project according to the SCAQMD's LST methodology, which uses on-site mass emission look-up tables and Project-specific modeling, where appropriate.¹⁰⁴ SCAQMD provides LSTs applicable to the following criteria pollutants: NO_x, CO, PM₁₀, and PM_{2.5}. SCAQMD does not provide an LST for SO₂ since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O₃ formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to five acres. If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed. In accordance with SCAQMD guidance, maximum daily emissions of NO_x, CO, PM₁₀, and PM_{2.5} from on-site sources during each construction activity were compared to LST values for a one-acre site having sensitive receptors within 25 meters (82 feet).¹⁰⁵

This is appropriate given the 0.865-acre site and the proximity of sensitive receptors as close as five feet from the Project Site.

The Basin is divided into 38 SRAs, each with its own set of maximum allowable LST values for on-site emissions sources during construction and operations based on locally monitored air quality. Maximum on-site emissions resulting from construction activities were quantified and assessed against the applicable LST values.

¹⁰³ South Coast Air Quality Management District, Final Localized Significance Methodology, revised July 2008.

¹⁰⁴ South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-Up Table, October 2009.

¹⁰⁵ South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

The significance criteria and analysis methodologies in the SCAQMD's CEQA Air Quality Handbook were used in evaluating impacts in the context of the CEQA significance criteria listed below. The SCAQMD LSTs for NO₂, CO, and PM₁₀ were initially published in June 2003 and revised in July 2008.¹⁰⁶ The LSTs for PM_{2.5} were established in October 2006.¹⁰⁷ Updated LSTs were published on the SCAQMD website on October 21, 2009.¹⁰⁸ **Table 7-4** presents the significance criteria for both construction and operational emissions.

Table 7-4
SCAQMD Emissions Thresholds

Criteria Pollutant	Construction Emissions		Operation Emissions	
	Regional	Localized /a/	Regional	Localized /a/
Volatile Organic Compounds (VOC)	75	--	55	--
Nitrogen Oxides (NO _x)	100	74	55	74
Carbon Monoxide (CO)	550	680	550	680
Sulfur Oxides (SO _x)	150	--	150	--
Respirable Particulates (PM ₁₀)	150	5	150	2
Fine Particulates (PM _{2.5})	55	3	55	1
/a/ Localized significance thresholds assumed a 1-acre and 25-meter (82-foot) receptor distance in the Central LA source receptor area. The SCAQMD has not developed LST values for VOC or SO _x . Pursuant to SCAQMD guidance, sensitive receptors closer than 25 meters to a construction site are to use the LSTs for receptors at 25 meters (SCAQMD Final Localized Significance Threshold Methodology, July 2008): https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds . Source: SCAQMD, South Coast AQMD Air Quality Significance Thresholds, March 2023: https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25 , accessed May 6, 2024.				

7.3.2 Operation

CalEEMod also generates estimates of daily and annual emissions of air pollutants resulting from future operation of a project. Operational emissions are produced by mobile sources (vehicular travel) and stationary sources (e.g., utilities demand). Utilities for the Project Site are provided by the Los Angeles Department of Water and Power (LADWP) for electricity and Southern California Gas for natural gas, where applicable. CalEEMod has derived default emissions factors for electricity and natural gas use that are applied to the size and land use type of the Project. CalEEMod also estimates operational emissions associated with water use, wastewater generation, and solid waste disposal.

Similar to construction, SCAQMD's CalEEMod software was used for the evaluation of Project emissions during operation. CalEEMod was used to calculate on-road fugitive dust, architectural coatings, landscape equipment, energy use, mobile source, and

¹⁰⁶ South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

¹⁰⁷ South Coast Air Quality Management District, Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, October 2006.

¹⁰⁸ South Coast Air Quality Management District, Final Localized Significance Threshold Methodology Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009.

stationary source emissions.¹⁰⁹ To determine if a significant air quality impact would occur, the net increase in regional and local operational emissions generated by the Project was compared against SCAQMD's significance thresholds.¹¹⁰ Details describing the operational emissions of the Project can be found in the Technical Appendix.

7.3.3 Toxic Air Contaminants Impacts

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

7.4 Thresholds of Significance

7.4.1 State CEQA Guidelines

In accordance with CEQA Guidelines Section 15332(d), approval of the project would not result in any significant effects relating to air quality.

7.4.2 SCAQMD Thresholds

In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G Thresholds. Under these thresholds, a significant threshold would occur when:¹¹¹

7.4.2.1 Construction

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 100 pounds per day for NO_x; (2) 75 pounds a day for VOC; (3) 150 pounds per day for PM₁₀ or SO_x; (4) 55 pounds per day for PM_{2.5}; and (5) 550 pounds per day for CO.
- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 ppm [23,000 µg/m³] over a 1-hour period or 9.0 ppm [10,350 µg/m³] averaged over an 8-hour period) and NO₂ (0.18 ppm [339 µg/m³] over a 1-hour period,

¹⁰⁹ Energy consumption estimates with CalEEMod 2022.1.1.22 are based on the California Energy Commission's 2020 Residential Appliance Saturation Survey (residential uses) and 2021 Commercial Forecast database, both of which reflected the 2019 Title 24 energy efficiency standards. These energy consumption estimates were adjusted to reflect the 2022 Title 24 standards that cumulatively produce a 0.49 percent reduction in electricity use and 0.45 percent reduction in natural gas use when compared to the 2019 standards.

¹¹⁰ South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015. SCAQMD based these thresholds, in part on the federal Clean Air Act and, to enable defining "significant" for CEQA purposes, defined the setting as the South Coast Air Basin. (See SCAQMD, *CEQA Air Quality Handbook*, April 1993, pp. 6-1-6-2).

¹¹¹ SCAQMD, SCAQMD Air Quality Significance Thresholds, March 2023: <https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25>, accessed May 6, 2024.

0.1 ppm [$188 \mu\text{g}/\text{m}^3$] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [$57 \mu\text{g}/\text{m}^3$] averaged over an annual period).

- Maximum on-site localized PM_{10} or $\text{PM}_{2.5}$ emissions during construction exceed the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed the incremental 24-hour threshold of $10.4 \mu\text{g}/\text{m}^3$ or $1.0 \mu\text{g}/\text{m}^3$ PM_{10} averaged over an annual period.

7.4.2.2 Operation

The City bases the determination of significance of operational air quality impacts on criteria set forth in the SCAQMD's *CEQA Air Quality Handbook*.¹¹² However, as discussed above, the City has chosen to use Appendix G as the thresholds of significance for this analysis. Accordingly, the following serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G thresholds. Under these thresholds, a significant threshold would occur when:

- Operational emissions exceed 10 tons per year of volatile organic gases or any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for VOC;¹¹³ (2) 55 pounds per day for NO_x ; (3) 550 pounds per day for CO; (4) 150 pounds per day for SO_x ; (5) 150 pounds per day for PM_{10} ; and (6) 55 pounds per day for $\text{PM}_{2.5}$.¹¹⁴
- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a 1-hour period or 9.0 ppm averaged over an 8-hour period) and NO_2 (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).¹¹⁵
- Maximum on-site localized operational PM_{10} and $\text{PM}_{2.5}$ emissions exceed the incremental 24-hour threshold of $2.5 \mu\text{g}/\text{m}^3$ or $1.0 \mu\text{g}/\text{m}^3$ PM_{10} averaged over an annual period.¹¹⁶
- The Project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively; or
- The Project creates an odor nuisance pursuant to SCAQMD Rule 402.

¹¹² SCAQMD, SCAQMD Air Quality Significance Thresholds, March 2023: <https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25>, accessed February 1, 2024.

¹¹³ For purposes of this analysis, emissions of VOC and reactive organic compounds (ROG) are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.

¹¹⁴ SCAQMD Air Quality Significance Thresholds, March 2023: <https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25>, accessed February 1, 2024.

¹¹⁵ SCAQMD, Final Localized Significance Threshold Methodology, revised July 2008.

¹¹⁶ SCAQMD, Final—Methodology to Calculate Particulate Matter (PM) 2.5 and $\text{PM}_{2.5}$ Significance Thresholds, October 2006.

7.4.2.3 Toxic Air Contaminants

The following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under Appendix G thresholds. Under these thresholds, a significant threshold would occur when:¹¹⁷

- The Project results in the exposure of sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0.¹¹⁸ For projects with a maximum incremental cancer risk between 1 in one million and 10 in one million, a project would result in a significant impact if the cancer burden exceeds 0.5 excess cancer cases.

7.4.2.4 Consistency with Applicable Air Quality Plans

CEQA Guidelines Section 15125 requires an analysis of project consistency with applicable governmental plans and policies. This analysis is conducted to assess potential project impacts against Threshold (a) from the Appendix G thresholds. In accordance with the SCAQMD's *CEQA Air Quality Handbook*, the following criteria are used to evaluate a project's consistency with the AQMP:¹¹⁹

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

7.5 Project Impacts

The Project would comply with the 2022 Los Angeles Green Building Code (LAGBC),¹²⁰ which will build upon and set higher standards than those in the 2022 California Green Building

¹¹⁷ SCAQMD, *CEQA Air Quality Handbook*, April 1993, Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants).

¹¹⁸ Hazard index is the ratio of a toxic air contaminant's concentration divided by its Reference Concentration, or safe exposure level. If the hazard index exceeds one, people are exposed to levels of TACs that may pose noncancer health risks.

¹¹⁹ South Coast Air Quality Management District, *CEQA Air Quality Handbook*, April 1993, p. 12-3.

¹²⁰ City of Los Angeles Department of Building and Safety: <http://ladbs.org/forms-publications/forms/green-building>.

Standards Code (CalGreen, effective January 1, 2023).¹²¹ Construction in later years could be subject to the future 2025 LAGBC and CalGreen standards. Further energy efficiency and sustainability features would include native plants and drip/subsurface irrigation systems, individual metering or sub metering for water use, leak detection systems, and electric vehicle charging capacity. In accordance with City Ordinance 187714, the Project would be all-electric.

The Project's lower off-street parking supply (148 spaces for 131 new residences) will reduce car ownership rates and resulting vehicle use that will reduce energy and air quality emissions. The Project's infill location is a design feature that would promote the concentration of development in an urban location with access to transportation infrastructure and public transit facilities. This would reduce vehicle miles traveled (VMT) for residents and visitors who want options to driving cars.

7.5.1 Consistency with Plans

7.5.1.1 Air Quality Management Plan

The Project's air quality emissions would not exceed any State or federal standards. Therefore, the Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for these pollutants. As the Project would not exceed any State and federal standards, the Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

With respect to the determination of consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2020-2045 RTP/SCS regarding population, housing, and growth trends. Determining whether a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these three criteria.

- Is the project consistent with the population, housing, and employment growth projections upon which AQMP forecasted emission levels are based?

A project is consistent with the AQMP, in part, if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2022 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Los Angeles General Plan and SCAG's RTP. The General Plan serves as a comprehensive, long-term plan for future development of the City.

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

¹²¹ California Building Codes: <http://www.bsc.ca.gov/Codes.aspx>.

accommodates a total of 4,771,300 persons; 1,793,000 households; and 2,135,900 jobs in the City of Los Angeles by 2045.

The City provided local growth forecasts that were incorporated into the regional projections. The Project Site is classified as “High Density Residential” in the General Plan Framework and zoned R4 (Multiple Dwelling Zone). It also includes zoning classifications that allow residential development, including “Housing Element Inventory of Sites-Housing Replacement Requirements (ZI-2512)”, which requires on-site replacement housing. As such, the RTP/SCS’ assumptions about growth in the City accommodate the projected population and housing on the Project Site. As a result, the Project would be consistent with the growth assumptions in the City’s General Plan. Because the AQMP accommodates growth forecasts from local General Plans, the emissions associated with this Project are accounted for and mitigated in the region’s air quality attainment plans. The air quality impacts of development on the Project Site are accommodated in the region’s emissions inventory for the 2020-2045 RTP/SCS and 2022 AQMP

The Project would house a residential population of approximately 328 people to the Project Site based on the 139 new and maintained dwelling units.¹²² When the 59 residents associated with the 25 removed units are considered, the Project would result in a net increase of 269 persons. The Project’s residential population would represent approximately 0.01 percent of the forecast population growth between 2016 and 2045 and be consistent with the local growth assumptions that formed the basis of the region’s AQMP. As a result, the Project would be consistent with the growth projections in the AQMP.

- Does the project implement feasible air quality mitigation measures?

As discussed below, the Project would not result in any significant air quality impacts and therefore would not require mitigation. In addition, the Project would comply with all applicable regulatory standards as required by SCAQMD. Furthermore, with compliance with the regulatory requirements identified above, no significant air quality impacts would occur. As such, the Project meets this AQMP consistency criterion.

- To what extent is project development consistent with the land use policies set forth in the AQMP?

With regard to land use developments, the AQMP’s air quality policies focus on the reduction of vehicle trips and VMT. The Project would implement a number of land use policies of the City of Los Angeles, SCAQMD, and SCAG, as it would be designed and constructed to support and promote environmental sustainability. The Project represents an infill development within an urbanized area that would concentrate more housing and population within a high quality transit area (HQTa). “Green” principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and CALGreen through energy conservation, water

¹²² Transportation Assessment, Gibson Transportation Consulting, March 2024. Included as **Appendix C-1** of this CE. City of Los Angeles VMT Calculator Documentation, v1.4. LADOT population and employee numbers are shown on Table 1: https://ladot.lacity.org/sites/default/files/documents/vmt_calculator_documentation-2020.05.18.pdf. As shown, multi-family residential is 2.25 persons per unit and Affordable Housing – Family is 3.14 persons per unit. Project: $(122 \times 2.25) + (17 \times 3.14) = 328$.

conservation, and waste reduction features. In accordance with City Ordinance 187714, the Project would be all-electric.

The air quality plan applicable to the Project area is the 2022 AQMP, the current management plan for progression toward compliance with State and federal clean air requirements. The Project would be required to comply with all regulatory measures set forth by the SCAQMD. Implementation of the Project would not interfere with air pollution control measures listed in the 2022 AQMP. As noted earlier, the Project is consistent with the land use policies of the City that were reflected in the regional growth projections for the AQMP. As demonstrated in the following analysis, the Project would not result in significant emissions that would jeopardize regional or localized air quality standards.

7.5.1.2 City of Los Angeles Policies

The Project would offer convenient access to public transit and opportunities for walking and biking (including the provision of bicycle parking), thereby facilitating a reduction in VMT. In addition, the Project would be consistent with the existing land use pattern in the vicinity that concentrates urban density along major arterials and near transit options and would help reduce air quality emissions in several ways:

- The Project Site is within a HQTAs, which reflects areas with rail transit service or bus service where lines have peak headways of less than 15 minutes.¹²³
- The Project Site is located in a Transit Priority Area, which are locations within one-half mile of a major transit stop with bus or rail transit service with frequencies of 15 minutes or less.
- The Project Site is considered a Transit Oriented Communities (TOC) Tier 4 based on the shortest distance between any point on the lot and qualified Major Transit Stops at the intersection of Hollywood Boulevard and Western Avenue, 430 feet northwest of the Site, which is served by Metro bus lines 180, 207, 217 and the Metro B Line subway.¹²⁴
- Because of its location and TOC status, the Project will reduce on-site parking supply (148 spaces for 131 new residences) that will by definition reduce car ownership and resulting vehicle travel. The Project Site is located within an AB 2097: Reduced Parking Area.¹²⁵
- There is substantial public transit service in the area, including:
 - Metro Line 2 which connects USC with Westwood Boulevard via Sunset Boulevard. The nearest bus stop is on Sunset Boulevard at Western Avenue 890 feet southwest of the Project Site.

¹²³ Southern California Association of Governments Data Portal https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_active-transportation.pdf?1606001530,

¹²⁴ Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

¹²⁵ Zone Information & Map Access System (ZIMAS): <http://zimas.lacity.org>, accessed April 2, 2024.

- Metro Line 180 which connects Hollywood with Glendale and Pasadena via Los Feliz Boulevard and Colorado Boulevard. The nearest bus stop is on Hollywood Boulevard at Western Avenue 460 feet north of the Project Site.
- Metro Line 207 which connects Hollywood with the Metro Rail Crenshaw Station via Western Avenue. The nearest bus stop is on Western Avenue at Hollywood Boulevard 500 northwest of the Project Site.
- Metro Line 217 which connects the Hollywood/Vine and La Cienega Metro Rail stations via Hollywood Boulevard and Fairfax Avenue. The nearest bus stop is on Hollywood Boulevard at Western Avenue 460 feet north of the Project Site.
- LADOT DASH (Hollywood) shuttle service, where the nearest bus stop is on Sunset Boulevard at Western Avenue 890 feet southwest of the Project Site.
- Metro’s Hollywood/Western rail station is located 430 feet northwest of the Project Site, where the B (Red) Line provides access to the regional rail network, including Metrolink commuter service.
- The project will provide two short- and 70 long-term bicycle parking spaces on-site.
- Bicyclists can use Class III bicycle routes on Fountain Avenue and Franklin Avenue, 1,800 feet south of the Project Site.
- Metro operates a bikeshare station on Western Avenue and Hollywood Boulevard, 430 feet northwest of the Project Site.

The City’s General Plan Air Quality Element identifies 30 policies with specific strategies for advancing the City’s clean air goals. As illustrated in **Table 7-5**, the Project is consistent with the applicable policies in the Air Quality Element, as the Project would implement sustainability features that would reduce vehicular trips, reduce VMT, and encourage the use of alternative modes of transportation. Therefore, the Project would result in a less than significant impact related to consistency with the Air Quality Element.

