



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: March 24, 2022
Time: after 8:30 a.m.
Place: Due to concerns over COVID-19 and continued concerns that meeting in person would present imminent risks to the health and safety of the attendees, the CPC meeting will be conducted entirely telephonically by Zoom [<https://zoom.us/>].

The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at <https://planning.lacity.org/about/commissions-boards-hearings> and/or by contacting cpc@lacity.org

Public Hearing: February 9, 2022

Appeal Status: Off-Menu Density Bonus Housing Incentives and Waivers are not appealable by any party. On-Menu Density Bonus and Conditional Use are appealable to City Council.

Expiration Date: March 28, 2022, Subject to the Mayor's Tolling Order

Multiple Approval: Yes

PROJECT LOCATION: **3730 - 3736 South Kelton Avenue**
(legally described as Lots 11, 12, and 13 Arb 1; Block None; Tract TR 5848)

PROPOSED PROJECT: The project is the development of a new 5-story, 56-foot tall multifamily residential building comprised of 27 dwelling units (including 5 units restricted to Very Low Income Households). The project will be 26,706 square feet in floor area and have a Floor Area Ratio ("FAR") of 4.28:1. The project will provide 19 vehicular parking spaces in one subterranean parking level, and 34 long-term and 3 short-term bicycle parking spaces. The site is currently improved with a single-family dwelling unit and a duplex; all existing structures will be demolished. There are no protected trees and no non-protected significant trees on the subject site; however, three (3) non-protected significant street trees will be removed from the public right-of-way. The project assumes a worst-case scenario of removing all street trees, in the event of changes to the right-of-way improvement plans after approval of the environmental clearance. However, this environmental analysis does not authorize the removal of any street trees without prior approval of Urban Forestry, in compliance with LAMC Sections 62.169 and 62.170 and their applicable findings. The project requests a haul route for export of approximately 2,650 cubic yards of soil.

Case No.: CPC-2021-6888-CU-DB-HCA-PHP

CEQA No.: ENV-2021-6889-CE

Incidental Cases: N/A

Related Cases: N/A

Council No.: 5 – Koretz

Plan Area: Palms – Mar Vista – Del Rey

Plan Overlay: West Los Angeles Transportation Improvement and Mitigation Specific Plan Palms

Certified NC:

GPLU: Medium Residential

Zone: R3-1

Applicant: Mark Judaken, 3732 Kelton Ave, LLC

Representative: Jesi Harris, Brian Silveira & Associates

REQUESTED ACTION:

1. Pursuant to California Environmental Quality Act ("CEQA") Guidelines, an Exemption from CEQA pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.
2. Pursuant to Los Angeles Municipal Code ("LAMC") Section 12.22 A.25(g), a Density Bonus/Affordable Housing Incentive Program Compliance Review to permit the construction of a Housing Development Project totaling 27 units, reserving 5 units for Very Low Income Household occupancy for a period of 55 years, with the following requested three (3) On- and Off-Menu Incentives:
 - a. On-Menu: A Building Line Setback of 18-feet in lieu of the 20-feet otherwise required per Ordinance No. 69026.
 - b. Off-Menu: A Floor Area Ratio ("FAR") of 4.28:1 in lieu of 3:1 as otherwise permitted in the R3-1 zone.
 - c. Off-Menu: A reduction in parking to allow 19 parking spaces in lieu of the 42 spaces required by Density Bonus Parking Option 1 and LAMC Section 12.22 A.25(d)(1).
3. Pursuant to LAMC Section 12.22 A.25(g), the following three (3) Waivers of Development Standards:
 - a. An 11-foot increase in the maximum building height to allow 56 feet in lieu of 45 feet otherwise permitted in the R3-1 zone.
 - b. A reduction in the rear setback to allow 12 feet in lieu of the 15 feet otherwise required in the R3-1 zone.
 - c. A reduction in the required open space to allow 2,724 square feet of open space in lieu of the otherwise required 3,075 square feet of open space pursuant to LAMC Section 12.21 G.
4. Pursuant to LAMC Section 12.24 U.26, a Conditional Use Permit to allow a 102.5 percent increase in density over the Project site, in lieu of the otherwise permitted 35 percent increase in density allowable under LAMC Section 12.22 A.25.

RECOMMENDED ACTIONS:

1. **Determine**, that based on the whole of the administrative record, the project is exempt from CEQA pursuant to State CEQA Guidelines, Article 19, Section 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.
2. **Approve**, pursuant to LAMC Section 12.22 A.25(g), a **Density Bonus/Affordable Housing Incentive Program Compliance Review** to permit the construction of a Housing Development Project totaling 27 units, reserving 5 units for Very Low Income Household occupancy for a period of 55 years, with the following requested **three (3) On- and Off-Menu Incentives**:
 - a. On-Menu: A Building Line Setback of 18-feet in lieu of the 20-feet otherwise required per Ordinance No. 69026.
 - b. Off-Menu: A Floor Area Ratio ("FAR") of 4.28:1 in lieu of 3:1 as otherwise permitted in the R3-1 zone.

- c. Off-Menu: A reduction in parking to allow 19 parking spaces in lieu of the 42 spaces required by Density Bonus Parking Option 1 and LAMC Section 12.22 A.25(d)(1).
- 3. **Approve**, pursuant to LAMC Section 12.22 A.25(g), the following **three (3) Waivers of Development Standards**:
 - a. An 11-foot increase in the maximum building height to allow 56 feet in lieu of 45 feet otherwise permitted in the R3-1 zone.
 - b. A reduction in the rear setback to allow 12 feet in lieu of the 15 feet otherwise required in the R3-1 zone.
 - c. A reduction in the required open space to allow 2,724 square feet of open space in lieu of the otherwise required 3,075 square feet of open space pursuant to LAMC Section 12.21 G.
- 4. **Approve**, pursuant to LAMC 12.24 U.26, a **Conditional Use Permit** for a 102.5 percent increase in density over the Project site, in lieu of the otherwise allowed 35 percent increase in density allowable under LAMC Section 12.22 A.25.
- 5. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Michelle Singh

Faisal Roble, Principal City Planner

Michelle Singh

Michelle Singh, Senior City Planner

Connie Chau

Connie Chau, City Planner

Dylan Sittig

Dylan Sittig, City Planning Associate
dylan.sittig@lacity.org
Telephone: (213) 978-1197

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 273, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendaized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project is the construction of a new 5-story, 56-foot tall multifamily residential building comprised of 27 dwelling units (including 5 units restricted to Very Low Income Households). The project will provide 19 vehicular parking spaces in one subterranean parking level, and 34 long-term and 3 short-term bicycle parking spaces. The project will be 26,706 square feet in floor area and have a Floor Area Ratio ("FAR") of 4.28:1.

The residential units are located on all five floors and will comprise 12 one-bedroom units and 15 two-bedroom units. The primary pedestrian building entrance is located along Kelton Avenue. Residential amenities are provided in the form of landscaped rooftop decks, with additional private balconies and landscaped yards. Vehicular access is proposed from one driveway along Kelton Avenue.

The site is currently improved with a single-family dwelling unit and a duplex; all existing structures will be demolished. There are no protected trees and no non-protected significant trees on the subject site or in the adjacent public right of way and no protected or non-protected significant trees will be removed. There are no protected trees and no non-protected significant trees on the subject site; however, three (3) non-protected significant street trees will be removed from the public right-of-way. The Project assumes a worst-case scenario of removing all street trees, in the event of changes to the right-of-way improvement plans after approval of the environmental clearance. However, this analysis does not authorize the removal of any street trees without prior approval of Urban Forestry, in compliance with Los Angeles Municipal Code, Chapter VI, Section 62.169 through 62.170 and their applicable findings. The project requests a haul route for export of approximately 2,650 cubic yards of soil.

BACKGROUND

Subject Property

The project site is located mid-block on the eastern side of Kelton Avenue between Venice Boulevard and Regent Street. The project site is a relatively flat, rectangular property consisting of three (3) lots totaling approximately 10,220 square feet of lot area, with approximately 92 feet of frontage along the east side of Kelton Avenue. The lot is approximately 112 feet in depth. The site is currently improved with a single-family dwelling unit and a duplex. The project site is located within 2.73 kilometers (1.7 miles) of the Newport – Inglewood Fault Zone however it is not located within a Fault Zone, Liquefaction Zone, Landslide Area, Methane Zone, or Very High Fire Severity Zone. The project site is in a Special Grading Area (BOE Basic Grid Map A-13372) and will require a Haul Route.

Zoning and Land Use Designation

The project site is in the Palms – Mar Vista – Del Rey Community Plan, and is designated for Medium Residential land uses, with corresponding zones of R3 and R3(PV). The site is zoned R3-1 and is therefore consistent with the land use designation. The project site is in the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP, Ordinance Nos. 186,105 and 186,108), and the Project is subject to Department of Transportation clearance of the WLA TIMP. Height District No. 1 limits the Floor Area Ratio ("FAR") to 3:1 and building height to 45 feet with no limit on the number of stories. The property is in a Transit Priority Area in the City of Los Angeles (Zoning Information "ZI" File No. 2452).

Surrounding Uses

The subject site is in an urbanized area surrounded by a combination of multi-family residential uses and commercial uses along Venice Boulevard. Surrounding properties are developed primarily with one- to three-story multi-family residential uses and are similarly zoned R3-1. Neighboring buildings to the north and south of the site are three and two stories, respectively, and there is one four-story multi-family residential building towards the rear of the site along Midvale Avenue. Other parcels further south fronting Venice Boulevard are zoned C2-1 and developed with one- and two-story commercial uses including markets, restaurants, dental office, dry cleaners, bar, salon, and other retail uses.

Streets and Circulation

Kelton Avenue, abutting the property to the west, is designated by the Mobility Plan as a Local Street - Standard, with a designated right-of-way width of 60 feet and roadway width of 36 feet, and is currently dedicated to a 50-foot right-of-way width and 30 foot roadway width, with a curb, gutter, sidewalk, and parkway.

Public Transit

The subject site is within one-half mile of the Major Transit Stop at the intersection of Overland Avenue and Venice Boulevard that is served by Los Angeles County Metropolitan Transportation Authority Line 33 and the Santa Monica Big Blue Bus Line R12.

Relevant Cases and Building Permits

Subject Site:

Building Permit No. 21010-10000-00611: On February 8, 2021, a Building Permit application was submitted for the new 5-story, 27-unit, Type III-A building over one level of Type I-A and subterranean parking. The permit application is pending and the permit was not issued at the time of preparing this report.

Case No. ADM-2020-3477-TOC: On August 20, 2020, the Department of City Planning completed the administrative review for a Transit Oriented Communities Tier Verification Form. The form expired on February 16, 2021.

Surrounding Sites:

The following relevant cases were identified to be within 500 feet of the subject site:

Case No. DIR-2014-4339-DB: On October 15, 2015, the Director of Planning approved a Density Bonus Affordable Housing Incentive Program Review, for a 4-story, 56-foot tall residential building comprised of 13 dwelling units (including 1 Very Low Income unit), with Density Bonus On-Menu Incentives for: 1) a reduced side yard to 5.5 feet and 2) increased height to 56 feet, for a project located at 3743 South Midvale Avenue.

Case No. DIR-2014-4911-DB: On December 4, 2015, the Director of Planning approved a Density Bonus Affordable Housing Incentive Program Review, for a 3-story, 56-foot tall residential building comprised of 15 dwelling units and one guest room (including 2 Very Low Income units), with Density Bonus On-Menu Incentives for: 1) increased height to 56 feet and 2) allowance of the land required to be dedicated to be included in the lot area for the density calculation, for a project located at 3748 South Veteran Avenue. The project

was subsequently appealed by an aggrieved party, which was denied by City Planning Commission on April 1, 2016.

REQUESTED ACTIONS

Density Bonus / Affordable Housing Incentives Program

In accordance with California State Law (including Senate Bill 1818, and Assembly Bills 2280, 2222, and 2556), the applicant is proposing to utilize LAMC Section 12.22 A.25 (Affordable Housing Incentives – Density Bonus) to set aside 5 dwelling units for Very Low Income household occupancy for a period of 55 years. Because the applicant is providing 38 percent of base dwelling units (13 base dwelling units) to be affordable for Very Low Income household occupancy, the project is eligible for three (3) Density Bonus Incentives.

On- and Off-Menu Incentives

As a result of setting aside 38 percent (5 dwelling units) of the base 13 dwelling units as Restricted Affordable Units for Very Low Income Households, the applicant requests three (3) On- and Off-Menu Density Bonus Incentives, as follows:

- a. On-Menu: A Building Line Setback of 18-feet in lieu of the 20-feet otherwise required per Ordinance No. 69026.
- b. Off-Menu: A Floor Area Ratio ("FAR") of 4.28:1 in lieu of 3:1 as otherwise permitted in the R3-1 zone.
- c. Off-Menu: A reduction in parking to allow 19 parking spaces in lieu of the 42 spaces required by Density Bonus Parking Option 1 and LAMC Section 12.22 A.25(d)(1).

Waivers of Development Standards

As mentioned above, a project that provides 38 percent of its base units for Very Low Income Households qualifies for three (3) Incentives, but may request other "waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)), in conjunction with a Density Bonus Project. Given that the project is utilizing all three (3) Density Bonus Incentives, the applicant requests three (3) Waivers of Development Standards, as follows:

- d. An 11-foot increase in the maximum building height to allow 56 feet in lieu of 45 feet otherwise permitted in the R3-1 zone.
- e. A reduction in the rear setback to allow 12 feet in lieu of the 15 feet otherwise required in the R3-1 zone.
- f. A reduction in the required open space to allow 2,724 square feet of open space in lieu of the otherwise required 3,075 square feet of open space pursuant to LAMC Section 12.21 G.

Housing Replacement

On October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2025. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement

requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant “Protected Units” unless the proposed housing development project replaces those units. The Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 330) Determination, dated June 17, 2021, that three (3) residential units need to be replaced with equivalent type, with two (2) units restricted to Very Low Income Households and one (1) unit restricted to Low Income Households (Exhibit C). The LAHD housing replacement requirements are satisfied by three (3) of the total five (5) Very Low Income units provided through this Density Bonus Affordable Housing Incentives Program.

Conditional Use

The City's Density Bonus Ordinance (Ordinance No. 179,581), codified in LAMC Section 12.22 A.25, permits a maximum density increase of up to 35 percent in exchange for setting aside 11 percent of the base density units for Very Low Income Households in accordance with the State Density Bonus Law (Government Code Section 65915). The State Density Bonus Law (Government Code Section 65915(n)) also allows a city to grant a density bonus greater than 35 percent for a development, if permitted by a local ordinance. The City adopted the Value Capture Ordinance (Ordinance No. 185,373), codified in LAMC Section 12.24 U.26, to permit a density increase greater than 35 percent with the approval of a Conditional Use. In exchange for the increased density, the Value Capture Ordinance requires projects to set aside one (1) additional percent of base density units above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase above the 35 percent.

Below is a table showing the requisite percentage of affordable housing units for Very Low Income Households based on the percentage of density increase.

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted	Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11	35	25	70
12	37.5	26	72.5
13	40	27	75
14	42.5	28	77.5
15	45	29	80
16	47.5	30	82.5
17	50	31	85
18	52.5	32	87.5
19	55	33	90
20	57.5	34	92.5
21	60	35	95
22	62.5	36	97.5
23	65	37	100
24	67.5	38	102.5

The project site is zoned R3-1, which allows a base density of 13 units on the subject property. The Density Bonus Ordinance allows a density bonus of up to 35 percent in exchange for setting aside 11 percent of the 13 base density units for Very Low Income Households. With the Density Bonus Ordinance, the project would be permitted a total of 18 units on site in exchange for setting aside two (2) units for Very Low Income Households.

The applicant requests a Conditional Use for a density increase in excess of 35 percent pursuant to LAMC Section 12.24 U.26, to allow a 102.5 percent increase in density for a total of 27 dwelling units in lieu of 13 base density dwelling units as otherwise permitted by-right in the R3-1 Zone. In accordance with LAMC Section 12.22 A.25(c)(7), in calculating Density Bonus and Restricted Affordable units any number resulting in a fraction shall be rounded up to the next whole number. As provided in the table above, the applicant is required to set aside 38 percent, or 5 units, of the 13 base density units for Very Low Income Households in order to be granted a 102.5 percent density bonus. The applicant proposes to set aside 5 units for Very Low Income Households for a period of 55 years, which is 38 percent of the 13 base density units. As such, the project satisfies the minimum percentage of base density to be restricted to Very Low Income Households to be eligible for a 102.5 percent density increase.

ISSUES

Urban Design Studio

The proposed project was reviewed by the Department of City Planning Urban Design Studio (UDS) on August 25, 2021. The resulting comments and suggestions focus primarily on the pedestrian experience, 360-degree design, and climate adaptive design. The following includes a discussion of PVP comments and suggestions and the applicant's response.

Pedestrian-First

UDS suggested placing the transformer fully underground in the same location or under the driveway, in consultation with the Department of Water and Power. UDS believed this intervention would improve the view from the residential unit adjacent to the transformer and place the transformer in a less prominent location on the site, also improving the pedestrian experience along Kelton Avenue. In response, the applicant considered placing the transformer underground but found the proposal cost prohibitive and disruptive to the subterranean parking level. The applicant added native landscaping (red yucca and dwarf callistemon) to the perimeter of the transformer pad to help visibly integrate the pad with the front yard while maintaining clearance for utility access.

UDS found that the driveway placement was good and did not request design intervention.

360-Degree Design

UDS found that the front façade materials, particularly the wood balconies, and large window sizes are good. UDS encouraged the applicant to try to incorporate elements into the front façade that reinforce the residential aspects of the building and pair more with adjacent buildings. In response, the applicant added more landscaping to the front yard area and a bench integrated into a planter.

UDS asked that the applicant confirm that the trash and recycling room is of adequate size for the building. The applicant affirmed that a 61 square foot trash and recycling room is adequate for a 27 unit building with weekly collection and LADBS confirmed in the Preliminary Zoning Assessment Form that the trash and recycling room provided meets the requirements in LAMC Section 12.21 A.19.

Climate-Adapted

UDS suggested reconsidering the allocation of space on the roof and more clearly designating spaces to be used for solar and mechanical uses for the purposes of increasing the rooftop deck

open space. UDS noted that fire regulations have changed to allow larger open space areas on the roof and asked for more details about planting and programming on the roof top open space. In response, the applicant expanded the rooftop open space from 1,042 square feet to 1,974 square feet provided in two distinct areas with additional landscaping details about the perimeter planters.

UDS noted that the original submission lacked a landscape plan and suggested that the provided landscape plan be compliant with the landscape plan requirements, focus on California native plants that provide habitat for birds and insects, and show adjacent street trees. In response, the applicant provided a landscape plan that contains the requirements for landscape plans and shows planting of California native and drought-resistant plants. The provided landscape plan demonstrates that there are three street trees adjacent to the project site and all are proposed to be preserved in place.

Parking / Traffic

At the public hearing, two (2) neighbors expressed concerns regarding the parking reduction incentive, and the impacts of construction on street parking and circulation. The applicant responded that the project is in a Transit Oriented Communities ("TOC") Tier 2 area due to proximity to transit, and the project is providing comparable parking to what is required under the TOC Guidelines. The subject site is within one-half mile of the Major Transit Stop at the intersection of Overland Avenue and Venice Boulevard that is served by Los Angeles County Metropolitan Transportation Authority Line 33 and the Santa Monica Big Blue Bus Line R12.

The applicant requested an Off-Menu Incentive to allow 19 parking spaces in lieu of the 42 spaces required by Parking Option 1 and LAMC Section 12.22 A.25(d)(1). Density Bonus Parking Option 1 requires parking spaces at the following ratios: 1 space per unit containing 0 to 1 bedroom, 2 spaces per unit containing 2 to 3 bedrooms, and 2.5 space per unit containing 4 or more bedrooms. The project provides 12 one-bedroom units and 15 two-bedroom units and is therefore required to provide a total of 42 parking spaces. The Applicant has requested a parking reduction to allow 19 parking spaces in lieu of the 42 parking spaces otherwise required by Density Bonus Parking Option 1. The Off-Menu Incentive will allow the developer to expand the Project's building envelope so that the residential units being constructed are of sufficient size, configuration, and quality, and will result in identifiable and actual cost reductions to provide for affordable housing costs.

The project will remove one of the two existing curb cuts and will provide all vehicular access from Kelton Avenue. Parking will be provided in an enclosed subterranean garage.

The Department of Transportation (LADOT) Referral Form dated December 15, 2021 and the Vehicle Miles Traveled (VMT) calculator indicated that the number of daily vehicle trips will be 119 which is under the threshold of 250 or more daily vehicles trips to require VMT analysis. Therefore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study and will not have any significant impacts related to traffic.

In addition, in light of the increase in construction activity in Grading Hillside Areas and the increase in associated truck traffic related to the import and export of soil, a haul route monitoring program is being implemented by the Department of Building and Safety for Council Districts 4 and 5 for added enforcement to ensure safety and to protect the quality of life of area residents. As part of this program, a haul route monitor is assigned to a geographic area to monitor haul routes and keep track of daily activities in order to minimize impacts to neighboring residents. Haul routes are tracked via a Map for each district to identify the locations of construction sites for which a haul route was required. Also, the haul route approval will be subject to recommended conditions prepared by the Los Angeles Department of Transportation (LADOT) and considered

by the Board of Building and Safety Commissioners and will reduce the impacts of construction-related hauling activity, monitor the traffic effects of hauling, and reduce haul trips in response to congestion. Furthermore, DBS staggers the haul route schedules to ensure that all the haul routes do not occur simultaneously.

Haul Route

The subject site is in a Special Grading Area (BOE Basic Grid Map A-13372) and will require a Haul Route for the proposed export of 2,650 cubic yards of soil. The haul route approval will be subject to recommended conditions prepared by LADOT and considered by the Board of Building and Safety Commissioners and will reduce the impacts of construction-related hauling activity, monitor the traffic effects of hauling, and reduce haul trips in response to congestion. Furthermore, DBS staggers the haul route schedules to ensure that all haul routes do not occur simultaneously.

Height / Massing

The subject site is zoned R3-1, with a Height District No. 1 that permits a maximum height of 45 feet with no limit on the number of stories for residential projects. The applicant has requested a waiver to increase height by 11 feet to allow for 56 feet. Therefore, the requested increase in height is consistent with the Density Bonus program.

The subject site is zoned R3-1, with a Height District No. 1 that permits a maximum FAR of 3:1. The applicant has requested an FAR of 4.28:1 in lieu of the maximum 3.0:1 through an Off-Menu Density Bonus Incentive, for a maximum floor area of 26,706 square feet. Therefore, the requested increase in FAR is consistent with the Density Bonus program.

CONCLUSION

Based on the information submitted to the record, and the surrounding uses and zones, staff recommends that the City Planning Commission approve the project, as recommended, subject to the Conditions of Approval. The project will redevelop an underutilized site with a new multi-family residential project resulting in a net increase of 24 dwelling units, including 5 Very Low Income units.

CONDITIONS OF APPROVAL

Density Bonus Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, West/South/Coastal Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
2. **Residential Density.** The project shall be limited to a maximum density of 27 residential units including Density Bonus Units.
3. **Affordable Units.** A minimum of 5 units, that is 38 percent of the base 13 dwelling units, shall be reserved as affordable units for Very Low Income household occupancy, as defined by the State Density Bonus Law 65915 (c)(1) or (c)(2). The Density Bonus Affordable Housing Incentive Program Guidelines also requires a Housing Development to meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by the Los Angeles Housing Department (LAHD) prior to the issuance of any building permit. Replacement housing units required per this section may also count towards other On-Site Restricted Affordable Units requirements.
4. **Changes in Restricted Units.** Deviations that change the composition of units shall be consistent with LAMC Section 12.22 A.25 (9a-d) and State Density Bonus Law (Government Code Section 65915).
5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD). The covenant shall bind the owner to reserve five (5) units available to Very Low Income Households, for sale or rental as determined to be affordable to such households by LAHD for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The Applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and any monitoring requirements established by the LAHD. Refer to the Density Bonus Legislation Background and Housing Replacement (SB 330 Determination) Background sections of this determination.
6. **Floor Area Ratio (FAR) (Incentive).** The project shall be limited to a maximum floor area ratio of 4.28:1 per Exhibit "A".
7. **Height (Waiver).** The project shall be limited to five (5) stories and 56 feet in building height per Exhibit "A".
8. **Automobile Parking for Residential Uses (Incentive).** The project shall provide a minimum of 19 parking spaces, as shown in Exhibit "A".
9. **Building Line (Incentive).** The front Building Line setback shall be 18 feet, as shown in Exhibit "A".

10. **Rear Setback (Waiver).** The rear setback shall be no less than 12 feet, as shown in Exhibit "A".
11. **Open Space (Waiver).** The Project shall provide a minimum of 2,724 square feet of usable open space, as shown in Exhibit "A".
12. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21 A.16. The project shall provide a minimum of 27 long term and three (3) short term bicycle parking spaces total, as shown in Exhibit "A".

Conditional Use Conditions

13. Street Improvements.

- a. Dedication Required on Kelton Avenue (Local Street) – A 5-foot wide strip of land along the property frontage to complete a 30-foot wide half right-of-way in accordance with Local Street standards.
- b. Improvements Required on Kelton Avenue – Construct suitable surfacing to join the existing improvements to provide an 18-foot wide half roadway, including asphalt pavement, integral concrete curb and gutter and a 5-foot wide concrete sidewalk in a 12-foot border. These improvements should suitably transition to join the existing improvements.

14. **Fire.** Submit plot plans for Fire Department approval and review prior to recordation of City Planning Case.
15. **Mechanical Equipment.** All exterior mechanical equipment, including heating, ventilation and air conditioning (HVAC) equipment, satellite dishes, and cellular antennas, shall be screened from public view through the use of architectural elements such as parapets.
16. **Lighting.** All outdoor and parking lighting shall be shielded and down-cast within the site in a manner that prevents the illumination of adjacent public rights-of-way, adjacent properties, and the night sky (unless otherwise required by the Federal Aviation Administration (FAA) or for other public safety purposes).
17. **Lighting Design.** Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel. All pedestrian walkways, storefront entrances, and vehicular access ways shall be illuminated with lighting fixtures. Lighting fixtures shall be harmonious with the building design. Wall mounted lighting fixtures to accent and complement architectural details at night shall be installed on the building to provide illumination to pedestrians and motorists.
18. **Heat Island Effect.** To reduce the heat island effect, a minimum of 50 percent of the area of pathways, patios, driveways or other paved areas shall use materials with a minimum initial Solar Reflectance value of 0.35 in accordance with ASTM (American Society of Testing Materials) standards.
19. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

20. **Unbundled Parking.** Residential parking shall be unbundled from the cost of the rental units, with the exception of parking for Restricted Affordable Units.
21. **Landscape Plan.** Revised landscape plans shall be submitted to show the size and location of all plants. The landscape plan shall indicate landscape points for the Project equivalent to 10% more than otherwise required by LAMC 12.40 and Landscape Ordinance Guidelines "O". All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be landscaped, including an automatic irrigation system, and maintained in accordance with a final landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The final landscape plan shall be in substantial conformance with the submitted Landscape Plan, Exhibit "A," and shall incorporate any modifications required as a result of this grant.
22. **Soil Depths.** Shrubs, perennials, and groundcover shall require a minimum soil depth as follows:
- a. A minimum depth with a height ranging from 15 to 40 feet shall be 42 inches.
 - b. A minimum depth with a height ranging from 1 to 15 feet shall be 24 to 36 inches.
 - c. A minimum depth with a height of less than 1 foot shall be 18 inches.
 - d. A minimum depth of an extensive green roof shall be 3 inches.
- Trees shall require a 42-inch minimum soil depth.
Further, the minimum amount of soil volume for tree wells on the rooftop or any above grade open spaces shall be based on the size of the tree at maturity:
- e. 220 cubic feet for trees with a canopy diameter ranging from 15 to 19 feet.
 - f. 400 cubic feet for trees with a canopy diameter ranging from 20 to 24 feet.
 - g. 620 cubic feet for trees with a canopy diameter ranging from 25 to 29 feet.
 - h. 900 cubic feet for trees with a canopy diameter ranging from 30 to 34 feet.
23. **Street Trees.**
- a. New street trees shall be planted within the public right-of-way, where feasible, at a ratio of at least one (1) tree for every 25 feet of lot length, to the satisfaction of the Bureau of Street Services, Urban Forestry Division, Department of Public Works.
 - b. Project shall preserve all healthy mature street trees whenever possible. All feasible alternatives in project design should be considered and implemented to retain healthy mature street trees. A permit is required for the removal of any street tree and shall be replaced 2:1 as approved by the Board of Public Works and Urban Forestry Division.
 - c. Plant street trees at all feasible planting locations within dedicated streets as directed and required by the Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The subdivider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction for tree planting direction and instructions.
24. **Greywater.** The project shall be constructed with an operable recycled water pipe system for onsite greywater use, to be served from onsite non-potable water sources such as showers, washbasins, or laundry and to be used as untreated subsurface irrigation for vegetation or for cooling equipment. The system specifics shall be required as determined feasible by the Department of Water and Power in consultation with the Department of City Planning.
25. **Stormwater/irrigation.** The project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If on-site

infiltration is deemed infeasible, the project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) guidelines.