Table 7-5
Project Consistency with City of Los Angeles Air Quality Element

Strategy	Project Consistency
Policy 1.3.1. Minimize particulate emissions from construction sites.	Consistent. The Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules (e.g., Rule 403, Fugitive Dust).
Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	Not Applicable. The Project would not involve use of unpaved roads or parking lots.
Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to	Consistent. The Project is a residential project and would not have any employers. Nevertheless, the Project would promote alternative commute options for residents who can take advantage of public transit and active transportation options. The Project’s reduced off-street parking supply (148 spaces for 131 new residences) will ensure low car ownership rates that will

Table 7-5
Project Consistency with City of Los Angeles Air Quality Element

Strategy	Project Consistency
do the same to reduce work trips and traffic congestion.	reduce vehicle travel and VMT. In turn, the Project Site is well-served by public transit, including Metro Lines on Sunset Boulevard (2), Hollywood Boulevard (180, 217), and Western Avenue (207). LADOT DASH (Hollywood) provides circulator shuttle service at a bus stop on Sunset Boulevard. Metro's Hollywood/Western rail station provides access to the B (Red) Line, which accesses the regional rail network. Employees can benefit from the two short- and 70 long-term bicycle parking spaces on-site for residents and visitors. Residents and visitors can also access Class III bicycle routes on Fountain and Franklin Avenue, as well as a bikeshare station on Western Avenue at the Hollywood/Western Metro Rail station. Residents can also access 29 co-working spaces distributed throughout each floor of the development that will support work-from-home alternatives to commuting.
Policy 2.1.2. Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	Consistent. Residents could use high-speed telecommunications services as an alternative to driving to work. A June 2020 study by the National Bureau of Economic Research found that 37 percent of jobs can be performed entirely from home (https://www.nber.org/papers/w26948). Residents can also access 29 co-working spaces distributed throughout each floor of the development that will support work-from-home alternatives to commuting. As such, the Proposed Project could help reduce commuting to work through telecommuting.
Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	Consistent. As the Project Site is classified as a TOC Tier 4 site, the Project would discourage single-occupant vehicle use because of the limited parking. The Project's reduced off-street parking supply (148 spaces for 131 new residences) that will ensure low car ownership rates that will reduce vehicle travel and VMT.
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	Consistent. As noted above, the Project Site's TOC Tier 4 status allows the garage to be limited to parking for 148 vehicles. The development would provide transportation options to residents and visitors as an option to driving.
Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	Not Applicable. The Project would not include facilities for special events.
Policy 3.2.1. Manage traffic congestion during peak hours.	Consistent. The Project is a low traffic generator because of the nature of residential uses, which generate peak hour vehicle trips that are lower than commercial, retail, and restaurant uses. Further, the Project would also minimize traffic congestion based on

Table 7-5
Project Consistency with City of Los Angeles Air Quality Element

Strategy	Project Consistency
	its location near transit opportunities, which would encourage the use of alternative modes of transportation. Residents, workers, and visitors can use public transit, including Metro Lines on Sunset Boulevard (2), Hollywood Boulevard (180, 217), and Western Avenue (207). LADOT DASH (Hollywood) provides circulator shuttle service at a bus stop on Sunset Boulevard. Metro's Hollywood/Western rail station provides access to the B (Red) Line, which accesses the regional rail network. Employees can benefit from the two short- and 70 long-term bicycle parking spaces on-site for residents and visitors. Residents and visitors can also access Class III bicycle routes on Fountain and Franklin Avenue, as well as a bikeshare station on Western Avenue at the Hollywood/Western Metro Rail station. Residents can also access 29 co-working spaces distributed throughout each floor of the development that will support work-from-home alternatives to commuting.
Policy 4.1.1. Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	Not Applicable. This policy is directed at the City and not individual development projects. Nonetheless, the Project is being considered for approval by the City of Los Angeles, which coordinates with SCAG, Metro, and other regional agencies on the coordination of land use, air quality, and transportation policies.
Policy 4.1.2. Ensure that project level review and approval of land use development remains at the local level.	Consistent. The Project would be entitled and environmentally cleared at the local level. The Project would not inhibit the implementation of this policy.
Policy 4.2.1. Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.	Not Applicable. This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.
Policy 4.2.2. Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	Consistent. The Project would be infill development that would provide the City's residents with proximate access to jobs and services at this Project Site.
Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	Consistent. The Project would promote public transit, active transportation, and alternative fuel vehicles for residents, workers, and visitors, who can use public transit, including Metro Lines on Sunset Boulevard (2), Hollywood Boulevard (180, 217), and Western Avenue (207). LADOT DASH (Hollywood) provides circulator shuttle service at a bus stop on Sunset Boulevard. Metro's Hollywood/Western rail station provides access to the B (Red) Line, which accesses the regional rail network. Employees can benefit from the two short- and 70 long-term bicycle parking spaces on-site for residents and visitors. Residents and visitors can also

Table 7-5
Project Consistency with City of Los Angeles Air Quality Element

Strategy	Project Consistency
	access Class III bicycle routes on Fountain and Franklin Avenue, as well as a bikeshare station on Western Avenue at the Hollywood/Western Metro Rail station. Residents can also access 29 co-working spaces distributed throughout each floor of the development that will support work-from-home alternatives to commuting. The Project would also include 15 electric vehicle charging stations, 37 EV-ready spaces, and eight EV capable spaces.
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	Consistent. The Project's air quality impacts are analyzed in this document, and as discussed herein, all impacts with respect to air quality would be less than significant.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	Consistent. The proposed project would support trip reduction and alternative transit modes that would minimize congestion impacts. The Project's reduced off-street parking supply (148 spaces for 131 new residences) will ensure low car ownership rates that will reduce vehicle travel and VMT. In turn, the Project Site is well-served by public transit, including Metro Lines on Sunset Boulevard (2), Hollywood Boulevard (180, 217), and Western Avenue (207). LADOT DASH (Hollywood) provides circulator shuttle service at a bus stop on Sunset Boulevard. Metro's Hollywood/Western rail station provides access to the B (Red) Line, which accesses the regional rail network. Employees can benefit from the two short- and 70 long-term bicycle parking spaces on-site for residents and visitors. Residents and visitors can also access Class III bicycle routes on Fountain and Franklin Avenue, as well as a bikeshare station on Western Avenue at the Hollywood/Western Metro Rail station. Residents can also access 29 co-working spaces distributed throughout each floor of the development that will support work-from-home alternatives to commuting.
Policy 4.3.1. Revise the City's General Plan/Community Plans to ensure that new or relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources.	Not Applicable. This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.
Policy 4.3.2. Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors.	Not Applicable. This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.
Policy 5.1.1. Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	Not Applicable. This policy calls for cleaner operations of the City's water port and airport facilities. The Project would not inhibit the implementation of this policy.

Table 7-5
Project Consistency with City of Los Angeles Air Quality Element

Strategy	Project Consistency
Policy 5.1.2. Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	Not Applicable. This policy calls for cleaner operations of the City's buildings and operations. The Project would not inhibit the implementation of this policy.
Policy 5.1.3. Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	Not Applicable. This policy calls for cleaner operations of the City's Water and Power energy plants. The Project would not inhibit the implementation of this policy.
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	Consistent. The Project would be consistent with this policy by complying with Title 24, CALGreen, and other requirements to reduce solid waste and energy consumption. This includes the City's March 2010 ordinance (Council File 09-3029) that requires all mixed construction and demolition waste be taken to City-certified waste processors.
Policy 5.2.1. Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	Not Applicable. This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements. The Project's support of electric vehicles would continue the State's conversion to zero emission fleets that do not required engine inspections
Policy 5.3.1. Support the development and use of equipment powered by electric or low-emitting fuels.	Consistent. The Project would be designed to meet the applicable requirements of the States Green Building Standards Code and the City of Los Angeles' Green Building Code, both of which promote a shift from natural gas use toward electrification of buildings. The Project would also include 15 electric vehicle charging stations, 37 EV-ready spaces, and eight EV capable spaces. The Project would be powered by electricity, pursuant to City Ordinance 187714.
Policy 6.1.1. Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions.	Not Applicable. This policy calls for the City to promote clean air awareness through its public awareness programs. The Project would not inhibit the implementation of this policy.
Source: DKA Planning, 2024.	

7.5.2 Emissions

7.5.2.1 Construction

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2022.1.1.22 model and a projected construction schedule of at least 29 months. **Table 7-6** summarizes the estimated construction schedule that was modeled for air quality impacts.

Table 7-6
Construction Schedule Assumptions

Phase	Duration	Notes
Demolition	Months 1-2 (six weeks)	Removal of 16,959 square feet of building floor area and 1,100 square feet of asphalt/concrete hardscape hauled 40 miles to landfill in 10-cubic yard capacity trucks.
Site Preparation	Month 2 (two weeks)	Grubbing and removal of trees, plants, landscaping, weeds, totaling 131 cubic yards hauled 40 miles to landfill in 10-cubic yard capacity trucks
Grading	Months 3-4	Approximately 26,100 cubic yards of soil (including 25 percent swell factor) ¹²⁶ hauled 25 miles to landfill in 10-cubic yard capacity trucks. Includes drilling of piles and shoring of excavated site.
Trenching	Month 5 (two weeks)	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 5-29	Footings and foundation work (e.g., pouring concrete piers), framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 26-29	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 2024. Estimates provided by the Applicant, February 2024.		

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

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

Construction activity creates air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the

¹²⁶ Estimates provided by the Applicant, February 2024.

Project Site. NO_x emissions would primarily result from the use of construction equipment and truck trips.

Fugitive dust emissions would peak during grading activities, where approximately 26,100 cubic yards of soil (including swell factors) would be exported from the Project Site to accommodate a three-level subterranean structure. All construction projects in the Basin must comply with SCAQMD Rule 403 for fugitive dust, which include measures to prevent visible dust plumes. Other measures include, but are not limited to, applying water and/or soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional PM_{2.5} and PM₁₀ emissions associated with construction activities by approximately 61 percent.

During the building finishing phase, the application of architectural coatings (e.g., paints) would release VOCs (regulated by SCAQMD Rule 1113). The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

As shown in **Table 7-7**, construction of the Project would produce VOC, NO_x, CO, SO_x, PM₁₀ and PM_{2.5} emissions that do not exceed the SCAQMD's regional thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered less than significant.

Table 7-7
Estimated Daily Construction Emissions - Unmitigated

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2025	1.2	22.4	16.1	0.1	5.6	2.4
2026	1.0	6.2	15.4	<0.1	2.0	0.6
2027	15.1	6.9	17.4	<0.1	2.4	0.7
Maximum Regional Total	15.1	22.4	17.4	<0.1	5.6	2.4
Regional Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Maximum Localized Total	15.1	10.1	10.1	<0.1	2.5	1.4
Localized Threshold	N/A	74	680	N/A	5	3
Exceed Threshold?	N/A	No	No	N/A	No	No
The construction dates are used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed in the environmental analysis, the actual emissions would be lower than analyzed because of the increasing penetration of newer equipment with lower certified emission levels. Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions) Source: DKA Planning, 2024 based on CalEEMod 2022.1.1.22 model runs. LST analyses based on one-acre site with 25-meter distances to receptors in Central LA source receptor area. Estimates reflect the peak summer or winter season, whichever is higher. Totals may not add up due to rounding. Modeling sheets included in the Technical Appendix.						

In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to determine localized construction emissions thresholds for the Project.¹²⁷ LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are based on the most recent background ambient air quality monitoring data (2020-2022) for the Project area.

Maximum on-site daily construction emissions for NO_x, CO, PM₁₀, and PM_{2.5} were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the Central Los Angeles SRA based on construction site acreage that is less than or equal to one acre. Potential impacts were evaluated at the closest off-site sensitive receptor, which are the residences five feet to the east, west, and south of the Project Site. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in **Table 7-7**, above, the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO₂ and CO during the construction phase. Similarly, construction activities would not produce PM₁₀ and PM_{2.5} emissions that exceed localized thresholds recommended by the SCAQMD. These estimates assume the use of Best Available Control Measures (BACMs) that address fugitive dust emissions of PM₁₀ and PM_{2.5} through SCAQMD Rule 403. This would include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. Therefore, construction impacts on localized air quality are considered less than significant.

7.5.2.2 Operation

Operational emissions of criteria pollutants would come from area, energy, and mobile sources. Area sources include consumer products such as household cleaners, architectural coatings for routine maintenance, and landscaping equipment.¹²⁸ Energy sources include electricity and natural gas use for space cooling and heating and water heating. The CalEEMod model generates estimates of emissions from energy use based on the land use type and size. The Project would also produce long-term air quality impacts to the region primarily from motor vehicles that access the Project Site. The Project could add approximately 498 vehicle trips and 3,432 VMT to local roadways and the region's air quality airshed on a weekday at the start of operations in 2027.¹²⁹ When considering the 101 daily vehicle trips generated by the existing 25 residences to be demolished, the Project would generate a net increase of 397 daily vehicle trips.

¹²⁷ South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-Up Table, <https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2>, October 2009.

¹²⁸ In 2021, CARB adopted regulations requiring that all small (25 horsepower and below) spark-ignited off-road engines (e.g., lawn and gardening equipment) be zero emission starting in model year 2024. Standards for portable generators and large pressure washers are given until model year 2028 to be electric-powered.

¹²⁹ Gibson Transportation Consulting, Inc. Draft Transportation Assessment for the 5424 W. Carlton Way Residential Project; March 2024. City of Los Angeles VMT Calculator, version 1.4 analysis.

As shown in **Table 7-8**, the Project's emissions would not exceed the SCAQMD's regional or localized significance thresholds. Therefore, the operational impacts of the Project on regional and localized air quality are considered less than significant.

Table 7-8
Estimated Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	4.5	0.1	10.4	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.3	0.1	<0.1	<0.1	<0.1
Mobile Sources	1.5	1.0	11.2	<0.1	2.5	0.6
Regional Total	6.0	1.4	21.8	<0.1	2.5	0.7
Existing Total	-0.9	-0.4	-4.1	<0.1	-0.5	-0.1
Net Regional Total	5.1	1.0	17.3	<0.1	2.0	0.6
Regional Significance Threshold	55	55	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Et Localized Total	4.0	0.3	9.0	<0.1	<0.1	<0.1
Localized Significance Threshold	N/A	74	680	N/A	2	1
Exceed Threshold?	N/A	No	No	N/A	No	No
LST analyses based on one-acre site with 25-meter distances to receptors in Central Los Angeles SRA Source: DKA Planning, 2024 based on CalEEMod 2022.1.1.22 model runs (included in the Technical Appendix). Totals reflect the summer season maximum and may not add up due to rounding.						

7.5.3 Sensitive Receptors

7.5.3.1 Construction

Construction of the Project could expose sensitive receptors to substantial pollutant concentrations if maximum daily emissions of regulated pollutants generated by sources located on and/or near the Project Site exceeded the applicable LST values presented in **Table 7-4**, or if construction activities generated significant emissions of TACs that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of ten excess cancers per million or non-carcinogenic Hazard Index greater than 1.0, respectively. As discussed above, the LST values were derived by the SCAQMD for the criteria pollutants NO_x, CO, PM₁₀, and PM_{2.5} to prevent the occurrence of concentrations exceeding the air quality standards at sensitive receptor locations based on proximity and construction site size.

As shown in **Table 7-7**, during construction of the Project, maximum daily localized unmitigated emissions of NO₂, CO, PM₁₀, and PM_{2.5} from sources on the Project Site would remain below each of the respective LST values. Unmitigated maximum daily localized emissions would not exceed any of the localized standards for receptors that are within 25 meters of the Project's construction activities. Therefore, based on SCAQMD guidance, localized emissions of criteria pollutants would not have the potential to expose sensitive receptors to substantial concentrations that would present a public health concern.

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust of mobile construction equipment. The construction emissions modeling

conservatively assumed that all equipment present on the Project Site would be operating simultaneously throughout most of the day, though this would rarely be the case. Daily emissions of diesel PM would be negligible throughout the course of Project construction. Therefore, the magnitude of daily diesel PM emissions, would not be sufficient to result in substantial pollutant concentrations at off-site locations nearby.

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be approximately 29 months, and the magnitude of diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period, construction TAC emissions would result in a less than significant impact. Therefore, construction of the Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.

7.5.3.2 Operation

The Project Site would be redeveloped with multi-family residences, a continuation of the predominant land uses on the Project Site, that is not typically associated with TAC emissions. Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides) for the types of proposed land uses would be below thresholds warranting further study under California Accidental Release Program.

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).¹³⁰ The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.¹³¹ Together, CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.

The primary sources of potential air toxics associated with Project operations include DPM from delivery trucks (e.g., truck traffic on local streets). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse

¹³⁰ California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

¹³¹ South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.¹³² Based on this guidance, the Project would not include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, CARB-mandated airborne toxic control measures (ATCM) limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time, which would further limit diesel particulate emissions.

As the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of ten in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO₂, PM_{2.5}, or PM₁₀ at nearby sensitive receptors. While long-term operations of the Project would add traffic to local roads that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce emissions concentrations needed to trigger a CO hotspot, as it would add 397 net daily vehicle trips to the local roadway network on weekdays when the development could be operational in 2027.¹³³ The majority of vehicle-related impacts at the Project Site would come from 35 and 31 vehicles entering and exiting the development during the peak A.M. and P.M. hours, respectively.¹³⁴ This would represent a small addition to traffic volumes on local roadways. For example, it would represent 0.8 percent of the 4,398 vehicles currently using Western Avenue at Sunset Boulevard in the A.M. peak hour, an intersection that would be used for the haul route as trucks travel to and from a landfill in Irwindale.¹³⁵ Assuming peak hour volumes represent ten percent of daily volumes, this intersection would carry 43,980 daily vehicle trips, well below the traffic volumes that would be needed to generate CO exceedances of the ambient air quality standard.¹³⁶

¹³² South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2002.

¹³³ Gibson Transportation Consulting, Inc. Draft Transportation Assessment for the 5424 W. Carlton Way Residential Project; March 2024. City of Los Angeles VMT Calculator, version 1.4 analysis.

¹³⁴ Ibid.

¹³⁵ DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Western Avenue and Sunset Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/22343_SUNWES180503.pdf, 2018 traffic counts adjusted by one percent growth factor to represent existing conditions.

¹³⁶ South Coast Air Quality Management District; 2003 AQMP. As discussed in the 2003 AQMP, the 1992 CO Plan included a CO hotspot analysis at four intersections in the peak A.M. and P.M. time periods, including Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection was Wilshire and Veteran, used by 100,000 vehicles per day. The 2003 AQMP estimated a 4.6 ppm one-hour concentration at this intersection, which meant that an exceedance (20 ppm) would not occur until daily traffic exceeded more than 400,000 vehicles per day.

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions.¹³⁷ However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs.

In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.¹³⁸ The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. Therefore, the Project's operational impacts on local sensitive receptors would be less than significant.

7.5.4 Odors

The Project would not result in activities that create objectionable odors. The Project is a housing development that would not include any activities typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any occasional odors associated with residences. As a result, any odor impacts from the Project would be considered less than significant.

7.6 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to air quality.

¹³⁷ California Office of Environmental Health Hazard Assessment. Health Effects of Diesel Exhaust. [www.
http://oehha.ca.gov/public_info/facts/dieselfacts.html](http://oehha.ca.gov/public_info/facts/dieselfacts.html)

¹³⁸ South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.

8 Discussion of CCR Section 15332(d): Water Quality

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.¹³⁹

8.1 Regulatory Framework

8.1.1 Federal

8.1.1.1 Clean Water Act

The Clean Water Act (CWA), formerly known as the Federal Water Pollution Control Act, was first introduced in 1948, with major amendments in the 1960s, 1970s and 1980s.¹⁴⁰ The CWA authorizes federal, state, and local entities to cooperatively create comprehensive programs for eliminating or reducing the pollution of state waters and tributaries. Amendments to the CWA in 1972 established the National Pollutant Discharge Elimination System (NPDES) permit program, which prohibits discharge of pollutants into the nation's waters without procurement of a NPDES permit from the United States Environmental Protection Agency (USEPA). The purpose of the permit is to translate general requirements of the Clean Water Act into specific provisions tailored to the operations of each organization that is discharging pollutants. Although federally mandated, the NPDES permit program is generally administered at the State and regional levels.

The USEPA NPDES Program requires NPDES permits for (1) Municipal Separate Storm Sewer Systems (MS4) generally serving, or located in, incorporated cities with 100,000 or more people (referred to as municipal permits); (2) 11 specific categories of industrial activity (including landfills); and (3) construction activity that disturbs five acres or more of land. As of March 2003, Phase II of the NPDES Program extended the requirements for NPDES permits to numerous small MS4s, construction sites of one to five acres, and industrial facilities owned or operated by small municipal separate storm sewer systems, which were previously exempted from permitting.

8.1.1.2 Federal Antidegradation Policy

The Federal Antidegradation Policy has been incorporated within the Clean Water Act and requires states to develop statewide antidegradation policies and identify methods for implementing them.¹⁴¹ Pursuant to the Code of Federal Regulations, state antidegradation policies and implementation methods must, at a minimum, protect and maintain (1) existing in-stream water uses; (2) existing water quality, where the quality of the waters exceeds levels necessary to support existing beneficial uses, unless the state finds that allowing lower water quality is necessary to accommodate economic and social development in the area; and (3) water quality in waters considered an outstanding national resource.

¹³⁹ Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.

¹⁴⁰ United States Environmental Protection Agency, Clean Water Act, 2002.

¹⁴¹ United States Environmental Protection Agency, Water Quality Standards Handbook - Chapter 4: Antidegradation, 2010.

8.1.1.3 Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) is the main federal law that ensures the quality of the Nation's drinking water.¹⁴² The SDWA was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply and its sources, including rivers, lakes, reservoirs, springs, and groundwater wells. Under SDWA, the USEPA sets standards for drinking water quality and oversees the states, localities, and water suppliers that implement those standards. The SDWA regulates contaminants of concern in domestic water supply, including the maximum contaminant levels (MCLs), and that the USEPA has delegated the California Department of Public Health the responsible agency for administering California's drinking water program. MCLs are established under California Code of Regulations (CCR) Title 22, Div. 4, Ch. 15, Article 4 (Title 22 Standards).

8.1.1.4 National Flood Insurance Program

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate the Federal Emergency Management Agency (FEMA) to evaluate flood hazards.¹⁴³ FEMA provides flood insurance rate maps (FIRMs) for local and regional planners to promote sound land use and development practices, by identifying potential flood areas based on the current conditions. To delineate a FIRM, FEMA conducts engineering studies referred to as flood insurance studies (FIS). Using information gathered in these studies, FEMA engineers and cartographers delineate special flood hazard areas (SFHA) on FIRMs.

The Flood Disaster Protection Act requires owners of all structures within identified SFHAs to purchase and maintain flood insurance as a condition of receiving federal or federally-related financial assistance, such as mortgage loans from federally-insured lending institutions. Community members within designated areas are able to participate in the National Flood Insurance Program (NFIP) afforded by FEMA.

8.1.2 State

8.1.2.1 Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Control Act established the legal and regulatory framework for California's water quality control.¹⁴⁴ The California Water Code (CWC) authorizes the State Water Resources Control Board (SWRCB) to implement the provisions of the CWA, including the authority to regulate waste disposal and require cleanup of discharges of hazardous materials and other pollutants. In California, the NPDES stormwater permitting program is administered by the SWRCB.

Under the CWC, the State of California is divided into nine Regional Water Quality Control Boards (RWQCBs), which govern the implementation and enforcement of the CWC and the CWA. The Project Site is located within Region 4, also known as the Los Angeles RWQCB (LARWQCB). The RWQCBs develop and enforce water quality objectives and implement plans that will best

¹⁴² United States Code, Title 42 – The Public Health and Welfare- Chapter 6A Public Health and Service, Safe Drinking Water Act. 2006 Edition, Supplement 4, 2006.

¹⁴³ The National Flood Insurance Act of 1968, as amended, and The Flood Disaster Protection Act of 1973, 42 U.S.C. 4001 et. seq.

¹⁴⁴ State Water Resources Control Board, Porter-Cologne Water Quality Control Act, 2018.

protect California's waters, acknowledging areas of different climate, topography, geology, and hydrology. Each RWQCB is required to formulate and adopt a Water Quality Control Plan or Basin Plan for its region. The Basin Plan establishes beneficial use definitions for the various types of water bodies, and serves as the basis for establishing water quality objectives, discharge conditions and prohibitions, and must adhere to the policies set forth in the CWC and established by the SWRCB. In this regard, the LARWQCB issued the Los Angeles Basin Plan on August 29, 2014 for the Coastal Watersheds of Los Angeles and Ventura Counties, with subsequent amendments. The RWQCB is also given authority to issue waste discharge requirements, enforce actions against stormwater discharge violators, and monitor water quality.¹⁴⁵

8.1.2.2 California Antidegradation Policy

The California Antidegradation Policy, otherwise known as the Statement of Policy with Respect to Maintaining High Quality Water in California, was adopted by the SWRCB in 1968.¹⁴⁶ Unlike the Federal Antidegradation Policy, the California Antidegradation Policy applies to all waters of the State, not just surface waters. The policy states that, whenever the existing quality of a water body is better than the quality established in individual Basin Plans, such high quality shall be maintained and discharges to that water body shall not unreasonably affect present or anticipated beneficial use of the water resource.

8.1.2.3 California Toxics Rule

In 2000, the California Environmental Protection Agency (CalEPA) promulgated the California Toxics Rule, which establishes water quality criteria for certain toxic substances to be applied to waters in the State.¹⁴⁷ CalEPA promulgated this rule based on CalEPA's determination that the numeric criteria of specific concentrations of regulated substances are necessary for the State to protect human health and the environment. The California Toxics Rule establishes acute (i.e., short-term) and chronic (i.e., long-term) standards for bodies of water, such as inland surface waters and enclosed bays and estuaries, that are designated by the LARWQCB as having beneficial uses protective of aquatic life or human health.

8.1.2.4 Sustainable Groundwater Management Act of 2014

The Sustainable Groundwater Management Act of 2014 (SGMA) requires the designation of groundwater sustainability agencies (GSAs) by one or more local agencies and the adoption of groundwater sustainability plans (GSPs) for basins designated as medium- or high-priority by the California Department of Water Resources (DWR). SGMA grants new powers to GSAs, including the power to adopt rules, regulations, ordinances, and resolutions; regulate groundwater extractions; and to impose fees and assessments. SGMA also allows the State Water Resources Control Board (SWRCB) to intervene if local agencies will not or do not meet the SGMA requirements, in addition to mandating that critically overdrafted basins be sustainable by 2040, and medium- or high-priority by 2042.

¹⁴⁵ United States Environmental Protection Agency, Clean Water Act, 2016.

¹⁴⁶ California State Water Resources Control Board, State Board Resolution No. 68-16, 1968.

¹⁴⁷ United States Environmental Protection Agency, Water Quality Standards, Establishment of Numeric Criteria for Priority Toxic Pollutants for the State of California, 2001.

8.1.3 Regional

8.1.3.1 Water Replenishment District of Southern California

The City of Los Angeles is included within the Water Replenishment District of Southern California (WRD). The WRD service area is categorized as a High Priority basin and pursuant to the SGMA must either: (a) form a GSA to prepare and submit a groundwater sustainability plan; or directly submit an Alternative Analysis in lieu of forming a GSA. The WRD, in conjunction with key stakeholders including the Los Angeles Department of Water and Power (LADWP), has prepared and submitted an Alternative Analysis that satisfies the requirements of the SGMA.¹⁴⁸ The Alternative Analysis demonstrates compliance with applicable portions of the CWC and provides adequate information to show that the applicable, underlying Central Subbasin has operated within its sustainable yield over a period of at least 10 years; and that the Alternative Analysis satisfies SGMA's objectives by promoting sustainable management of the groundwater in the Central Subbasin.

8.1.3.2 County of Los Angeles Hydrology Manual

Drainage and flood control in the City of Los Angeles (City) are subject to review and approval by the Department of Public Works, Bureau of Engineering (Bureau of Engineering). Storm drains within the City are constructed by both the City and the Los Angeles County Flood Control District (County Flood Control). The County Flood Control constructs and has jurisdiction over regional facilities, such as major storm drains and open flood control channels, while the City constructs and is responsible for local interconnecting tributary drains.

Per the City's Special Order No. 007-1299, December 3, 1999, the City has adopted the Los Angeles County Department of Public Works' Hydrology Manual as its basis of design for storm drainage facilities.¹⁴⁹ The Department of Public Works' Hydrology Manual requires that a storm drain conveyance system be designed for a 25-year storm event and that the combined capacity of a storm drain and street flow system accommodate flow from a 50-year storm event. Areas with sump conditions are required to have a storm drain conveyance system capable of conveying flow from a 50-year storm event. The County also limits the allowable discharge into existing storm drain (MS4) facilities based on the County's MS4 Permit, which is enforced on all new developments that discharge directly into the County's MS4 system.

Drainage and flood control structures and improvements within the City are subject to review and approval by the City's Department of Public Works and Department of Building and Safety. As required by the Department of Public Works, all public storm facilities must be designed in conformity with the standards set forth by Los Angeles County. The Department of Public Works reviews and approves MS4 plans prior to construction. Any proposed increases in discharge directly into County facilities, or proposed improvements of County-owned MS4 facilities, such as catch basins and drainage lines, require approval from County Flood Control to ensure compliance with the County's Municipal NPDES Permit requirements.

¹⁴⁸ Board of Directors of the Water Replenishment District of Southern California, Resolution No. 16-1048, 2016.

¹⁴⁹ Los Angeles County Department of Public Works, Hydrology Manual, 2006.

8.1.3.3 NPDES Permit Program

As indicated above, in California, the NPDES stormwater permitting program is administered by the SWRCB through its nine RWQCBs. This NPDES permit, General Permit for Stormwater Discharges from Construction Activities by the SWRCB (Construction General Permit), establishes a risk-based approach to stormwater control requirements for construction projects.

Construction: Stormwater Pollution Prevention Plan

For all construction activities disturbing one acre of land or more, California mandates the development and implementation of Stormwater Pollution Prevention Plans (SWPPP). The SWPPP documents the selection and implementation of best management practices (BMPs) to prevent discharges of water pollutants to surface or groundwater. The SWPPP also charges owners with stormwater quality management responsibilities. The developer or contractor for a construction site subject to the Construction General Permit must prepare and implement a SWPPP that meets the requirements of the Construction General Permit.¹⁵⁰ The purpose of an SWPPP is to identify potential sources and types of pollutants associated with construction activity and list BMPs that would prohibit pollutants from being discharged from the construction site into the public stormwater system. BMPs typically address stabilization of construction areas, minimization of erosion during construction, sediment control, control of pollutants from construction materials, and post-construction stormwater management (e.g., the minimization of impervious surfaces or treatment of stormwater runoff). The SWPPP is also required to include a discussion of the proposed program to inspect and maintain all BMPs.

A site-specific SWPPP could include, but not be limited to the, following BMPs:

- Erosion Control BMPs – to protect the soil surface and prevent soil particles from detaching. Selection of the appropriate erosion control BMPs would be based on minimizing areas of disturbance, stabilizing disturbed areas, and protecting slopes/channels. Such BMPs may include, but would not be limited to, use of geotextiles and mats, earth dikes, drainage swales, and slope drains.
- Sediment Control BMPs – are treatment controls that trap soil particles that have been detached by water or wind. Selection of the appropriate sediment control BMPs would be based on keeping sediments on-site and controlling the site boundaries. Such BMPs may include, but would not be limited, to use of silt fences, sediment traps, and sandbag barriers, street sweeping and vacuuming, and storm drain inlet protection.
- Wind Erosion Control BMPs – consist of applying water to prevent or minimize dust nuisance.
- Tracking Control BMPs – consist of preventing or reducing the tracking of sediment off-site by vehicles leaving the construction area. These BMPs include street sweeping and vacuuming. Project sites are required to maintain a stabilized construction entrance to prevent off-site tracking of sediment and debris.

¹⁵⁰ State Water Resources Control Board, Construction Stormwater Program. https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.html. Accessed February 1, 2024.

- Non-Stormwater Management BMPs – also referred to as “good housekeeping practices,” involve keeping a clean, orderly construction site.
- Waste Management and Materials Pollution Control BMPs – consist of implementing procedural and structural BMPs for handling, storing, and disposing of wastes generated by a construction project to prevent the release of waste materials into stormwater runoff or discharges through the proper management of construction waste.

The SWRCB adopted a General Permit for Stormwater Discharges from Construction Activities on September 2, 2009 and amended the permit on July 17, 2012 (Order No. 2012-0006-DWQ, General NPDES Permit No. CAS000002). The Construction General Permit regulates construction activity, including clearing, grading, and excavation of areas one acre or more in size, and prohibits the discharge of materials other than stormwater, authorized non-stormwater discharges, and all discharges that contain a hazardous substance, unless a separate NPDES permit has been issued for those discharges.

To obtain coverage under the Construction General Permit, a developer is required to file a Notice of Intent (NOI) with the appropriate RWQCB and provide proof of the NOI prior to applying for a grading or building permit from the local jurisdiction, and must prepare a State SWPPP that incorporates the minimum BMPs required under the permit as well as appropriate project-specific BMPs. The SWPPP must be completed and certified by the developer and BMPs must be implemented prior to the commencement of construction, and may require modification during the course of construction as conditions warrant. When project construction is complete, the developer is required to file a Notice of Termination with the RWQCB certifying that all the conditions of the Construction General permit, including conditions necessary for termination, have been met.

NPDES Permit for Discharges of Groundwater from Construction and Project Dewatering

Dewatering operations are practices that discharge non-stormwater, such as groundwater, that must be removed from a work location to proceed with construction into the drainage system. Discharges from dewatering operations can contain high levels of fine sediments, which if not properly treated, could lead to exceedance of the NPDES requirements. An NPDES Permit for dewatering discharges was adopted by the LARWQCB on September 13, 2018 (Order No. R4-2018-0125, General NPDES Permit No. CAG994004. Similar to the Construction General Permit, to be authorized to discharge under this permit, the developer must submit a NOI to discharge groundwater generated from dewatering operations during construction in accordance with the requirements of this Permit and shall continue in full force until it expires November 13, 2023.¹⁵¹ In accordance with the NOI, among other requirements and actions, the discharger must demonstrate that the discharges shall not cause or contribute to a violation of any applicable water quality objective/criteria for the receiving waters, perform reasonable potential analysis using a representative sample of groundwater or wastewater to be discharged. The discharger must obtain and analyze (using appropriate methods) a representative sample of the groundwater to be treated and discharged under the Order. The analytical method used shall be capable of achieving a detection limit at or below the minimum level. The discharger must also provide a

¹⁵¹ Los Angeles Regional Water Quality Control Board, Order No. R4-2018-0125, General NPDES Permit No. CAG994004, Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties, 2018.

feasibility study on conservation, reuse, and/or alternative disposal methods of the wastewater and provide a flow diagram of the influent to the discharge point.¹⁵²

Operation: Los Angeles County Municipal Stormwater NPDES Program

The County of Los Angeles and the City are two of the Co-Permittees under the Los Angeles County MS4 Permit (Order No. R4-2012-0175, NPDES Permit No. CAS004001). The Los Angeles County MS4 Permit has been determined by the SWRCB to be consistent with the requirements of the Clean Water Act and the Porter-Cologne Act for discharges through the public storm drains in Los Angeles County to statutorily-defined waters of the U.S. (33 United States Code [USC] §1342(p); 33 CFR Part 328.11). On September 8, 2016, the LARWQCB amended the Los Angeles County MS4 Permit to incorporate modifications consistent with the revised Ballona Creek Watershed Trash Total Maximum Daily Load (TMDL) and the revised Los Angeles River Watershed Trash TMDL, among other TMDLs incorporated into the Los Angeles County MS4 Permit and the Basin Plan for the Coastal Waters of Los Angeles and Ventura Counties.

Under the amended Los Angeles County MS4 Permit, permittees are required to implement a development planning program to address stormwater pollution. This program requires project applicants for certain types of projects to implement a Low Impact Development (LID) Plan. The purpose of the LID Plan is to reduce the discharge of pollutants in stormwater by outlining BMPs, which must be incorporated into the design of new development and redevelopment. These treatment control BMPs must be sufficiently designed and constructed to treat or retain the greater of an 85th percentile rain event or first 0.75 inch of stormwater runoff from a storm event.

The Los Angeles County MS4 Permit (Part VI.D.7.c, New Development/Redevelopment Project Performance Criteria) includes design requirements for new development and substantial redevelopment. These requirements apply to all projects that create or replace more than 5,000 square feet of impervious cover. Where redevelopment results in an alteration to more than 50 percent of impervious surfaces of a previously existing development and the existing development was not subject to post-construction stormwater quality control requirements, the entire project would be subject to post-construction stormwater quality control measures.

This Enhanced Watershed Management Program for the Upper Los Angeles River (ULAR EWMP) describes a customized compliance pathway that participating agencies will follow to address the pollutant reduction requirements of the Los Angeles County MS4 Permit.¹⁵³ By electing the optional compliance pathway in the MS4 Permit, the Upper Los Angeles River Watershed Management Group (EWMP Group) has leveraged this EWMP to facilitate a robust, comprehensive approach to stormwater planning for the Upper Los Angeles River watershed. The objective of the EWMP Plan is to determine the network of control measures (BMPs) that will achieve required pollutant reductions while also providing multiple benefits to the community and leveraging sustainable green infrastructure practices. The Permit requires the identification of Watershed Control Measures, which are strategies and BMPs that will be implemented through the EWMP, individually or collectively, at watershed-scale to address the Water Quality Priorities. The EWMP Implementation Strategy is used as a recipe for compliance for each jurisdiction to

¹⁵² Los Angeles Regional Water Quality Control Board, Order No. R4-2013-0095, General NPDES Permit No. CAG994004, Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties, 2013.

¹⁵³ Upper Los Angeles River Watershed Management Group, Enhanced Watershed Management Program, 2016.

address Water Quality Priorities and comply with the provisions of the MS4 Permit. The EWMP Implementation Strategy includes individual recipes for each of the 18 jurisdictions and each watershed/assessment area – Los Angeles River above Sepulveda Basin, Los Angeles River below Sepulveda Basin, Compton Creek, Rio Hondo, Verdugo Wash, Arroyo Seco, Burbank Western Channel, Tujunga Wash, Bull Creek, Aliso Wash, Bell Creek, McCoy-Dry Canyon, and Browns Canyon Wash. Implementation of the EWMP Implementation Strategy will provide a BMP-based compliance pathway for each jurisdiction under the MS4 Permit. The permit specifies that an adaptive management process will be revisited every two years to evaluate the EWMP and update the program. The EWMP strategy will evolve based on monitoring results by identifying updates to the EWMP Implementation Plan to increase its effectiveness.

The Los Angeles County MS4 Permit contains provisions for implementation and enforcement of the Stormwater Quality Management Program. The objective of the Stormwater Quality Management Program is to reduce pollutants in urban stormwater discharges to the “maximum extent practicable,” to attain water quality objectives and protect the beneficial uses of receiving waters in Los Angeles County. Special provisions are provided in the Los Angeles County MS4 Permit to facilitate implementation of the Stormwater Quality Management Program. In addition, the Los Angeles County MS4 Permit requires that permittees implement a LID Plan, as discussed above, that designates BMPs that must be used in specified categories of development projects to infiltrate water, filter, or treat stormwater runoff; control peak flow discharge; and reduce the post-project discharge of pollutants into stormwater conveyance systems. In response to the Los Angeles County MS4 Permit requirements, the City adopted Ordinance No. 173,494 (Stormwater Ordinance), as authorized by LAMC Section 64.72.

The City supports the requirements of the Los Angeles County MS4 Permit through the City of Los Angeles’ *Development Best Management Practices Handbook, Low Impact Development Manual, Part B: Planning Activities* (5th edition, May 2016) (LID Handbook)¹⁵⁴, which provides guidance to developers to ensure the post-construction operation of newly developed and redeveloped facilities comply with the Developing Planning Program regulations of the City’s Stormwater Program. The LID Handbook assists developers with the selection, design, and incorporation of stormwater source control and treatment control BMPs into project design plans, and provides an overview of the City’s plan review and permitting process.

The City implements the requirement to incorporate stormwater BMPs, including LID BMPs, through the City’s plan review and approval process. During the review process, project plans are reviewed for compliance with the City’s General Plan, zoning ordinances, and other applicable local ordinances and codes, including stormwater requirements. Plans and specifications are reviewed to ensure that the appropriate BMPs are incorporated to address stormwater pollution prevention goals.

8.1.3.4 Los Angeles River Watershed Master Plan

The Los Angeles River Master Plan recognizes the river as a resource of regional importance and that those resources must be protected and enhanced. The Los Angeles River Master Plan was adopted in 1996, and is intended to maintain the river as a resource that provides flood protection

¹⁵⁴ City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition, May 2016, https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf. Accessed May 1, 2024.

and opportunities for recreational and environmental enhancement, improves the aesthetics of the region, enriches the quality of life for residents, and helps sustain the economy of the region.¹⁵⁵ Environmental goals of the Watershed Master Plan are to preserve, enhance, and restore environmental resources in and along the river, including improving water quality and cleanliness of the river. Soil contamination on riverfront lands that have supported railroads and other industries is cited as an issue of concern.

8.1.4 Local

8.1.4.1 Los Angeles Municipal Code Section 62.105, Construction “Class B” Permit

Proposed drainage improvements within the street rights-of-way or any other property owned by, to be owned by, or under the control of the City, require the approval of a B-permit (LAMC Section 62.105). Under the B-permit process, storm drain installation plans are subject to review and approval by the Bureau of Engineering. Additionally, connections to the MS4 system from a property line to a catch basin or a storm drain pipe require a storm drain permit from the Bureau of Engineering.

8.1.4.2 Los Angeles Municipal Code Sections 12.40 through 12.43, Landscape Ordinance

In 1996, Ordinance No. 170,978 amended LAMC Sections 12.40 through 12.43 to establish consistent landscape requirements for new projects within the City. LAMC Section 12.40 contains general requirements, including a point system for specific project features and techniques in order to determine compliance with the ordinance, and defines exemptions from the ordinance. LAMC Section 12.41 sets minimum standards for water delivery systems (irrigation) to landscapes. LAMC Section 12.43 defines the practices addressed by the ordinance, of which two are applicable to stormwater management. The Heat and Glare Reduction practice states among its purposes the design of vehicular use areas that reduce stormwater runoff and increase groundwater recharge. The Soil and Watershed Conservation practice is intended to encourage the restoration of native areas that are unavoidably disturbed by development; to conserve soil and accumulated organic litter and reduce erosion by utilization of a variety of methods; and to increase the “residence time of precipitation” (i.e., the time between the original evaporation and the returning of water masses to the land surface as precipitation) within a given watershed. Implementation guidelines developed for the ordinance provide specific features and techniques for incorporation into projects, and include water management guidelines addressing runoff, infiltration, and groundwater recharge. This ordinance is incorporated into the LID Ordinance discussed below.

8.1.4.3 Los Angeles Municipal Code Section 64.70, Stormwater and Urban Runoff Pollution Control Ordinance

LAMC Section 64.70, the Stormwater and Urban Runoff Pollution Control Ordinance, was added by Ordinance No. 172,176 in 1998 and prohibits the discharge of unauthorized pollutants in the

¹⁵⁵ City of Los Angeles, The Los Angeles River Revitalization Master Plan, April 2007, <https://apps.engineering.lacity.gov/larivermp/>. Accessed February 1, 2024.