26. **Solar and Electric Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.
27. **Solar-ready Buildings.** The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
28. **Signage.** There shall be no off-site commercial signage on construction fencing during construction.

Administrative Conditions

29. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved". A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.
30. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet and shall include any modifications or notations required herein.
31. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
32. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
33. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
34. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
35. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy

bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

36. Indemnification and Reimbursement of Litigation Costs.

Applicant shall do all of the following:

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

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

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

For purposes of this condition, the following definitions apply:

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

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes

actions, as defined herein, alleging failure to comply with any federal, state or local law.

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

FINDINGS

DENSITY BONUS/AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS

1. **Government Code Section 65915 and LAMC Section 12.22 A.25 state that the Commission shall approve a density bonus and requested incentive(s) unless the Commission finds that:**
 - a. **The incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.**

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested off-menu incentives do not result in actual and identifiable cost reductions to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for Very Low, Low, and Moderate Income Households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

Based on the set-aside of 38 percent of base units for Very Low Income households, the applicant is entitled to three (3) Incentives under both the Government Code and LAMC. Therefore, the three (3) On- and Off-Menu requests qualify as the proposed development's Incentives. The remaining requests must be processed as Waivers of Development Standards.

Building Line Setback: The site is subject to Ordinance No. 69026 which established a Building Line of 20 feet from the front property line along Kelton Avenue. The Project would need to be constructed behind the Building Line to comply with this requirement. The applicant has requested to reduce the Building Line to 18 feet, a reduction of 2 feet or 10 percent. The Density Bonus Menu of Incentives in LAMC 12.22 A.25 (f) allows an On-Menu Incentive for an up to 20 percent decrease in the width or depth of an individual yard or setback. Allowing the 18-foot Building Line in lieu of 20 feet would allow the project to accommodate larger sized units, including two-bedroom units. The project includes 12 one-bedroom units and 15 two-bedroom units. The additional two feet of building area along the 75-foot and 4-inch building width accounts for an additional building area of approximately 150 square feet per floor, totaling 750 square feet across all five floors, and will enable the construction of affordable units. As shown on Sheet T-1.0 of the project plans, the unit sizes range from 540 to 1,101 square feet. Thus, the additional floor area allowed via the reduced Building Line provide floor area to accommodate one average sized unit and enable the project to construct the unit mix above. Alternatively, 150 square feet per floor is comparable in size to a typical bedroom; over the five floors, the additional floor area allowed via the reduced Building Line provide floor area to accommodate five bedrooms and enable the project to construct the unit mix above. Without the Building Line incentive, the average unit size and bedroom count would have to be smaller to construct the number of units that the requested density bonus allows. The ability to develop larger units will increase the revenues from the market-rate units, which will lower the marginal cost of developing the affordable units. The additional floor area will allow certain fixed costs involved in the construction of new residential units to be spread over more floor area thereby reducing the per square foot build cost of the development. The requested incentive will allow the

developer to expand the building envelope so the additional units can be constructed, and the overall space dedicated to residential uses is increased. Therefore, the Building Line incentive will result in identifiable and actual cost reductions to provide for affordable housing costs.

FAR: The subject site is zoned R3-1, with a Height District No. 1 that permits a maximum Floor Area Ratio ("FAR") of 3:1. The applicant has requested an FAR of 4.28:1 in lieu of the maximum 3.0:1 through an Off-Menu Density Bonus Incentive, for a maximum floor area of 26,706 square feet. The additional floor area is requested to accommodate larger sized units, including two-bedroom units. The project includes 12 one-bedroom units and 15 two-bedroom units. The requested increase in FAR will allow approximately 7,990 square feet of additional floor area and will enable the construction of affordable units. As set forth on Sheet T-1.0 of the project plans, the project's upper residential levels (Levels 2 through 5) would each have a floor plate of approximately 5,387 square feet. These larger floor plates would not be achievable under the 3.0:1 base FAR and enable the project to construct the unit mix above. Without the incentive to permit additional floor area, the average unit size and bedroom count would have to be significantly smaller to construct the number of units that the requested density bonus allows. The ability to develop larger units will increase the revenues from the market-rate units, which will lower the marginal cost of developing the affordable units. The additional floor area will allow certain fixed costs involved in the construction of new residential units to be spread over more floor area thereby reducing the per square foot build cost of the development. The requested incentive will allow the developer to expand the building envelope so the additional units can be constructed, and the overall space dedicated to residential uses is increased. Therefore, the FAR incentive will result in identifiable and actual cost reductions to provide for affordable housing costs.

FAR by-right	Buildable Lot Area (sf)	Base Floor Area (sf)
3.0:1	6,238	6,238 x 3 = 18,716

FAR Requested	Requested Floor Area (sf)	Additional Floor Area (sf)
4.28:1	26,706	26,706 - 18,716 = 7,990

Parking Reduction: The applicant requested an Off-Menu Incentive to allow 19 parking spaces in lieu of the 42 spaces required by Parking Option 1 and LAMC Sec. 12.22 A.25(d)(1). Density Bonus Parking Option 1 requires parking spaces at the following ratios: 1 space per unit containing 0 to 1 bedroom, 2 spaces per unit containing 2 to 3 bedrooms, and 2.5 space per unit containing 4 or more bedrooms. The project provides 12 one-bedroom units and 15 two-bedroom units and is therefore required to provide a total of 42 parking spaces. The Applicant has requested a parking reduction to allow 19 parking spaces in lieu of the 42 parking spaces otherwise required by Density Bonus Parking Option 1. The Off-Menu Incentive will allow the developer to expand the Project's building envelope so that the residential units being constructed are of sufficient size, configuration, and quality. Compliance with the requirements of Parking Option 1 would require the removal of a significant amount of floor area that could otherwise be dedicated to the number, configuration, and livability of affordable housing units. If the project were to expand its parking area by building an additional parking level below grade, the resulting grading and engineering would trigger a cost-prohibitive construction type. At an average cost of approximately \$48,280 per parking space, the 23-space reduction would result in cost savings of approximately \$1,110,440. As a result, the provision of affordable units that the project currently proposes would no longer be financially feasible. Similarly, if the project was to construct parking above grade to accommodate the required parking pursuant to Parking Option 1, it would increase the

height of the building and also result in financial infeasibility. Therefore, the Parking Incentive will result in identifiable and actual cost reductions to provide for affordable housing costs.

- b. The Incentive will have specific adverse impact upon public health and safety or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety (Government Code Section 65915(d)(1)(B) and 65589.5(d)).**

There is no evidence in the record that the proposed density bonus incentive(s) will have a specific adverse impact. A “specific adverse impact” is defined as, “a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete” (LAMC Section 12.22.A.25(b)).

The facades of the proposed building which face Kelton Avenue are articulated in multiple ways, creating a visually interesting elevation that invites interaction with the streets. The structure will also be oriented toward the street with entrances, windows, and architectural features on street-facing elevations as required. The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. There is no evidence in the record which identifies a written objective health and safety standard that has been exceeded or violated. Based on the above, there is no basis to deny the requested incentives. Therefore, there is no substantial evidence that the project’s proposed incentives will have a specific adverse impact on public health and safety, or on property listed in the California Register of Historic Resources.

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

There is no evidence in the record that the proposed incentives are contrary to state or federal law.

Following is a delineation of the findings related to the request for three (3) Waivers of Development Standards, pursuant to Government Code Section 65915.

- 2. Government Code Section 65915 and LAMC Section 12.22 A.25 state that the Commission shall approve a density bonus and requested Waiver of Development Standard(s) unless the Commission finds that:**

- a. *The waivers or reductions are contrary to state or federal laws.***

There is no evidence in the record that the proposed incentives are contrary to state or federal law.

A project that provides 38 percent of base units for Very Low Income Households qualifies for three (3) Incentives, and may request other “waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision

(b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)).

Therefore, the requests for the following are recommended as Waivers of Development Standards. Without the below Waivers, the existing development standards would preclude development of the proposed density bonus units and project amenities:

Height: The subject site is zoned R3-1, with a Height District No. 1 that permits a maximum height of 45 feet with no limit on the number of stories for residential projects. The applicant has requested an increase in height of 11 feet to allow for 56 feet through a Waiver of Development Standards per LAMC Section 12.22 A.25. The request for an additional 11 feet is needed to construct the number of units that the requested density bonus allows. The limitation on the height would remove one (1) story from the proposed building, resulting in a loss of 5 dwelling units from the fifth floor. This height limitation would have the effect of physically precluding construction of a development providing 27 dwelling units, of which 5 units will be set aside for Very Low Income households. As proposed, the additional height will allow for the construction of the affordable residential units. The requested incentive will allow the project to expand the building envelope so that additional units can be constructed, provide for design efficiencies, and allow the overall space dedicated to residential uses to be increased.

Rear Setback: LAMC Section 12.10 C.3 requires a minimum 15-foot rear yard. The Project would therefore be required to provide a 15-foot rear yard setback. The applicant has requested a reduced rear yard setback of 12 feet, a three foot or 20 percent reduction, through a Waiver of Development Standards per LAMC 12.22 A.25. The request for the three foot rear yard reduction is needed to construct the number of units that the requested density bonus allows. Provision of the reduced 12 foot rear yard along the 75-foot and 4-inch building width accounts for an additional building area of approximately 226 square feet per floor, totaling 1,129 square feet across all five floors. As shown on Sheet T-1.0 of the project plans, the unit sizes range from 540 to 1,101 square feet. Without the rear yard waiver, the total unit count would be reduced from 27 units to 26 units. Alternatively, 226 square feet per floor would reduce the size of all units in the rear of the building resulting in lost units or reduced bedrooms. Additionally, the portion of the building that is proposed to be within the reduced rear yard setback area contains one of the required stairwells in the building; moving this stairwell to observe a 15 foot rear yard would require reconfiguration that could cause ripples through the building design and would physically preclude the construction of the development and the affordable units. Therefore, provision of the 15 foot rear yard setback would physically preclude construction of the project at the permitted density and with the requested FAR incentive, resulting in a loss of a residential dwelling unit and 1,129 square feet of floor area.

Open Space: LAMC Section 12.21 G requires 100 square feet of usable open space per dwelling unit with less than 3 habitable rooms, and 125 square feet of usable open space per dwelling unit with 3 habitable rooms. For the proposed project with 12 one-bedroom units and 15 two-bedroom units, a total of 3,075 square feet of open space would be required. Strict compliance with the open space requirements would have the effect of physically precluding construction of the development proposing 27 dwelling units, 5 of which will be set aside for Very Low Income Households. The applicant has requested a 12 percent reduction to allow 2,724 square feet of open space through a Waiver of Development Standard. If the project is required to provide an additional 351 square feet of open space, the total unit count would be reduced from 27 units to 26 units. Compliance with the minimum usable open space provision would require the removal of floor area that could otherwise be dedicated to the number, configuration,

and livability of affordable housing units. Specifically, the project would not only need to comply with the total amount of usable open space requirements, but also the design, dimension, and area requirements set forth in LAMC Section 12.21 G. Common open space would need to be at least 15 feet in width on all sides, have a minimum area of 400 square feet, and be open to sky. The project would lose floor area of the development to meet these additional requirements for common open space. The requested waivers allow the expansion of the building envelope so the bonus and affordable units can be constructed, provide for design efficiencies, and allow the overall space dedicated to residential uses to be increased. Therefore, provision of all the required open space would physically preclude construction of the project at the permitted density and with the requested incentives, resulting in a loss of a residential dwelling unit.

These waivers support the applicant's decision to set aside the specified number of dwelling units for Very Low or Low Income Households for 55 years.

- b. The Waiver will have specific adverse impact upon public health and safety or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.***

There is no evidence in the record that the proposed density bonus Waivers will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. There is no evidence in the record which identifies a written objective health and safety standard that has been exceeded or violated. Based on the above, there is no basis to deny the requested incentives. Therefore, there is no substantial evidence that the project's proposed incentives will have a specific adverse impact on public health and safety, or on property listed in the California Register of Historic Resources.

CONDITIONAL USE FINDINGS

- 3. The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.**

The project site is zoned R3-1, which allows a base density of 13 units on the subject property. The Density Bonus Ordinance allows a density bonus of up to 35 percent in exchange for setting aside 11 percent of the 13 base density units for Very Low Income Households. With the Density Bonus Ordinance, the project would be permitted a total of 18 units on site in exchange for setting aside two (2) units for Very Low Income Households.

The State Density Bonus Law (Government Code Section 65915(n)) also allows a city to grant a density bonus greater than 35 percent for a development, if permitted by a local ordinance. The City adopted the Value Capture Ordinance (Ordinance No. 185,373), codified in LAMC Section 12.24 U.26, to permit a density increase greater than 35 percent with the approval of

a Conditional Use. In exchange for the increased density, the Value Capture Ordinance requires projects to set aside one (1) additional percent of base density units above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase above the 35 percent. Below is a table showing the requisite percentage of affordable housing units for Very Low Income Households based on the percentage of density increase.

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted	Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11	35	25	70
12	37.5	26	72.5
13	40	27	75
14	42.5	28	77.5
15	45	29	80
16	47.5	30	82.5
17	50	31	85
18	52.5	32	87.5
19	55	33	90
20	57.5	34	92.5
21	60	35	95
22	62.5	36	97.5
23	65	37	100
24	67.5	38	102.5

The applicant requests a Conditional Use for a density increase in excess of 35 percent pursuant to LAMC Section 12.24 U.26, to allow a 102.5 percent increase in density for a total of 27 dwelling units in lieu of 13 base density dwelling units as otherwise permitted by-right in the R3-1 Zone. In accordance with LAMC Section 12.22 A.25(c)(7), in calculating Density Bonus and Restricted Affordable units any number resulting in a fraction shall be rounded up to the next whole number. As provided in the table above, the applicant is required to and is proposing to set aside 38 percent, or 5 units, of the 13 base density units for Very Low Income Households in order to be granted a 102.5 percent density bonus. As such, the project satisfies the minimum percentage of base density to be restricted to Very Low Income Households to be eligible for a 102.5 percent density increase.

According to the 2021 Housing Element of the City of Los Angeles General Plan, 22 percent of total households in the City earn less than \$25,000 a year and 42 percent of all households make less than \$50,000 a year; therefore, almost half of the City's residents are in the Very Low or Low Income Categories. The City has determined that the shortage of affordable housing is an ongoing crisis in Los Angeles. The increased intensity and density of the proposed development will be offset by the project's ability to provide the number of affordable units required by the City's Density Bonus policy. Therefore, the proposed project would provide a service that is essential and beneficial to the community, city and region.

- The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.**

The proposed project is the construction of a new 5-story, 56-foot tall multifamily residential building comprised of 27 dwelling units (including 5 units restricted to Very Low Income

Households). The project will be 26,706 square feet in floor area and have a Floor Area Ratio ("FAR") of 4.28:1. The project will provide 19 vehicular parking spaces in one subterranean parking level, and 34 long-term and 3 short-term bicycle parking spaces. The residential units are located on all five floors and will comprise 12 one-bedroom units and 15 two-bedroom units. The primary pedestrian building entrance is located along Kelton Avenue. Residential amenities are provided in the form of landscaped rooftop decks, with additional private balconies and landscaped yards. Vehicular access is proposed from one driveway along Kelton Avenue. The site is currently improved with a single-family dwelling unit and a duplex; all existing structures will be demolished. There are no protected trees and no non-protected significant trees on the subject site or in the adjacent public right of way and no protected or non-protected significant trees will be removed.

The subject site is in an urbanized area surrounded by a combination of multi-family residential uses and commercial uses along Venice Boulevard. Surrounding properties are developed primarily with one- to three-story multi-family residential uses and are similarly zoned R3-1. Neighboring buildings to the north and south of the site are three and two stories, respectively, and there is one four-story multi-family residential building towards the rear of the site along Midvale Avenue. Other parcels further south fronting Venice Boulevard are zoned C2-1 and developed with one- and two-story commercial uses including markets, restaurants, dental office, dry cleaners, bar, salon, and other retail uses. The subject site is within one-half mile of the Major Transit Stop at the intersection of Overland Avenue and Venice Boulevard that is served by Los Angeles County Metropolitan Transportation Authority Line 33 and the Santa Monica Big Blue Bus Line R12.

The multi-family development is permitted at this location on the subject site as an allowable use by the underlying R3-1 zone. As provided under Findings above, the project's density, height, FAR, and parking are allowed by the underlying zone in combination with Density Bonus law.

The project has been designed with residential units on all floors and one pedestrian entrance along Kelton Avenue. Two columns of balconies add architectural interest to the front facade. All vehicular parking will be in a subterranean garage. The project will enhance the pedestrian experience and streetscape by removing one existing curb cut and providing additional landscaping along Kelton Avenue.

Given the project site's proximity to public transit, the commercial corridors of Venice Boulevard and Overland Avenue, and the surrounding uses, the project's location, size, height, operations, and other significant features will be compatible with and will not adversely affect adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

The subject site is zoned R3-1, with a Height District No. 1 that permits a maximum FAR of 3:1. The applicant has requested an FAR of 4.28:1 in lieu of the maximum 3.0:1 through an Off-Menu Density Bonus Incentive, for a maximum floor area of 26,706 square feet. While the size of the project is larger than the existing multi-family buildings on Kelton Avenue, the increase in FAR granted through the Density Bonus Ordinance will be compatible with and will not degrade the surrounding built environment.

The site's zone permits a maximum height of 45 feet with no limit on the number of stories for residential projects. The applicant has requested an increase in height of 11 feet to allow for 56 feet through a Waiver of Development Standards per LAMC Section 12.22 A.25. The request for an additional 11 feet is needed to construct the number of units that the requested density bonus allows. There is no transitional height requirement for the project. While the height of the project is taller than the existing multi-family buildings on Kelton Avenue and in

the neighborhood, the increase in height granted through the Density Bonus Ordinance will be compatible with and will not degrade the surrounding built environment or the public health, welfare, and safety in the neighborhood.

The applicant requested an Off-Menu Incentive to allow 19 parking spaces in lieu of the 42 spaces required by Parking Option 1 and LAMC Sec. 12.22 A.25(d)(1). No parking spaces are proposed at or above grade level. The project will reduce the number of curb cuts and driveways currently on-site from two (2) existing curb cuts to one (1) proposed curb cut. Therefore, the project will improve walkability of the site by removing one (1) existing curb cut. Furthermore, the Department of Transportation (LADOT) Referral Form dated December 15, 2021 and the Vehicle Miles Traveled (VMT) calculator indicated that the number of daily vehicle trips will be 119 which is under the threshold of 250 or more daily vehicles trips to require VMT analysis. Therefore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study and will not have any significant impacts related to traffic. The project will also provide 34 long-term and 3 short-term bicycle parking spaces in compliance with LAMC Section 12.21 A.16.

A total of 2,724 square feet of usable open space will be provided, including a 1,974 square feet roof top deck. The project provides fifteen balconies to serve as private open space for individual units, totaling 750 square feet of private open space. The project incorporates landscaping within the setback along Kelton Avenue, as well as within the rooftop deck. The project will not remove any significant trees on-site but will remove the existing three adjacent street trees; the project will plant seven (7) 24-inch box trees throughout the project site to the satisfaction of the Urban Forestry Division of the Department of Public Works, as provided in Exhibit "A".

The site is subject to Ordinance No. 69026 which established a Building Line of 20 feet from the front property line along Kelton Avenue. The Project would need to be constructed behind the Building Line to comply with this requirement. The applicant has requested to reduce the Building Line to 18 feet, a reduction of 2 feet or 10 percent. LAMC Section 12.10 C.3 requires a minimum 15-foot rear yard. The Project would therefore be required to provide a 15-foot rear yard setback. The applicant has requested a reduced rear yard setback of 12 feet, a three foot or 20 percent reduction, through a Waiver of Development Standards per LAMC 12.22 A.25. While the front and rear setbacks of the project are less than the existing multi-family buildings on Kelton Avenue and in the neighborhood, the reduced setbacks granted through the Density Bonus Ordinance will be compatible with and will not degrade the surrounding built environment or the public health, welfare, and safety in the neighborhood. The landscape plans show that the front and rear yards will be planted with a mix of low-growing shrubs and trees that will provide a buffer between the building, adjacent properties, and the public right of way.

Therefore, as described above, the project will provide amenities and features that will enhance the surrounding neighborhood rather than further degrade or adversely affect other properties.

5. The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, Land Use, Transportation, Noise, Safety, Housing and Conservation. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City.

The General Plan is a long-range document determining how a community will grow, reflecting community priorities and values while shaping the future. The project substantially conforms with the following purposes and objectives of the General Plan Elements: Framework Element, Land Use Element (Palms – Mar Vista – Del Rey Community Plan), Housing Element, and Mobility Element. The project site is in the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP, Ordinance Nos. 186,105 and 186,108). The Project is subject to Department of Transportation clearance of the WLA TIMP. The property is in a Transit Priority Area in the City of Los Angeles (Zoning Information “ZI” File No. 2452).

Framework Element

The Framework Element is a strategy for long-term growth which sets a citywide context to guide the update of the Community Plan and Citywide Elements. The primary objectives of the policies in the Framework Element’s Land Use Chapter are to support the viability of the City’s residential neighborhoods and commercial districts, and when growth occurs, to encourage sustainable growth in a number of higher-intensity commercial and mixed-use districts, centers and boulevards and industrial districts particularly in proximity to transportation corridors and transit stations.

The Community Plan Map designates the site for Medium Residential land uses, with corresponding zones of R3 and R3(PV). The Framework Element identifies the Medium Residential land use designation as corresponding to the R3 zone and estimates 30 to 55 dwelling units per acre. The site is zoned R3-1 and is therefore consistent with the land use designation.

Therefore, as a 5-story residential development with a maximum 4.28:1 FAR as allowed by Density Bonus, the proposed project is consistent with the General Plan Framework.

Land Use Element – Palms – Mar Vista – Del Rey Community Plan

The project site is in the Palms – Mar Vista – Del Rey Community Plan, and is designated for Medium Residential land uses, with corresponding zones of R3 and R3(PV). The site is zoned R3-1 and is therefore consistent with the land use designation.

Consistent with the Community Plan, the proposed 27-unit residential development, which includes five (5) Very Low Income units, adds new multi-family housing and much needed affordable housing to Los Angeles’s housing supply, in a neighborhood that is conveniently located to a variety of destinations, community services and amenities, and multi-modal transportation options.

The proposed project aligns with the intent of the Palms – Mar Vista – Del Rey Community Plan including the following:

Goal 1: A safe, secure and high-quality residential environment for all community residents.

Policy 1-1.1: Provide for adequate multi-family residential development.

Policy 1-2.1: Locate higher residential densities near commercial centers and major bus routes where public service facilities and infrastructure will support this development.

Objective 1-4: To promote the adequacy and affordability of multiple-family housing and increase its accessibility to more segments of the population.

The proposed project meets the above goal, policies, and objective by providing multi-family dwelling units in a new, safe, and secure building. The proposed project is located within a

neighborhood designated for Medium Residential Land Uses, which includes multiple-family residential uses, and is well served by facilities and necessary infrastructure. The site is near a Major Transit Stop with multiple local and rapid buses, which encourages alternative modes of transportation. The five (5) affordable units will ensure that the proposed project is accessible to lower-income segments of the population.

Housing Element 2021 - 2029

The proposed project also conforms with the applicable policies of the Housing Element, including:

- Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.
- Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.
- Policy 1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.
- Policy 1.3.1: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.
- Goal 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.
- 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.
- Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

The proposed project will result in a net increase of 24 new residential units to the City's housing stock and conforms with the applicable provisions of the Housing Element. The applicant has requested deviations from code requirements under the Density Bonus program for increased FAR, reduced parking, reduced front and rear setbacks, increased height, and decreased open space, thereby allowing the creation of affordable units. Pursuant to Density Bonus requirements, 38 percent (5 units) of the base units, will be set aside for Very Low Income units. Additionally, this mixed-income development is in close proximity to public transit options, and a variety of retail, commercial, entertainment, recreational, and employment opportunities. Locating new housing in this portion of the City will allow residents to have better access to employment centers and places of interest in area.

Mobility Plan 2035

The proposed project also conforms with the following additional policies of the Mobility Plan, including:

- Policy 3.1: Access for All: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City's transportation system.
- Policy 3.3: Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

The project utilizes Density Bonus incentives for the construction of a residential mixed-income development that provides housing opportunities in proximity to public transit along the Venice Boulevard and Overland Avenue corridors, and to permit reduced parking through an Off-Menu Density Bonus Incentive, encouraging multi-modal transportation and decreasing vehicle miles traveled in the neighborhood. The site is located along a portion of Kelton Avenue that is designated by the Mobility Plan as a Local Street. The project will also provide 34 long-term and 3 short-term bicycle parking spaces in compliance with LAMC Section 12.21 A.16.

6. The project is consistent with and implements the affordable housing provisions of the Housing Element of the General Plan

The City's Housing Element for 2021-2029 was adopted by the City Council on November 24, 2021. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City.

As provided under Finding No. 5, the proposed Project would be in conformance with the following goals of the Housing Element as described below:

Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.

Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

Policy 1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.

Policy 1.3.1: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

In granting a Conditional Use for a 102.5 percent density increase, affordable housing is required beyond the minimum percentage required per the State Density Bonus Law and the City's Density Bonus Ordinance. This ensures that the project provides a proportional amount of affordable housing units compared to the density increase it is seeking. In this case, the project is required to set aside 38 percent, that is five (5) units, of the 13 base density units for Very Low Income Households in exchange for the 102.5 percent density increase requested. The project proposes to set aside five (5) units for Very Low Income Households, thereby complying with the requisite percentage of affordable housing units for the 102.5 percent density increase.