City. The Watershed Protection Program (Stormwater Program) for the City is managed by the Bureau of Sanitation along with all City Flood Protection and Pollution Abatement (Water Quality) Programs, including but not limited to, regulatory compliance, implementation, operations, reporting and funding. Section 64.70 sets forth uniform requirements and prohibitions for discharges and places of discharge into the storm drain system and receiving waters necessary to adequately enforce and administer all federal and state laws, legal standards, orders and/or special orders that provide for the protection, enhancement and restoration of water quality. Through a program employing watershed-based approaches, the regulation implements the following objectives:

- To comply with all Federal and State laws, lawful standards and orders applicable to stormwater and urban runoff pollution control;
- To prohibit any discharge which may interfere with the operation of, or cause any damage to the storm drain system, or impair the beneficial use of the receiving waters;
- To prohibit illicit discharges to the storm drain system;
- To reduce stormwater runoff pollution;
- To reduce non-stormwater discharge to the storm drain system to the maximum extent practicable; and
- To develop and implement effective educational outreach programs designed to educate the public on issues of stormwater and urban runoff pollution.

The ordinance applies to all dischargers and places of discharge that discharge stormwater or non-stormwater into any storm drain system or receiving waters. While this practice is prohibited under the County's Municipal NPDES Permit, adoption of the ordinance allows enforcement by the Department of Public Works, as well as the levy of fines for violations. General Discharge Prohibitions require that no person shall discharge, cause, permit, or contribute to the discharge any hazardous materials and substances (liquids, solids, or gases) into the storm drain system or receiving waters that constitute a threat and/or impediment to life and the storm drain system, singly or by interaction with other materials. A specific list of prohibited substances can be found under LAMC Section 64.70.

Under LAMC Section 64.70.02 D, Requirement to Prevent, Control, and Reduce Stormwater Pollutants, any owner of a facility engaged in activities or operations as listed in the Critical Sources Categories, Section III of the Board's Rules and Regulations shall be required to implement BMPs as promulgated in the Rules and Regulations. The owner/developer of a property under construction shall be required to implement the stormwater pollution control requirements for construction activities as depicted in the project plans approved by the Department of Building and Safety. In the event a specified BMP proves to be ineffective or infeasible, the additional and/or alternative, site-specific BMPs or conditions deemed appropriate to achieve the objectives of this ordinance as defined in LAMC Section 64.70 B.

8.1.4.4 Los Angeles Municipal Code Section 64.72, Stormwater Pollution Control Measures for Development Planning and Construction Activities

LAMC Section 64.72, Stormwater Pollution Control Measures for Development Planning and Construction Activities, was added by Ordinance 173,494 (LID Ordinance) in 2000 and sets forth requirements for construction activities and facility operations of development and redevelopment projects to comply with the requirements of the NPDES permit requirements. The provisions of this section contain requirements for construction activities and facility operations of development and redevelopment projects to comply with the Land Development requirements of the Los Angeles County MS4 permit through integrating LID practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City's Landscape Ordinance and other related requirements in the Development Best Management Practices Handbook.

8.1.4.5 Low Impact Development Ordinance (No. 181,899)

In 2011, the City adopted a Citywide Low Impact Development Ordinance (LID Ordinance) that amended the City's existing Stormwater Ordinance (LAMC Section Nos. 64.70 and 64.72, discussed above). The LID Ordinance, effective May 12, 2012 and updated in September 2015 (Ordinance No. 183,833), enforces the requirements of the Los Angeles County MS4 Permit. LID is a stormwater management strategy with goals to mitigate the impacts of increased runoff and stormwater pollution as close to their source as possible; and that promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater.

The goal of LID practices is to remove nutrients, bacteria, and metals from stormwater while also reducing the quantity and intensity of stormwater flows. Through the use of various infiltration strategies, LID is aimed at minimizing impervious surface area. Where infiltration is not feasible, the use of bioretention, rain gardens, green roofs, and rain barrels that will store, evaporate, detain, and/or treat runoff can be used.¹⁵⁶ The intent of LID standards is to:

- Require the use of LID practices in future developments and redevelopments to encourage the beneficial use of rainwater and urban runoff;
- Reduce stormwater/urban runoff while improving water quality;
- Promote rainwater harvesting;
- Reduce off-site runoff and provide increased groundwater recharge;
- Reduce erosion and hydrologic impacts downstream; and
- Enhance the recreational and aesthetic values in our communities.

The Citywide LID strategy addresses land development planning, as well as storm drain infrastructure. Toward this end, LID is implemented through BMPs that fall into four categories:

¹⁵⁶ City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition, May 2016. https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf. Accessed February 1, 2024.

site planning BMPs, landscape BMPs, building BMPs, and street and alley BMPs. While the LID Ordinance and the BMPs contained therein comply with Los Angeles County MS4 Permit requirements for stormwater management, the MS4 requirements apply only to proposed new development and redevelopment of a certain size, primarily address stormwater pollution prevention as opposed to groundwater recharge, and vary over time as the permit is reissued every five years. The LID Ordinance provides a consistent set of BMPs that apply to existing, as well as new, development and emphasize natural drainage features and groundwater recharge in addition to pollution prevention in receiving waters. The LID Ordinance requires the capture and management of the greater of an 85th percentile rain event or the first 0.75-inch of runoff flow during storm events defined in the City's LID BMPs, through one or more of the City's preferred LID improvements in priority order: on-site infiltration, capture and reuse, or biofiltration/biotreatment BMPs, to the maximum extent feasible.

Per the City's 2016 LID Manual's Figure 3.3 and Section 4.1, the City's preferred LID improvement is on-site infiltration of stormwater, site since it allows for groundwater recharge and reduces the volume of stormwater entering municipal drains.¹⁵⁷ If Project Site conditions are not suitable for infiltration, the City requires on-site retention via stormwater capture and reuse. Should capture and reuse be deemed technically infeasible, high efficiency bio-filtration/ bioretention systems should be utilized. Lastly, under the LID Ordinance (LAMC Section 64.72 C.6), as interpreted in the LID Manual, if no single approach listed in the LID Manual is feasible, then a combination of approaches may be used.¹⁵⁸

8.1.4.6 Water Quality Compliance Master Plan for Urban Runoff

The Water Quality Compliance Master Plan for Urban Runoff (Water Quality Compliance Master Plan)¹⁵⁹ was developed by the Department of Public Works, Bureau of Sanitation, Watershed Protection Division, and was adopted in April 2009.

The Water Quality Compliance Master Plan addresses planning, budgeting, and funding for achieving clean stormwater and urban runoff for the next 20 years and presents an overview of the status of urban runoff management within the City. The Water Quality Compliance Master Plan identifies the City's four watersheds; summarizes water quality conditions in the City's receiving waters as well as known sources of pollutants; summarizes regulatory requirements for water quality; describes BMPs required by the City for stormwater quality management; and discusses related plans for water quality that are implemented within the Los Angeles region, particularly TMDL Implementation Plans and Watershed Management Plans in Los Angeles.

8.1.4.7 Stormwater Program – Los Angeles County MS4 Permit Citywide Implementation

The Watershed Protection Division of the Department of Public Works, Bureau of Sanitation is responsible for stormwater pollution control throughout the City in compliance with the Los

¹⁵⁷ City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition, May 2016.

¹⁵⁸ City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition, May 2016.

¹⁵⁹ City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition, May 2016.

Angeles County MS4 Permit. The Watershed Protection Division administers the City's Stormwater Program, which has two major components: Pollution Abatement and Flood Control. The Watershed Protection Division publishes the two-part Development Best Management Practices Handbook that provides guidance to developers for compliance with the Los Angeles County MS4 permit through the incorporation of water quality management into development planning. The Development Best Management Practices Handbook, Part A: Construction Activities, provides specific minimum BMPs for all construction activities.¹⁶⁰ The Development Best Management Practices Handbook, Low Impact Development Manual, Part B: Planning Activities (5th edition, May 2016) (LID Handbook) provides guidance to developers to ensure the post-construction operation of newly developed and redeveloped facilities comply with the Developing Planning Program regulations of the City's Stormwater Program.¹⁶¹ The LID Handbook assists developers with the selection, design, and incorporation of stormwater source control and treatment control BMPs into project design plans, and provides an overview of the City's plan review and permitting process. The LID Handbook addresses the need for frequent and/or regular inspections of infiltration facilities in order to ensure on-site compliance of BMP standards, soil quality, site vegetations, and permeable surfaces. These inspections are required to guarantee that facilities follow all proprietary operation and maintenance requirements.

During the development review process, project plans are reviewed for compliance with the City's General Plan, zoning ordinances, and other applicable local ordinances and codes, including stormwater requirements. Plans and specifications are reviewed to ensure that the appropriate BMPs are incorporated to address stormwater pollution prevention goals.

8.1.4.8 Flood Hazard Management Ordinance

Effective April 19, 2021, Ordinance 186,952 amends the Specific Plan for the Management of Flood Hazards, established by Ordinance No. 154,405 and amended by Ordinance Nos. 163,913 and 172,081, to update it to meet current federal standards and to rename it the Flood Hazard Management Ordinance. The ordinance applies to all public and private development and provides for the establishment, management, and regulatory control of Flood Hazard areas. For properties within areas of Special Flood Hazard Areas as identified by FEMA in the FIS for Los Angeles County dated December 2, 1980, the ordinance establishes certain policies that include development and construction standards and regulations that may require additional permitting and discretionary review. Being hazard-specific, the provisions of the ordinance deal with the unique problems of each hazard in addition to the Citywide policies and goals.

8.2 Surface Water Quality

8.2.1 Construction

Construction activities such as earth moving, maintenance of construction equipment, and handling of construction materials can contribute to pollutant loading in stormwater runoff. Site-specific BMPs would reduce or eliminate the discharge of potential pollutants from stormwater

¹⁶⁰ City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition, May 2016.

¹⁶¹ City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition.

runoff. In addition, the Project Applicant would be required to comply with City grading permit regulations and inspections to reduce sedimentation and erosion.

During Project construction, particularly during the grading phase, stormwater runoff from precipitation events could cause exposed and stockpiled soils to be subject to erosion and convey sediments into municipal storm drain systems. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. Pollutant discharges relating to the storage, handling, use and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur.

As Project construction would disturb less than one acre of soil (Site is 0.518 acres), the Project would not be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. However, the Project would be required to implement Best Management Practices (BMPs) as part of the City's grading permit requirements. BMPs would include, but would not necessarily be limited to, erosion control, sediment control, non-stormwater management, and materials management BMPs (e.g., sandbags, storm drain inlets protection, stabilized construction entrance/exit, wind erosion control, and stockpile management) to minimize the discharge of pollutants in stormwater runoff during construction.

In addition, Project construction activities would occur in accordance with City grading permit regulations (LAMC Chapter IX, Division 70), such as the preparation of an Erosion Control Plan, to reduce the effects of sedimentation and erosion. With the implementation of site-specific BMPs included as part of the Erosion Control Plan required to comply with the City grading permit regulations, the Project would significantly reduce or eliminate the discharge of potential pollutants from the stormwater runoff. Therefore, with compliance with City grading regulations, construction of the Project would not violate any water quality standard or waste discharge requirements or otherwise substantially degrade surface water quality.

With compliance with regulations in place, construction of the Project would not result in discharge that would cause: (1) pollution which would alter the quality of the water of the State (i.e., Los Angeles River) to a degree which unreasonably affects beneficial uses of the waters; (2) contamination of the quality of the water of the State by waste to a degree which creates a hazard to the public health through poisoning or through the spread of diseases; or (3) nuisance that would be injurious to health; affect an entire community or neighborhood, or any considerable number of persons; and occurs during or as a result of the treatment or disposal of wastes. Furthermore, such mandatory compliance measures would ensure that construction of the Project would not result in discharges that would cause regulatory standards to be violated in the Los Angeles River Watershed. Therefore, temporary construction-related impacts on surface water quality would be less than significant.

8.2.2 Operation

Under the City's Low Impact Development (LID) Ordinance, post-construction stormwater runoff from new projects must be infiltrated, evapotranspired, captured and used, and/or treated through high efficiency BMPs on-site for the volume of water produced by the greater of the 85th percentile storm event or the 0.75-inch storm event (i.e., "first flush"). Consistent with LID requirements to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of capture and use and/or biofiltration

system BMPs as established by the LID Manual. The installed BMP systems would be designed with an internal bypass overflow system to prevent upstream flooding during major storm events. As the majority of potential contaminants are anticipated to be contained within the “first flush” storm event, major storms are not anticipated to cause an exceedance of regulatory standards. As is typical of most urban existing uses and proposed developments, stormwater runoff from the Project Site has the potential to introduce pollutants into the stormwater system. Anticipated and potential pollutants generated by the Project are sediment, nutrients, pesticides, metals, pathogens, and oil and grease.

The implementation of BMPs required by the City’s LID Ordinance would target these pollutants that could potentially be carried in stormwater runoff. Furthermore, operation of the Project would not result in discharges that would cause regulatory standards to be violated.

The Project Site is developed with multiple residential buildings. The Project would control the surface runoff by adding landscape areas. The Project Site does not appear to include BMPs or measures to treat stormwater runoff.

As such, stormwater currently flows from the Project Site without any treatment. However, the Project includes compliance with LID BMPs, such as the installation of a capture and use and/or biofiltration system, which would control stormwater runoff with no increase in runoff resulting from the Project. Therefore, with the incorporation of such LID BMPs, operation of the Project would not result in discharges that would violate any surface water quality standards or waste discharge requirements. Impacts to surface water quality during operation of the Project would be less than significant.

8.3 Ground Water Quality

8.3.1 Construction

In the event groundwater is encountered during construction, temporary pumps and filtration would be utilized in compliance with all applicable NPDES requirements. The treatment and disposal of the dewatered water would occur in accordance with the Los Angeles Regional Water Quality Control Board (LARWQCB) Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. Therefore, construction could potentially improve the existing condition by removing impacted groundwater.

Groundwater was encountered at a depth of 65 feet below the existing site grade in Boring B-2. Groundwater was not encountered in Boring B-1, which was excavated to a depth of 50 feet below the existing site grade.¹⁶²

In addition, the construction activities would be typical of a residential project and would not involve activities that could further impact the underlying groundwater quality.

¹⁶² Page 3, Geotechnical Engineering Investigation, Geotechnologies, August 21, 2023. Included as **Appendix H** of this CE.

Further, compliance with all applicable federal, State, and local requirements concerning the handling, storage and disposal of hazardous waste would reduce the potential for the construction of the Project to release contaminants into groundwater.

Based on the above, construction of the Project would not result in discharges that would violate any groundwater quality standard or waste discharge requirements. Therefore, construction-related impacts on groundwater quality would be less than significant.

8.3.2 Operation

The Project does not include the installation of water wells, or any extraction or recharge system that is in the vicinity of the coast, an area of known groundwater contamination or seawater intrusion, a municipal supply well or spreading ground facility. The Project Site would not increase concentrations of trash in the Los Angeles River Watershed because it would not dump trash into the storm drain system. The Project would meet the requirements of the City's LID standards. Under section 3.1.3. of the LID Manual, post-construction stormwater runoff from new projects must be infiltrated, evapotranspired, captured and used, and/or treated through high efficiency BMPs on-site for the volume of water produced by the 85th percentile storm event.

The Project would implement either Infiltration Drywells, Capture and Use System, or Biofiltration Planters for managing stormwater runoff in accordance with current LID requirements.

Water runoff flows toward the existing storm drain system with an inlet on Carlton Way, adjacent to the Site.¹⁶³

Through required compliance with the City's LID Ordinance, operation of the Project would not result in discharges that would cause: (1) pollution which would alter the quality of the waters of the State (i.e., Los Angeles River) to a degree which unreasonably affects beneficial uses of the waters; (2) contamination of the quality of the waters of the State by waste to a degree which creates a hazard to the public health through poisoning or through the spread of diseases; or (3) nuisance that would be injurious to health; affect an entire community or neighborhood, or any considerable number of persons; and occurs during or as a result of the treatment or disposal of wastes. As is typical of most urban developments, stormwater runoff from the Project Site has the potential to introduce pollutants into the stormwater system. Anticipated and potential pollutants generated by the Project include sediment, nutrients, pesticides, metals, pathogens, and oil and grease. The release of pollutants listed above would be reduced or minimized through the implementation of approved LID BMPs.

Operational activities that could affect groundwater quality include hazardous material spills and leaking underground storage tanks. No underground storage tanks would be operated by the Project. The Project would not expand any potential areas of contamination, increasing the level of contamination, or cause regulatory water quality standard violations, as defined in the California Code of Regulations, Title 22, Division 4, Chapter 15 and the Safe Drinking Water Act. The Project is not anticipated to result in releases or spills of contaminants that could reach a groundwater

¹⁶³ NavigateLA, Stormwater layer: <http://navigatea.lacity.org/navigatea/>, accessed May 1, 2024.

recharge area or spreading ground or otherwise reach groundwater through percolation. The Project does not involve drilling to or through a clean or contaminated aquifer.

Furthermore, operation of the Project would not result in discharges that would cause regulatory standards to be violated. Stormwater infrastructure on the Project Site, in compliance with LID BMP requirements, would control and treat stormwater runoff to account for the 85th percentile storm event. The installed BMP systems would be designed with an internal bypass overflow system to prevent upstream flooding during major storm events. Implementation of LID BMPs would ensure operational impacts on surface water quality are less than significant. Therefore, the Project's potential impact on surface water quality and groundwater quality is less than significant.

The Project Site does not have any LID systems. Implementation of a development that complies with the current requirements of the LID ordinance and handbook would actually improve the condition of the Site. Therefore, no significant impact would occur.

8.4 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to water quality.

9 Discussion of CCR Section 15332(e)

The site can be adequately served by all required utilities and public services.¹⁶⁴

This section is based on the following items, included as **Appendix F** of this CE:

- F-1** Police Response, Los Angeles Police Department, May 1, 2024
- F-2** Schools Response, Los Angeles Unified School District, May 2, 2024
- F-3** Parks Response, Los Angeles Department of Recreation and Parks, April 24, 2024
- F-4** Library Response, Los Angeles Public Library, April 18, 2024
- F-5** Wastewater Response, Los Angeles Bureau of Sanitation, April 26, 2024
- F-6** Water Response, Los Angeles Department of Water and Power, April 23, 2024

9.1 Fire Protection

Within the City of Los Angeles, fire prevention and suppression services and emergency medical services are provided by the Los Angeles Fire Department (LAFD). Project impacts regarding fire protection services are evaluated on a project-by-project basis. A project's land use, fire-related needs, and whether the project site meets the recommended response distance and fire safety requirements, as well as project design features that would reduce or increase the demand for fire protection and emergency medical services, are taken into consideration.

Beyond the standards set forth in the Los Angeles Fire Code, consideration is given to the project size and components, required fire-flow, response distance for engine and truck companies, fire hydrant sizing and placement standards, access, and potential to use or store hazardous materials. The evaluation of the Project's impact on fire protection services considers whether the development of the project would create the need for a new fire station or expansion, relocation, or consolidation of an existing facility to accommodate increased demand, the construction of which would cause significant environmental impacts.

The Project would comply with all applicable regulatory standards. In particular, the Project would comply with LAMC fire safety requirements, including those established in the Building Code (Chapter 9), the Fire Code (Chapter 7) and Section 57.507.3.1 of the LAMC regarding fire flow requirements.

LAMC Chapter V, Article 7, Section 57.512.1 provides that response distances, which are based on land use and fire flow requirements and range from 0.75 mile for an engine company to 2 miles for a truck company, shall comply with Section 57.507.3.3. Where a site's response distance is greater than permitted, all structures must have automatic fire sprinkler systems.

¹⁶⁴ Each of these topic areas (public services [fire, police, schools, parks, libraries] and utilities [wastewater, water, solid waste]) are discussed in their own section.

According to LAMC Section 57.512.1, response distances based on land use and fire-flow requirements shall comply with Table 57.507.3.3 (recreated below).

This Project would be a high density development. For a high density residential land use, the maximum response distance is 1.5 mile for an engine company and 2 miles for a truck company. The maximum response distances for both fire suppression companies (engine and truck) must be satisfied. According to LAMC Section 57.512.2, where a response distance is greater than that shown in Table 57.507.3.3 (table recreated below), all structures shall be constructed with automatic fire sprinkler systems. Additional fire protection shall be provided as required by the Fire Chief per LAMC Section 57.512.2.

Table 57.507.3.3
Response Distances That If Exceeded Require The Installation Of An Automatic Fire Sprinklers System

* Land Use	Required Fire-Flow	Maximum Response Distance	
		Engine Co.	Truck Co.
Low Density Residential	2,000 gpm from three adjacent hydrants flowing simultaneously	1-1/2 miles	2 miles
High Density Residential and Commercial Neighborhood	4,000 gpm from four adjacent hydrants flowing simultaneously	1-1/2 miles	2 miles
Industrial and Commercial	6,000 to 9,000 gpm from four hydrants flowing simultaneously	1 mile	1-1/2 miles
High Density Industrial and Commercial or Industrial (Principal Business Districts or Centers)	12,000 gpm available to any block (where local conditions indicate that consideration must be given to simultaneous fires, an additional 2,000 to 8,000 gpm will be required)	3/4 mile	1 mile
gpm – gallons per minute Land use designations are contained in the community plan elements of the General Plan for the City of Los Angeles. The maximum response distances for both L.A.F.D. fire suppression companies (engine and truck) must be satisfied. LAMC Table 57.507.3.3.			