The site is currently improved with a single-family dwelling unit and a duplex; all existing structures will be demolished. The Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 330) Determination, dated June 17, 2021, that three (3) residential units need to be replaced with equivalent type, with two (2) units restricted to Very Low Income Households and one (1) unit restricted to Low Income Households (Exhibit C). The LAHD housing replacement requirements are satisfied by three (3) of the five (5) Very Low Income units provided through this Density Bonus Affordable Housing Incentives Program. By redeveloping the subject site for the Project, 24 new dwelling units will be made available in the community. The Project will offer one-bedroom and two-bedroom apartment types in various sizes. Therefore, the project is in conformance with the affordable housing provisions of the Housing Element.

7. The project contains the requisite number of Restricted Affordable Units, based on the number of units permitted by the maximum allowable density on the date of application, as follows:

- A. 11% Very Low Income Units for a 35% density increase; or
- B. 20% Low Income Units for a 35% density increase; or
- C. 40% Moderate Income Units for a 35% density increase in for-sale projects.

The project may then be granted additional density increases beyond 35% by providing additional affordable housing units in the following manner:

- D. For every additional 1% set aside of Very Low Income Units, the project is granted an additional 2.5% density increase; or
- E. For every additional 1% set aside of Low Income Units, the project is granted an additional 1.5% density increase; or
- F. For every additional 1% set aside of Moderate Income Units in for-sale projects, the project is granted an additional 1% density increase; or
- G. In calculating the density increase and Restricted Affordable Units, each component of any density calculation, including base density and bonus density, resulting in fractional units shall be separately rounded up to the next whole number.

The project site is zoned R3-1, which allows a base density of 13 units on the subject property. The Density Bonus Ordinance allows a density bonus of up to 35 percent in exchange for setting aside 11 percent, of two (2), of the 13 base density units for Very Low Income Households. With the Density Bonus Ordinance, the project would be permitted 18 total units on site in exchange for setting aside two (2) units for Very Low Income Households. The project is permitted additional density increase beyond 35 percent by setting aside one (1) additional percent of base density units above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase above the 35 percent. Below is a table showing the requisite percentage of affordable housing units for Very Low Income Households based on the percentage of density increase.

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11	35
12	37.5
13	40
14	42.5
15	45
16	47.5
17	50
18	52.5
19	55
20	57.5
21	60
22	62.5
23	65

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
25	70
26	72.5
27	75
28	77.5
29	80
30	82.5
31	85
32	87.5
33	90
34	92.5
35	95
36	97.5
37	100

24	67.5	38	102.5
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The applicant requests a Conditional Use for a density increase in excess of 35 percent pursuant to LAMC Section 12.24 U.26, to allow a 102.5 percent increase in density for a total of 27 dwelling units in lieu of 13 base density dwelling units as otherwise permitted by-right in the R3-1 Zone. In accordance with LAMC Section 12.22 A.25(c)(7), in calculating Density Bonus and Restricted Affordable units any number resulting in a fraction shall be rounded up to the next whole number. As provided in the table above, the applicant is required to set aside 38 percent, or 5 units, of the 13 base density units for Very Low Income Households in order to be granted a 102.5 percent density bonus. The applicant proposes to set aside 5 units for Very Low Income Households for a period of 55 years, which is 38 percent of the 13 base density units. As such, the project satisfies the minimum percentage of base density to be restricted to Very Low Income Households to be eligible for a 102.5 percent density increase

8. The project meets any applicable dwelling unit replacement requirements of California Government Code Section 65915(c)(3).

On October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2025. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units. The Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 330) Determination, dated June 17, 2021, that three (3) residential units need to be replaced with equivalent type, with two (2) units restricted to Very Low Income Households and one (1) unit restricted to Low Income Households (Exhibit C). The LAHD housing replacement requirements are satisfied by three (3) of the five (5) Very Low Income units provided through this Density Bonus Affordable Housing Incentives Program

9. The project's Restricted Affordable Units are subject to a recorded affordability restriction of 55 years from the issuance of the Certificate of Occupancy, recorded in a covenant acceptable to the Housing and Community Investment Department, and subject to fees as set forth in Section 19.14 of the Los Angeles Municipal Code.

The applicant proposes to set aside a total of five (5) units for Restricted Affordable Units. Per the Conditions of Approval, the applicant is required to execute a covenant to the satisfaction of LAHD to make five (5) Restricted Affordable Units available to Very Low Income Households for rental as determined to be affordable to such households by LAHD for a period of 55 years. The applicant is required to present a copy of the recorded covenant to the Department of City Planning and the proposed project shall comply with any monitoring requirements established by LAHD. Therefore, as conditioned, the project satisfies this finding in regards to subjected restricted affordable units to recorded affordability per LAHD, and is subject to fees as set forth in Section 19.14 of the LAMC.

10. The project addresses the policies and standards contained in the City Planning Commission's Affordable Housing Incentives Guidelines.

The City Planning Commission approved the Affordable Housing Incentives Guidelines (CPC-2005-1101-CA) on June 9, 2005. The Guidelines were subsequently approved by City Council

(CF 05-1345) on February 20, 2008, as a component of the City of Los Angeles Density Bonus Ordinance. The Guidelines describe the density bonus provisions and qualifying criteria, incentives available, design standards, and the procedures through which projects may apply for a density bonus and incentives. LAHD utilizes these Guidelines in the preparation of Housing Covenants for Affordable Housing Projects. On April 9, 2010, the City Council adopted updates to the City's Density Bonus Ordinance (CF 05-1345-S1, Ordinance No. 181,142). However, at that time, the Affordable Housing Incentives Guidelines were not updated to reflect changes to the City's Density Bonus Ordinance or more recent changes in State Density Bonus Law located in the Government Code. Therefore, where there is a conflict between the Guidelines and current laws, the current law prevails. Additionally, many of the policies and standards contained in the Guidelines, including design and location of affordable units to be comparable to the market-rate units, equal distribution of amenities, monitoring requirements, and affordability levels, are covered by the State Density Bonus Laws.

The project requests a 102.5 percent density increase above the 13 base density units to permit a total of 27 dwelling units. The project will set aside five (5) units for Very Low Income Households. As such, the project is consistent with the State Density Bonus Law and the local Density Bonus Ordinance, which the Affordable Housing Incentives Guidelines implement. Therefore, the project complies with the City Planning Commission's Affordable Housing Incentives Guidelines.

CEQA FINDINGS

The Department of City Planning determined, based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to State CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The Notice of Exemption and Justification for Environmental Case No. ENV-2021-6889-CE is provided in the case file and attached as Exhibit D.

The proposed project is the construction of a new 5-story, 56-foot tall multifamily residential building comprised of 27 dwelling units (including 5 units restricted to Very Low Income Households). The project will provide 19 vehicular parking spaces in one subterranean parking level, and 34 long-term and 3 short-term bicycle parking spaces. The project will be 26,706 square feet in floor area and have a Floor Area Ratio ("FAR") of 4.28:1. The site is currently improved with a single-family dwelling unit and a duplex; all existing structures will be demolished. There are no protected trees and no non-protected significant trees on the subject site or in the adjacent public right of way and no protected or non-protected significant trees will be removed. There are no protected trees and no non-protected significant trees on the subject site; however, three (3) non-protected significant street trees will be removed from the public right-of-way. However, the Project assumes a worst-case scenario of removing all street trees, in the event of changes to the right-of-way improvement plans after approval of the environmental clearance. However, this analysis does not authorize the removal of any street trees without prior approval of Urban Forestry, in compliance with Los Angeles Municipal Code, Chapter VI, Section 62.169 through 62.170 and their applicable findings. The project requests a haul route for export of approximately 2,650 cubic yards of soil.

As a residential building, and a project which is characterized as in-fill development, the project qualifies for the Class 32 Categorical Exemption.

CEQA Determination – Class 32 Categorical Exemption Applies

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

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

The project site is in the Palms – Mar Vista – Del Rey Community Plan, and is designated for Medium Residential land uses, with corresponding zones of R3 and R3(PV). The site is zoned R3-1 and is therefore consistent with the land use designation. The project site is in the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP, Ordinance Nos. 186,105 and 186,108). The Project is subject to Department of Transportation clearance of the WLA TIMP. Height District No. 1 limits the Floor Area Ratio (“FAR”) to 3:1 and building height to 45 feet with no limit on the number of stories; however, the proposed project will have a FAR of 4.28:1 and a height of 56 feet as permitted by State Density Bonus Law in exchange for providing five (5) units of rent restricted units for Very Low Income Households for 55 years. The property is in a Transit Priority Area in the City of Los Angeles (Zoning Information “ZI” File No. 2452). As demonstrated in the case file and under Finding No. 5 above, the project is consistent with the General Plan, the applicable Palms – Mar Vista – Del Rey Community Plan designation and policies, and all applicable zoning designations and regulations as permitted by Density Bonus law.

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

The subject site is wholly within the City of Los Angeles, on a site that is approximately 0.23 acres (10,220 square feet) and is surrounded by urban uses, a combination of multi-family residential uses and commercial uses along Venice Boulevard. Surrounding properties are developed primarily with one- to three-story multi-family residential uses and are similarly zoned R3-1. Neighboring buildings to the north and south of the site are three and two stories, respectively, and there is one four-story multi-family residential building towards the rear of the site along Midvale Avenue. Other parcels further south fronting Venice Boulevard are zoned C2-1 and developed with one- and two-story commercial uses including markets, restaurants, dental office, dry cleaners, bar, salon, and other retail uses. The subject site is within one-half mile of the Major Transit Stop at the intersection of Overland Avenue and Venice Boulevard that is served by Los Angeles County Metropolitan Transportation Authority Line 33 and the Santa Monica Big Blue Bus Line R12.

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

The site is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. The site is currently improved with a single-family dwelling unit and a duplex; all existing structures will be demolished. Prior to any work on the adjacent public right-of-way, the applicant will be required to obtain approved plans from the Department of Public Works. As there currently is no approved right-of-way improvement plan and for purposes of conservative analysis under CEQA, Planning has analyzed the worst-case potential for removal of all street trees. Note that street trees and protected trees shall not be removed without prior approval of the Board of Public Works/Urban Forestry (BPW) under LAMC Sections 62.161 - 62.171. At the time of preparation of this environmental document, no approvals have been given for any tree removals on-site or in the right-of-way by BPW. The City has required a Tree Report to identify all protected trees/shrubs on the project site and all street trees in the adjacent public right-of-way. There are no protected trees and no non-protected significant trees on the subject site or in the adjacent public right of way and no protected or non-protected significant trees will be removed as verified in the Tree Letter prepared by Carlberg Associates dated August 13, 2021. There are no protected trees and no non-protected significant trees on the subject site; however, three (3) non-protected significant street trees will be removed from the public right-

of-way. However, the Project assumes a worst-case scenario of removing all street trees, in the event of changes to the right-of-way improvement plans after approval of the environmental clearance. However, this analysis does not authorize the removal of any street trees without prior approval of Urban Forestry, in compliance with Los Angeles Municipal Code, Chapter VI, Section 62.169 through 62.170 and their applicable findings. The project proposes to plant seven 24-inch box trees, as provided in Exhibit "A".

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

Regulatory Compliance Measures – The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. More specifically, RCMs include but are not limited to the following, to ensure the project will not have significant impacts:

- **Regulatory Compliance Measure RC-AQ-1 (Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
 - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
 - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
 - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
 - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
 - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
 - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
 - Trucks having no current hauling activity shall not idle but be turned off.
- **Regulatory Compliance Measure RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
- **Regulatory Compliance Measure RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.
- **Regulatory Compliance Measure RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.
- **Regulatory Compliance Measure RC-AQ-5:** The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.
- **Regulatory Compliance Measure RC-AQ-6:** New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

These RCMs have been historically proven to work to the satisfaction of the City Engineer to reduce any impacts from the specific environment of the Project Site. Also, all haul route applications require the submittal of a Geology and Soils Report to the Department of Building and Safety (DBS) detailing conditions of approval that must be followed. The applicant submitted a Geotechnical report prepared by Sub Surface Designs Inc. dated March 18, 2021 to the case file. DBS issued a Geology and Soils Report Approval Letter (Log No. 116837) for the subject property on April 27, 2021, which details conditions of approval that must be followed. In addition, the RCMs require that design and construction of the building must conform to the California Building Code and grading on site shall comply with the City's Landform Grading Manual, as approved by the Department of Building and Safety Grading Division.

Traffic - The Project does not exceed the threshold criteria established by LADOT for preparing a traffic study. The Department of Transportation (LADOT) Referral Form dated December 15, 2021 and the Vehicle Miles Traveled (VMT) calculator indicated that the number of daily vehicle trips will be 119 which is under the threshold of 250 or more daily vehicles trips to require VMT analysis. Therefore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study and will not have any significant impacts related to traffic. The Project will also be governed by a haul route under City Code requirements, which will regulate the route hauling trucks will travel, and the times at which they may leave the site, thereby reducing any potential traffic impacts to less than significant. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter (Log No. 116837) for the proposed project and as it may be subsequently amended or modified. Therefore, the project will not have any significant impacts relating to traffic.

Noise – The Project must comply with the adopted City of Los Angeles Noise Ordinances No. 144,331 and 161,574 and LAMC Section 41.40 as indicated above in RC-NO-1, LAMC Section 112.05, as well as any subsequent Ordinances, which prohibit the emission or creation of noise beyond certain levels. These Ordinances cover both operational noise levels (i.e., post-construction), and any construction noise impacts. The Project does not exceed the threshold criteria for preparing a noise study. As a result of this mandatory compliance, the proposed Project will not result in any significant noise impacts.

Air Quality – There are several Regulatory Compliance Measures listed above (RC-AQ-1 through RC-AQ-6) which regulate air quality-related impacts for projects citywide. The Project does not exceed the threshold criteria for preparing an air quality study; at 27 dwelling units, the Project is well under the screening criteria of 80 units for air quality studies. As a result of this mandatory compliance, the proposed Project will not result in any significant air quality impacts.

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

The project site will be adequately served by all public utilities and services given that the construction of a multi-family building will be on a site which has been previously developed and is consistent with the General Plan.

Therefore, the project meets all the Criteria for the Class 32 Categorical Exemption.

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

There are five (5) Exceptions which must be considered to find a project exempt under Class 32:

- (a) **Cumulative Impacts.** *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.*

According to Navigate LA, there are two other haul route approvals, and zero other haul route applications being processed within 500 feet of the subject site. The approved haul routes are for the following properties and during the following timeframes:

3755 South Canfield Avenue [February 11, 2020 through August 11, 2022]
10801 West Venice Boulevard [September 22, 2020 through March 22, 2023]

There are seven other haul routes that originate more than 500 feet from the subject site but pass along Venice Boulevard (within 500 feet of the subject site) that have been completed.

In light of the increase in construction activity in Grading Hillside Areas and the increase in associated truck traffic related to the import and export of soil, a haul route monitoring program is being implemented by the Department of Building and Safety for Council Districts 4 and 5 for added enforcement to ensure safety and to protect the quality of life of area residents. As part of this program, a haul route monitor is assigned to a geographic area to monitor haul routes and keep track of daily activities in order to minimize impacts to neighboring residents. Haul routes are tracked via a Map for each district to identify the locations of construction sites for which a haul route was required.

Also, the haul route approval will be subject to recommended conditions prepared by the Los Angeles Department of Transportation (LADOT) and considered by the Board of Building and Safety Commissioners and will reduce the impacts of construction-related hauling activity, monitor the traffic effects of hauling, and reduce haul trips in response to congestion. Furthermore, DBS staggers the haul route schedules to ensure that all the haul routes do not occur simultaneously.

While there could potentially be another haul route along Venice Boulevard during the hauling period of the proposed project, all projects are subject to the citywide Regulatory Compliance measures as noted above. Therefore, in conjunction with citywide RCMs and compliance with other applicable regulations, no foreseeable cumulative impacts are expected.

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

The project proposes a residential building in an area zoned and designated for such development. All adjacent lots are developed with multi-family and single-family residential and commercial uses, and the subject site is of a similar size and slope to nearby properties. The project proposes a FAR of 4.28:1 on a site that is permitted to have an FAR of 3.0:1 by the site's zoning. The project is eligible for the FAR 4.28:1 through an Off-Menu Density Bonus Incentive. The project size and height is not unusual for the vicinity of the subject site, and is similar in scope to other existing multi-family dwellings and proposed future projects in the area. Furthermore, there is no substantial evidence in the administrative record that this

project will cause a significant impact. Thus, there are no unusual circumstances which may lead to a significant effect on the environment, and this exception does not apply.

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

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. State Route 27 is located approximately 9.5 miles northwest of the subject site. Therefore, the subject site will not create any impacts within a designated state scenic highway, and this exception does not apply.

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

According to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site. Therefore, the project is not identified as a hazardous waste site, or in the vicinity of a hazardous waste site, and this exception does not apply.

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

The project site is not listed in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register, and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. As such, the Project would have no impact on historical resources. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

PUBLIC HEARING AND COMMUNICATIONS

PUBLIC HEARING

The public hearing was held on February 9, 2022 at approximately 11:00 a.m. Due to concerns over COVID-19, the Public Hearing was conducted in a virtual format. The hearing was conducted by the Hearing Officer, Dylan Sittig, on behalf of the City Planning Commission in taking testimony for Case No. CPC-2021-6888-CU-DB-HCA-PHP and ENV-2021-6889-CE. All interested parties were invited to attend the public hearing at which they could listen, ask questions, or present testimony regarding the project. The purpose of the hearing was to obtain testimony from affected and/or interested parties regarding this application. Interested parties are also invited to submit written comments regarding the request prior to the hearing. The environmental analysis was among the matters to be considered at the hearing. The hearing notice was mailed on January 11, 2022 and published in the newspaper on January 14, 2022, and was posted on-site on January 27, 2022, in accordance with LAMC noticing requirements.

The public hearing was attended by the applicant's representatives (Jesi Harris and Brian Silveira) and approximately six (6) other members from the community. There were only two (2) speakers who provided general comment at the hearing. There was one representative from the Council District 5 Office at the hearing.

Applicant Presentation. The applicant's representative described the site location, project description, requested entitlements, and community outreach. Specifically, the applicant noted the following:

- The project aligns with the City's Housing Element Goals and according to the recent Fair Share housing report, this is a High Resource Area with a low amount of previously permitted affordable units.
- The project provides bicycle parking which will pair with the Mobility Plan and is designed to be user friendly with easy connections to Venice Boulevard.
- The applicant met twice with Palms Neighborhood Council PLUM Committee and received good feedback that was integrated into the plans; the applicant received unanimous support. In response to this public outreach, the applicant made the following project changes:
 - Community facing changes: native landscaping, bench, expanded sidewalk
 - Project facing changes: tap cards and bike storage

Public Comments:

- The low-income units are time restricted and will expire and the other market rate units will likely be very expensive. What will happen when the time restriction on the low-income units expires?
- Parking is an issue in the area in general and street in particular. Most current tenants have 1 to 2 cars per unit and this project will not provide that. There have been public transit improvements in the area and in the city, but taking public transit is not always viable.
- Some neighbors have complained about other construction projects in the neighborhood including construction vehicles blocking driveways. Street parking is an issue for visibility. What is the construction schedule and construction traffic management?

Council District 5 Comments:

- Encouraged support for the project and noted that they have been engaged in the community process for this project.

Applicant's Response to Public Comments and Staff Questions:

- 5 units will be covenant-restricted for Very Low Income units for a time period of 55 years. At the end of the 55 years, the existing tenants will get to maintain their rent levels, and rents can only be raised to market with new tenants. The building will be subject to RSO.
- Applicant spoke with the Neighborhood Council about construction traffic management extensively. Applicant proposes to prevent construction crews from parking on residential streets (on the site or off site elsewhere not the adjacent streets).
- Construction timeline may begin in fall or winter of 2022 and will last approximately 18 months.
- The project will provide 19 parking spaces. This site is in a TOC Tier 2 zone, so it would have been eligible for a parking reduction to 21 parking spaces; this project is providing 19 spaces, which is very close to what would have been required under TOC. The City is trying to move away from single vehicle ownership and other transportation alternatives.
- Applicant first presented to Palms Neighborhood Council PLUM in November 2021 for initial comment. The applicant went again in December 2021 with some comments integrated and received a vote of unanimous support. The applicant was at the full board last week (February 2021) for a vote and received unanimous support.
- Applicant tried to reach out to immediate neighbors more directly and earlier in the process. Neighbor outreach was done via phone calls and voice messages and some door knocking. Some conversations were had during door knocking.
- BOE conditions of approval have been received and will be incorporated into the project. Applicant has not yet begun to work with Urban Forestry Division staff on the replacement of Street trees impacted by BOE requirements.
- The project is requesting an 18-foot front setback and a 12-foot rear setback.
- Applicant responded to the Urban Design Studio's comments:
 - Transformer was not able to be placed underground (cost prohibitive and disrupt the parking design and result in fewer parking spaces)
 - Did more to integrate native landscaping around the transformer while maintaining the required clearance.
 - Additional front landscaping and a bench were added to emphasize the residential nature of the building.
 - The roof open space was increased, and landscape areas were added to create a green roof.

WRITTEN CORRESPONDENCE

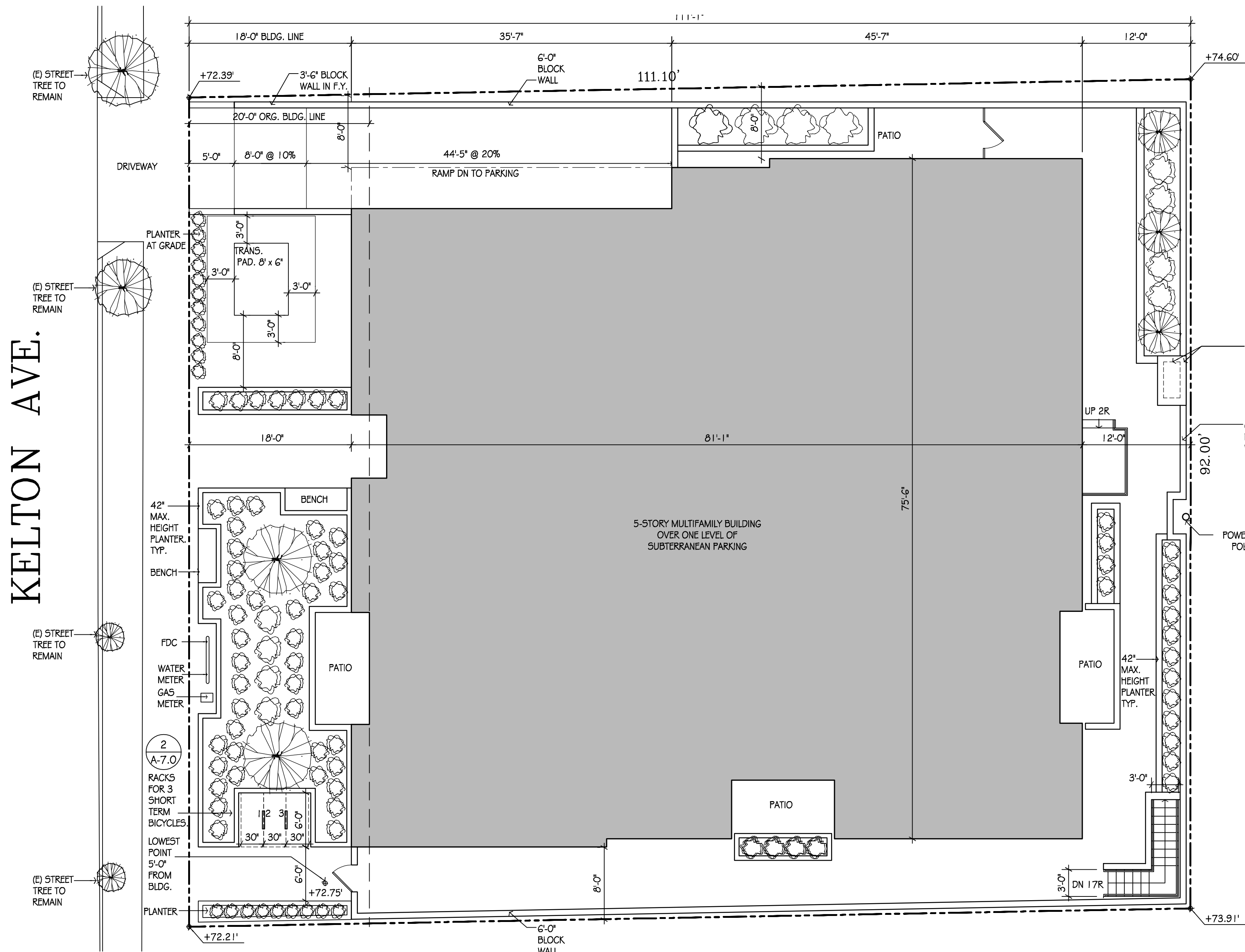
Planning Staff has received three written correspondences from adjacent neighbors expressing concerns about the project related to the parking reduction request, street safety, the proposed density, the reduced setbacks, the expected rent level of the market rate units, lack of community outreach, construction impacts, and the project's height and FAR. The Palms Neighborhood Council submitted a letter, dated March 10, 2022, noting that they approve the project with conditions, including the condition that the building maintain the 20 feet building line in the front, which the project is not currently proposing to do.