According to the City, the Project Site is first-served by Station No. 82, located at 5769 Hollywood Boulevard, approximately 2,500 feet (0.48 mile) driving distance away.¹⁶⁵ The Site is also served by Station No. 35, located at 1601 Hillhurst Avenue, approximately 1.4 miles driving distance away.

As shown in **Table 9-1**, Fire Station No. 35 has a light force (composed of a truck company and engine company).¹⁶⁶ Therefore, the Project Site is located within the distance identified by LAMC Section 57.512.1 (i.e. within 1.5 mile for an engine and 2 miles for a truck).

¹⁶⁵ LAFD, Find Your Station: <https://www.lafd.org/fire-stations/station-results>.

¹⁶⁶ LAFD: <http://www.lafd.org/about/about-lafd/apparatus>.

Since the Project Site is located within the distance identified by LAMC Section 57.507.3.3, it does not need automatic fire sprinkler systems. Additional fire protection shall be provided as required by the Fire Chief per LAMC Section 57.512.2.

**Table 9-1
Fire Stations**

No.	Address	Distance	Equipment	Operational Response Time	Incident Counts
82	5769 Hollywood	2,500 feet	Engine Paramedic Ambulance Rescue Ambulance Brush Patrol Type III Engine	EMS: 7:15 min Non-EMS: 6:53 min	EMS: 3,988 Non-EMS: 1,135
35	1601 Hillhurst	1.4 miles	Assessment Light Force Engine Paramedic Ambulance Advanced Practitioner Brush Patrol Type III Engine	EMS: 6:46 min Non-EMS: 6:31 min	EMS: 4,684 Non-EMS: 1,001
Response Time: (January to December 2023) average time (turnout time + travel time) in the station area. Incident counts: (January to December 2023). Non-EMS is fire emergency. EMS is emergency medical service. http://lafd.org/sites/default/files/pdf_files/11-03-2014_AllStations.pdf Light Force: Truck company and single engine. Task Force: Truck company and two fire engines. LAFD November 2022 Fire Station Directory. Table: CAJA Environmental Services, May 2024.					

The Project Site is in an urbanized area completely surrounded by development. The Project Site is not located in a Very High Fire Hazard Severity Zone.¹⁶⁷ The Project Site also is not within Fire District 1, which is designated by the City as areas of significant urbanization that face an elevated fire risk.¹⁶⁸

LAMC Section 57.507.3.1 establishes fire water flow standards, which vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas, with a minimum residual water pressure of 20 pounds per square inch (psi) remaining in the water system. Site-specific fire flow requirements are determined by the LAFD based on land use, life hazard, occupancy, and fire hazard level.

LAMC Section 57.507.3.2 addresses land use-based requirements for fire hydrant spacing and type. Regardless of land use, every first story of a residential, commercial, or industrial building must be within 300 feet of an approved hydrant.

The following fire hydrants are near the Project Site:¹⁶⁹

¹⁶⁷ ZIMAS search: <http://zimas.lacity.org/>, accessed May 1, 2024.

¹⁶⁸ ZIMAS search <http://zimas.lacity.org/>, accessed May 1, 2024.

¹⁶⁹ Navigate LA, DWP (Fire Hydrants) Layer: <http://navigatela.lacity.org/navigatela/>, accessed May 1, 2024.

- Hydrant (ID 16283, size 2½ x 4D, 8-inch main), located on Carlton Way, 60 feet north of the Project Site.
- Hydrant (ID 12108, size 2½ x 4D, 6-inch main), located on the southwest corner of Serrano Avenue and Carlton Way, 135 feet east of the Project Site.
- Hydrant (ID 12105, size 4D, 8-inch main), located on the northwest corner of Western Avenue and Carlton Way, 340 feet west of the Project Site.

The site-specific number and location of hydrants would be determined as part of LAFD's fire/life safety plan review for each development. Final fireflow demands, fire hydrant placement, and other fire protection equipment would be determined for the Project by LAFD during the plan check process. If the Project is determined to require one or more new hydrants during plan check in accordance with city standards, the Project would have to provide them.

Section 35 of Article XIII of the California Constitution at Subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal.App.4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and emergency medical services, and that it is reasonable to conclude that the city would comply with that provision to ensure that public safety services are provided.

For all the foregoing reasons, the Project would be adequately served by the LAFD.

9.2 Police Protection

The Project Site is served by the City of Los Angeles Police Department's (LAPD), West Bureau, Hollywood Community Police Station, located at 1358 Wilcox Avenue.¹⁷⁰ The Station is approximately 1.6 miles driving distance from the Project Site. The Community is 17.2 square miles in size, has approximately 300,000 residents, and has approximately 314 sworn officers.¹⁷¹ The officer to resident ratio is 1:993.¹⁷²

There are no immediate plans to increase LAPD staffing or resources in those areas, which would serve the Project. The Project would add a residential population of approximately 328 people to

¹⁷⁰ LAPD, Hollywood Community: <https://www.lapdonline.org/lapd-contact/west-bureau/hollywood-community-police-station/>, accessed May 1, 2024.

¹⁷¹ Police Response, Los Angeles Police Department, May 1, 2024. Included as **Appendix F-1** of this CE.

¹⁷² 300,000 residents / 314 sworn officers = 993 residents per officer.

the Project Site based on the 139 dwelling units proposed.¹⁷³ Assuming the same officer to resident ratio, the Project would represent approximately 0.33% of 1 officer.

This increase is negligible and represents less than 1% increase compared to the number of existing officers. The Project would contribute property tax revenue into the City's General Fund, which can be used to fund additional resources per the planning and deployment strategies of the LAPD.

During construction, the open sides on the Project Site would need to be secured to prevent trespass and theft of building materials. The Project Applicant would employ construction security features, such as fencing, which would serve to minimize the need for LAPD services. Temporary construction fencing would be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

The potential for crime can be reduced with site-specific designs and features. The Project would include standard security measures such as adequate security lighting, secure access to non-public areas and residential access points. Parking would be in parking levels integrated into the building.

The LAPD would require that the commanding officer of the Station be provided a diagram of each portion of the property showing access routes, and any additional information that might facilitate police response.

Section 35 of Article XIII of the California Constitution at Subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by voters in 1993 pursuant to Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include police protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal.App.4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including police protection, and that it is reasonable to conclude that the city would comply with Proposition 172 to ensure that public safety services are provided.

For all the foregoing reasons, the Project would be adequately served by the LAPD.

¹⁷³ Transportation Assessment, Gibson Transportation Consulting, March 2024; using Los Angeles VMT Calculator, version 1.4. Included as **Appendix C** of this CE. City of Los Angeles VMT Calculator Documentation, v1.4. LADOT population and employee numbers are shown on Table 1: https://ladot.lacity.org/sites/default/files/documents/vmt_calculator_documentation-2020.05.18.pdf. As shown, multi-family residential is 2.25 persons per unit and Affordable Housing – Family is 3.14 persons per unit. Project: $(122 \times 2.25) + (17 \times 3.14) = 328$.

9.3 Schools

The Project is served by the following Los Angeles Unified School District (LAUSD) schools:¹⁷⁴

- Grant Elementary School (grades K-5), 1530 Wilton Place, 1,000 feet west of the Site
- Joseph Le Conte Middle School (grades 6-8), 1316 Bronson Avenue, 2,775 feet southwest of the Site
- Helen Bernstein High School, 1309 Wilton Place, 2,070 feet southwest of the Site

The residential units directly generate students. As shown in **Table 9-2**, the Project would generate approximately 50 students.

Table 9-2
Estimated Student Generation

Land Use	Project Amount	Student Generation			
		Elementary	Middle	High	Total
Multi-Family Dwelling Units	139 units	27	8	15	50
Los Angeles Unified School District (LAUSD), 2024 Developer Fee Justification Study, February 2024, Table 3, Student Generation Factors, https://www.lausd.org/domain/921 , accessed May 9, 2024. Students per household: 0.19142 elementary (grades TK-6), 0.05279 middle (grades 7-8); 0.10504 high (grades 9-12). Students per 1,000 sf: 0.467 for neighborhood shopping centers, 0.195 for lodging. Since the Study does not specify the grade levels of students that are generated from non-residential land uses, such students are assumed to be divided among the residential generation factors (i.e. approximately 55 percent for elementary, 15 percent for middle, and 30 percent for high school. Table: CAJA Environmental Services, May 2024.					

According to the LAUSD, Grant Elementary School is overcrowded now but not in the future (projected 5 years); Le Conte Middle School is overcrowded now and in the future; and Bernstein High School has adequate capacity now and in the future (projected 5 years) to accommodate additional students.¹⁷⁵ However, overcrowded is not an impact for the reason discussed below.

Pursuant to the California Government Code Section 65995 and California Education Code Section 17620, mandatory payment of the school fees established by LAUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, fully address and mitigate any potential direct and indirect impacts to schools as a result of the Project. Therefore, Project impacts to school services would be less than significant with compliance with regulatory requirements to pay school fees pursuant to the Government and Education Codes.

For all the foregoing reasons, the Project would be adequately served by the LAUSD.

¹⁷⁴ LAUSD School Finder: <https://rsi.lausd.net/ResidentSchoolIdentifier/>.

¹⁷⁵ Schools Response, Los Angeles Unified School District, May 2, 2024. Included as **Appendix F-2** of this CE.

9.4 Parks

The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipally owned and operated recreation and park facilities within the City. The Public Recreation Plan, a portion of the Service Element of the City's General Plan sets a goal of a parkland acres-to-population ratio of neighborhood and community parks of 4.0 (or 4 acres per 1,000 persons).

Table 9-3 lists the parks and recreation centers that are located near the Project Site.

Table 9-3
Parks and Recreation Centers

Name	Address	Distance to Site
Barnsdall Art Park	4800 Hollywood Boulevard	3,650 feet east
Fern Dell Nature Trail	Fern Dell Drive and Los Feliz Blvd.	2,850 feet north
Lemon Grove Recreation Center	4959 Lemon Grove Avenue	4,500 feet south
Seily Rodriguez Park	5707 Lexington Avenue	2,850 feet southwest
Carlton Way Park	5927 Carlton Way	3,200 feet west
NavigateLA with Recreation and Parks Department layer: http://navigatea.lacity.org/index01.cfm		

The Project would include a common open space courtyard and roof deck and private open space balconies. The Project, at its proposed unit mix, would provide 9,223 square feet of open space, consisting of an indoor recreation room, courtyard, roof deck, and balconies. There will be a pool on the level 4 courtyard. The counted provided open space per SNAP Section 7-F.1 is 3,410 square feet. The Project would request a Waiver of Development Standard for a 74.4% reduction in required open space to permit 3,410 square feet of open space, in lieu of 13,300 square feet, as otherwise required by SNAP Section 7-F.

The Project would increase the number of residents at the Project Site. While Project residents would use the on-site open spaces and recreational facilities, it is reasonably foreseeable that Project residents would use nearby parks and recreation facilities.

The Project would add a residential population of approximately 328 people to the Project Site based on the 139 dwelling units proposed.¹⁷⁶ According to the standards provided in the Public Recreation Plan, the 328 new residents would require 1.3 acres to maintain the standard of four acres per 1,000 people. The City requires developers to dedicate parkland or pay applicable fees (such as dwelling unit construction tax) in lieu of parkland dedication.

In September 2016, the City adopted a Park Fee Ordinance (Ordinance), which became effective on January 11, 2017. The aim of the Ordinance is to increase the opportunities for park space creation and expand the Quimby fee program beyond those projects requiring a subdivision map to include a park linkage fee for all net new residential units. The Ordinance increases Quimby fees, provides a new impact fee for non-subdivision projects, eliminates the deferral of park fees for market rate projects that include residential units, increases the fee spending radii from the

¹⁷⁶ Transportation Assessment, Gibson Transportation Consulting, March 2024; using Los Angeles VMT Calculator, version 1.4. Included as **Appendix C** of this CE. City of Los Angeles VMT Calculator Documentation, v1.4. LADOT population and employee numbers are shown on Table 1: https://ladot.lacity.org/sites/default/files/documents/vmt_calculator_documentation-2020.05.18.pdf. As shown, multi-family residential is 2.25 persons per unit and Affordable Housing – Family is 3.14 persons per unit. Project: $(122 \times 2.25) + (17 \times 3.14) = 328$.

site from which the fee is collected, provides for early City consultation for subdivision projects or projects with over 50 units in order to identify means to dedicate land for park space, and updates the provisions for credits against park fees.

The Project would be required to pay the in-lieu fee prior to the issuance of a certificate of occupancy.

While Project residents would use the on-site open spaces and recreational facilities, it is reasonably foreseeable that Project residents would use nearby parks and recreation facilities. However, with the provided on-site and open space and payment of applicable fees, the Project would be adequately served by park and recreational facilities.

9.5 Other Public Facilities

The City of Los Angeles Public Library (LAPL) provides library services throughout the City through its Central Library, 8 regional branches, and 64 community branches. The LAPL collection has 7.1 million books, magazines, electronic media, 120 online databases, and 34,000 e-books and related media.¹⁷⁷

On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes Criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities – 12,500 square feet for communities with less than 45,000 people, 14,500 square feet for community with more than 45,000 people, and up to 20,000 square feet for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.

Table 9-4 describes the libraries that would serve the Project.

Table 9-4
Los Angeles Public Libraries

Name	Address	Size (sf)	Collection Size / Circulation	Service Population	Staff
Cahuenga	4591 Santa Monica	10,942	27,046 / 17,368	60,049	7.5
Durant	7140 Sunset Boulevard	12,500	49,062 / 27,433	38,736	9.5
Goldwyn Hollywood	1623 Ivar Avenue	19,000	69,967 / 19,174	61,661	14.5
Fremont	6121 Melrose Avenue	7,361	31,967 / 32,331	21,150	8.5
Los Feliz	1874 Hillhurst Avenue	10,449	48,524 / 87,089	30,634	9.5
Wilshire	149 St. Andrews Place	6,258	39,225 / 33,625	51,744	8.5
Staffing is full-time equivalent. Current service is estimated from LA Times Mapping LA database and branch library community boundaries. <u>Library Response</u> , Los Angeles Public Library, April 18, 2024.					

¹⁷⁷ LAPL website: <https://www.lapl.org/sites/default/files/media/pdf/about/LAPLFY2017-18Backgrounder10022018.pdf>.

The Project would add a residential population of approximately 328 people to the Project Site based on the 139 dwelling units proposed.¹⁷⁸ The Project would not directly necessitate the need for a new library facility. This is because the LAPL has indicated that there are no planned improvements to add capacity through expansion. There are no plans for the development of any other new libraries to serve this community. The LAPL uses the most recent Census figures to determine if a branch should be constructed in a given area.

The analysis considers features (on-site library facilities, direct support to LAPL) that would reduce the demand for library services. It is likely that the residents of the Project would have individual access to internet service, which provides information and research capabilities that studies have shown reduce demand at physical library locations.^{179,180,181} Further, Measure L has provided funds to restore adequate services to the existing library system. In addition, Project residents could use any of the libraries in the area.

For all of these reasons, it is not anticipated that the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, or need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for library services.

The nearby branches would be able to accommodate the Project's residents. Therefore, the Project would be adequately served by the City's libraries.

9.6 Wastewater

The Project Site is located within the service area of the Hyperion Water Reclamation Plant (HWRP), which has been designed to treat 450 million gallons per day (mgd) to full secondary treatment. Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the LARWQCB discharge policies for the Santa Monica Bay. The HWRP currently treats an average daily flow of approximately 275 mgd.¹⁸² Thus, there is approximately 175 mgd available capacity.

As shown on **Table 9-5**, the Project would generate a total of approximately 38,025 gallons of wastewater per day (or 0.038 mgd). This total does not take credit for removal of the existing uses

¹⁷⁸ Transportation Assessment, Gibson Transportation Consulting, March 2024; using Los Angeles VMT Calculator, version 1.4. Included as **Appendix C** of this CE. City of Los Angeles VMT Calculator Documentation, v1.4. LADOT population and employee numbers are shown on Table 1: https://ladot.lacity.org/sites/default/files/documents/vmt_calculator_documentation-2020.05.18.pdf. As shown, multi-family residential is 2.25 persons per unit and Affordable Housing – Family is 3.14 persons per unit. Project: $(122 \times 2.25) + (17 \times 3.14) = 328$.

¹⁷⁹ "To Read or Not To Read", see pg. 10: "Literary reading declined significantly in a period of rising Internet use": <https://www.arts.gov/sites/default/files/ToRead.pdf>.

¹⁸⁰ "How and Why Are Libraries Changing?" Denise A. Troll, Distinguished Fellow, Digital Library Federation: <http://old.diglib.org/use/whitepaper.htm>.

¹⁸¹ "Use and Users of Electronic Library Resources: An Overview and Analysis of Recent Research Studies", Carol Tenopir: <http://www.clir.org/pubs/reports/pub120/contents.html>.

¹⁸² LA Sanitation, Hyperion Water Reclamation Plant, https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp?_adf.ctrl=&_afLoop=23678050400248010&_afWindowMode=0&_afWindowId=null&_adf.ctrl-state=5mt5fw0s1_142#%40%40%3F_adf.ctrl%3D%26_afWindowId%3Dnull%26_afLoop%3D23678050400248010%26_afWindowMode%3D0%26_adf.ctrl-state%3D5mt5fw0s1_146, accessed February 1, 2024.

(residential). This total does not take any credit for any proposed sustainable and water conservation features of the Project. This is a worst-case, conservative approach.

With a remaining daily capacity of 175 mgd, the HWRP would have adequate capacity to serve the Project's projected 0.038 mgd generation.

The sewer infrastructure in the vicinity of the Project includes an existing 8-inch line on Carlton Way / Serrano Avenue.¹⁸³ The sewage from the existing 8-inch line feeds into a 24-inch line on Sunset Boulevard before discharging into a 33-inch sewer line on Vine Street.¹⁸⁴

Based on the estimated flows, it appears the sewer system would be able to accommodate the total flow. If a deficiency or service problem is discovered during the permitting process that prevents the Project from an adequate level of service, the Project Applicant shall fund the required upgrades to adequately serve the Project. This would ensure that the Project's impacts to the wastewater conveyance system would be less than significant.

Therefore, no Project impacts related to wastewater treatment would occur and the Project would be adequately served by the City's wastewater facilities.

Table 9-5
Project Estimated Wastewater Generation

Land Use	Size	Rates	Total (gpd)
Proposed Project			
Residential – Studio	75 units	75 gallons / unit	5,625
Residential – 1-bedroom	55 units	110 gallons / unit	6,050
Residential – 2-bedroom	9 units	150 gallons / unit	1,350
Pool	-	-	25,000
Proposed Total			38,025
Note: sf = square feet; gpd = gallons per day Rates: Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012. Table: CAJA Environmental Services, May 2024. <u>Wastewater Response</u> , Los Angeles Bureau of Sanitation, April 26, 2024. Included as Appendix F-4 of this CE.			

9.7 Water

The City receives water from five major sources: 1) the Eastern Sierra Nevada watershed, via the Los Angeles Aqueduct; 2) the Colorado River, via the Colorado River Aqueduct; 3) the Sacramento- San Joaquin Delta, via the State Water Project and the California Aqueduct; 4) local groundwater; and 5) recycled water. The amount of water obtained from these sources varies from year to year and is primarily dependent on weather conditions and demand. Los Angeles Department of Water and Power (LADWP) has adopted the 2020 Urban Water Management Plan (UWMP) to ensure that existing and projected water demand within its service area can be accommodated. According to the LADWP, for any project that is consistent with the City's General

¹⁸³ NavigateLA with Sewer layer: <http://navigatela.lacity.org/index01.cfm>.

¹⁸⁴ Wastewater Response, Los Angeles Bureau of Sanitation, April 26, 2024. Included as **Appendix F-4** of this CE.

the available capacity within the distribution infrastructure that would serve the Project. Any shortfall in LADWP controlled supplies (groundwater, recycled, conservation, LA aqueduct) is offset with MWD purchases to rise to the level of demand. The UWMP demonstrates adequate capacity currently and future capacity to accommodate City growth into which the Project.