EXHIBIT A

PROJECT PLANS

CPC-2021-6888-CU-DB-HCA-PHP

KELTON APARTMENT DEVELOPMENT



1 PLOT PLAN
SCALE: 1/8" = 1'-0"



2 VICINITY MAP
SCALE: N.T.S.

Symbols	
	NORTH ARROW
	DRAWING NUMBER
	SECTION
	DETAIL
	NOTE DESIGNATION
	REVISION
	ELEVATION
	DIRECTION OF SLOPE
	INTERIOR ELEVATION
	GRIDLINE DESIGNATION
	ROOM NUMBER
	DOOR
	WINDOW
	CENTERLINE

Project Team	
OWNER:	KALNEL GARDENS, LLC 2153 W. WASHINGTON BLVD. LOS ANGELES, CA 90016
LAND USE CONSULTANT:	BRIAN SILVEIRA & ASSOCIATES 1501 1/2 CABRILLO AVENUE VENICE, CA 90291 (310) 753-1090
DESIGNER:	MIKA DESIGN GROUP, INC. 12133 VIEWCREST ROAD STUDIO CITY, CA 91604 (310) 273-0220
SURVEYOR:	LAWRENCE J. SCHWAB 11209 HOWARD STREET WHITTIER, CA 90606 (562) 906-0570

Sheet Index	
ARCHITECTURAL	
T-1.0	TITLE SHEET & PLOT PLAN
T-1.2	OPEN SPACE DIAGRAMS
T-1.5	ZONING AREA DIAGRAMS
T-7.0	BIKE RACK INFORMATION
A-2.0	P1 - PARKING PLAN
A-2.1	FIRST FLOOR PLAN
A-2.2	SECOND FLOOR PLAN
A-2.3	THIRD FLOOR PLAN
A-2.4	FOURTH FLOOR PLAN
A-2.5	FIFTH FLOOR PLAN
A-2.6	ROOF PLAN
A-3.0	ELEVATION
A-3.1	ELEVATION
A-4.0	SECTION
A-4.1	SECTION
A-4.2	SECTION
A-6.0	WINDOW SCHEDULE
C-1.0	SURVEY
A-5.0	PERSPECTIVE
A-5.1	PERSPECTIVE

LANDSCAPE	
L-1	PLANTING PLAN
L-2	IRRIGATION PLAN AND WATER CALCS.
L-3	IRRIGATION DETAILS & CITY NOTES

Project Information

PROJECT SITE:	3732-3736 S KELTON AVE LOS ANGELES, CA 90034
LEGAL DESCRIPTION:	LOTS 11 AND 12 ADJ A PORTION OF LOT 13 OF TRACT NO. 5646, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 61, PAGE 59 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
ASSESSORS PARCEL NO.:	4252-025-026, 4252-025-029
FIN NUMBER:	1178161 649, 1178161 665
TRACT:	TR 5846
BLOCK:	NONE
LOT:	11, 12, PORTION OF 13
ARB:	1
MAP REFERENCE:	M B 61-59 (SHT 1)
MAP SHEET:	1178161
FIRE DISTRICT:	43
SPECIFIC PLAN AREA:	WEST LOS ANGELES TRANSPORTATION IMPROVEMENT AND MITIGATION
DESIGN REVIEW:	NONE

Applicable Codes

- BUILDING CODE - 2020 LABC (TITLE 24, PART 2.5) BASED ON 2018 IBC (INCL. ACCESSIBILITY)
- STRUCTURAL CODE - 2020 LABC (TITLE 24, PART 2.5) BASED ON 2018 IBC
- MECHANICAL CODE - 2019 CA MECHANICAL CODE (TITLE 24, PART 4) BASED ON 2018 UMC
- PLUMBING CODE - 2019 CA PLUMBING CODE (TITLE 24, PART 5) BASED ON 2018 UPC
- ELECTRICAL CODE - 2019 CA ELECTRICAL CODE (TITLE 24, PART 3) BASED ON 2017 NAT. ELEC. CODE
- ENERGY CODE - 2019 CA ENERGY CODE (TITLE 24, PART 6) & 2020 CITY OF LA GREEN BLDG. CODE

Zoning Code Analysis

- PROJECT DESCRIPTION
NEW 5-STORY APARTMENT BUILDING, 5 LEVELS OF TYPE III-A, 27 WOOD FRAMED APARTMENTS, OVER ONE LEVEL OF SUBTERRANEAN PARKING TYPE I-A. THE PROJECT WILL BE A DENSITY BONUS PROJECT.
- ZONING
R3-1
- LOT AREA
LOT AREA = 10,220 SF
- DENSITY
LOT AREA 10,220 SF / 600 = 12.8 (ROUND UP) = 13 UNITS, BEFORE DENSITY BONUS
- FAR
BUILDABLE AREA = ((111.1' - 35') X (92.0' - 10') = 6,236.6 SF X 3 FAR = 18,716 SF BEFORE DENSITY BONUS. SEE DIAGRAM 3 ON T-1.0
- DENSITY BONUS
A CONDITIONAL USE PERMIT PURSUANT TO LAMC 12.24 U 26 TO PERMIT A DENSITY BONUS FOR A PROJECT FOR WHICH THE DENSITY INCREASE IS GREATER THAN THE MAXIMUM 35% PERMITTED IN LAMC SECTION 12.22 A 25; IN CONJUNCTION WITH THE CONSTRUCTION, USE, AND MAINTENANCE OF 27 FOR-RENT DWELLING UNITS IN LIEU OF THE 16 DWELLING UNITS OTHERWISE PERMITTED BY LAMC 12.22 A 25; WITH 5 DWELLING UNITS RESERVED FOR VERY LOW INCOME HOUSEHOLDS; AND PURSUANT TO LAMC SECTION 12.24 F.
 - FROM MENU OF INCENTIVES (12.22 A 25)
 - 20% DECREASE IN REQUIRED REAR YARD SETBACK TO ALLOW A 12-FOOT REAR YARD SETBACK IN LIEU OF THE 15 FEET REQUIRED BY THE R3-1 ZONE PURSUANT TO LAMC 12.10 C.3.
 - 10% DECREASE IN REQUIRED BUILDING LINE SETBACK TO ALLOW AN 18-FOOT BUILDING LINE SETBACK IN LIEU OF THE 20-FOOT BUILDING LINE SETBACK REQUIRED FOR KELTON AVENUE.
 - 11-FOOT INCREASE IN HEIGHT TO 56 FEET IN LIEU OF THE MAXIMUM 45 FEET ALLOWED IN THE R3-1 ZONE PURSUANT TO LAMC 12.21 I.
 - OFF-MENU INCENTIVES (12.24 U 26)
 - PROVIDE 19 PARKING SPACES IN LIEU OF THE 36 PARKING SPACES REQUIRED PURSUANT TO LAMC 12.22 A 25 PARKING OPTION 1.
 - 11% REDUCTION IN REQUIRED OPEN SPACE TO ALLOW 2,724 SQUARE FEET OF OPEN SPACE IN LIEU OF THE REQUIRED 5,075 SQUARE FEET OF OPEN SPACE PURSUANT TO LAMC 12.21 G.
 - 43% INCREASE IN ALLOWED FLOOR AREA RATIO (FAR = 4.28:1) TO ALLOW 26,706 SQUARE FEET OF FLOOR AREA IN LIEU OF THE 18,716 SQUARE FEET PERMITTED PURSUANT TO LAMC 12.21 I 1.
- AFFORDABLE HOUSING
5 DWELLING UNITS RESERVED FOR VERY LOW INCOME HOUSEHOLDS ARE PROVIDED
5/27 = 18% AFFORDABLE HOUSING PROVIDED

- RESIDENTIAL AUTOMOBILE PARKING
PER PARKING OPTION 1:
12 ONE BEDRM UNITS x 1 PARKING = 12
15 TWO BEDRM UNITS x 2 PARKING = 30
27 UNITS TOTAL = 42 PARKING SPACES ARE REQUIRED.
SECTION 12.21 A.4 ALLOWS 10 % OF RESIDENTIAL PARKING WITH BICYCLE PARKING;
10 % OF 42 PARKING SPACES = 4.2 PARKING SPACES CAN BE REPLACED = 36 PARKING SPACES REQUIRED
36 STANDARD PARKING SPACES ARE REQUIRED
19 STANDARD PARKING SPACES (INCL. ACC. & E.V.) ARE PROVIDED PER INCENTIVE ABOVE
(SEE PARKING TABLE BELOW)
RESIDENTIAL E.V. :
30% OF THE TOTAL PROVIDED RESIDENTIAL PARKING SHALL BE E.V. AND 10 % OF PROVIDED PARKING SHALL BE E.V. CHARGING STATIONS. THE NUMBER OF E.V. CHARGING STATIONS CAN BE COUNTER TOWARDS THE TOTAL NUMBER OF E.V. REQUIRED SPACES.
TOTAL RESIDENTIAL PARKING PROVIDED = 19
30% OF 19 = 5.7 = 5 E.V. CHARGING SPACES REQUIRED.
10% OF 19 = 1.9 = 2 E.V. CHARGING STATION (E.V.C.S.) REQUIRED.
6 E.V. SPACES INCLUDING 2 E.V. PARKING STATIONS ARE REQUIRED AND PROVIDED.

LEVEL	RES. STD.	RES. ACC.	RES. EV.	RES. COMP.	TOTAL
P1	12	1	6	0	19

- PROPOSED UNITS
12 ONE BEDROOM UNITS
15 TWO BEDROOM UNITS
27 UNITS TOTAL PROPOSED

RESIDENTIAL DATA	
FLOOR AREA CALCS:	
P1 LEVEL (TRASH RM)	51 SF
FIRST FLOOR	5,192 SF
SECOND FLOOR	5,367 SF
THIRD FLOOR	5,367 SF
FOURTH FLOOR	5,367 SF
FIFTH FLOOR	5,363 SF
TOTAL BUILDING AREA	27,017 SF
PARKING AREA - P1 PARKING LEVEL	8,605 SF
TOTAL PARKING AREA	8,605 SF

- YARDS
FRONT YARD (KELTON AVE.) 13'-0", SEE INCENTIVE ABOVE
SIDE YARDS 8'-0" (FOR 5 STORIES)
REAR YARD 12'-0", SEE INCENTIVE ABOVE
- NUMBER OF STORIES/LEVELS
5 STORIES PER ZONING CODE
5 STORIES PER BUILDING CODE
- ZONING HEIGHT
LOWEST POINT 9'-0" FROM BUILDING = 72.75'
PARAPET = 126.5', THEREFORE ZONING CODE HEIGHT = 55.82' = 55'-10"
- BUILDING HEIGHT
GRADE PLANE = 73.28', TOP OF ROOF = 124.90',
THEREFORE THE BUILDING CODE HEIGHT = 55.58' (= ±51'-7")

UNIT SUMMARY

UNIT NUMBER	BEDROOMS PER UNIT	HABITABLE RMS PER UNIT	UNIT AREA	NUMBER OF UNITS	TOTAL
101	2	2	690 SF	1	690 SF
102, 202, 302, 402, 502	2	3	905 SF	5	4,525 SF
103, 203, 303, 403, 503	2	3	909 SF	5	4,545 SF
104, 204, 304, 404, 504	1	2	717 SF	5	3,585 SF
105	2	3	979 SF	1	979 SF
201, 301	1	2	839 SF	2	1,678 SF
205, 305	1	2	688 SF	2	1,376 SF
206, 306	1	2	540 SF	2	1,080 SF
401	2	3	1101 SF	1	1,101 SF
405	2	3	988 SF	1	988 SF
501	2	3	1076 SF	1	1,076 SF
505	2	3	979 SF	1	979 SF
TOTAL:				27 UNITS	22,602 SF

HABITABLE ROOM COUNT IS FOR OPEN SPACE PURPOSES. (KITCHENS ARE EXCLUDED.)

- OPEN SPACE REQUIRED
12 1 BEDROOM (< 3 H.R.) x 100 SF = 1,200 SF
15 2 BEDROOMS (= 3 H.R.) x 125 SF = 1,875 SF
27 TOTAL = 3,075 SF
3,075 SF LESS 11% REDUCTION PER INCENTIVE = 2,724 SF REQUIRED

- OPEN SPACE PROVIDED
PRIVATE OPEN SPACE
15 BALCONIES / DECKS x 50 SF = 750 SF
COMMON OPEN SPACE
ROOF DECK (INCL. PLANTERS) = 1,974 SF
TOTAL = 2,724 SF
TOTAL OPEN SPACE PROVIDED PER INCENTIVE = 2,724 SF < TOTAL OPEN SPACE REQUIRED = 3,075 SF

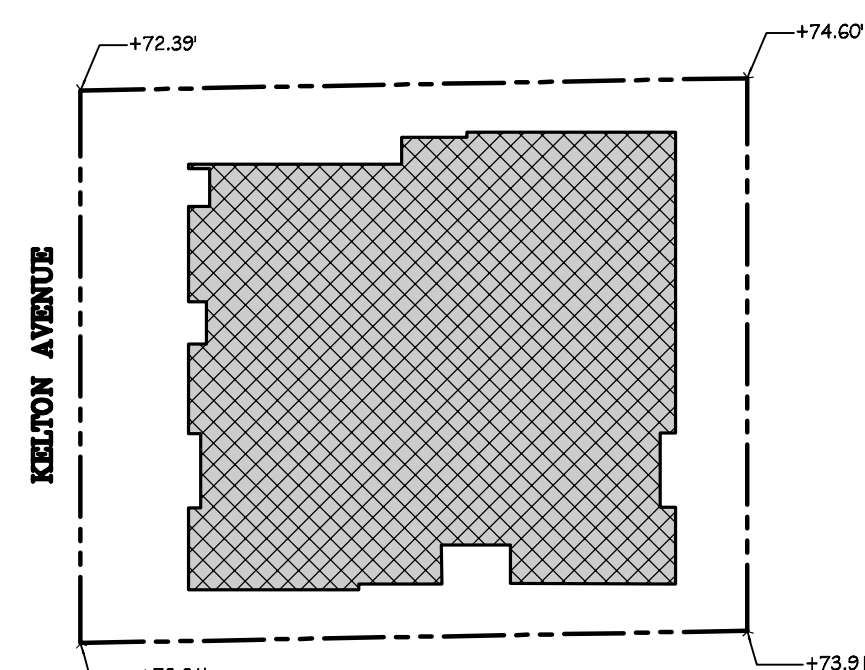
2,724 SF PROVIDED OPEN SPACE PER INCENTIVE LESS 750 SF OF PRIVATE OPEN SPACE = 1,974 SF
REQUIRED COMMON OPEN SPACE
25% OF 1,974 SF TO BE PLANTED = 494 SF REQUIRED < 608 SF PROVIDED AT ROOF DECK.

- TREES
ONE 24" BOX TREE PER 4 UNITS SO 7 TREES REQUIRED AND PROVIDED.

- BICYCLE PARKING
PER ORDINANCE NO. 165400
(PER SEC. 12.21 A 16 (b) ANY FRACTIONS UP TO AND INCLUDING ONE-HALF MIGHT BE DISREGARDED.)

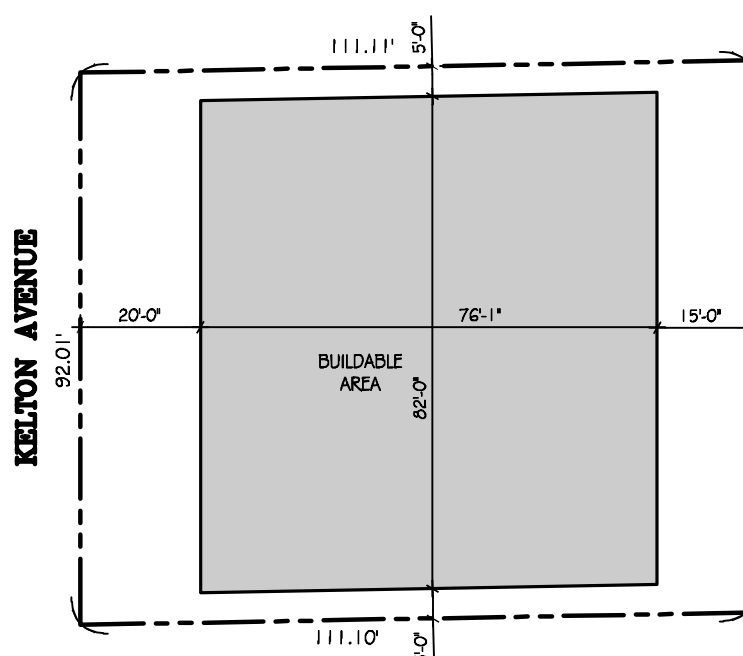
RESIDENTIAL BICYCLE PARKING	
LONG TERM	
1 - 25 UNITS	1 PER UNIT = 25
26 - 27 UNITS	1 PER 1.5 UNITS = 2
TOTAL LONG TERM	27
SHORT TERM	
1 - 25 UNITS	1 PER 10 UNIT = 2.5
26 - 27 UNITS	1 PER 15 UNITS = 1.8
TOTAL SHORT TERM	2.6 = 3
TOTAL LONG TERM REQUIRED = 27 < TOTAL LONG TERM PROVIDED = 34	
TOTAL SHORT TERM REQUIRED = 3 = TOTAL SHORT TERM PROVIDED = 3	

- PROJECT FUNDING
PROJECT IS 100% PRIVATELY FUNDED. THIS IS NOT HOUSING FACILITIES OWNED AND/OR OPERATED BY, FOR OR ON BEHALF OF A PUBLIC ENTITY AND NO TAX CREDIT WILL BE RECEIVED FROM STATE OR FEDERAL.



- GRADE PLAN CALCULATION
(72.39' + 74.60' + 73.91' + 72.21') / 4 = 73.28'

3 GRADE PLANE DIAGRAM
SCALE: 1/32" = 1'-0"



BUILDABLE AREA = ((111.1' - 35') X (92.0' - 10') = 6,236.6 SF X 3 FAR = 18,716 SF BEFORE DENSITY BONUS.

4 BUILDABLE AREA DIAGRAM
SCALE: 1/32" = 1'-0"

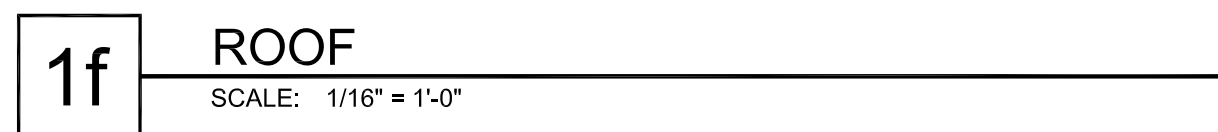
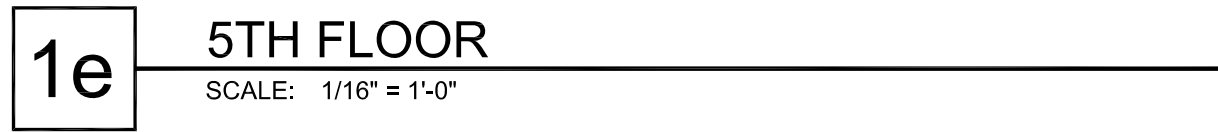
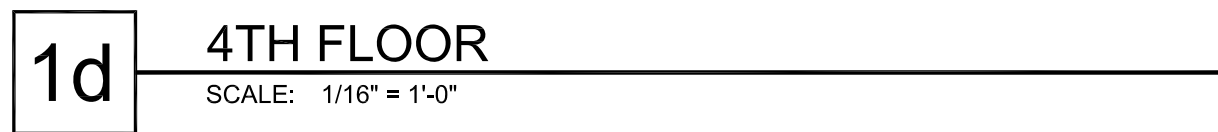
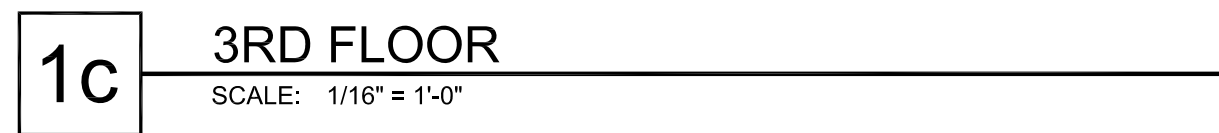
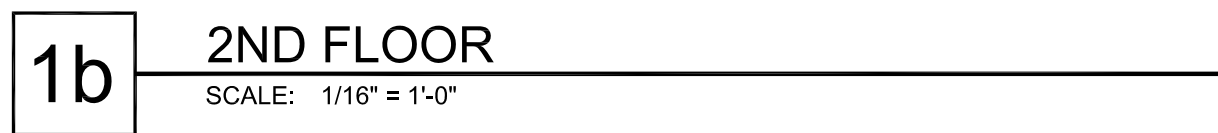
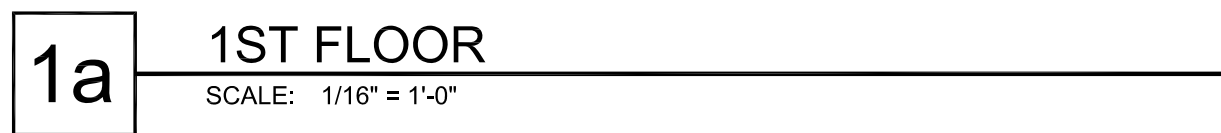
KELTON APARTMENTS
3736 S. KELTON AVENUE
LOS ANGELES, CA 90034

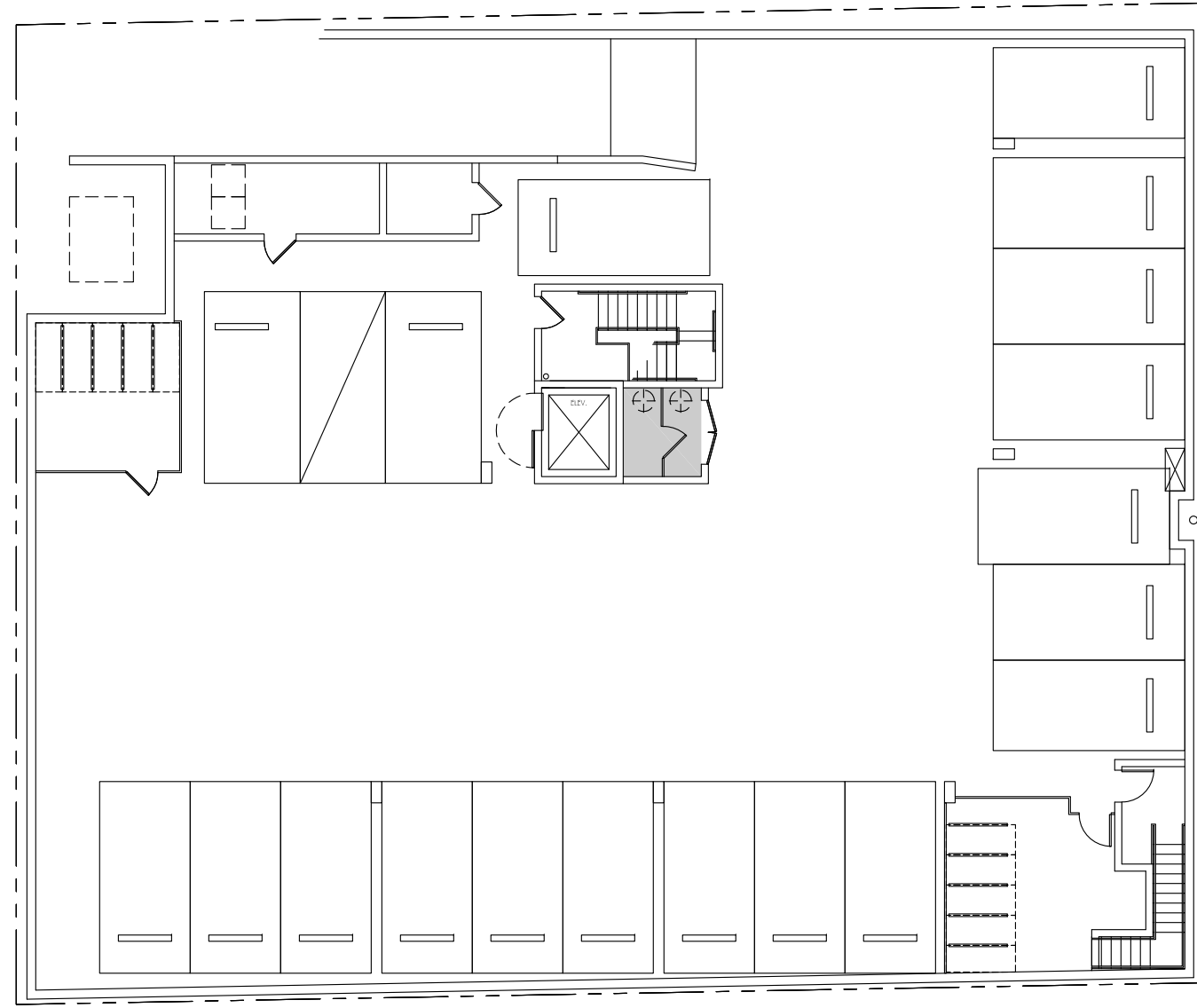
TITLE SHEET
PLOT PLAN

ISSUED FOR	REV.
06.17.21	PZA

PROJECT:
KELTON

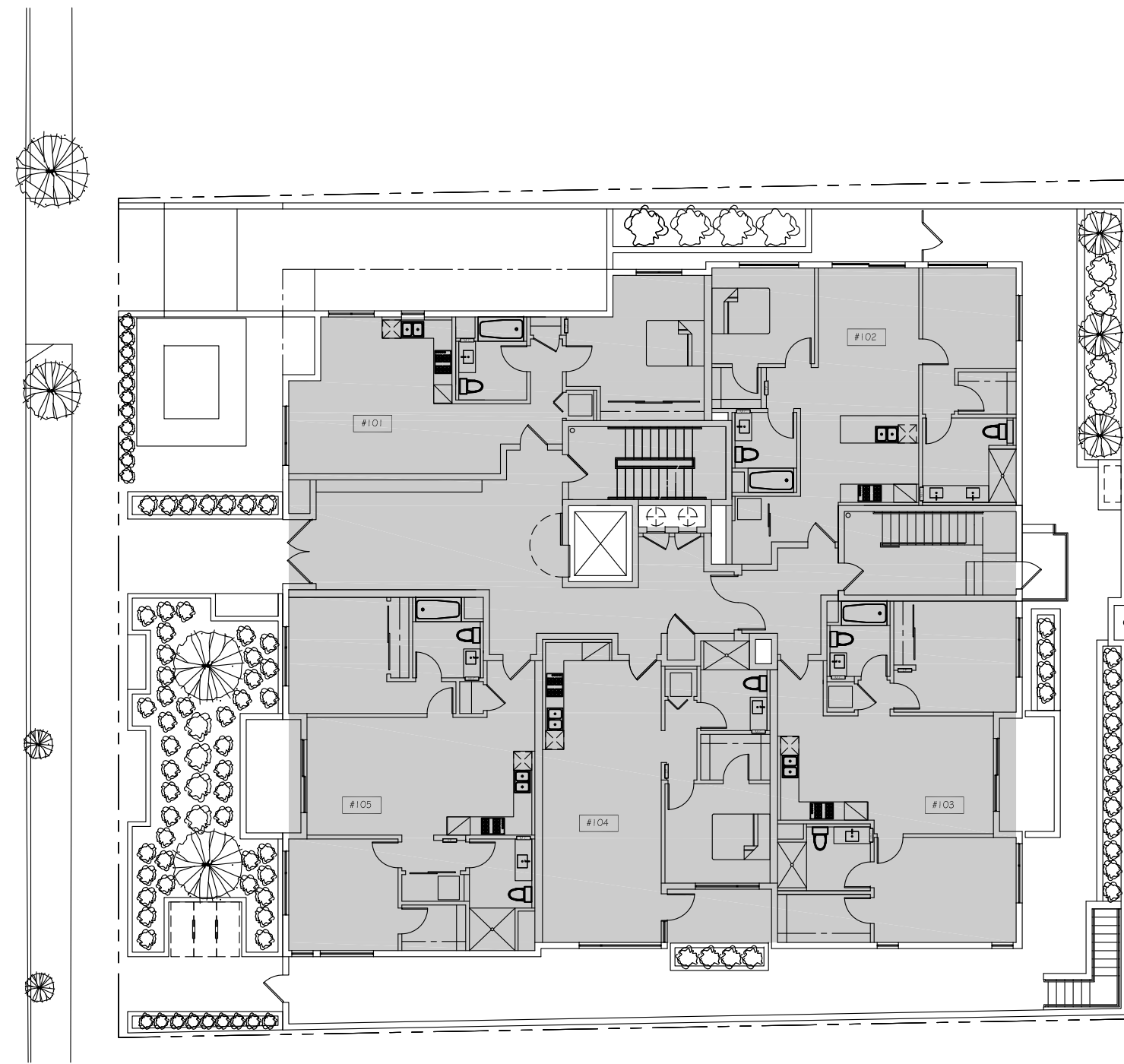
T-1.0





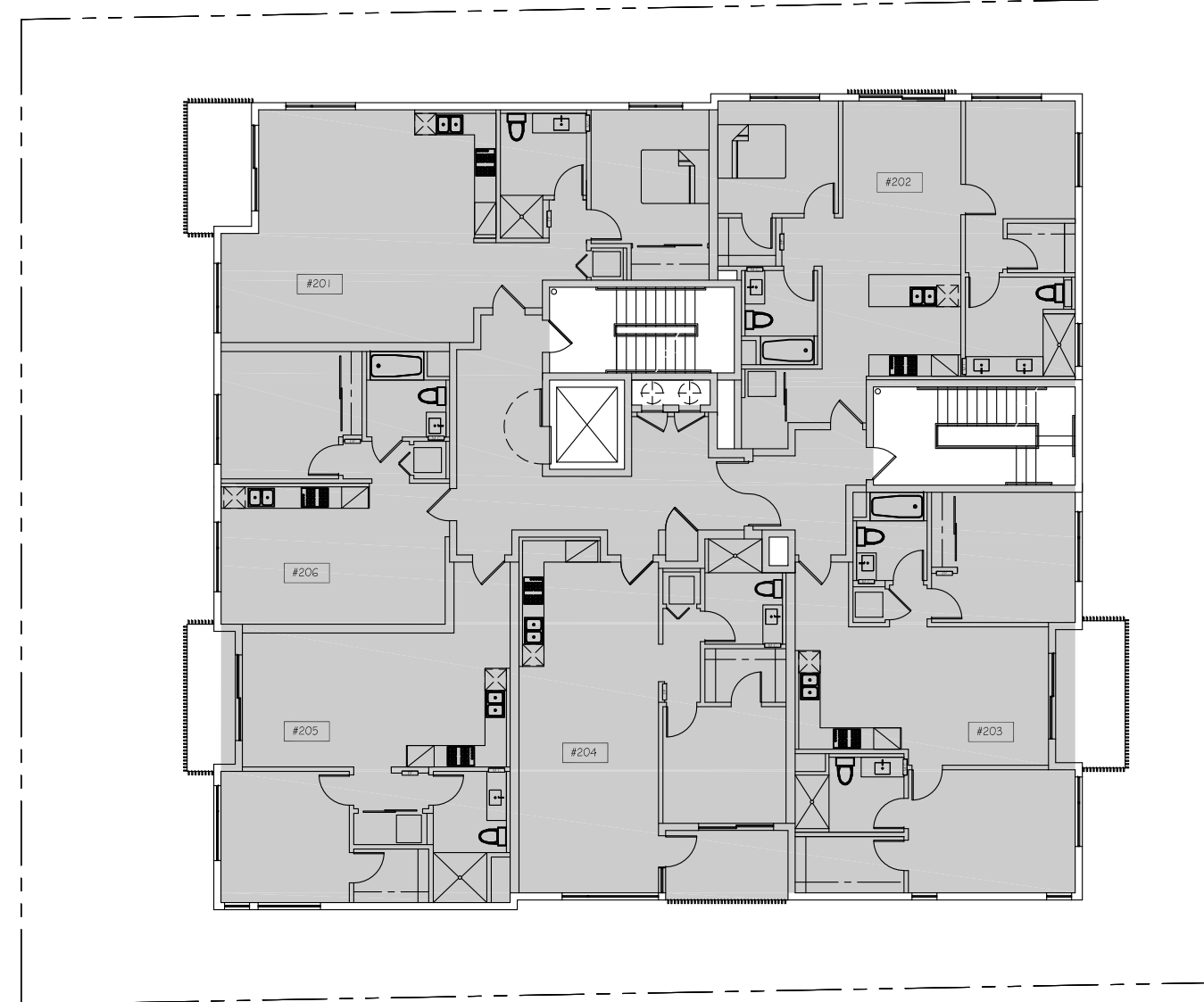
LEGEND:
ZONING FLOOR AREA

1a PARKING FLOOR
SCALE: 1/16" = 1'-0"