To demonstrate LADWP's water supply reliability, the UWMP summarizes the water demands and supplies for single-dry year conditions through 2045, which represents the City's planned supply projected to meet projected water demands under the most critical hydrologic conditions.¹⁹⁴ In 2025, the total water demand and total supplies equals 674,700 acre-feet and grows to 747,000 acre-feet by 2045 for a single dry year. As required by the California Water Code Section 10632, LADWP has six standard water supply shortage levels and corresponding response actions, inking withdrawing from available emergency storage along the Los Angeles Aqueduct System and local groundwater basins.

Larger developments (e.g., residential projects with 500 or more units) are required to prepare and obtain approval of a Water Supply Assessment (WSA) from LADWP per SB 610. This Project contains 139 units which is below the threshold size of 500 units and does not require a WSA.

As shown on **Table 9-6**, the Project would demand a total of approximately 38,025 gallons of water per day (or 0.038 mgd), or approximately 42.59 acre-feet per year.¹⁹⁵ This total does not take credit for removal of the existing uses (residential). This total does not take any credit for any proposed sustainable and water conservation features of the Project. This is a worst-case, conservative approach.

There is a 6-inch pipe Carlton Way.¹⁹⁶ If a deficiency or service problem is discovered during the permitting process that prevents the Project from an adequate level of service, the Project Applicant shall fund the required upgrades to adequately serve the Project. This would ensure that the Project's impacts to the water conveyance system would be less than significant.

The UWMP accounts for regional growth in the service area for Project's that comply with the General Plan. As the Project's 42.59 acre-feet water demand is accounted for in the UWMP's future projected demands (the 2020-2045 RTP/SCS includes growth throughout the Los Angeles subregion and informs the LADWP 2020 UWMP), the Project would not exceed demand projections for the UWMP.

With projections showing the demand meeting the supply under the most critical hydrologic conditions, the UWMP demonstrates adequate capacity to serve the Project's projected demand for 8.92 acre-feet of water per. Therefore, no Project impacts related to water supply would occur and the Project would be adequately served by existing and projected water supplies.

Table 9-6
Project Estimated Water Demand

Land Use	Size	Rates	Total (gpd)
Proposed Project			
Residential – Studio	75 units	75 gallons / unit	5,625

¹⁹⁴ 2020 Urban Water Management Plan, Los Angeles, page ES-20.

¹⁹⁵ 38,025 gallons x 365 days = 13,879,125 gallons/year x 1 acre-feet/325,851 gallons = 42.59.

¹⁹⁶ Water Response, Los Angeles Department of Water and Power, April 23, 2024. Included as **Appendix F-5** of this CE.

Table 9-6
Project Estimated Water Demand

Land Use	Size	Rates	Total (gpd)
Residential – 1-bedroom	55 units	110 gallons / unit	6,050
Residential – 2-bedroom	9 units	150 gallons / unit	1,350
Pool	-	-	25,000
Proposed Total			38,025
Wastewater generation is assumed to equal water consumption. Per the LADWP: “For estimating a project’s indoor water demand, we use applicable sewer generation factors (sgf).” Note: sf = square feet; gpd = gallons per day Rates: Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012. Table: CAJA Environmental Services, May 2024.			

9.8 Solid Waste

9.8.1 Environmental Setting

County landfills are categorized as either Class III or unclassified landfills. Non-hazardous municipal solid waste is disposed of in Class III landfills, while inert waste such as construction waste, yard trimmings, and earth-like waste are disposed of in unclassified landfills.¹⁹⁷ Ten Class III landfills, one unclassified landfill with solid waste facility permits, and one transformation facility are currently operating within the County.¹⁹⁸

Based on the information provided in the 2021 Countywide Integrated Waste Management Plan Annual Report, the total remaining permitted Class III landfill capacity in the County is estimated at 137.09 million tons.¹⁹⁹ In 2021, the total amount of solid waste disposed of at in-county Class III landfills, transformation facilities, and out-of-County landfills was approximately 11.1 million tons and 402,989 tons of inert waste at the County’s inert landfill.²⁰⁰ Of the remaining Class III landfill capacity in the County, approximately 71.3 million tons are available to the City (Antelope Valley, Lancaster, Sunshine Canyon).²⁰¹ The 2021 Annual Report indicates that the countywide cumulative need for Class III landfill disposal capacity, approximately 148.14 million tons in 2033, will exceed the 2021 remaining permitted Class III landfill capacity of 137.09 million tons.

¹⁹⁷ Inert waste is waste which is neither chemically or biologically reactive and will not decompose. Examples of this are sand and concrete.

¹⁹⁸ County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2021 Annual Report, December 2022, Appendix E-2 Table 4: <https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17389&hp=yes&type=PDF>, accessed May 9, 2024.

¹⁹⁹ County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2021 Annual Report, December 2022, Appendix E-2 Table 4: <https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17389&hp=yes&type=PDF>, accessed May 9, 2024.

²⁰⁰ County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2021 Annual Report, December 2022, Table 1, page 15: <https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17389&hp=yes&type=PDF>, accessed May 9, 2024.

²⁰¹ Total excludes Class III landfills not open to the City of Los Angeles for disposal (i.e., Scholl Canyon, Whittier, Burbank, Pebbly Beach, and San Clemente). In addition, total excludes the Calabasas Landfill, as its watershed does not include the Project Site. The Chiquita Canyon Landfill Expansion permits the facility to operate until it reaches 60 million tons, or after 30 years, whichever comes first. However, since the current volume of the facility’s watershed is unknown, the volume of waste that it would take to reach 60 million tons cannot be determined. As such, for a conservative analysis, the Chiquita Canyon Landfill Expansion is excluded from the total.

As is the case with solid waste haulers, landfills operate in a free-enterprise system. Their operating funds and profits are obtained by collecting disposal fees from the haulers on a per ton basis. Landfill capacity is regulated primarily through the amount of solid waste that each particular facility is permitted to collect on a daily basis relative to its capacity.

Wasteshed boundaries, geographic barriers, weather, and natural disasters could place further constraints on accessibility of Class III landfill capacity. Therefore, the Annual Report evaluated seven scenarios to increase capacity and determined that the County would be able to meet the disposal needs of all jurisdictions through the 15-year planning period with six of the seven scenarios. The Annual Report also concluded that in order to maintain adequate disposal capacity, individual jurisdictions must continue to pursue strategies to maximize waste reduction and recycling, expand existing landfills, promote and develop alternative technologies, expand transfer and processing infrastructure, and use out of county disposal, including waste by rail.

The County's unclassified landfill generally does not currently face capacity issues. The remaining disposal capacity for Azusa Land Reclamation is estimated at approximately 50.77 million tons. In 2021, approximately 0.403 million tons of inert waste (e.g., soil, concrete, asphalt, and other construction and demolition debris) were disposed of at this unclassified landfill. Given the remaining permitted capacity, this capacity would be exhausted in 24 years.²⁰² Thus, the unclassified landfill serving the County has adequate long-term capacity.

While the City's Bureau of Sanitation (BOS) generally provides waste collection services to single-family and some small multi-family developments, private haulers permitted by the City provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is either recycled, reused, or transformed at a waste-to-energy facility, or disposed of at a landfill.

In 2018, the City disposed of approximately 3.3 million tons of solid waste at the County's Class III landfills, approximately 1,968 tons at transformation facilities, and 214 million tons at the inert landfill.²⁰³ The 3.3 million tons of solid waste accounts for approximately 4.6 percent of the total remaining capacity (71.3 million tons) for the County's Class III landfills open to the City.²⁰⁴

The landfills that serve the City and the capacity of these landfills are shown on **Table 9-7**. As shown, the landfills have an approximate available daily intake of 11,876 tons.

Table 9-7
Landfill Capacity

Landfill Facility	2021 Average Daily Disposal (tons/day)	Maximum Daily Disposal (tons/day)	Remaining Daily Capacity (tons/day)	Remaining Capacity (million tons)	Remaining Life (years)
Class III Landfills (Open to the City)					
Antelope Valley	2,645	5,548	2,903	9.24	8

²⁰² County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2021 Annual Report, December 2022, Appendix E-2 Table 4: <https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17389&hp=yes&type=PDF>, accessed May 9, 2024.

²⁰³ These numbers represent waste disposal, not generation, and thus do not reflect the amount of solid waste that was diverted via source reduction and recycling programs within the City.

²⁰⁴ $3.3 \text{ million tons} \div 71.3 \text{ million tons} \times 100\% = 4.6\%$.

Lancaster	397	5,100	4,703	9.84	20
Sunshine Canyon	7,830	12,100	4,270	52.22	16
Total	10,872	22,748	11,876	71.3	
Inert Landfill (Open to the City)					
Azusa	1,292	8,000	6,708	50.77	24
County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2021 Annual Report, December 2022, Appendix E-2 Table 4: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17389&hp=yes&type=PDF , accessed May 9, 2024.					

9.8.2 Project Impacts

9.8.2.1 Construction

As shown in **Table 9-8**, the Project would result in approximately 1,424 tons of construction and demolition waste, not accounting for any mandatory recycling.

Table 9-8
Project Demolition and Construction Waste Generation

Building	Size	Rate	Total (tons)
Demolition Waste			
Residential	16,959 sf	127 pounds / sf	1,077
Non-residential	0 sf	158 pounds / sf	0
Asphalt	1,100 sf	75 pounds / sf	42
Demolition Total			1,119
Construction Waste			
Residential	138,894 sf	4.39 pounds / sf	305
Non-residential	0	4.34 pounds / sf	0
Construction Total			305
Total			1,424
Over the entire total schedule of construction. Numbers have been rounded. sf = square feet, 1 ton = 2,000 lbs U.S. Environmental Protection Agency, Report No. EPA530-R-09-002, Estimating 2003 Demolition and Materials Amounts, March 2009, Table 2-1, Table 2-2, Table 2-3, Table 2-4: https://www.epa.gov/smm/estimating-2003-building-related-construction-and-demolition-materials-amounts . 1 cubic foot of asphalt weighs 150 pounds. The asphalt at the site is assumed to be 6 inches thick. Table: CAJA Environmental Services, May 2024.			

Pursuant to the requirements of Senate Bill 1374, the Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous demolition and construction debris. Materials that could be recycled or salvaged include asphalt, glass, and concrete. Debris not recycled could be accepted at the unclassified landfill (Azusa Land Reclamation) within Los Angeles County and within the Class III landfills open to the City.

Given the remaining permitted capacity the Azusa Land Reclamation facility, as well as the remaining capacity at the Class III landfills open to the City, the landfills serving the Project Site

would have sufficient capacity to accommodate the Project's construction solid waste disposal needs.

9.8.2.2 Operation

As shown on **Table 9-9**, the Project would generate a net total of approximately 310 tons per year of solid waste. This total does not take credit for removal of the existing uses (residential).

The estimated solid waste is conservative because the waste generation factors used do not account for recycling or other waste diversion measures such as compliance with Assembly Bill 341, which requires California commercial enterprises and public entities that generate 4 cubic yards or more per week of waste, and multi-family housing with five or more units, to adopt recycling practices.

Table 9-9
Estimated Solid Waste Generation

Land Use	Size	Rates	Total (Tons per year)
Proposed Project			
Residential	139 units	2.23 tons / unit	310
Note: 1 ton = 2,000 pounds. Los Angeles Unified School District (LAUSD), 2024 Developer Fee Justification Study, February 2024, Table 14. https://www.lausd.org/domain/921 , accessed May 9, 2024. Residential solid waste factor (City of Los Angeles CEQA Thresholds Guide, 2006, page M.3-2) is based on a rate of 12.23 pounds per household per day (or 2.23 tons per household per year). Non-residential yearly solid waste generation factors from City of Los Angeles Bureau of Sanitation, City Waste Characterization and Quantification Study, Table 4, July 2002. https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates Table: CAJA Environmental Services, May 2024.			

Likewise, the analysis does not include implementation of the City's Zero Waste Plan, which is expected to result in a reduction of landfill disposal Citywide with a goal of reaching a Citywide recycling rate of 90 percent by the year 2025, 95% by 2035, and zero waste by 2030.²⁰⁵ The estimated annual net increase in solid waste that would be generated by the Project represents approximately 0.0004 percent of the remaining capacity for the County's Class III landfills open to the City of Los Angeles.²⁰⁶

Based on the above, the landfills that serve the Project Site have sufficient permitted capacity to accommodate the solid waste generated by the construction and operation of the Project. Therefore, no Project impacts related to solid waste would occur and the Project would adequately be served by existing facilities.

9.9 Conclusion

²⁰⁵ The recycLA program divides the City into 11 zones and designates a waste collection company for each zone. Source: LA Sanitation, recycLA, Your Plan, and City of Los Angeles, L.A.'s Green New Deal, Sustainable City pLAn 2019. https://plan.lamayor.org/sites/default/files/pLAn_2019_final.pdf, accessed May 9, 2024.

²⁰⁶ 310 tons per year / 71.3 million tons per year x 100% = ~0.0004%.

For all the foregoing reasons, the Project would comply with CCR Section 15332(e) in that there would be adequate utilities and public services available to the Project Site.

10 Guideline 15300.2. Exceptions: (a) Location.

Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply [to] all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

The Project is seeking a Class 32 Exemption, not a Class 3, 4, 5, 6, or 11 exemption. The Project is within an in-fill urban area of the City. There is no specific sensitive environmental condition that could occur nor environmental resource of hazardous or critical concern at the Project Site.

Therefore, this exception to a categorical exemption for the Project does not apply.

11 Guideline 15300.2. Exceptions: (b) Cumulative Impact.

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

The City's Transportation Assessment Guidelines (TAG) states that Related Projects considered in the cumulative analysis should include known development projects within a one-half mile (2,640 foot) radius of the Project Site.²⁰⁷

LADOT provided a list of 14 Related Projects within 0.5 miles (2,640 feet) of the Project Site (Nos. 1 through 14).

- Four Related Projects (Nos. 1, 2, 3, and 5) are within 1,000 feet of the Project.
- Three Related Projects (Nos. 1, 3, and 8) are under construction now, but would not be completed in 2025, by the time the Project breaks ground.
- Three Related Projects (Nos. 4, 10, and 11) are opened as of 2024.

Therefore, four Related Projects (Nos. 1, 2, 3, and 5) have the potential for overlapping construction with the Project in terms of timing and distance. Thus, these are the considered the Related Projects for cumulative impacts.

Figure 11-1 shows the location of the Related Projects.

Table 11-1 summarizes the land uses for the Related Projects. The Related Projects include a total of:

- 2,746 residential units
- 82,076 square feet of grocery store
- 55,011 square feet of retail
- 5,500 square feet of restaurant
- 4 hotel rooms
- 404,799 square feet office
- 38 acre park

²⁰⁷ Transportation Assessment Guidelines, LADOT, August 2022, page 2-3.

Table 11-1
Related Projects Land Uses

#	Address	Distance	Use	Size	Status
1	1657 Western Ave.	375 feet west	Residential	200 units	Construction as of 2024
2	5525 Sunset Blvd.	415 feet southwest	Residential Grocery Retail	412 units 22,976 sf 10,291 sf	To be constructed
3	5420 Sunset Blvd.	700 feet south	Residential Grocery Retail	735 units 59,100 sf 36,720 sf	Construction as of 2024
4	5800 Sunset Blvd.	2,400 feet southwest	Office	404,799 sf	Opened in 2017
5	5600 Hollywood Blvd.	980 feet west	Residential	200 units	To be constructed
6	1353 Western Ave.	1,440 feet southwest	Residential Retail	70 units 2,000 sf	To be constructed
7	1350 Western Ave.	1,350 feet south	Residential Hotel Restaurant	200 units 4 rooms 5,500 sf	To be constructed
8	1868 Western Ave.	1,600 feet north	Residential Retail	87 units 6,000 sf	Architectural coatings as of 2024
9	5600 Franklin Ave.	1,800 feet northwest	Residential	60 units	To be constructed
10	5460 Fountain Ave.	1,850 feet south	Residential	75 units	Opened in 2021
11	5632 De Longpre Ave.	1,460 feet southwest	Residential	185 units	Opened in 2024
12	5645 Fernwood Ave.	1,650 feet southwest	Residential	499 units	To be constructed
13	1853 Garfield Pl.	1,800 feet northwest	Residential	23 units	To be constructed
14	US-101 (Hollywood)	2,250 feet west	Park	38 acres	To be constructed

Transportation Assessment, Gibson Transportation Consulting, March 2024.

Internal research by CAJA Environmental Services, 2024.

Los Angeles Planning Case Numbers:

#1: DIR-2020-143-SPP-SPPA-DB-SPR

#2: CPC-2019-4639-CU-DB-SPE-SPP-SPR-DD-MCUP-PHP

#3: ZA-2017-1083-MCUP-SPP-SPR

#4: CPC-2010-1767-CU-SPR-GB

#5: CPC-2020-4296-CU-DB-SPP-SPR-VHCA-PHP

#6: N/A

#7: N/A

#8: CPC-2016-1954-CU-MCUP-DB-SPR-SPP

#9: DIR-2020-3837-TOC-SPP-HCA

#10: DIR-2015-3566-DB-SPR

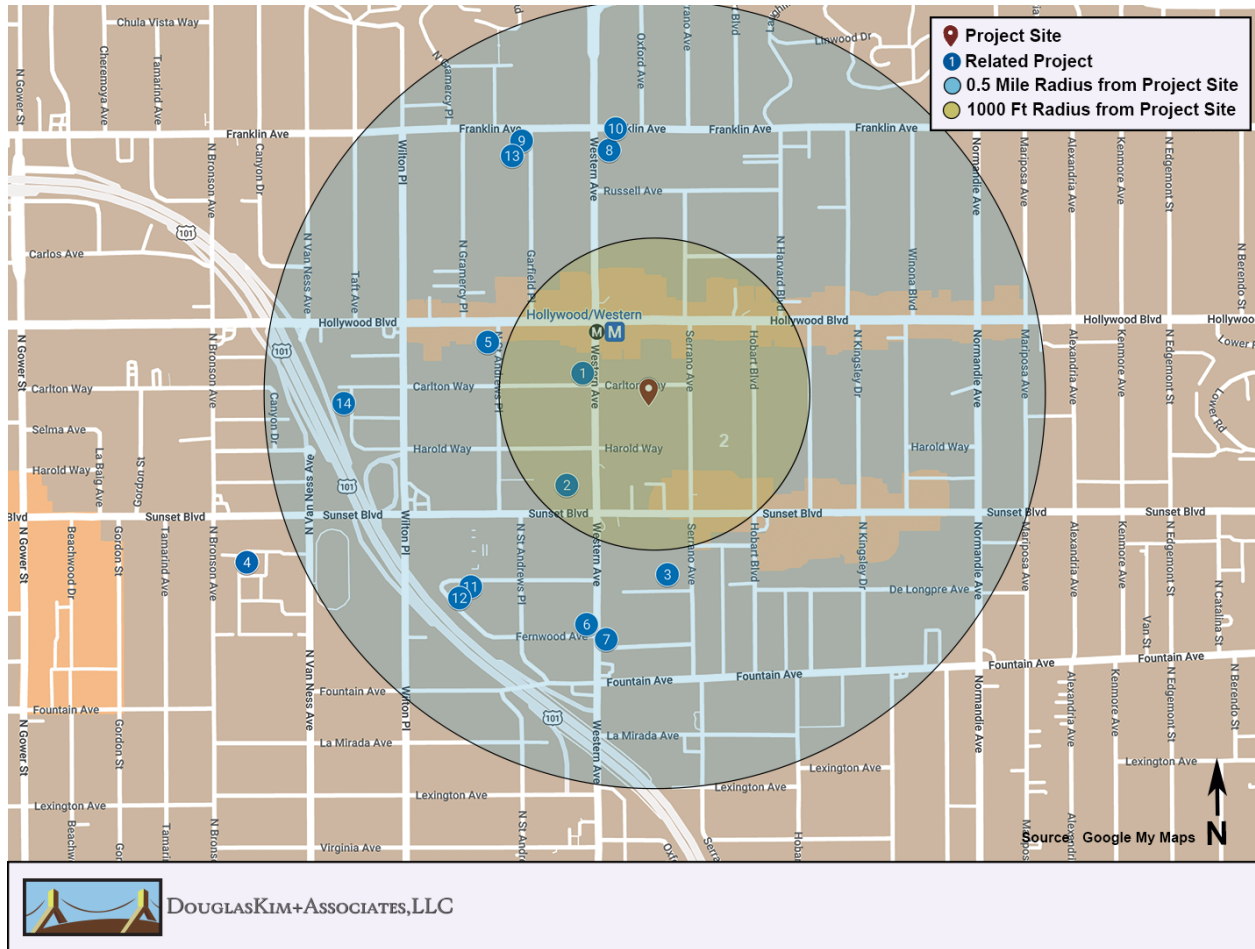
#11: ZA-2015-4629-ZAA-ZAI-WDI-SPR

#12: VTT-82118-CN-VHCA

#13: DIR-2021-5478-TOC-SPP-HCA

#14: N/A

**Figure 11-1
Related Projects**



11.1 Transportation

11.1.1 Plan Consistency

Similar to the Project, the Related Projects considered in this cumulative analysis would be individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system. Thus, the Project, together with the Related Projects, would not result in cumulative impacts with respect to consistency with each of the plans, ordinances, or policies reviewed. Therefore, the Project, together with the Related Projects, would not create inconsistencies nor result in cumulative impacts with respect to the identified programs, plans, policies, and ordinances. Moreover, because, as assessed above, the Project would comply with and is consistent with applicable City transportation planning, the Project's individual contribution to any cumulative effect would not be cumulatively considerable and the Project would not contribute to a significant cumulative impact with respect to transportation plan consistency.