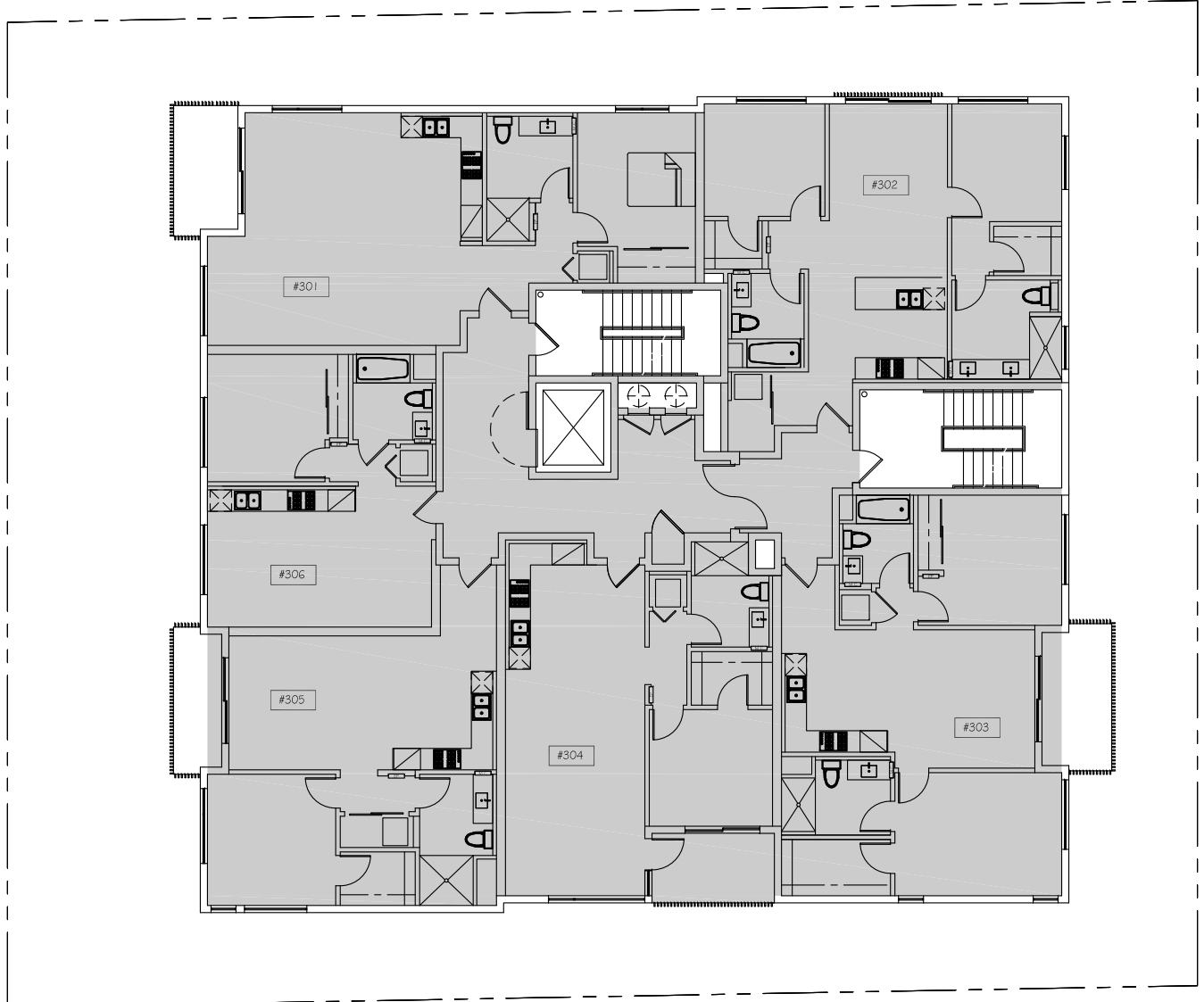
LEGEND:
ZONING FLOOR AREA

1b 1ST FLOOR
SCALE: 1/16" = 1'-0"



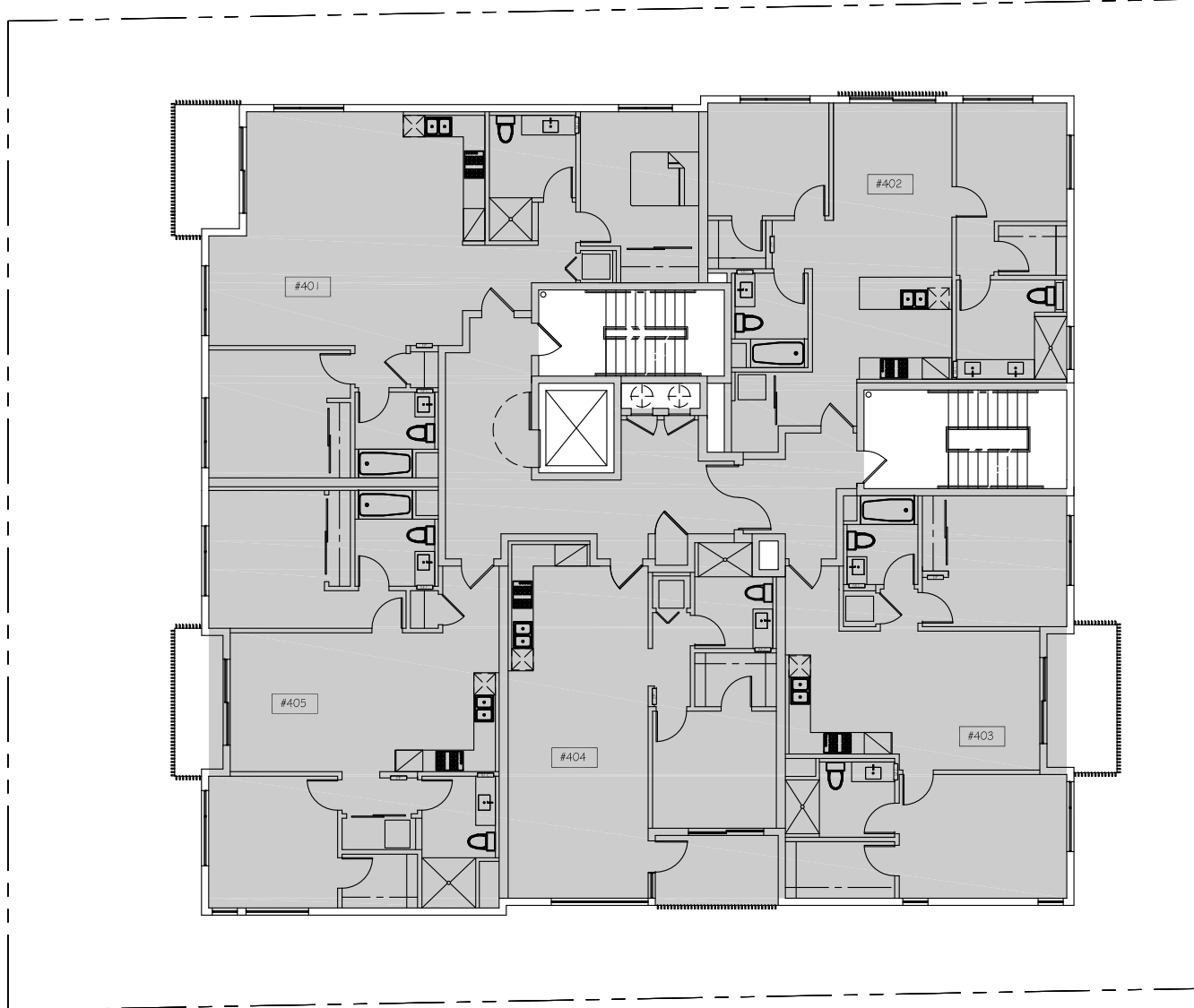
LEGEND:
ZONING FLOOR AREA

1c 2ND FLOOR
SCALE: 1/16" = 1'-0"



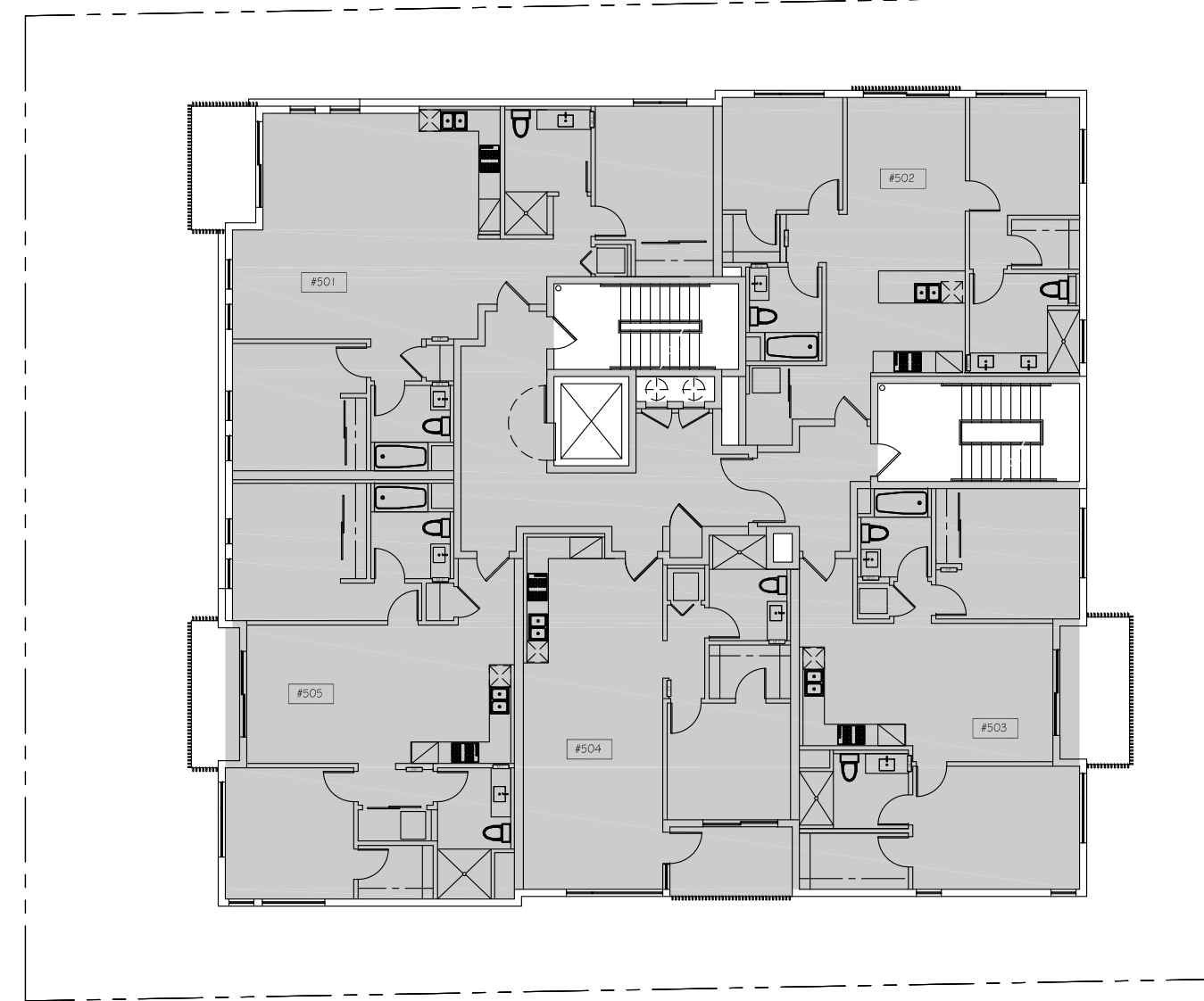
LEGEND:
ZONING FLOOR AREA

1d 3RD FLOOR
SCALE: 1/16" = 1'-0"



LEGEND:
ZONING FLOOR AREA

1e 4TH FLOOR
SCALE: 1/16" = 1'-0"



LEGEND:
ZONING FLOOR AREA

1f 5TH FLOOR
SCALE: 1/16" = 1'-0"

1 ZONING AREA DIAGRAMS
SCALE: 1/16" = 1'-0"



KELTON APARTMENTS
3736 S. KELTON AVENUE
LOS ANGELES, CA 90034

ZONING AREA
DIAGRAMS

ISSUED FOR: 06.17.21
REV. PZA

PROJECT:
KELTON

T-1.5



Submittal Sheet



REFERENCES

Uprights: 4" 1lg square tube
Upright base: 1/4" plate
Cantilevers: 1lg plate
Cantilever base: 1/4" plate
Trays: 1lg plate

FINISHES

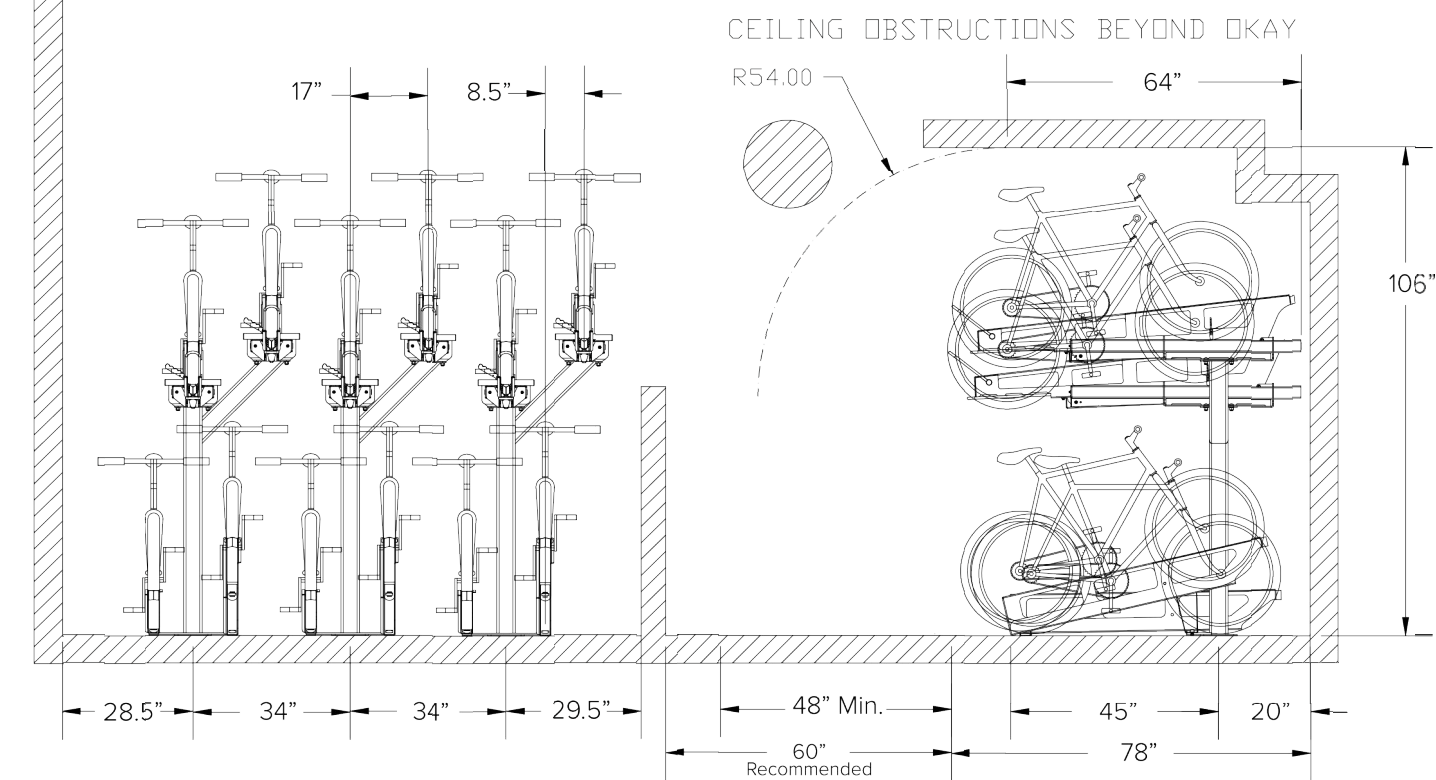
- ☐ **Galvanized**
An after fabrication hot dipped galvanized finish is our standard option.
- ☐ **Powder Coat**
Our powder coat finish assures a high level of adhesion and durability by following these steps:
 1. Sandblast
 2. Epoxy primer electrostatically applied
 3. Final thick TGIC polyester powder coat

MOUNT OPTIONS

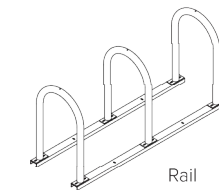
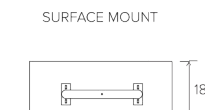
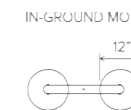
Surface only
Each upright has one 3/4" plate feet that accept 1/2" wedge anchors



Setbacks Single Sided



CAPACITY



CAPACITY

2 Bikes

MATERIALS

2" schedule 40 pipe (2.375" OD)

FINISHES

- ☐ **Galvanized**
An after fabrication hot dipped galvanized finish is our standard option.
- ☐ **Powder Coat**
Our powder coat finish assures a high level of adhesion and durability by following these steps:
 - 1. Sandblast
 - 2. Epoxy primer electrostatically applied
 - 3. Final thick TGIC polyester powder coat
- ☐ **PVC Dip (plastisol)**
Other colors available by special order (minimum orders apply)
- ☐ **Stainless**
Stainless Steel: 304 grade stainless steel material finished in either a high polished shine or a satin finish.

MOUNT OPTIONS

- ☐ **In-ground**
In ground mount is embedded into concrete base. Specify in ground mount for this option.
- ☐ **Surface**
Foot Mount has two 2.5"x6"x.25" feet with two anchors per foot. Specify foot mount for this option.
- ☐ **Rail**
Rail Mounted Racks are bolted to two parallel rails which can be left freestanding or anchored to the ground. Rails are heavy duty 3"x14"x3/16" thick galvanized mounted rails. Specify rail mount for this option.

OPTIONAL
LEAN BAR

- ☐
- Add Lean Bar



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1-TIER BIKE RACK

SCALE: NO SCALE

1

2-TIER BIKE RACK - DERO DECKER

SCALE: NO SCALE

BIKE RACK
INFORMATION

Calculated dimensions: 612.6 by 597.4 mm

ISSUED FOR	REV.
21 PZA	

PROJECT:
KELTON

T-7.0

ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWINGS ARE OWNED BY AND PROPERTY OF MKA design group, inc. AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. NONE IF SUCH IDEAS, DESIGNS, ARRANGEMENTS, OR PLANS SHALL BE USED BY OR DISCLOSED TO PERSONS, FIRMS OR CORPORATIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF MKA design group, inc. WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS. CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB, AND THE OFFICE MUST BE NOTIFIED, IN WRITING, OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHOWN BY THESE DRAWINGS.

P1- PARKING PLAN

[illegible]

A-2.0

	1/0 SHOTCRETE WALL, PER STRUCTURAL
	CONCRETE COLUMN, PER STRUCTURAL
	8" BLOCK WALL, SEE STRUCTURAL SFC 50 (PER FIBC 27-069)
	8" CONCRETE WALL, PER STRUCTURAL
A.D.	AREA DRAIN
EL	ELEVATION
S.P.	STANDPIPE
	LOW LEVEL EXIT SIGN, SELF LUMINOUS, BOTTOM OF SIGN A.F.F. PROVIDE APPROVED LOW-LEVEL EXIT SIGNS IN ALL INTERIOR EXIT CORRIDORS. (ITL24: PART 2, CHAPTER 10)
EXIT	PANIC HARDWARE
1/2" MAX.	1/2" CHANGE IN LEVEL AT THRESHOLD $\left(\frac{1}{2} \right) \left(\frac{1}{2} \right)$
	E.V. RACEWAY TERMINATION POINT
E.V. 2-5	E.V. CAGING STATION

PARKING	
RESIDENTIAL STANDARDS (INCL. 1 ACC.)	= 13
RESIDENTIAL P.V.	= 6
<hr/>	
TOTAL PROVIDED @ PI LEVEL	= 19
<hr/>	

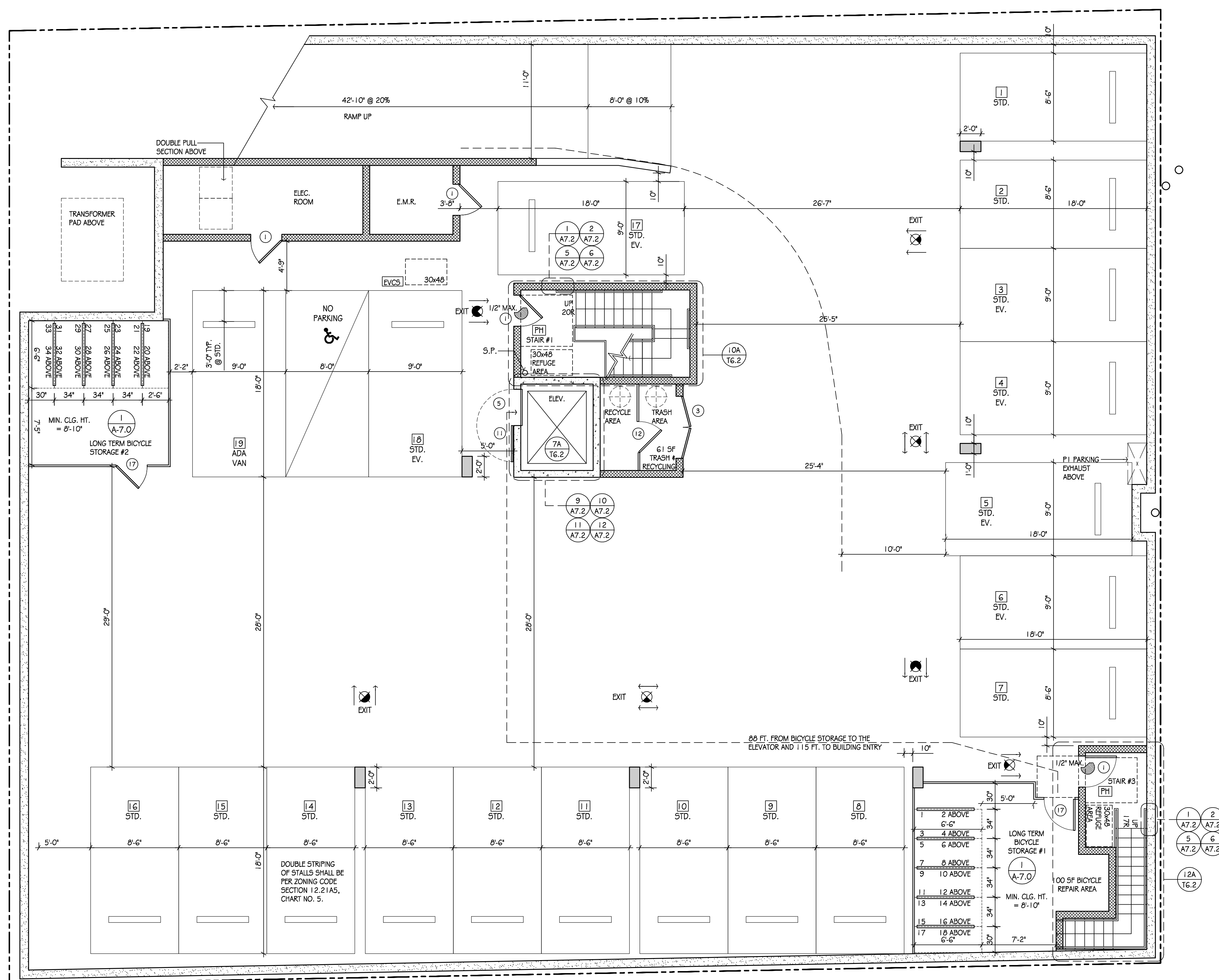
30% OF THE TOTAL PROVIDED RESIDENTIAL PARKING SHALL BE E.V. AND 10 % OF PROVIDED PARKING SHALL BE E.V. CHARGING STATIONS. THE NUMBER OF E.V. CHARGING STATIONS CAN BE COUNTER TOWARDS THE TOTAL NUMBER OF E.V. REQUIRED SPACES.

TOTAL RESIDENTIAL PARKING PROVIDED = 19
30% OF 19 = 5.7 = 6 E.V. CHARGING SPACES REQUIRED.
10% OF 19 = 1.9 = 2 E.V. CHARGING STATION (E.V.C.S.) REQUIRED

6 E.V. SPACES INCLUDING 2 E.V. PARKING STATIONS ARE REQUIRED AND PROVIDED.

- THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED E.V. SPACES AT FULL RATED AMPERAGE OF THE EVSE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.

- THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED E.V. SPACES AT FULL RATED AMPERAGE OF THE EVSE. PLAN DESIGN SHALL SHOW THE CHARGING CURRENT AND MINIMUM BRANCH CIRCUIT. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.
- THE SERVICE PANEL OR SUB-PANELS CIRCUIT DIRECTORY SHALL IDENTIFY THE RESPECTED OVERCURRENT PROTECTIVE DEVICE(S) USED FOR THE FUTURE E.V. CHARGING AS E.V. CAPABLE IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.
- THE RACEWAY TERMINATION SHALL BE PERMANENTLY AND VISIBLY MARKED AS "E.V. CAPABLE" IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.
- PERMANENTLY MARK E.V. SPACES PER 5.106.5.2.1
- A SEPARATE ELECTRICAL PLAN CHECK IS REQUIRED TO VERIFY THE RACEWAY METHODS, WIRING SCHEMATICS AND ELECTRICAL CALCULATIONS FOR THE ELECTRICAL CHARGING SYSTEM. THE RACEWAY SHALL NOT BE LESS THAN THE TRADE SIZE 1"



P1 - LEVEL

SCALE: 3/16" = 1'-0"



KELTON APARTMENTS
3736 S. KELTON AVENUE
LOS ANGELES, CA 90034

1ST FLOOR PLAN

Original drawing size is 36" x 48"

ISSUED FOR: 06.17.21 REV. PZA

PROJECT:
KELTON

A-2.1

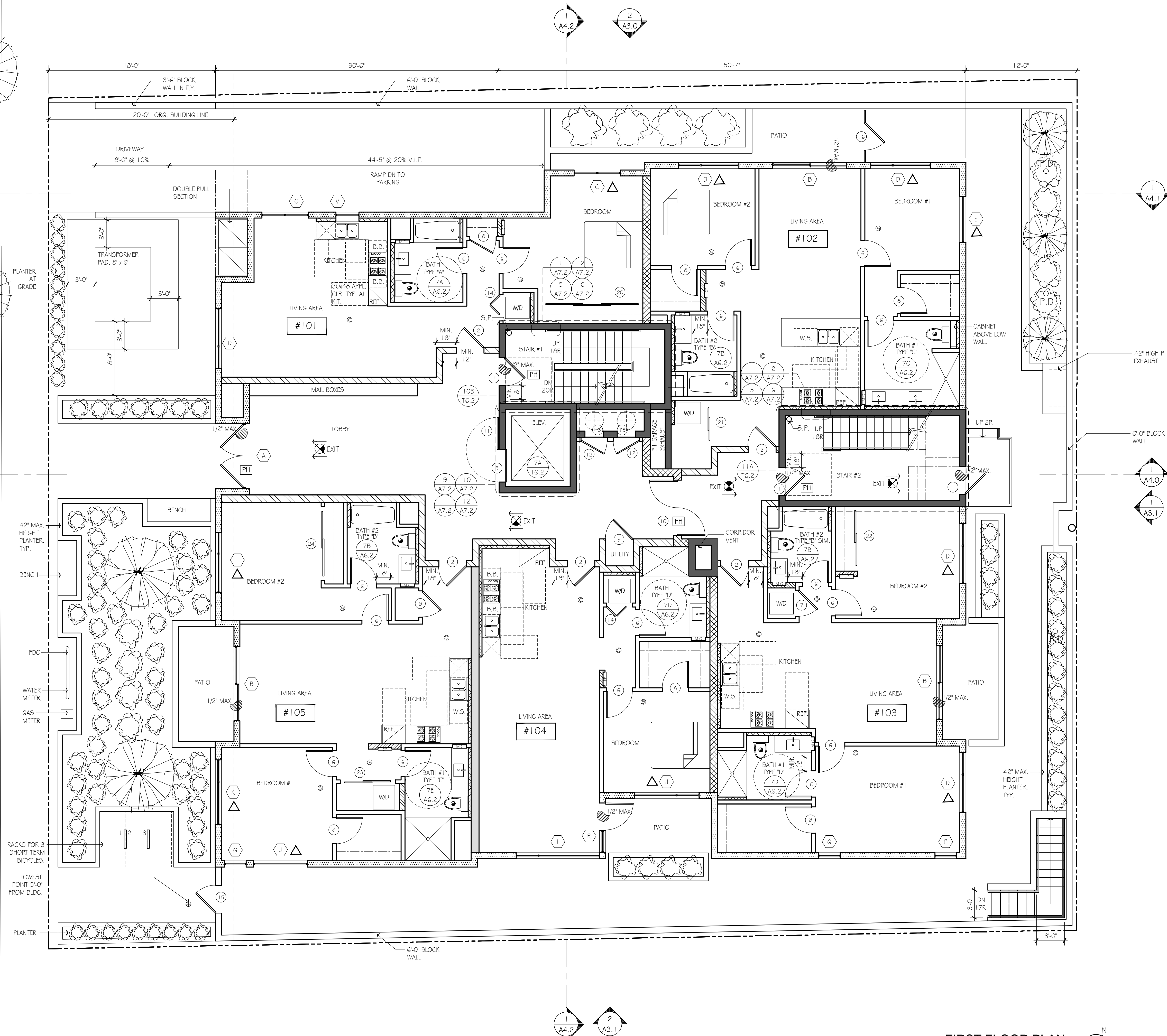
LEGENDA

- 8" 2-HOUR SHAFT (13/14) (A7.0/A7.0) SIMILAR
- 1-HOUR INTERIOR WALLS 2x4 OR 2x6 PER STRUCTURAL (1/2) (A7.0)
- 1-HOUR FIRE PARTY WALL W/ STC RATING (4/8) (A7.0)
- 1-HOUR CORRIDOR WALL W/ STC RATING (2/6) (A7.0/A7.0)
- TWO HOUR EXTERIOR WALLS 2x4 OR 2x6 PER STRUCTURAL (14/14) (A7.0)
- THREE HOUR AREA SEPARATION WALL W/ STC 50 RATING (12/16) (A7.0/A7.0)
- DUCTS AND AIR TRANSFER OPENINGS THROUGH FIRE WALLS SHOULD BE AVOIDED. IF ALLOWED, DUCT AND AIR TRANSFER OPENING PENETRATIONS SHALL BE PROTECTED AS REQUIRED IN SECTION 714 AND 717. DAMPERS ARE REQUIRED.
- 2x4 PLUMBING WALL (1/2) (A7.0)
- 2x6 PLUMBING WALL / ELECTRICAL PANEL

- PH PANIC HARDWARE
- 1/2" MAX CHANGE IN LEVEL AT THRESHOLD (4/8) (A7.4)
- 5 MIN AIR CHANGE PER HR. FAN EXHAUST SYSTEM, ENERGY STAR RATED AND HUMIDISTAT CONTROLLED. DUCTED TO EXTERIOR
- LOW LEVEL EXIT SIGN, SELF LUMINOUS, BOTTOM OF SIGN 6" A.F.F. PROVIDE APPROVED LOW-LEVEL EXIT SIGNS IN ALL INTERIOR EXIT CORRIDORS. (ITL 24, PART 2, CHAPTER 10)
- HARD-WIRED SMOKE DETECTORS WITH A BATTERY BACKUP AND LOW BATTERY SIGNAL ARE REQUIRED IN ALL SLEEPING ROOMS.
- CARBON MONOXIDE & SMOKE DETECTOR COMBINATION
- EGRESS WINDOW W/ MIN. NET CLEAR OPENABLE AREA OF 5.7 S.F. AND MIN. 20" CLR. OPENABLE WIDTH AND 24" MIN. OPENABLE HEIGHT. SILL HEIGHT MAX. 44" A.F.F. AT ALL BEDROOMS.
- WD FRONT LOADING WASHER / DRYER. MANAGEMENT WILL PROVIDE ACCESSIBLE WASHER AND DRYER OR ASSISTIVE DEVICE UPON REQUEST.
- DW DISH WASHER
- REF. REFRIGERATOR
- B.D. BALCONY DRAIN
- EL ELEVATION
- R.D. ROOF DRAIN
- O.D. OVERFLOW DRAIN
- D.D. DECK DRAIN
- P.D. PLANTER DRAIN
- A.D. AREA DRAIN
- S.P. STANDPIPE
- M.C. RECESSED MEDICINE CABINET
- E.P. ELECTRICAL PANEL
- 15" BREAD BOARD IN KITCHEN
- 2 BREADBOARDS IN LIDU OF 30" WORKSURFACE
- 30" WORKSURFACE IN KITCHEN

- NOTES:
- WATER SUB-METERS LOCATED ABOVE WASHER/DRYER, TYPICAL ALL UNITS.
 - A COPY OF THE CONSTRUCTION DOCUMENTS OR A COMPARABLE DOCUMENT INDICATING THE INFORMATION FROM ENERGY CODE SECTIONS 11.0, 11.0(B) THROUGH 11.0, 11.0(C) SHALL BE PROVIDED THE OCCUPANT.
 - INTERIOR FINISH MATERIALS APPLIED TO WALL AND CEILINGS SHALL BE TESTED AS SPECIFIED IN SECTION 603
 - FLOORS TO BE SLIP RESISTANT
 - FOR ALL REQ'D. MANEUVERING CLEARANCES AT DOORS SEE (9/11-6.2)

NOTE: ALL DOWNSPOUTS AND ROOF DRAINS TO BMP DEVICES PER LID PLANS



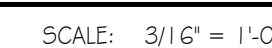
FIRST FLOOR PLAN

SCALE: 3/16" = 1'-0"

REV

A-2.2

NOTE: ALL DOWNSPOUTS AND ROOF DRAINS TO BMP DEVICES
PER LID PLANS















































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A-2.3

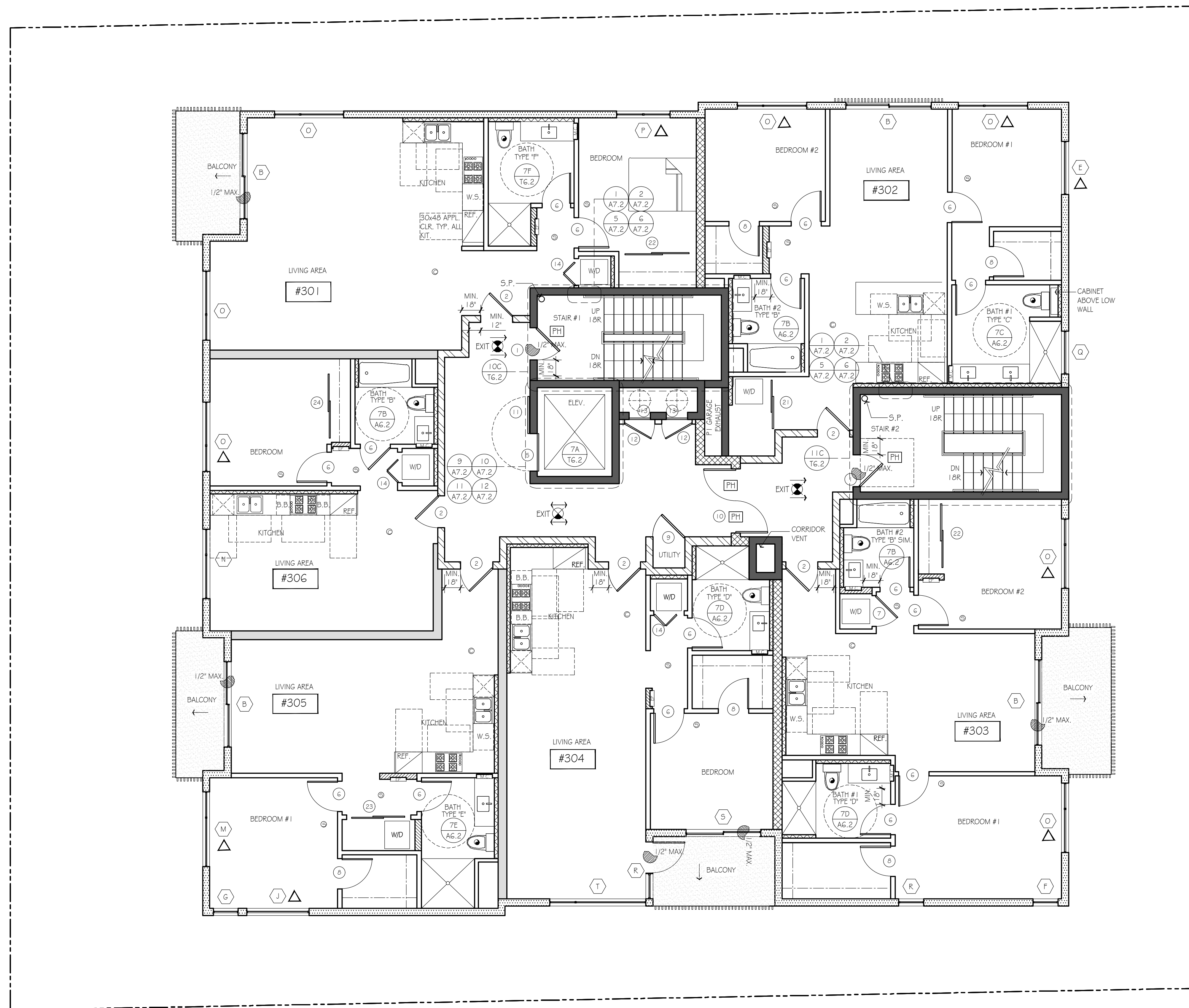
LEGENDA

- | | | |
|---|--|---|
| | 8" 2-HOUR SHIRT |  SIMILAR |
|  | 1-HOUR INTERIOR WALLS 2x4 OR 2x6 PER STRUCTURAL |  |
|  | 1-HOUR FIRE PARTY WALL W/ STC RATING |  |
|  | 1-HOUR CORRIDOR WALL W/ STC RATING |   |
|  | TWO HOUR EXTERIOR WALLS 2x4 OR 2x6 PER STRUCTURAL |  |
|  | THREE HOUR AREA SEPARATION WALL W/ STC 50 RATING |   |
|  | DUCTS AND AIR TRANSFER OPENINGS THROUGH FIRE WALLS SHOULD BE PROVIDED, IF ALLOWED, DUCT AND AIR TRANSFER OPENING PENETRATIONS SHALL BE PROTECTED AS REQUIRED IN SECTION 714 AND 717. DAMPERS ARE REQUIRED. |  |
|  | 2x4 PLUMBING WALL |  |
|  | 2x6 PLUMBING WALL / ELECTRICAL PANEL | |
|  | MER-KO WEATHER DUCT, WATER PROOFING OR SIMILAR RWP 25734 | |
|  | PANIC HARDWARE | |
|  | CHANGE IN LEVEL AT THRESHOLD |  |
|  | 5 MIN AIR CHANGE PER HR. FAN EXHAUST SYSTEM, ENERGY STAR RATED AND HUMIDISTAT CONTROLLED. DUCTED TO EXTERIOR. | |
|  | LOW LEVEL DENT SIGN, SELF LUMINOUS, BOTTOM OF SIGN 4' A.F.F. PROVIDE APPROVED LOW-LEVEL EXIT SIGNS IN ALL INTERIOR EXIT CORRIDORS. (TTL24, PART 2, CHAPTER 10) | |
|  | HARD-WIRED SMOKE DETECTORS WITH A BATTERY BACKUP AND LOW BATTERY SIGNAL ARE REQUIRED IN ALL SLEEPING ROOMS. | |
|  | CARBON MONOXIDE + SMOKE DETECTOR COMBINATION | |
|  | EGRESS WINDOW W/ MIN. NET CLEAR OPERABLE AREA OF 5.7 S.F. AND MIN. 20" CLR. OPERABLE WITH 24" MIN. OPERABLE HEIGHT, SILL HEIGHT MAX. 44" A.F.F. AT ALL BEDROOMS. | |
|  | WD FRONT LOADING WASHER / DRYER. MANAGEMENT WILL PROVIDE ACCESSIBLE WASHER AND DRYER OR ASSISTIVE DEVICE UPON REQUEST. |  |
|  | D/W DISH WASHER | |
|  | REF. REFRIGERATOR | |
|  | B.D. BALCONY DRAIN | |
|  | E.L. ELEVATION | |
|  | R.D. ROOF DRAIN | |
|  | O.O. OVERFLOW DRAIN | |
|  | D.D. DECK DRAIN | |
|  | P.D. PLANTER DRAIN | |
|  | A.D. AREA DRAIN | |
|  | S.P. STAIRDPIPE | |
|  | M.C. RECESSED MEDICINE CABINET | |
|  | E.P. ELECTRICAL PANEL | |
|  | 15' BREAD BOARD IN KITCHEN | |
|  | 2 BREAKDOWNS IN LIEU OF 30' WORKSURFACE | |
|  | 30' WORKSURFACE IN KITCHEN | |

NOTES:

- WATER SUB-METERS LOCATED ABOVE WASHER/DRYER. TYPICAL ALL UNITS.
- A COPY OF THE CONSTRUCTION DOCUMENTS OR A COMPARABLE DOCUMENT INDICATING THE INFORMATION FROM ENERGY CODE SECTIONS 110.1.(B) THROUGH 110.1.(C) SHALL BE PROVIDED THE OCCUPANT.
- INTERIOR FINISH MATERIALS APPLIED TO WALL AND CEILINGS SHALL BE TESTED AS SPECIFIED IN SECTION 803
- FLOORS TO BE SLIP RESISTANT
- FOR ALL REQD. MANEUVERING CLEARANCES AT DOORS SEE 9-6

NOTE: ALL DOWNSPOUTS AND ROOF DRAINS TO BMP DEVICES
PER LID PLANS



THIRD FLOOR PLAN

$$G(\mathcal{A}) \cap E = 3/16^2 = 1/4$$


	8' 2-HOUR SHIRT	13 A7.0	14 A7.0	SIMILAR
	1-HOUR INTERIOR WALLS 2x4 OR 2x6 PER STRUCTURAL		7 A7.0	
	1-HOUR FREE PARTY WALL W/ STC RATING		4 A7.0	
	1-HOUR CORRIDOR WALL W/ STC RATING		7 A7.0	6 A7.0
	2-HOUR EXTERIOR WALLS 2x4 OR 2x6 PER STRUCTURAL		14 A7.0	
	THREE HOUR AREA SEPARATION WALL W/ STC 50 RATING		12 A7.0	
	DUCTS AND AIR TRANSFER OPENINGS THRU FIRE WALLS SHOULD BE AVOIDED. IF ALLOWED DUCT AND AIR TRANSFER OPENING PENETRA- TION SHALL BE PROTECTED AS REQUIRED IN SECTION 71.6 AND 71.7. DAMPERS ARE REQUIRED.			
	2x4 PLUMBING WALL		6 A7.0	
	2x6 PLUMBING WALL / ELECTRICAL PANEL			
	MR-KO WEATHER DECK, WATER PROOFING SIMILAR RS# 25774			
	PANIC HARDWARE			
	CHANGE IN LEVEL AT THRESHOLD		4 A7.4	

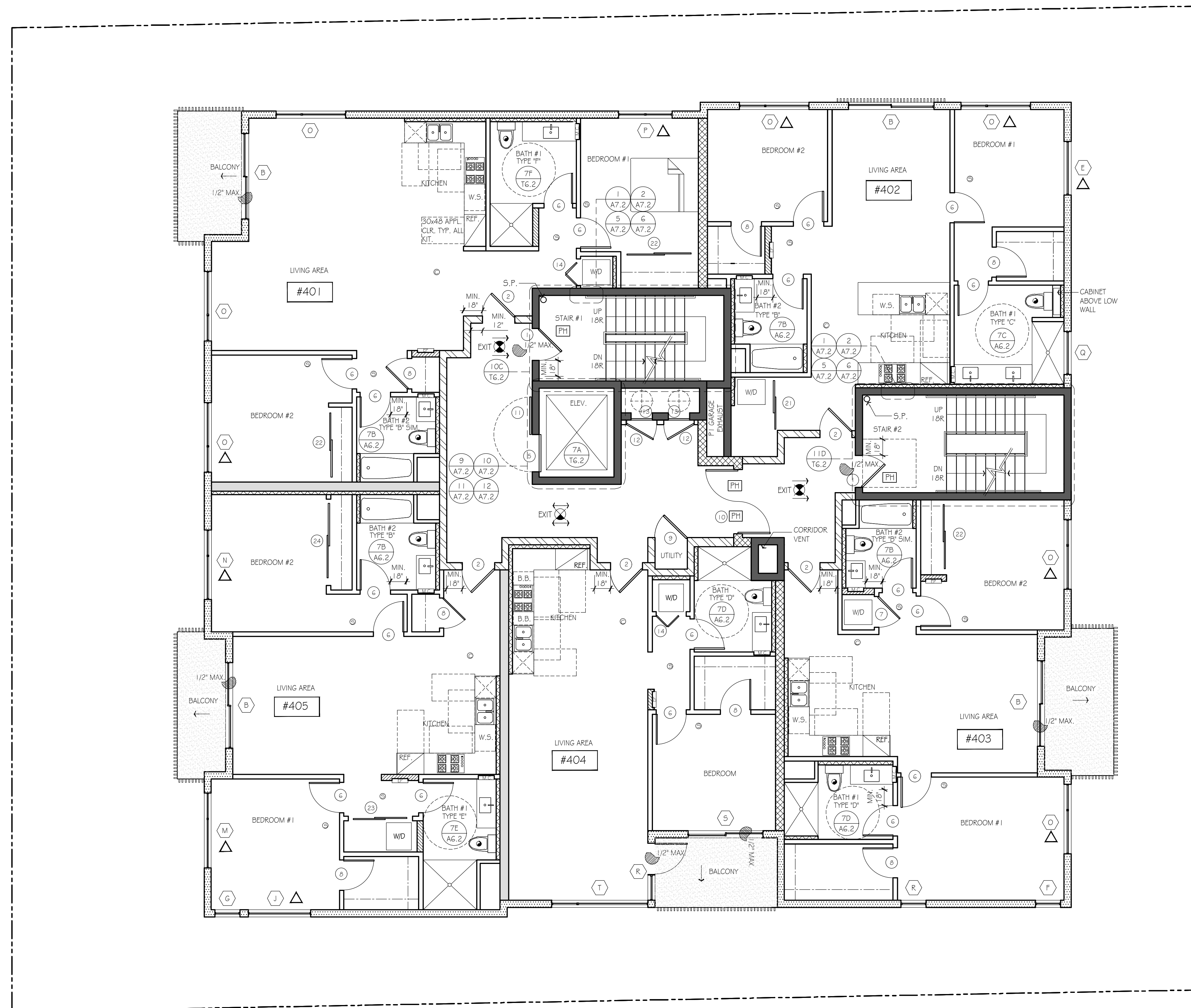
- | | |
|--|--|
| | 5 MIN. AIR CHANGE PER HR. FAN EXHAUST SYSTEM, ENERGY STAR RATED AND HUMIDISTAT CONTROLLED. DUCTED TO EXTERIOR. |
| ⊗
EXIT | LOW LEVEL EXIT SIGN, SELF LUMINOUS. BOTTOM OF SIGN 6' A.F.F. PROVIDE APPROVED LOW-LEVEL EXIT SIGNS IN ALL INTERIOR EXIT CORRIDORS. (ITL 2.4; PART 2, CHAPTER 10) |
| ⊕ | HARD-WIRED SMOKE DETECTORS WITH A BATTERY BACKUP AND LOW BATTERY SIGNAL ARE REQUIRED IN ALL SLEEPING ROOMS. |
| Ⓒ | CARBON MONOXIDE & SMOKE DETECTOR COMBINATION |
| Ⓐ | EGRESS WINDOW W/ MIN. NET CLEAR OPENABLE AREA OF 5.7 S.F. AND MIN. 20" CLR. OPENABLE WIDTH & 24" MIN. OPENABLE HEIGHT. SILL HEIGHT MAX. 44" A.F.F. AT ALL OPENABLES. |
| WD | FRONT LOADING WASHER / DRYER.
MANAGEMENT WILL PROVIDE ACCESSIBLE WASHER AND DRYER OR ASSISTIVE DEVICE UPON REQUEST. |
| DIW | DSH WASHER |
| RF | REFRIGERATOR |
| B.D. | BALCONY DRAIN |
| EL | ELEVATION |
| R.D. | ROOF DRAIN |
| O.O. | OVERFLOW DRAIN |
| D.D. | DECK DRAIN |
| P.D. | PLANTER DRAIN |
| A.D. | AREA DRAIN |
| S.F. | STANDPIPE |
| M.C. | RECESSED MEDICINE CABINET |
| E.P. | ELECTRICAL PANEL |
| [B]
[D]
[F]
[H]
[J]
[L]
[N]
[P]
[R]
[T]
[V]
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[Z]
[1]
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[3]
[4]
[5]
[6]
[7]
[8]
[9] | 1" S BREAD BOARD IN KITCHEN
2 BREADBOARDS IN LIEU OF 30" WORKSURFACE

30" WORKSURFACE IN KITCHEN |

NOTES:

- WATER SUB-METERS LOCATED ABOVE WASHER/DRYER. TYPICAL ALL UNITS.
- A COPY OF THE CONSTRUCTION DOCUMENTS OR A COMPARABLE DOCUMENT INDICATING THE INFORMATION FROM ENERGY CODE SECTIONS 110.10(B) THROUGH 110.10(C) SHALL BE PROVIDED THE OCCUPANT.
- INTERIOR FINISH MATERIALS APPLIED TO WALL AND CEILINGS SHALL BE TESTED AS SPECIFIED IN SECTION 803
- FLOORS TO BE SLIP RESISTANT
- FOR ALL REQD. MANEUVERING CLEARANCES AT DOORS SEE 911-6.2

NOTE: ALL DOWNSPOUTS AND ROOF DRAINS TO BMP DEVICES
PER LID PLANS



SCALE: $3/16" = 1'-0"$



ROOF PLAN

[illegible]

A-2.6

	8" 2-HOUR SHIRT	(17 A7.6)	(19 A7.0)	SIMILAR
○	ROOF THE-BACK ANCHOR	(67.3)		
EXIT	LOW LEVEL EXIT SIGN, SELF LUMINOUS, BOTTOM OF SIGN A-7.1 PROVIDE APPROVED LOW-LEVEL EXIT SIGNS IN ALL INTERIOR EXIT CORRIDORS, (TTL 24.4 PART 2, SECTION 10)			
PH	PANIC HARDWARE			
1/2" MAX	CHANGE IN LEVEL AT THRESHOLD			
---	PATH OF TRAVEL P.T.			
O.S.	OVERFLOW SCUPPER			
R.D.	ROOF DRAIN			
EL	ELEVATION			
E.P.	EQUIPMENT PAD			
CRKT	CRICKET			
R.D.	ROOF DRAIN			
S.F.	STAIRPIPE			
D.S.	DOWN SPOUT			
	ROOF DRAIN VERSADUILL FR ADJUSTABLE PEDESTAL SYSTEM, LARK #26041, SEE 5HT, A-7.2			

SOLAR AREA NOTE:
SOLAR AREA AT ROOF NOT REQUIRED PER 2016 BUILDING
ENERGY EFFICIENCY STANDARDS SECTION 110.10(b) 1B,
EXCEPTION 4, SINCE FOLLOWING CONDITIONS ARE MET:

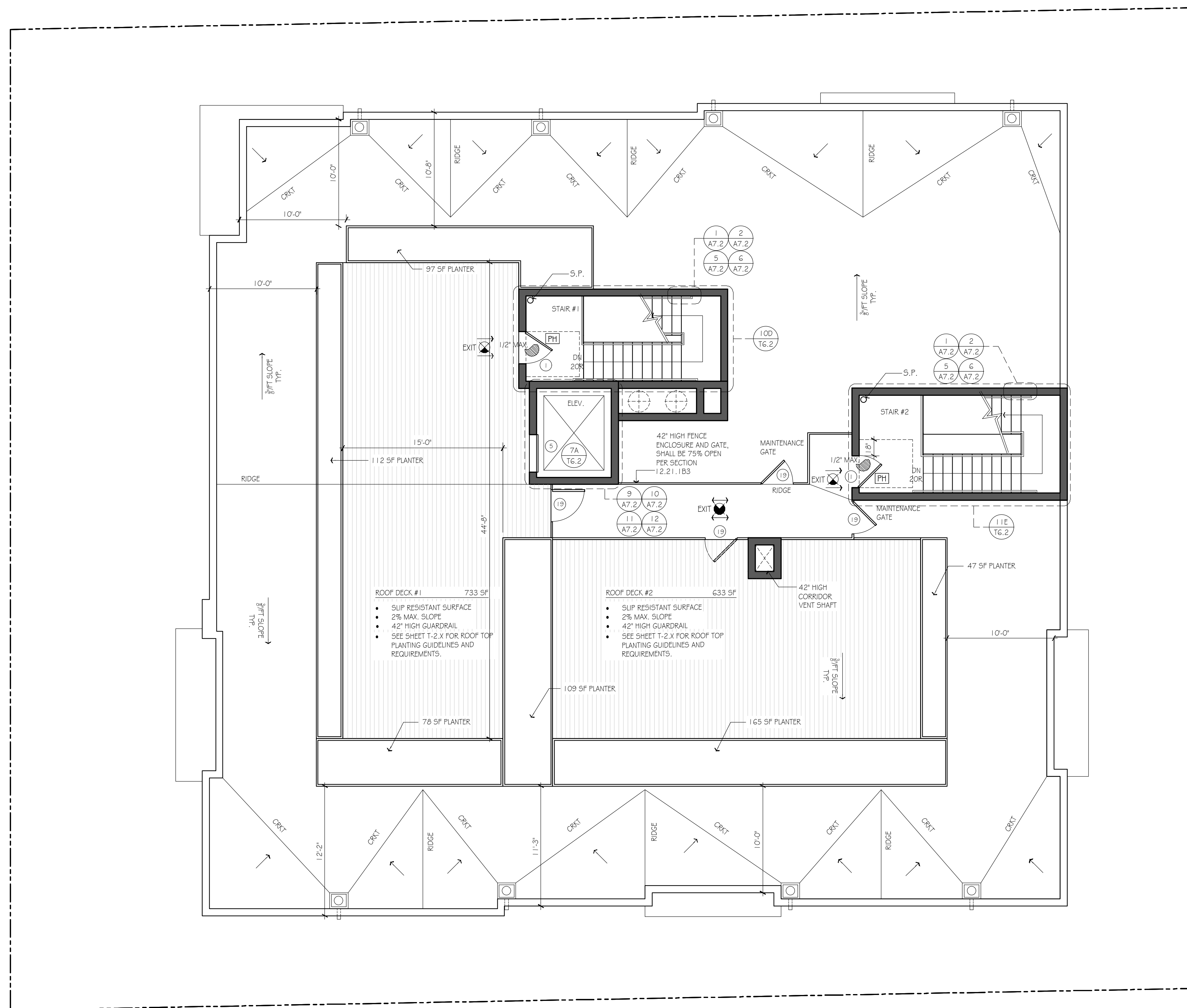
ALL UNITS WILL HAVE INSTALLATION OF A DISHWASHER THAT MEETS OR EXCEEDS THE ENERGY STAR PROGRAMS REQUIREMENTS WITH EITHER A REFRIGERATOR THAT MEETS OR EXCEEDS THE ENERGY STAR PROGRAMS REQUIREMENTS OR A WHOLE HOUSE FAN DRIVEN BY AN ELECTRONICALLY COMMUTATED MOTOR. REFER TO SHEET T-7.13 FOR SPECIFICATIONS.