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. In accordance with the TAG, the cumulative analysis must include consideration of any Related

Projects within 0.5 miles of the Project Site and any transportation system improvements in the vicinity.

Similar to the Project, the Related Projects would be individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system. Thus, the Project, together with the Related Projects, would not result in cumulative impacts with respect to consistency with each of the plans, ordinances, or policies reviewed. The Project and the Related Projects would not interfere with any of the general policy recommendations and, therefore, there would be no significant Project impact or cumulative impact.

Therefore, the Project does not have a significant transportation impact under CEQA Threshold T-1 (Conflicting with Plans, Programs, Ordinances, or Policies).

11.1.2 VMT

Under the TAG, Cumulative VMT impacts are evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets. The TAG states on page 2-10:

Projects and land use plans that are consistent with this plan (the RTP/SCS plan) in terms of development location, density and intensity, are part of the regional solution for meeting air pollution and GHG reduction goals. Projects and land use plans that are deemed to be consistent would have a less-than-significant cumulative impact on VMT. Development in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. However, for projects and land use plans that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., VMT per capita, VMT per employee, or VMT per service population) in the impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects and land uses that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

This Project is consistent with SCAG goals by providing a residential-use project with housing uses nearby a corridor (Western Avenue) with transit opportunities.

Cumulative effects of development projects are determined based on the consistency with the air quality and greenhouse gas reduction goals of the RTP/SCS in terms of development location, density, and intensity. The RTP/SCS presents a long-term vision for the region's transportation system through Year 2045 and balances the region's future mobility and housing needs with economic, environmental, and public health goals.

As detailed in the TAG, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., household VMT per capita, work VMT per employee) in the impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact, as those projects are already shown to align with the long-term VMT and greenhouse gas reduction goals of the RTP/SCS.

The Project would not result in a significant VMT impact, as detailed above. Therefore, the Project would not result in a significant cumulative VMT impact under Threshold T-2.1, and no further evaluation or mitigation measures would be required.

As shown, the Project VMT trip generation would not exceed LADOT's significance criteria. As a result, the Project's individual contribution to any cumulative VMT effect would not be cumulatively considerable and the Project would not contribute to a significant cumulative impact on VMT. As such, the Project's contribution is adequate to demonstrate there is no cumulative VMT impact.

11.1.3 Access and Design Hazard

According to the TAG, evaluation of site access plans for Related Projects with access points proposed along the same blocks as the Project must be reviewed for potential cumulative access impacts.²⁰⁸

None of the Related Projects provides access along the same block as the Project. The nearest one is Related Project No. 1, located at 1657 Western Avenue, which is the northwest corner of Western Avenue and Carlton Way, 375 feet west of the Project Site. This Related Project would have access on the opposite side of Western Avenue, and thus would be separated from the Project Site by a future traffic signal proposed at Western Avenue and Carlton Way. Thus, the Project would not result in cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

11.2 Noise

11.2.1 Construction

11.2.1.1 Onsite

During construction of the Project, there could be other construction activity in the area that contributes to cumulative noise impacts at sensitive receptors. Construction-related noise levels from any Related Project would be intermittent and temporary. As with the Project, any Related Projects would comply with the LAMC's restrictions, including restrictions on construction hours and noise from powered equipment. Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each individual Related Project and compliance with the noise ordinance.

Noise from construction of development projects is localized and can affect noise-sensitive uses within 500 feet, based on the City's screening criteria. As such, noise from two construction sites within 1,000 feet of each other can contribute to cumulative noise impacts for receptors located between. There are 14 potential Related Projects within 0.5 miles of the Project (**Table 11-1**), illustrated in **Figure 11-1**.

²⁰⁸ [Transportation Assessment Guidelines](#), LADOT, August 2022, page 2-21.

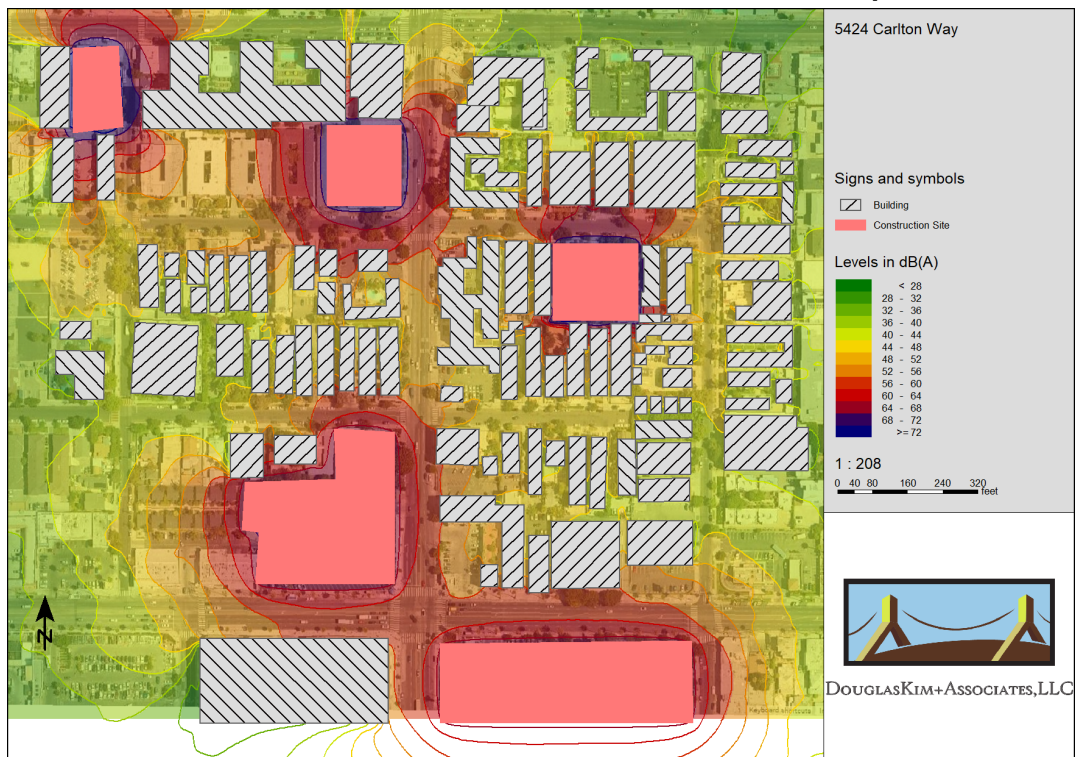
Of these, the majority of Related Projects would not contribute with the Project to cumulative noise impacts. As noted above, four Related Projects (Nos. 1, 2, 3, and 5) have the potential for overlapping construction with the Project in terms of timing and distance.

As illustrated in **Table 11-2**, the cumulative noise impacts at the analyzed sensitive receptors would not be considered significant, as they would not exceed 80 dBA L_{eq} . The noise contours from these Related Project(s) are illustrated in **Figure 11-2**. These cumulative noise levels at analyzed sensitive receptors are marginally higher than impacts from the Project alone, as more distant Related Projects have minimal impact on construction noise levels due to intervening structures that shield noise from more distant construction sites. Based on this, there would not be cumulative noise impacts at any nearby sensitive uses located near the Project Site and Related Projects in the event of concurrent construction activities.

Table 11-2
Cumulative Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Threshold (dBA L_{eq})	Potentially Significant ?
1. Residences, Carlton Way (north side)	61.7	59.2	63.6	80	No
2. Residences, 5412 Carlton	51.8	59.2	59.9	80	No
3. Residences, 5434-5436 Carlton Way	52.9	59.7	60.5	80	No
4. Residences, Harold Way	44.0	56.9	57.1	80	No
Source: DKA Planning, 2024. CAJA Environmental Services, 2024.					

Figure 11-2
Construction Noise Contours from Cumulative Development



11.2.1.2 Offsite

Other concurrent construction activities from Related Projects can contribute to cumulative off-site impacts if haul trucks, vendor trucks, or worker trips for any Related Project(s) were to utilize the same roadways. Distributing trips to and from each Related Project construction site substantially reduces the potential that cumulative development could more than double traffic volumes on existing streets, which would be necessary to increase ambient noise levels by 3 dBA. The Project would add about 339 peak hour PCE trips onto local roadways during the building construction phase.²⁰⁹ This would represent about 7.7 percent of traffic volumes on Western Avenue, which carries about 4,398 vehicles at Sunset Boulevard in the morning peak hour of traffic.²¹⁰ Any related projects would have to add 4,059 peak hour vehicle trips to double volumes on Western Avenue.

The four Related Projects within 1,000 feet of the Project Site would not be capable of generating this much truck traffic:

- Related Project No. 1, 1657 Western Avenue. This 200-unit residential project would be larger in scale than the Project. Any truck haul route would likely use Sunset Boulevard to access the nearest freeway on-ramps. This could add 300 to 600 peak hour PCE trips onto local roads, including Sunset Boulevard.
- Related Project No. 2, 5525 Sunset Boulevard. This mixed-use 412-unit housing project with grocery and retail uses would be larger in scale than the Project. Any truck haul route would likely use Sunset Boulevard to access the nearest freeway on-ramps. This could add 400 to 700 peak hour PCE trips onto local roads, including Sunset Boulevard.
- Related Project No. 3, 5420 Sunset Boulevard. This mixed-use 735-unit housing project with grocery and retail uses would be larger in scale than the Project. Any truck haul route would likely use Sunset Boulevard to access the nearest freeway on-ramps. This could add 400 to 700 peak hour PCE trips onto local roads, including Sunset Boulevard.
- Related Project No. 5, 5600 Hollywood Boulevard. This 200-unit residential project would be larger in scale than the Project. Any truck haul route would likely use Hollywood Boulevard to access the nearest freeway on-ramps directly onto the Hollywood Freeway. As such, construction haul trucks and other vehicles would likely use a different set of roads than the Sunset Boulevard route favored by the Project.

While it is difficult to forecast where potential Related Projects will add construction traffic to, these three projects are likely to add up to 2,000 PCE trips onto Sunset Boulevard and other local roads as the Project, given their proximity to the Project Site and Sunset Boulevard, which accesses the Hollywood Freeway directly.

²⁰⁹ This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor and haul trips are made in the same early hour, using the same route as haul trucks to travel to and from the Project Site.

²¹⁰ DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Western Avenue and Sunset Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/22343_SUNWES180503.pdf, 2018 traffic counts adjusted by one percent growth factor to represent existing conditions.

As such, cumulative noise due to construction truck traffic from the Project and Related Projects do not have the potential to double traffic volumes on Western Avenue or any roadway necessary to elevate traffic noise levels by 3 dBA, which would not exceed the 80 dBA absolute threshold of significance and there is no increase over ambient threshold. As such, cumulative noise impacts from off-site construction would be less than significant.

11.2.2 Operation

11.2.2.1 Onsite

The Project Site and Thai Town neighborhood has been developed with residential and commercial land uses that have previously generated, and will continue to generate, noise from a number of operational noise sources, including mechanical equipment (e.g., HVAC systems), outdoor activity areas, and vehicle travel. The four Related Projects in the vicinity of the Project Site are residential and mixed-use in nature and would also generate stationary-source and mobile-source noise due to ongoing day-to-day operations. These types of uses generally do not involve use of noisy heavy-duty equipment such as compressors, diesel-fueled equipment, or other sources typically associated with excessive noise generation.

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

11.2.2.2 Offsite

The Project could add up to 397 net vehicle trips to the local roadway network on a peak weekday at the start of operations in 2027, including 31 and 35 vehicles in the A.M. and P.M. peak hour, respectively.²¹¹ This would represent a small addition to traffic volumes on local roadways. For example, it would represent 0.8 percent of the 4,398 vehicles currently using Western Avenue at Sunset Boulevard in the A.M. peak hour.²¹² Related Projects would have to generate 4,367 additional vehicle trips onto Western Avenue and Sunset Boulevard in the peak A.M. hour to elevate noise by 3 dBA. Instead, the four Related Projects would generate about 702 A.M. peak hour trips, conservatively excluding any discounts in tripmaking (e.g., mixing of land uses), as shown in **Table 11-3**.²¹³

²¹¹ Gibson Transportation Consulting, Inc. Draft Transportation Assessment for the 5424 W. Carlton Way Residential Project; March 2024. City of Los Angeles VMT Calculator, version 1.4 analysis.

²¹² DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Western Avenue and Sunset Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/22343_SUNWES180503.pdf, 2018 traffic counts adjusted by one percent growth factor to represent existing conditions.

²¹³ Institute of Transportation Engineers, Trip Generation Rates (11th Edition).

Table 11-3
Related Project Trip Generation

Related Project	Address	A.M. Peak Hour	P.M. Peak Hour
1	1657 Western Ave. ^a	46	52
2	5525 Sunset Bl. ^b	185	278
3	5420 Sunset Bl. ^b	425	962
5	5600 Hollywood Bl. ^a	46	52
TOTAL		702	1,344
Source: Institute of Transportation Engineers, Trip Generation Rates (11 th Edition) (Related Projects 5 and 6). Trip generation rates based on Peak Hour of Adjacent Street Traffic (One Hour Between 7-9 A.M. and 4-6 P.M.).			
^a Assumes Multifamily housing (high-rise) Land Use Code 222, close to rail transit			
^b Assumes Multifamily housing (high-rise) Land Use Code 222, close to rail transit Supermarket Land Use Code 850; Strip Retail Plaza <40K (Land Use Code 822)			

When combined with the Project, these five developments (Project and four Related Projects) would add 733 A.M. peak hour trips, a 16.7 percent increase in volume to traffic on Western Avenue at Sunset Boulevard in the A.M. peak hour, assuming all vehicle trips use this roadway segment. As this would not increase traffic volumes by 100 percent, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA, let alone by the 5 dBA threshold of significance. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Therefore, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA to or within their respective “Normally Unacceptable” or “Clearly Unacceptable” noise categories, or by 5 dBA or greater overall. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

11.3 Air Quality

While the Project would generate short- and long-term emissions during the construction and operations phases, respectively, the presence of any other development projects could produce cumulative impacts. Any potential development closer to the Project Site and/or sensitive receptors could contribute to localized air quality impacts. Beyond 1,000 feet of the Project Site, any sensitive receptors between the Project Site and any related project would be negligibly impacted, as localized pollutants substantially disperse as a function of distance, meteorology, and terrain. The U.S. EPA finds that in the context of roadway pollutants, “...concentrations generally decrease to background levels within 500-600 feet.”²¹⁴ CARB also finds that air pollution levels can be significantly higher within 500 feet of freeways or other major sources.²¹⁵

There are 14 potential related projects within 0.5 miles of the Project (**Table 11-1**), illustrated in **Figure 11-1**. Of these, the majority of related projects would not contribute with the Project to cumulative air quality impacts. Three Related Projects (Nos. 1, 3, 8) are under construction as of

²¹⁴ U.S. EPA. Near Roadway Air Pollution and Health: Frequently Asked Questions. August 2014.

²¹⁵ South Coast Air Quality Management District. Guidance Document: Air Quality Issues Regarding Land Use.

May 2024, but would not be completed in 2025, by the time the Project breaks ground. Three Related Projects (Nos. 4, 10, 11) are operational as of 2024. Therefore, four Related Projects (Nos. 1, 2, 3, 5) have the potential for overlapping construction with the Project in terms of timing and distance. The impact of cumulative development on short-term construction and long-term operations air quality is discussed below.

11.3.1 AQMP Consistency

Cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of the 2022 AQMP. As discussed previously, growth considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified in the 2020-2045 RTP/SCS, implementation of the AQMP will not be obstructed by such growth. In addition, as discussed previously, the population growth resulting from the Project would be consistent with the growth projections of the AQMP. Any related project would implement feasible air quality mitigation measures to reduce the criteria air pollutants, if required due to any significant emissions impacts. In addition, each related project would be evaluated for its consistency with the land use policies set forth in the AQMP. Therefore, the Project's contribution to the cumulative impact would not be cumulatively considerable and, therefore, would be less than significant.

11.3.2 Construction

A cumulatively considerable net increase would occur if the Project's construction impacts substantially contribute to air quality violations when considering other projects that may undertake construction activities at the same time. Individual projects that generate emissions that do not exceed SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to assess the impacts associated with these emissions.²¹⁶

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.²¹⁷ Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

²¹⁶ South Coast Air Quality Management District, 2003 White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, <https://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf>: "As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR...Projects that exceed the project-specific significance threshold are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant.."

²¹⁷ White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.

As summarized in **Table 7-7**, the Project would not exceed the SCAQMD's mass emissions thresholds and would not contribute to any potential cumulative impact. If any related project was projected to exceed LST thresholds (after mitigation), it could perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM₁₀ and PM_{2.5} that generally double with every doubling of distance.

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

Similar to the Project, the greatest potential for TAC emissions at each related project would generally involve diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer, based on the use of standard risk-assessment methodology. Construction activities are temporary and short-term events, thus construction activities at each related project would not result in a long-term substantial source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities, which occur over relatively short durations. As such, given the short-term nature of these activities, cumulative toxic emission impacts during construction would be less than significant.

11.3.3 Operation

As discussed above, the Project's operational air quality emissions and cumulative impacts would be less than significant. According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. As operational emissions would not exceed any of the SCAQMD's regional or localized significance thresholds, the emissions of non-attainment pollutants and precursors generated by Project operations would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor any likely related projects (which are largely residential, retail/commercial in nature), would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. The Project and related projects would be consistent with the recommended screening level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and related projects would not result in a cumulative impact requiring further evaluation. However, any related projects could generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. Pursuant to AB 1807, which directs the CARB to identify substances as TACs and adopt airborne

toxic control measures to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. Therefore, the Project would not result in any substantial sources of TACs that have been identified by the CARB's Land Use Guidelines, and thus, would not contribute to a cumulative impact.

11.4 Water Quality

The Project Site and any Related Projects are located in an urbanized area where most of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from an urban, built-out environment. When new construction occurs it generally does not lead to substantial additional runoff, since new developments are required to control the amount and quality of stormwater runoff coming from their respective sites via various applicable regulations, including regulations under the State's NPDES program and local City construction BMP requirements.

Regarding operations, all new development in the City is required to comply with the City's LID Ordinance and incorporate appropriate stormwater pollution control measures into the design plans to ensure that water quality impacts are minimized. In compliance with applicable regulations, the cumulative water quality impact of the Project and Related Projects is less than significant.

11.5 Public Service

11.5.1 Fire Protection

The Project, in combination with any Related Projects, could increase the demand for fire protection services in the Project area. Specifically, new development would increase demand for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Project and Related Projects would contribute. Similar to the Project, the Related Projects would be subject to the Fire Code and other applicable regulations of the LAMC including, but not limited to, automatic fire sprinkler systems for high-density buildings and/or residential projects located farther than 1.5 miles from the nearest LAFD Engine or Truck Company to compensate for additional response time, and other recommendations made by the LAFD to ensure fire protection safety. Through the process of compliance with existing regulations and the LAMC, the ability of the LAFD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Therefore, the cumulative impact to fire protection services of the Project and Related Projects is less than significant.

11.5.2 Police Protection

The Project, in combination with any Related Projects, would increase the demand for police protection services in the Project area. Specifically, new development would increase demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via

existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Project and Related Projects would contribute. Similar to the Project, the Related Projects would be subject to the review and oversight of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. Through the process of compliance with existing regulations and LAMC, the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Therefore, the cumulative impact to police protection services of the Project and Related Projects is less than significant.