PLANTERS	
97 SF + 112 SF + 78 SF + 109 SF + 165 SF + 47 SF	
TOTAL PLANTERS	= 608 SF
<hr/>	
TOTAL OPEN SPACE	= 1,974 SF

A SIGN SHALL BE POSTED ON EACH DOOR BETWEEN THE STAIRWAY AND THE ROOF, INDICATING;

- MAX. DESIGN LOAD
- WHETHER THE ROOFTOP GARDEN CAN BE OCCUPIED OR NOT OCCUPIED
- IF AN OCCUPIED ROOFTOP GARDEN, THE MAX. OCCUPANT LOAD
- ROOF DECK & WALKWAY TO BE SUP. RESISTANT, 2% MAXIMUM SLOPE & BE ENCLOSED BY 42" HIGH GUARDRAIL.

NOTE: ALL ROOF RUNOFF, DOWNSPOUTS AND ROOF DRAINS TO BMP DEVICES PER LID PLANS



ROOF PLAN





STREET ELEVATION (SOUTHWEST)

SCALE: 3/16" = 1'-0"



SIDE ELEVATION (NORTHWEST)

SCALE: 3/16" = 1'-0"

KELTON APARTMENTS
3736 S. KELTON AVENUE
LOS ANGELES, CA 90034

ELEVATIONS

Original drawing date is 3/27/2021

ISSUED FOR	REV.
06.17.21	P2A

PROJECT:
KELTON

A-3.0

ISSUED FOR	REV
06.17.21	PZA

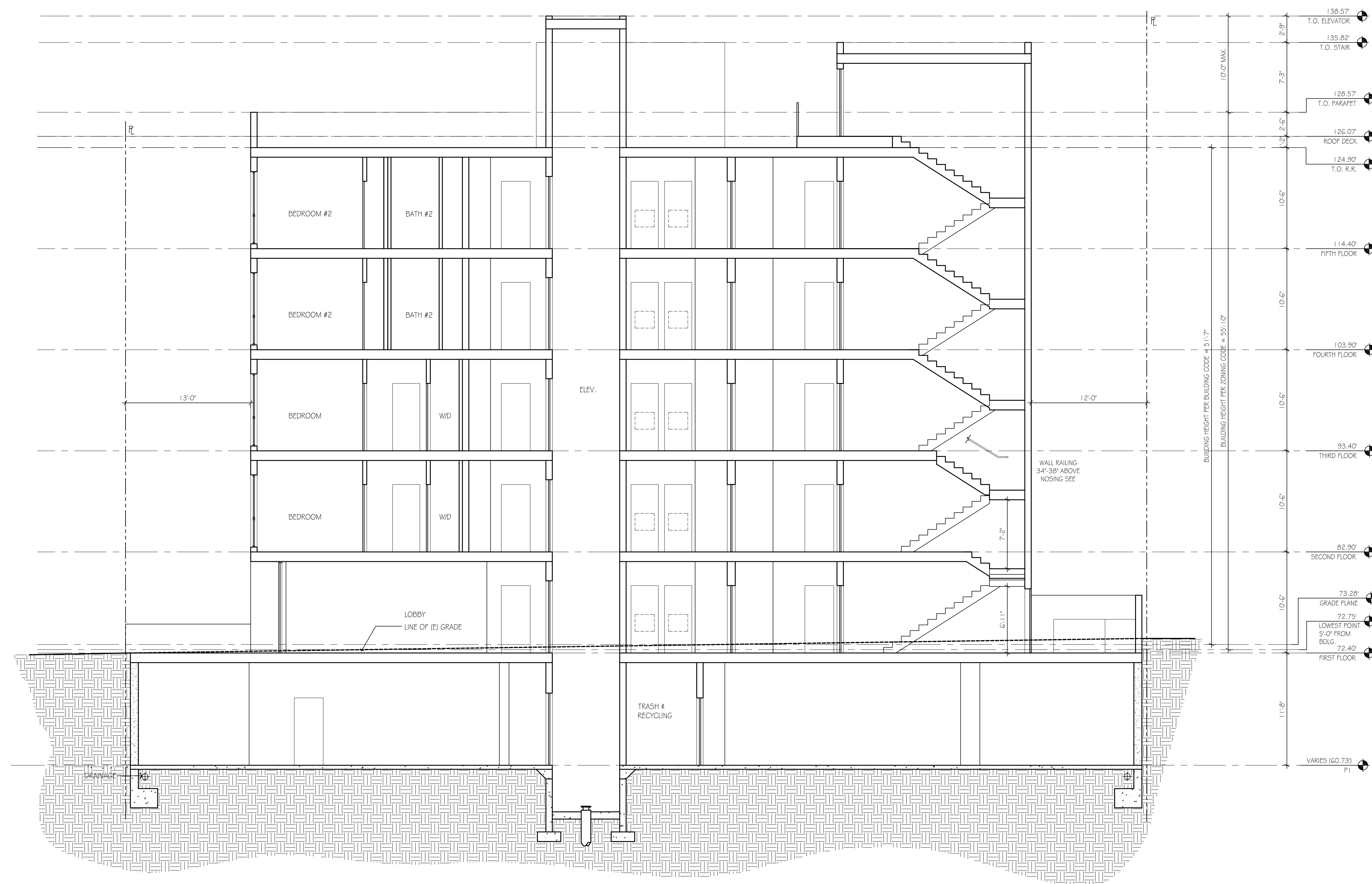
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SECTION

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A-4.0



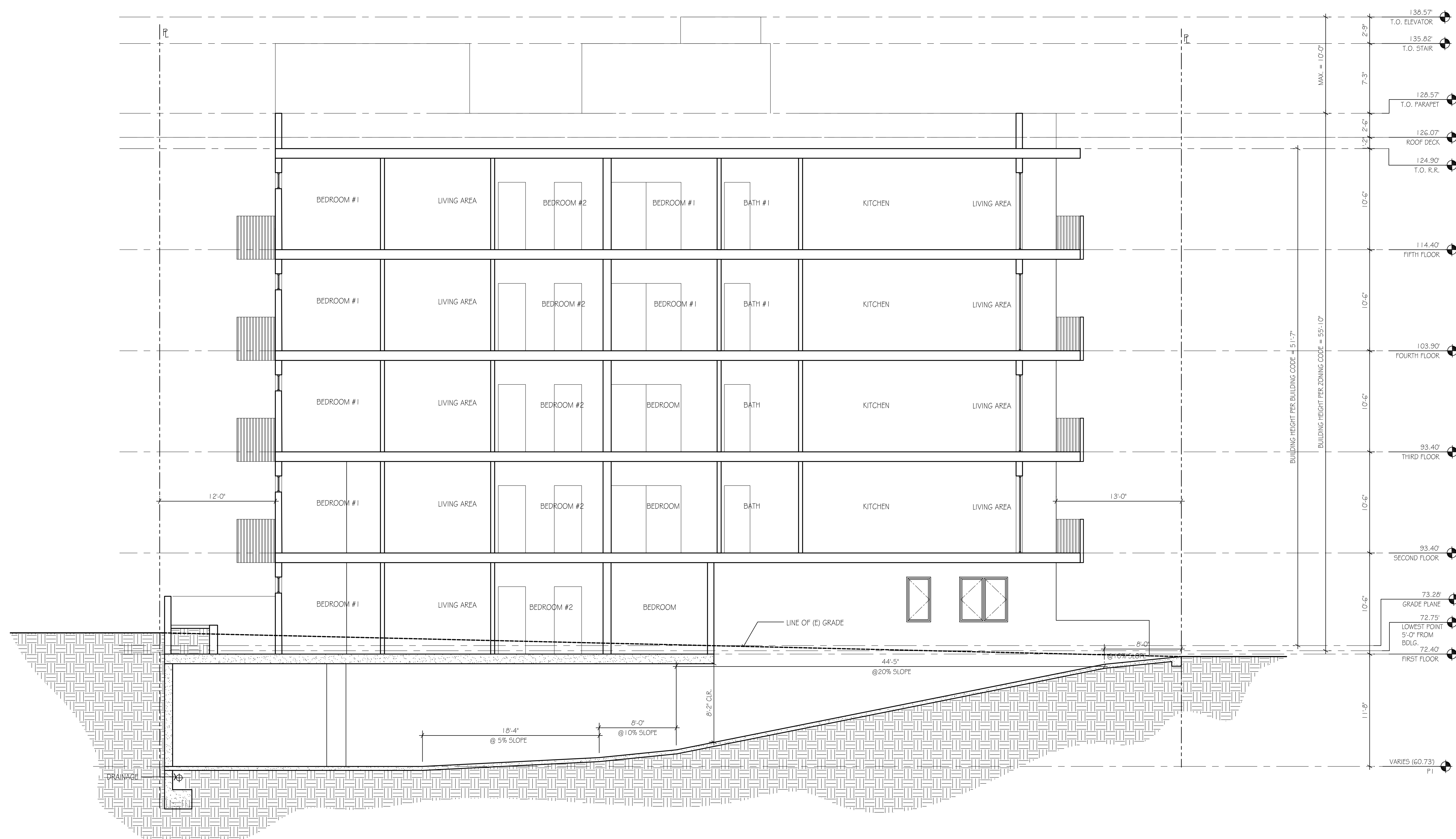
SCALE: 3/16" = 1'-0"

1

SECTION

[illegible]

A-4.1



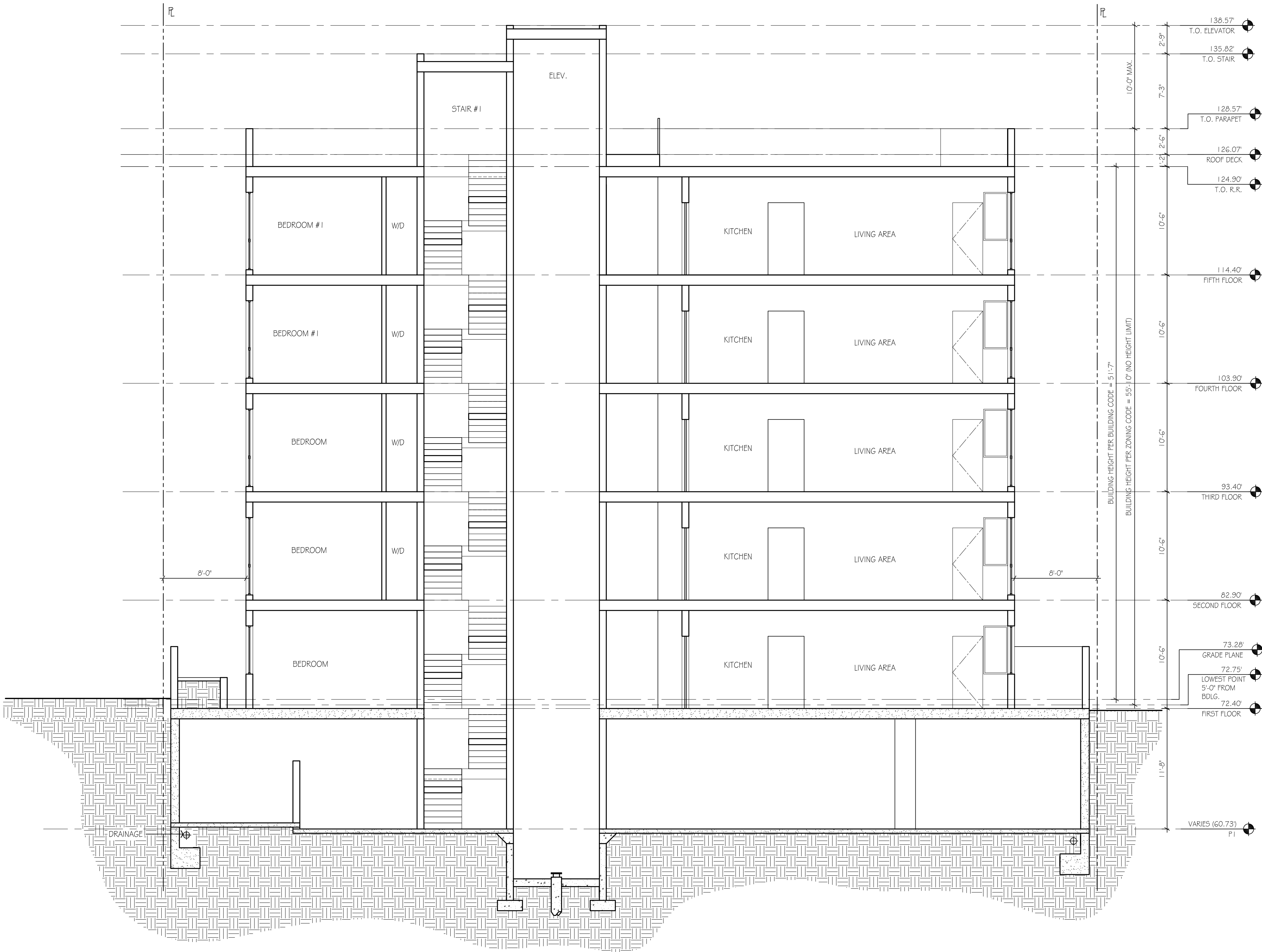
SCALE: 3/16" = 1'-0"

1

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ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND PROPERTY OF MIKA design group, INC. AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS, OR PLANS SHALL BE USED BY OR DISCLOSED TO PERSONS, FIRMS OR CORPORATIONS FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF MIKA design group, INC. WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS. CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB, AND THE OFFICE MUST BE NOTIFIED, IN WRITING, OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHOWN BY THESE DRAWINGS.

1



SECTION
SCALE: 3/16" = 1'-0"

MIKA design group

P 310.273.0220 www.mikadesigngroup.com

KELTON APARTMENTS
3736 S. KELTON AVENUE
LOS ANGELES, CA 90034

SECTION

ISSUED FOR
06.17.21

REV.
PZA

PROJECT:
KELTON

A-4.2



SCALE: N/A

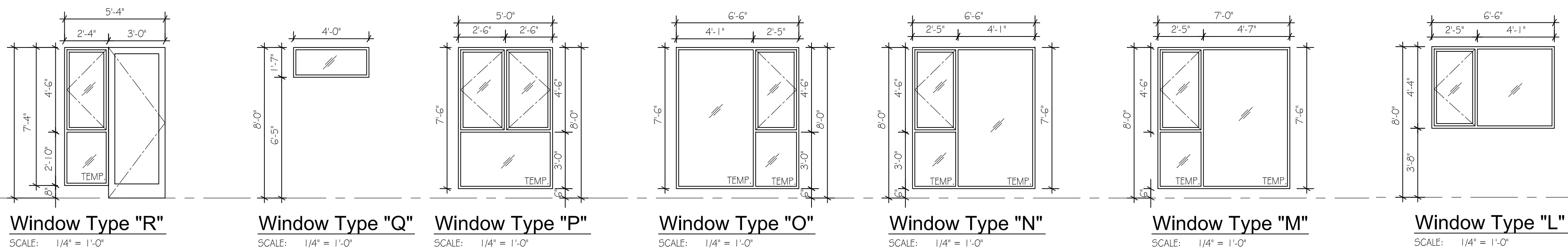
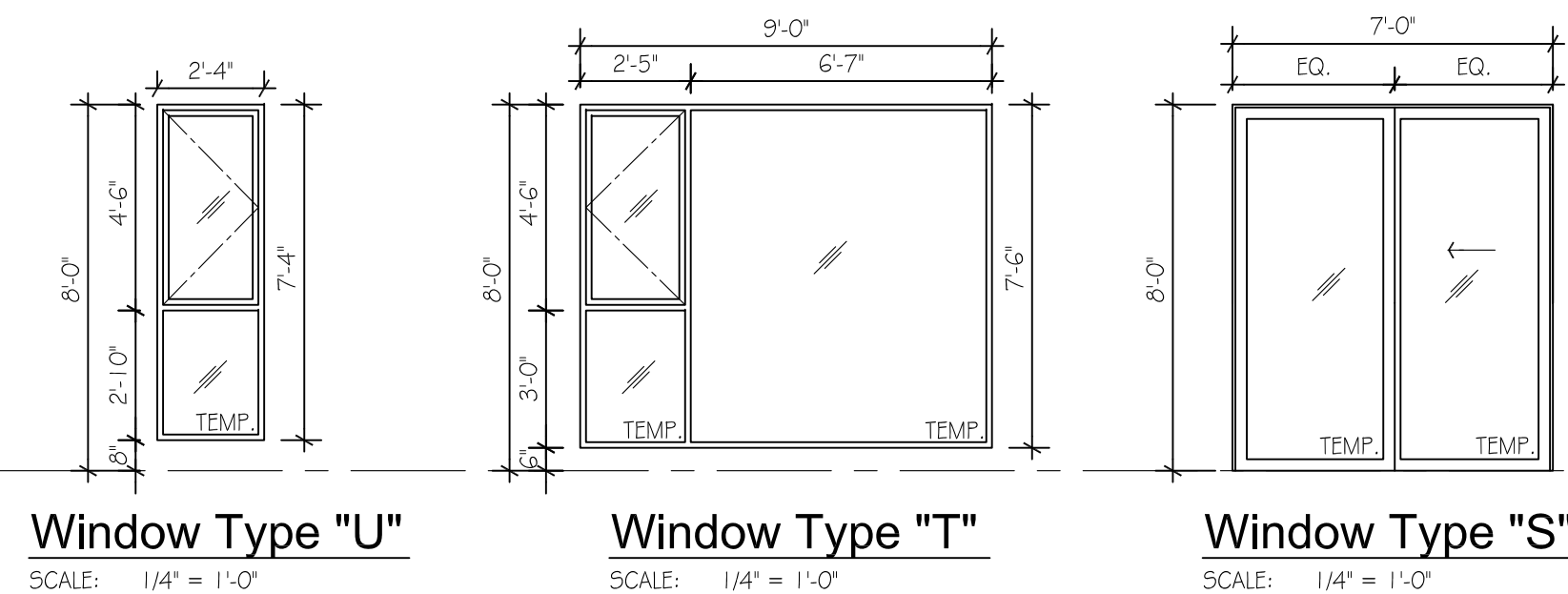
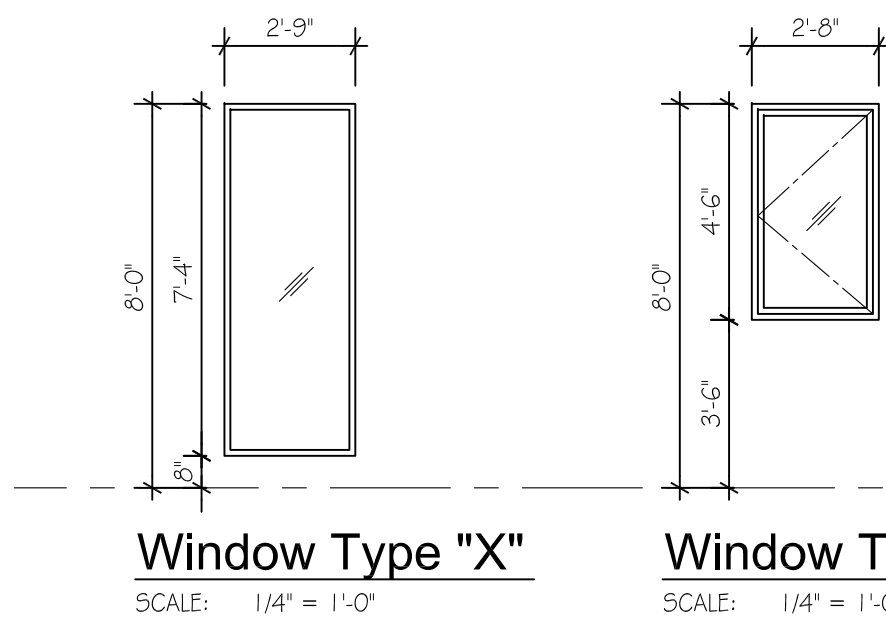
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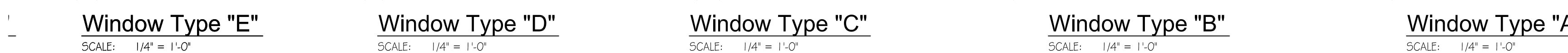
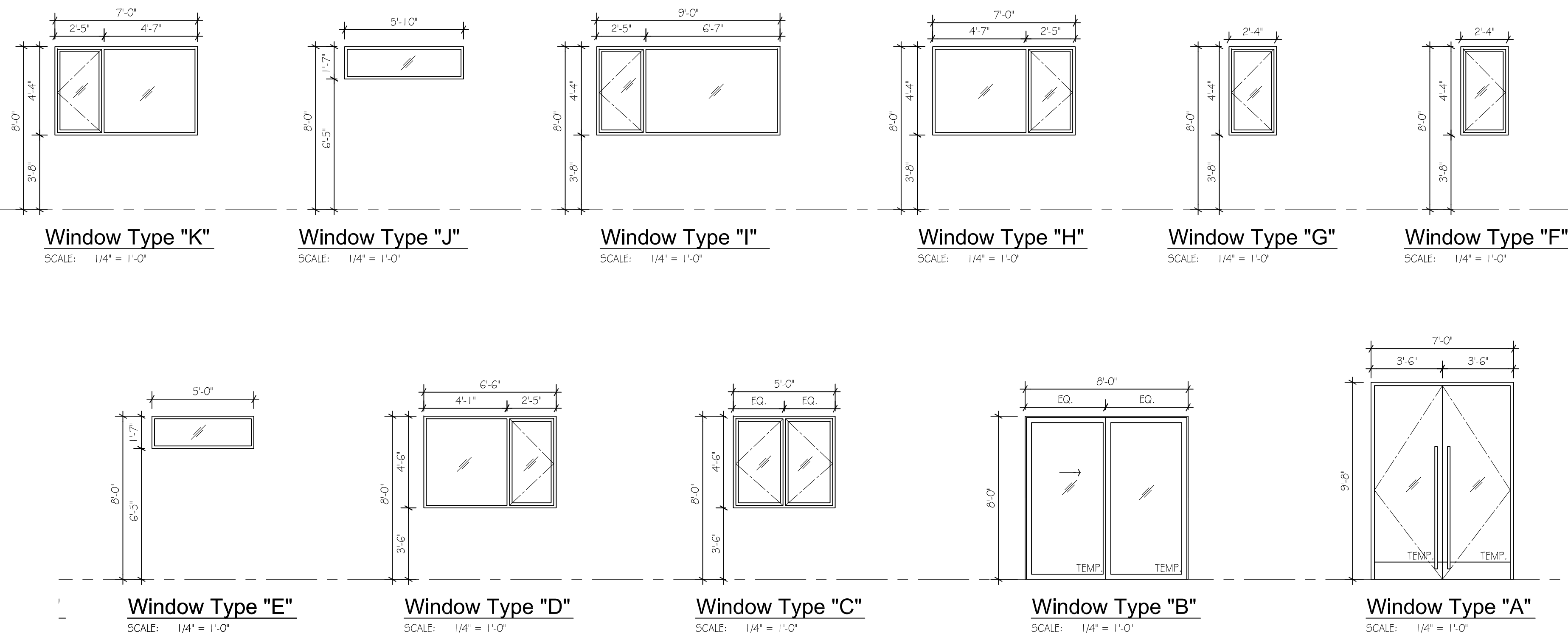