11.5.3 Schools

The Project, in combination with any Related Projects, is expected to result in a cumulative increase in the demand for school services. Specifically, new development would increase demand for school facilities over time. However, similar to the Project, the applicants of all the Related Projects would be required to pay the state mandated applicable school fees to the LAUSD to ensure that no significant impacts to school services would occur. Therefore, the cumulative impact to schools of the Project and Related Projects is less than significant.

11.5.4 Parks

The Project, in combination with any Related Projects, could result in an increase in permanent residents residing in the Project area. Specifically, new development would increase demand for park facilities over time. Additional cumulative development would contribute to lowering the City's existing parkland to population ratio. However, employees generated by the commercial projects and the commercial portions of mixed-use projects on the Related Projects list would not typically enjoy long periods of time during the workday to visit parks and/or recreational facilities. Therefore these project-generated employees would not contribute to the future demand on park and recreational facility services. The applicants of related residential projects would be subject to the City's parkland fees (e.g., Quimby Fees and/or Park and Recreation fees for non-subdivision projects) and to minimum open space requirements, ensuring that any potential impacts to parks and recreational facilities would be less than significant. Therefore, the cumulative impact to parks of the Project and Related Projects is less than significant.

11.5.5 Other Public Facilities

Given the geographic range of any Related Projects, they would be served by a variety of libraries.²¹⁸ Specifically, new development would increase demand for library facilities over time. Development of the Related Projects would likely generate additional demands upon library services. However, there are no planned expansions or new libraries by the LAPL that would be considered a significant impact. As such, the demand for library services created by these residential Related Projects could be accommodated, and impacts would be less than significant. Therefore, the cumulative impact to libraries of the Project and Related Projects is less than significant.

²¹⁸ LAPL Locations: <http://www.lapl.org/branches>.

11.6 Utilities

11.6.1 Wastewater

Implementation of the Project combined with the Related Projects would increase the generation of wastewater requiring treatment. As shown in **Table 11-4**, the Project and Related Projects would generate 506,110 gpd (0.506 mgd) of wastewater. The remaining treatment capacity of the HTP (175 mgd) would accommodate the wastewater treatment requirements of the Project and Related Projects. The cumulative generation would create the need for 0.29 percent of the remaining capacity of the HTP²¹⁹, and not result in any significant impacts related to sewer treatment. No new or upgraded treatment facilities would be required to serve the Project and Related Projects. Therefore, the cumulative wastewater impact of the Project and Related Projects is less than significant.

Table 11-4
Cumulative Estimated Wastewater Generation

Land Use	Total Size	Rate	Wastewater (gpd)
Residential	2,746 units	150 gallons / unit	411,900
Grocery Store	82,076 sf	50 gallons / 1,000 sf	4,104
Retail	55,011 sf	25 gallons / 1,000 sf	1,375
Restaurant	5,500 sf	300 gallons / 1,000 sf	1,650
Hotel	4 rooms	120 gallons / room	480
Office	404,799 sf	120 gallons / 1,000 sf	48,576
Related Projects Total			468,085
Project Total			38,025
Cumulative Total			506,110
Note: sf = square feet; gpd = gallons per day			
Rates: Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012.			
Table: CAJA Environmental Services, May 2024.			

11.6.2 Water Supply

Implementation of the Project combined with the Related Projects would result in a net increase in water consumption within LADWP's service area. As shown in **Table 11-5**, the Project and Related Projects would demand 506,110 gpd (0.506 mgd) of water. Similar to the Project, the water supply needs of those related projects that are consistent with the City's General Plan have been accounted for in the 2020 UWMP.²²⁰ However, the applicants of all projects within LADWP's service area would be required to consult with LADWP to determine the specific water supply needs of each respective project, appropriate water conservation measures to minimize water usage, and LADWP's ability to serve each Related Project.

Larger developments (e.g., residential projects with 500 or more units) would also be required to

²¹⁹ $0.506 \text{ mgd} / 175 \text{ mgd} \times 100\% = 0.29\%$

²²⁰ LADWP, UWMP, 2020, page II-20: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-sourcesofsupply/a-w-sos-uwmpln.jsessionid=0LnWhxdVj2Jg2Vm6Xrr4rmqyLL9GtlpLdJBQxVQgdb53TnwhJRB!-1106340359?_afLoop=151440072116797&_afWindowMode=0&_afWindowId=null#%40%3F_afWindowId%3Dnull%26_afLoop%3D151440072116797%26_afWindowMode%3D0%26_adf.ctrl-state%3Dw319yjmek_4

prepare and obtain approval of a Water Supply Assessment (WSA) from LADWP. Generally, a project requires a WSA if it is a proposed residential development of more than 500 dwelling units, or a commercial shopping center with more than 500,000 square feet of space, or a commercial office with more than 250,000 square feet of space. Related Project No. 16 (3700 Wilshire Boulevard) meets the threshold requiring a WSA.

In addition, the Project would use a small fraction of one percent of the remaining capacity of the LAAFP, and, therefore, would not result in any significant impacts related to water treatment. No new or upgraded treatment facilities would be required to serve the Project and Related Projects. As such, the cumulative water supply impacts of the Project and Related Projects is less than significant.

Table 11-5
Cumulative Estimated Water Demand

Land Use	Total Size	Rate	Water (gpd)
Residential	2,746 units	150 gallons / unit	411,900
Grocery Store	82,076 sf	50 gallons / 1,000 sf	4,104
Retail	55,011 sf	25 gallons / 1,000 sf	1,375
Restaurant	5,500 sf	300 gallons / 1,000 sf	1,650
Hotel	4 rooms	120 gallons / room	480
Office	404,799 sf	120 gallons / 1,000 sf	48,576
Related Projects Total			468,085
Project Total			38,025
Cumulative Total			506,110
Wastewater generation is assumed to equal water consumption. Per the LADWP: "For estimating a project's indoor water demand, we use applicable sewer generation factors (sgf)."			
Note: sf = square feet; gpd = gallons per day			
Rates: Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012.			
Table: CAJA Environmental Services, May 2024.			

11.6.3 Solid Waste

Implementation of the Project combined with the Related Projects would increase the generation of solid waste. As shown in **Table 11-6**, the Project and Related Projects would generate 7,402 tons of solid waste. All development in the City is required to comply with the City's Curbside Recycling Program and the Construction and Demolition Waste Recycling Ordinance to minimize the amount of solid waste generated and the need for landfill capacity. The estimated annual net increase in solid waste that would be generated by the Project combined with the Related Projects represents approximately 0.01 percent of the remaining capacity for the County's Class III landfills open to the City of Los Angeles.²²¹ Therefore, cumulative solid waste impacts of the Project and Related Projects are less than significant.

²²¹ 7,402 tons per year / 74.13 million tons per year x 100% = ~0.01%

Table 11-6
Cumulative Estimated Solid Waste Generation

Land Use	Total Size	Rate	Solid Waste (tons/yr)
Residential	2,746 units	2.23 tons / unit	6,124
Grocery Store	82,076 sf	5.69 tons / 1,000 sf	467
Retail	55,011 sf	0.91 tons / 1,000 sf	50
Restaurant	5,500 sf	0.91 tons / 1,000 sf	5
Hotel	4 rooms	0.73 tons / room	3
Office	404,799 sf	1.095 tons / 1,000 sf	443
Related Projects Total			7,092
Project Total			310
Cumulative Total			7,402
1 ton = 2,000 pounds; 1 year = 365 days https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates Table: CAJA Environmental Services, May 2024.			

The Project's contribution to cumulative wastewater, water, and solid waste impacts would not be cumulatively considerable and, therefore, cumulative impacts would be less than significant.

12 Guideline 15300.2. Exceptions: (c) Significant Effect.

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

This section is based on the following items, included as **Appendix G** of this CE:

G-1 Geotechnical Engineering Investigation, Geotechnologies, August 21, 2023

G-2 Soils Report Approval Letter, Los Angeles Department of Building and Safety, December 5, 2023

12.1 Introduction

The "unusual circumstance" exception that applies to all categorical exemptions is a two-step inquiry and both steps must be met to trigger the exception.²²² The first step is to determine whether there are any "unusual circumstances" that distinguish the project from the exempt class of projects generally. If unusual circumstances are determined to exist, the second step is to determine whether those unusual circumstances may cause a significant impact on the environment.

The Project would not have a significant effect on the environment and there are no unusual circumstances associated with the Project, the Project Site, or the vicinity.

12.2 Unusual Circumstances

The Project proposes to utilize the "Class 32" "urban infill" exemption, which was created to apply to development on sites that are less than five acres within city limits that are surrounded by urban uses. The Project Site is less than five acres in size in an area that is highly urbanized and is surrounded by urban uses.

The Project proposes an infill development that is consistent with the existing zoning, General Plan land use designation, and all provisions and regulations of the Community Plan.

The Project Site is not located in a designated significant ecological area²²³ or other overlay that would denote special environmental circumstances.

The approximate height of the proposed building (8 stories) would be comparable to other structures in the area (low rise buildings of 1 to 6 stories in the area), and thus will not introduce an incompatible scenic element into the community. The height, bulk, and setbacks of the Project are consistent with existing development in the immediate surrounding area and with the underlying zone.

²²² *Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal.4th 1086.

²²³ NavigateLA, Special Areas layer: <https://navigatea.lacity.org/navigatea/>, accessed May 6, 2024.

The Project also proposes a multi-family residential use typical of urban environments generally and the surrounding area here. The Project's design includes standard access, circulation, unit types and design, building features, equipment, services and amenities that are typical of new multi-family developments. As a result, the Project does not present any unusual circumstances that would justify removing the Project from the exempt class.

12.3 Methane

The Site is not within a Methane Zone.²²⁴

12.4 Flood Zone

The Site is not within a Flood Zone.²²⁵

12.5 Oil and Gas Fields

The Project Site is not located within a Major Oil Drilling Areas, which are 25 City designated major oil drilling areas.²²⁶

The California Department of Conservation has online mapping of wells. According to a review of the California Department of Geological Energy Management (CalGEM) map, there are no mapped oil wells on the Site.²²⁷

Accordingly, the Project would not cause upset conditions or exacerbate any existing conditions related to oil wells or oil or mineral exploration.

12.6 Geotechnical Considerations

According to the California Department of Conservation, the Project Site:²²⁸

- is not located within an earthquake fault zone
- is not located in a liquefaction zone
- is not within a landslide zone

According to the City of Los Angeles ZIMAS mapping system the Project Site is not classified within an area susceptible to liquefaction.²²⁹

²²⁴ ZIMAS, <http://zimas.lacity.org>, accessed May 6, 2024.

²²⁵ ZIMAS, <http://zimas.lacity.org>, accessed May 6, 2024.

²²⁶ Geotechnical, Oil/Gas Fields layer, <https://navigatela.lacity.org/navigatela/>, accessed May 6, 2024.

²²⁷ California Department of Conservation Wellfinder map: <https://maps.conservation.ca.gov/doggr/wellfinder/>, accessed May 6, 2024.

²²⁸ California Department of Conservation: <https://maps.conservation.ca.gov/cgs/EQZApp/>, accessed May 6, 2024.

²²⁹ ZIMAS, <http://zimas.lacity.org>, accessed May 6, 2024.

According to the General Plan Safety Element, Local Hazard Mitigation Plan, the Project Site is not within a liquefaction area.²³⁰

As a conservative measure, the Geotechnical Engineering Investigation conducted a site-specific liquefaction analysis. The analysis indicates that the soils underlying the Site would not be capable of liquefaction during the maximum considered earthquake ground motion.²³¹ The Project will comply with design criteria provided in the Geotechnical Engineering Investigation including the Uniform Building Code Section 1804.5 (Liquefaction Potential and Soil Strength Loss).

The Project will be completed in accordance with the provisions of the most current applicable building code and requirements of the LADBS including the preparation of a soils and geology report, which will be reviewed by LADBS. The Geotechnical Engineering Investigation was reviewed and approved by LADBS.²³² Accordingly, the Project does not have any geotechnical or geological issues that could validly be considered unusual circumstances.

12.7 Conclusion

Therefore, there are no unusual circumstances related to the Project that may result in any significant environmental effects, and this exception does not apply.

²³⁰ Los Angeles Safety Element, Hazard Mitigation Plan, 2018, <https://emergency.lacity.org/about/hazard-mitigation-plan/city-los-angeles-hazard-mitigation-plan-revision>, accessed May 6, 2024.

²³¹ Geotechnical Engineering Investigation, Geotechnologies, August 21, 2023. Included as **Appendix G-1** of this CE.

²³² Soils Report Approval Letter, Los Angeles Department of Building and Safety, December 5, 2023. Included as **Appendix G-2** of this CE.

13 Guideline 15300.2. Exceptions: (d) Scenic Highways.

A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

The closest officially designated state scenic highways are:²³³

- State Route 27, Topanga Canyon Boulevard, from Mulholland Highway to Pacific Coast Highway. This is 16.5 miles west of the Site.
- State Route 2, Angeles Crest Highway, from 3 miles north of I-210 in La Canada to the San Bernardino County Line. This is 10.5 miles northeast of the Site.

Carlton Way is not a City of Los Angeles designated scenic highway around the Project Site.²³⁴

Therefore, the Project would not damage a scenic resource within a scenic highway, and this exception does not apply to the Project.

²³³ Caltrans State Scenic Highways Map:
<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>, accessed May 6, 2024.

²³⁴ Mobility Plan 2035: https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf, accessed May 6, 2024.

14 Guideline 15300.2. Exceptions: (e) Hazardous Waste Sites.

A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to section 65962.5 of the government code.

14.1 Cortese List

Government Code Section 65962.5, commonly referred to as the “Cortese List,” established a regulatory updated statewide list of known hazardous releases, in particular releases from underground storage tanks. The database resources that provide information regarding identified Cortese List facilities or sites include EnviroStor, GeoTracker, and other lists compiled by the California Environmental Protection Agency.

The Site contains existing multi-family residential buildings.²³⁵

According to EnviroStor, there are no Federal Superfund sites, State Response sites, Voluntary Cleanup sites, School Cleanup sites, Evaluation sites, School Evaluation sites, Military Evaluation sites, Tiered Permit sites, Corrective Action sites, Operating Permit sites, Post Closure Permit sites, and Non-Operating Permit sites, or SLICS (Spills, Leaks, Investigation, and Cleanup) on the Project Site.²³⁶

According to GeoTracker, there are no other cleanup sites, land disposal sites, military sites WDR sites, permitted Underground Storage Tanks facilities, monitoring wells, or California Department of Toxic Substance Control cleanup sites or hazardous materials permits on the Project Site.²³⁷

The Project Site has not been identified as a solid waste disposal site having hazardous waste levels outside of the Waste Management Unit.²³⁸

There are no active Cease and Desist Orders or Cleanup and Abatement Orders from the California Water Resources Control Board associated with the Project Site.²³⁹

The Project Site is not subject to corrective action pursuant to the Health and Safety Code, as it has not been identified as a hazardous waste facility.²⁴⁰

²³⁵ Los Angeles Department of Building and Safety, Online Building Records: <https://www.ladbs.org/services/check-status/online-building-records>, accessed May 6, 2024.

²³⁶ California Department of Toxic Substance Control, EnviroStor, website: <http://www.envirostor.dtsc.ca.gov/public/>, accessed May 6, 2024.

²³⁷ California State Water Resources Control Board, GeoTracker, website: <http://geotracker.waterboards.ca.gov/map>, accessed May 6, 2024.

²³⁸ California Environmental Protection Agency, Cortese List Data Resources, Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit, website: <https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf>, accessed May 6, 2024.

²³⁹ California Environmental Protection Agency, Cortese List Data Resources, List of “Active” CDO and CAO from Water Board, website: <http://www.calepa.ca.gov/sitecleanup/corteselist/>, accessed May 6, 2024.

²⁴⁰ California Environmental Protection Agency, Cortese List Data Resources, Cortese List: Section 65962.5(a), website: <https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/>, accessed May 6, 2024.

14.2 Conclusion

Thus, the Project Site is not listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, this exception does not apply to the Project.

15 Guideline 15300.2. Exceptions: (f) Historical Resources.

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

This section is based on the following items, included as **Appendix H** of this CE:

H Historical Resource Assessment Report, Chronicle Heritage, June 3, 2024

15.1 Environmental Setting

The City identified 5400 Carlton Way as a potential historic resource.²⁴¹ This multi-family residential building is also known as Hollywood Carlton Apartments, and is located 55 feet east of the Project Site's retained building at 5416-5418 Carlton Way. The Project would not be adjacent to the 5400 Carlton Way building as there is another building (5412-5414 Carlton Way) obstructing any direct line of sight. The Project would have no effect on the 5400 Carlton Way building.

The Serrano Historic District includes buildings between 1537 and 1650 North Serrano Avenue and the North Serrano Bungalow Courts, 1516 North Serrano Avenue, is approximately 374 feet east of the Project area.

An Historic Resources Survey of the Hollywood Community Plan Area was completed in 2011 and revised it in 2015.²⁴² An additional Historic Resources Survey of the Hollywood Redevelopment Plan Area was completed in 2020.²⁴³ The Site was not identified as individually significant or as a contributor to an eligible historic district in these Historic Resources Survey Reports.²⁴⁴

15.2 Project Impacts

The buildings on the Site do not appear to be individually eligible for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) due to a lack of significance and architectural merit. The buildings were not found to be associated with a significant event or pattern of events pertinent to national, state, or local history. No persons having resided at each building were found to be historically significant at the national, state, and local levels.

²⁴¹ Los Angeles Historic Resources Inventory, <https://hpla.lacity.org/report/a69243c1-7560-4336-bb49-6400fb2b2218>, accessed May 6, 2024.

²⁴² Historic Resources Group, "Historic Resources Survey of the Hollywood Community Plan Area," Prepared for the City of Los Angeles, August 2011 and Revised 2015, 2015, https://planning.lacity.org/odocument/7de89dca-89c9-494e-8e72-e67694613161/SurveyLAHollywood_SurveyReport.pdf.

²⁴³ Architectural Resources Group, Inc., Historic Resources Group, and GPA Consulting, "Historic Resources Survey of the Hollywood Redevelopment Plan Area," Prepared for CR/LA (Prepared for CR/LA, 2020), https://planning.lacity.org/odocument/ab2f5674-8968-4e77-ad10-1557b6107f67/SurveyLAWilshire_SurveyReport_.pdf.

²⁴⁴ Historical Resource Assessment Report, Chronicle Heritage, June 3, 2024. Included as **Appendix H** of this CE.

The buildings are not excellent examples of a Mediterranean Revival, Spanish Colonial Revival, Early American Colonial, Late American Colonial Revival, or Mid-Century Modern styles. Overall, the buildings are vernacular in style and only retain nods to each of the styles listed above. Furthermore, each of the buildings in the Project area has been altered over time, and some buildings have been altered beyond what is acceptable in current professional standards.

In the case where an architect and builder were identified in the City of Los Angeles' building permit record—Ulrich Plaut (5416–5418 West Carlton Way), “LF’S Syndicate” (5420 West Carlton Way), W.F. Gow (5422 West Carlton Way), Matthias Burgbacher (5424–5428 West Carlton Way)—a review of examples of their bodies of work, historical newspaper articles, and the Pacific Coast Architecture Database reveal that the buildings in the Project area are not the best examples of each architect’s or builder’s body of work. In many cases, there was no information available regarding substantial building projects each architect or builder may have been associated with. Therefore, the buildings in the Project area do not appear to be significant examples of style and period of significance and are not the work of master architects or craftsmen.

The buildings in the Project area have been altered and do not retain the feeling of and association with their specific architectural styles. Therefore, the buildings in the Project area do not appear to be historical resources pursuant to Section 15064.5(a) of the CEQA Guidelines. The proposed demolition of the buildings would not result in a substantial adverse change to a historical resource pursuant to Section 15064.5(b) of the CEQA Guidelines.

Finally, the Project was analyzed and evaluated against the Secretary of Interior’s Standards for the Treatment of Historic Properties and was found to be in conformance with the Standards. The Project area is outside the boundaries of the NRHP-listed Serrano Historic District, and any demolition and construction associated with the Project would not result in a substantial adverse change to the Serrano Historic District. Additionally, the Project would not result in a substantial adverse change to the individually eligible Hollywood Carlton Apartments at 5406 Carlton Way.

Therefore, the Site is not a historical resource pursuant to Section 15064.5(a) of the CEQA Guidelines.

15.3 Conclusion

The Project would not result in a substantial adverse change to historical resources on the Project Site or in the Project vicinity. Therefore, the Project would not have a significant effect on the environment as defined by CEQA.

Therefore, this exception does not apply to the Project.