SCALE: N/A

Door Schedule																
MARK	OPENING SIZE (W x H)	THICKNESS	TYPE	FRAME		DOOR			DETAILS			GLAZING		SCREEN	REMARKS	NOTES: 1. 1/2 PAIR HINGES PER DOOR. SHOW ALL BUGS ON TEMPERED GLASS
				MATERIAL	FINISH	MATERIAL	FINISH	RATING	HEAD	JAMB	SILL	LAMINATED	TEMPERED			
1	3'-0" x 7'-0"	1-3/4"	HOLLOW MTL. SLAB	MTL	PAINT	MTL	PAINT	90 MIN.				-	-	-	SELF CLOSER @ HEAD, 1-1/2 HOUR RATED W/ SMOKE GASKET	
2	3'-0" x 7'-0"	1-3/4"	HOLLOW MTL. SLAB	TIMELY	PAINT	MTL	PAINT	20 MIN.				-	-	-	SELF CLOSER @ HEAD, STC. MIN. 26, 20 MINUTE RATED W/ SMOKE GASKET. DOOR AND FRAME SHALL BEAR APPROVED LABEL SHOWING RATING FOLLOWED BY LETTER 'S'. ENTRY DOOR TO UNIT.	
3	6'-0" x 7'-0"	1-3/4"	HOLLOW MTL. SLAB	MTL	PAINT	MTL	PAINT	90 MIN.				-	-	-	PAIR OF DOORS, SELF CLOSER @ HEAD, 1-1/2 HR RATED W/ SMOKE GASKET	
4	-	-	NOT USED	-	-	-	-	-				-	-	-		
5	3'-6" x 7'-6"	1-3/4"	HOLLOW MTL. SLAB ELEVATOR DR.	PR MFR	PR MFR	PR MFR	PR MFR	90 MIN.				-	-	-	IN WD FRAME WALL, 1-1/2 HOUR RATED @ ELEVATOR	
6	2'-10" x 7'-0"	1-3/4"	SOLID CORE SLAB DR.	WD	PAINT	WD	PAINT	-				-	-	-	TYPICAL INTERIOR DOOR (INCL. HVAC CLOSET)	
7	2'-10" x 7'-0"	1-3/4"	LOUVERED DR.	WD	PAINT	WD	PAINT	-				-	-	-	DOOR @ WASHER & DRYER	
8	2'-10" x 7'-0"	1-3/4"	HOLLOW WD SLAB DR.	WD	PAINT	WD	PAINT	-				-	-	-	DOOR @ CLOSET	
9	3'-0" x 7'-0"	1-3/4"	MTL. DR.	WD	PAINT	WD	PAINT	20 MIN.				-	-	-	SELF CLOSER W/ SMOKE GASKET	
10	6'-0" x 7'-0"	1-3/4"	HOLLOW MTL. SLAB	MTL	PAINT	MTL	PAINT	180 MIN.				-	-	-	PAIR OF 3'-0" X 7'-0" DOORS, FIRE ALARM ACTIVATED CLOSER @ HEAD, 180 MIN. RATED W/ SMOKE GASKET	
11	3'-6" x 7'-6"	1-3/4"	SOLID CORE SLAB DR. @ ELEVATOR DR.	TIMELY	FACTORY	MTL	PAINT	90 MIN.				-	-	-	SELF CLOSER @ HEAD, STC. MIN. 26, 1-1/2 HR RATED W/ SMOKE GASKET. DOOR AND FRAME SHALL BEAR APPROVED LABEL SHOWING RATING FOLLOWED BY LETTER 'S'.	
12	3'-0" x 7'-0"	1-3/4"	HOLLOW METAL SLAB	TIMELY	FACTORY	MTL	PAINT	45 MIN.				-	-	-	SELF CLOSER @ HEAD, STC. MIN. 26, 45 MIN. RATED W/ SMOKE GASKET. DOOR AND FRAME SHALL BEAR APPROVED LABEL SHOWING RATING FOLLOWED BY LETTER 'S'. @ TRASH ROOM	
13	18" x 18"	PRM	TRASH CHUTE MTL. DOOR	MTL	PAINT	MTL	PAINT	90 MIN.				-	-	-	BOTTOM HINGED, ADA APPROVED, TRASH CHUTE DOOR, 90 MIN. RATED.	
14	3'-0" x 7'-0"	1-3/4"	LOUVERED BI-FOLD DR.	WD	PAINT	WD	PAINT	-				-	-	-	BI-FOLD DOOR @ WASHER & DRYER	
15	3'-0" x 6'-0"	PRM	MTL. GATE	MTL	PAINT	MTL	PAINT	-				-	-	-	METAL GATE TO SIDE YARD	
16	3'-0" x 3'-6"	PRM	MTL. GATE	MTL	PAINT	MTL	PAINT	-				-	-	-	METAL GATE TO BACK YARD	
17	3'-0" x 6'-0"	PRM	MTL. GATE	MTL	PAINT	MTL	PAINT	-				-	-	-	GATE TO BICYCLE STORAGE	
18	-	-	NOT USED	-	-	-	-	-				-	-	-		
19	3'-0" x 3'-6"	PRM	MTL. GATE	MTL	PAINT	MTL	PAINT	-				-	-	-	MAINTENANCE GATE @ ROOF	
20	12'-0" x 7'-0"	1-3/4"	HOLLOW WD SLAB	WD	PAINT	WD	PAINT	-				-	-	-	SLIDING DOORS @ CLOSET, (3) 4'-0" WIDE DOORS	
21	5'-0" x 7'-0"	1-3/4"	LOUVERED DR.	WD	PAINT	WD	PAINT	-				-	-	-	SLIDING DOORS @ WASHER & DRYER, (2) 2'-6" WIDE DOORS	
22	7'-0" x 7'-0"	1-3/4"	HOLLOW WD SLAB	WD	PAINT	WD	PAINT	-				-	-	-	SLIDING DOORS @ CLOSET, (2) 3'-6" WIDE DOORS	
23	6'-0" x 7'-0"	1-3/4"	LOUVERED DR.	WD	PAINT	WD	PAINT	-				-	-	-	SLIDING DOORS @ WASHER & DRYER, (2) 3'-0" WIDE DOORS	
24	8'-0" x 7'-0"	1-3/4"	HOLLOW WD SLAB	WD	PAINT	WD	PAINT	-				-	-	-	SLIDING DOORS @ CLOSET, (2) 4'-0" WIDE DOORS	



Window Schedule																
MARK	OPENING SIZE (W x H)	DESCRIPTION	FRAME		SASH		GLAZING			DETAILS			GLAZING		SCREEN	REMARKS
			MATERIAL	FINISH	MATERIAL	FINISH	DUAL	LAMINATED	TEMPERED	HEAD	JAMBS	SILL	LAMINATED	TEMPERED		
A	7'-0" x 9'-8"	FIX / PAIR OF DOORS	ALU.	ANOD.	ALU.	ANOD.	●	-	●	(1)B/A8.1	(1)7/A8.1	(1)G/A8.1	-	-	-	
B	8'-0" x 8'-0"	2 PANEL SLIDING DOORS	ALU.	ANOD.	ALU.	ANOD.	●	-	●	(1)B/A8.1	(1)7/A8.1	(1)G/A8.1	-	-	-	SET OF SLIDING DOORS, TEMPERED
C	5'-0" x 4'-6"	CASE	ALU.	ANOD.	ALU.	ANOD.	●	-	-	(1)B/A8.1	(1)7/A8.1	(1)G/A8.1	-	-	-	
D	6'-6" x 4'-6"	FIXCASE	ALU.	ANOD.	ALU.	ANOD.	●	-	-	(1)B/A8.1	(1)7/A8.1	(1)G/A8.1	-	-	-	
E	5'-0" x 1'-7"	FIX	ALU.	ANOD.	ALU.	ANOD.	●	-	-	(1)B/A8.1	(1)7/A8.1	(1)G/A8.1	-	-	-	
F	2'-4" x 4'-4"	CASE	ALU.	ANOD.	ALU.	ANOD.	●	-	-	(1)B/A8.1	(1)7/A8.1	(1)G/A8.1	-	-	-	
G	2'-4" x 4'-4"	CASE	ALU.	ANOD.	ALU.	ANOD.	●	-	-	(1)B/A8.1	(1)7/A8.1	(1)G/A8.1	-	-	-	
H	7'-0" x 4'-4"	FIXCASE	ALU.	ANOD.	ALU.	ANOD.	●	-	-	(1)B/A8.1	(1)7/A8.1	(1)G/A8.1	-	-	-	
I	9'-0" x 4'-4"	FIXCASE	ALU.	ANOD.	ALU.	ANOD.	●	-	-	(1)B/A8.1	(1)7/A8.1	(1)G/A8.1	-	-	-	
J	5'-10" x 1'-7"	FIX	ALU.	ANOD.	ALU.	ANOD.	●	-	-	(1)B/A8.1	(1)7/A8.1	(1)G/A8.1	-	-	-	
K	7'-0" x 4'-4"	FIXCASE	ALU.	ANOD.	ALU.	ANOD.	●	-	-	(1)B/A8.1	(1)7/A8.1	(1)G/A8.1	-	-	-	
L	6'-6" x 4'-4"	FIXCASE	ALU.	ANOD.	ALU.	ANOD.	●	-	-	(1)B/A8.1	(1)7/A8.1	(1)G/A8.1	-	-	-	
M	7'-0" x 7'-6"	FIXCASE	ALU.	ANOD.	ALU.	ANOD.	●	-	●	(1)B/A8.1	(1)7/A8.1	(1)G/A8.1	-	-	-	
N	6'-6" x 7'-6"	FIXCASE	ALU.	ANOD.	ALU.	ANOD.	●	-	●	(1)B/A8.1	(1)7/A8.1	(1)G/A8.1	-	-	-	
O	6'-6" x 7'-6"	FIXCASE	ALU.	ANOD.	ALU.	ANOD.	●	-	●	(1)B/A8.1	(1)7/A8.1	(1)G/A8.1	-	-	-	
P	6'-6" x 7'-6"	FIXCASE	ALU.	ANOD.	ALU.	ANOD.	●	-	●	(1)B/A8.1	(1)7/A8.1	(1)G/A8.1	-	-	-	
Q	4'-0" x 1'-7"	FIX	ALU.	ANOD.	ALU.	ANOD.	●	-	-	(1)B/A8.1	(1)7/A8.1	(1)G/A8.1	-	-	-	
R	5'-4" x 7'-4"	FIXCASE	ALU.	ANOD.	ALU.	ANOD.	●	-	-	(1)B/A8.1	(1)7/A8.1	(1)G/A8.1	-	-	-	
S	7'-0" x 8'-0"	2 PANEL SLIDING DOORS	ALU.	ANOD.	ALU.	ANOD.	●	-	●	(1)B/A8.1	(1)7/A8.1	(1)G/A8.1	-	-	-	SET OF SLIDING DOORS, TEMPERED
T	9'-0" x 7'-6"	FIXCASE	ALU.	ANOD.	ALU.	ANOD.	●	-	●	(1)B/A8.1	(1)7/A8.1	(1)G/A8.1	-	-	-	
U	2'-4" x 7'-4"	CASE	ALU.	ANOD.	ALU.	ANOD.	●	-	-	(1)B/A8.1	(1)7/A8.1	(1)G/A8.1	-	-	-	
V	2'-8" x 4'-6"	CASE	ALU.	ANOD.	ALU.	ANOD.	●	-	-	(1)B/A8.1	(1)7/A8.1	(1)G/A8.1	-	-	-	
X	2'-9" x 7'-4"	FIX	ALU.	ANOD.	ALU.	ANOD.	●	-	-	(1)B/A8.1	(1)7/A8.1	(1)G/A8.1	-	-	-	



Mika design group

P 310.273.0220 www.mikadesigngroup.com

KELTON APARTMENTS

3736 S. KELTON AVENUE

LOS ANGELES, CA 90034

WINDOW SCHEDULE

ISSUED FOR: 06.17.21

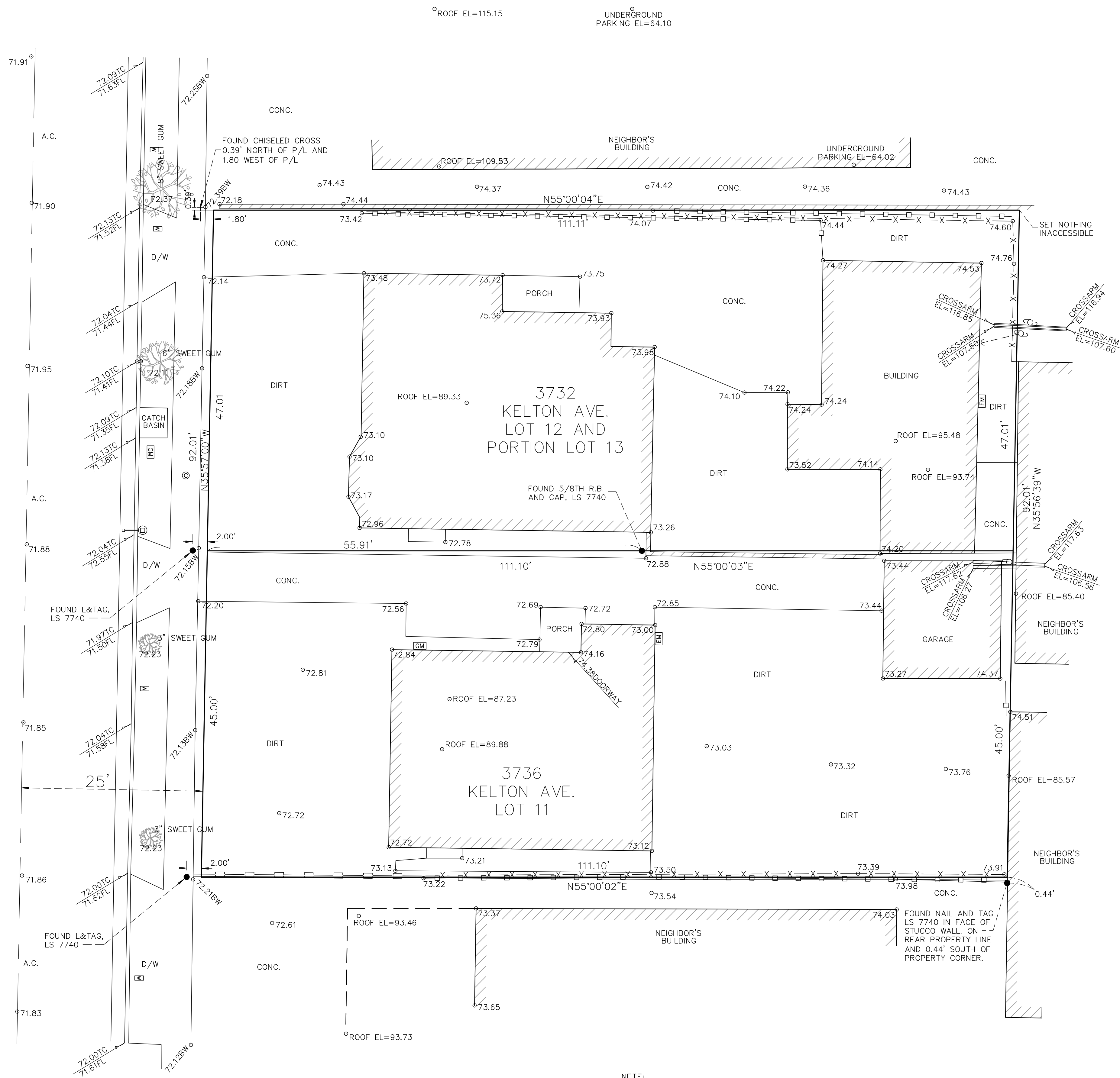
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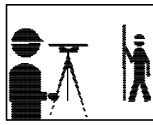
KELTON

A-6.0

KELTON AVENUE



NOTE:
THIS SURVEY DOES NOT INCLUDE EASEMENTS OF RECORD OR OTHERWISE, UNDERGROUND PUBLIC UTILITIES OR OTHER SUBSTRUCTURES, OR ZONE EASEMENTS, SETBACK OR STREET WIDENING DATA IF APPLICABLE.
ALTHOUGH REQUESTED, NO TITLE POLICY OR PRELIMINARY TITLE REPORT WAS MADE AVAILABLE TO THIS SURVEYOR.
IF THE EXISTING GRADES SHOWN ON THIS MAP ARE TO BE USED FOR CONSTRUCTION PURPOSES, IT IS THE RESPONSIBILITY OF THE PARTY USING THIS MAP TO VERIFY THE VERTICAL DATUM BY CHECKING BETWEEN AT LEAST FIVE EXISTING GRADES SHOWN HEREON.
IF THE INFORMATION ON THIS MAP IS TO BE INCLUDED IN CONSTRUCTION PLANS, THIS MAP IN ITS ENTIRETY MUST BE MADE A PART OF THOSE CONSTRUCTION PLANS.



LAWRENCE J. SCHMAHL LICENSED SURVEYOR PLS 5748
11209 HOWARD ST. WHITTIER, CALIFORNIA 90606 (562) 908-0570 / (323) 773-1875

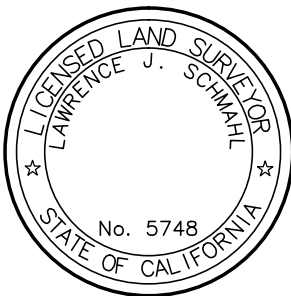
TOPOGRAPHIC SURVEY

SCALE: 1" = 8' APRIL, 2020

LEGAL DESCRIPTION:
LOTS 11 AND 12, AND A PORTION OF LOT 13 OF TRACT NO. 5848, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 61, PAGE 59 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

BENCHMARK:
CUT SPIKE IN SOUTHEAST CORNER OF CATCH BASIN; 3.5FT EAST OF EAST CURB OF MIDVALE AVE; 22FT NORTH OF VENICE BLVD.
LABM# 13-02970 EL=74.860FT (2000) NAVD 1988

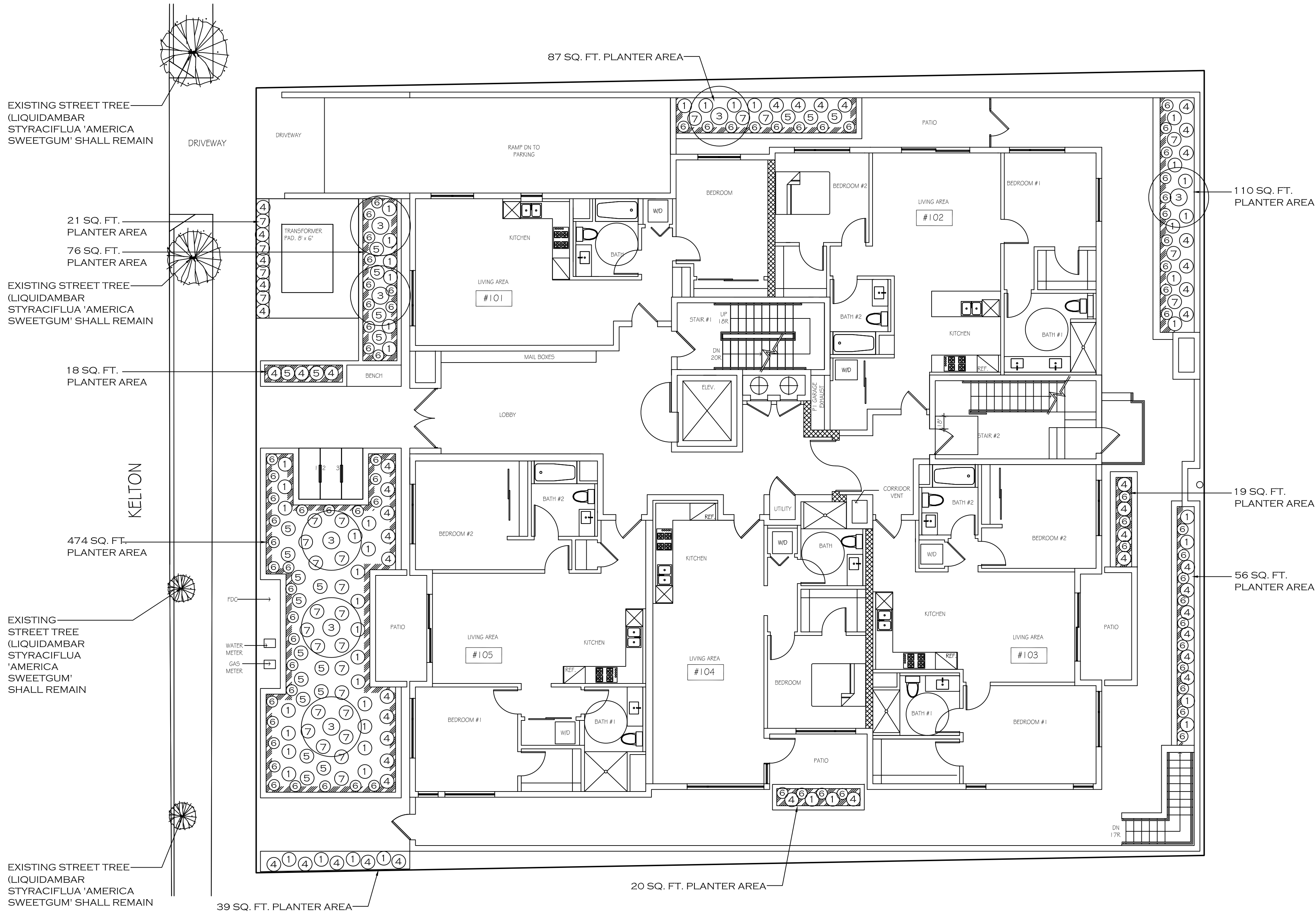
FOR:
MARK JUDAKEN
NISSAN WOODWORKS, INC.
KALNEL GARDENS, LLC



BY: *Lawrence J. SchmahL*
LAWRENCE J. SCHMAHL L.S. 5748

- LEGEND:
- A.C. ASPHALT CONCRETE
 - B.W. BACK OF WALK
 - CONC. CONCRETE
 - D/W DRIVEWAY
 - E EAST
 - FF FINISHED FLOOR
 - FL FLOWLINE
 - N NORTH
 - S SOUTH
 - TC TOP OF CURB
 - W WEST
 - BUILDING LINE
 - BUILDING, 2ND STORY
 - CENTERLINE
 - (C) CLEANOUT
 - (EM) ELECTRIC METER
 - X-X- FENCE, CHAIN-LINK
 - FENCE, WOOD
 - (FH) FIRE HYDRANT
 - (GM) GAS METER
 - > GUY WIRE
 - LIGHT POLE
 - POWER POLE
 - PROPERTY LINE
 - 52.52 52.52 SPOT ELEVATIONS
 - /// WALL
 - (W) WATER METER

PLANTING PLAN



STREET PLANTING PLAN

SCALE: 1/8"=1'-0"

PLANTING NOTES:

- THE PLANTING PLAN IS DIAGRAMMATIC. ALL PLANT LOCATIONS ARE APPROXIMATE. PLANT SYMBOLS TAKE PRECEDENCE OVER PLANT QUANTITIES SPECIFIED.
- QUANTITIES SHOWN ON THE PLANTING PLAN ARE APPROXIMATE AND ARE FOR THE CONVENIENCE OF THE CONTRACTOR.
- THE CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT OF DISCREPANCIES BETWEEN QUANTITIES & SYMBOLS SHOWN.
- THE LANDSCAPE CONTRACTOR SHALL SUBMIT A SOILS REPORT FROM AN AUTHORIZED TESTING AGENCY, BUTLERS MILL, OR EQUIVALENT, TO THE OWNER OR LA BEFORE BEGINNING WORK.
- PRIOR TO PLANTING, ALL IRRIGATION SYSTEMS SHALL BE FULLY OPERATIONAL AND PLANTING AREAS SHALL BE THOROUGHLY SOAKED. ADJUST IRRIGATION SYSTEM, HEADS, SPRAY ANGLES, ETC.
- ALL AREAS TO BE PLANTED, WHICH HAVE A SLOPE OF LESS THAN 10% SHALL BE CROSS-RIPPED TO A DEPTH OF 6" AND THE FOLLOWING AMENDMENTS SPREAD EVENLY THOROUGHLY BLENDED IN PER 1,000 SQUARE FEET (QUANTITIES SUBJECT TO CHANGE PER SOILS REPORT): A) 4 CUBIC YARDS NITROGEN FORTIFIED REDWOOD SHAVINGS, B) 100 POUNDS AGRICULTURAL GYPSUM, C) 15 POUNDS SOIL SULFUR, D) 25 POUNDS 16-8-8 SLOW RELEASE FERTILIZER.
- EACH PLANT SHALL RECEIVE "AGRIFORM" OR EQUIVALENT 21 GRAM PLANT TABLETS AS FOLLOWS: 1 GALLON CONTAINER = 1 21 GRAM 5 GALLON CONTAINER = 5 21 GRAM, 15 GALLON CONTAINER = 5 21 GRAM PER 3 INCH BOXED TREE SIZE = 1 21 GRAM.
- PLAN BACKFILL SHALL BE 50% SITE SOIL, AND 50% NITROGEN FORTIFIED REDWOOD SHAVINGS BY VOLUME, OR APPROVED EQUIVALENT.
- PLANT PITS SHALL BE TWICE THE SIZE OF THE DESIGNATED NURSERY CONTAINERS.
- PLANT MATERIAL SHALL NOT BE ROOT BOUND. FIVE GALLON PLANTS AND LARGER SHALL HAVE BEEN GROWN IN CONTAINERS FOR A MINIMUM OF 6 MONTHS AND A MAXIMUM OF 2 YEARS. PLANTS SHALL EXHIBIT HEALTHY GROWTH FREE OF DISEASES AND PESTS.
- REMOVE NURSERY STAKES ON ALL VINES AND ATTACH TO ADJACENT WALLS OR FENCES WITH NON-METALLIC TIES. REMOVE NURSERY STAKES AND TIES FROM ALL TREES OR NURSERY STOCK. MAINTAIN SIDE GROWTH ON ALL TREES. DOUBLE STAKE ALL S AND 15 GALLON, AND 24" BOX TREES. TRIPLE GUY ALL 36" BOX AND LARGER TREES.
- TREES, SHRUBS AND VINES SHALL NOT BE PLACED WITHIN 12" OF SPRINKLER HEADS.
- SHRUBS SHOWN IN PLANTER AREAS SHALL BE UNDER-PLANTED WITH GROUND COVERS SHOWN BY ADJACENT SYMBOL TO WITHIN 12" OF MAIN PLANT STEM.
- THE LANDSCAPE CONTRACTOR SHALL LEAVE THE SITE IN A CLEAN CONDITION, REMOVING ALL UNUSED MATERIAL, TRASH, AND TOOLS DAILY.
- THE LANDSCAPE CONTRACTOR SHALL MAINTAIN ALL DRAINAGE, IRRIGATION, PLANTING AND LOW VOLTAGE LIGHTING SYSTEMS FOR A PERIOD OF 60 CALENDAR DAYS AFTER COMPLETION AND ACCEPTANCE OF WORK. PROVIDE A SEPARATE LANDSCAPE MAINTENANCE LINE ITEM IN BID.
- PRIOR TO THE END OF MAINTENANCE PERIOD, THE LANDSCAPE CONTRACTOR SHALL CONTACT THE OWNER AND LA TO ARRANGE FOR A FINAL WALK THROUGH. THE OWNER MUST ACCEPT ALL MAINTAINED AREAS PRIOR TO THE END OF THE MAINTENANCE PERIOD.
- ALL POTS, THE CONTRACTOR SHALL DRILL A DRAINAGE HOLE IN THE BOTTOM OF ALL POTS. INSTALL DRIP THROUGH HOLE IN POT. SEAL INSIDE POTS WITH "EASY SEAL" PROVIDE 2" LAYER OF 1/2" SIZE GRAVEL IN BOTTOM OF POTS. BACKFILL POTS WITH POT PLANTER MIX TO PLANTIN 3" OF RIM OF POT AFTER SETTLING. BACKFILL SHALL BE "XELLOGGS SUPPLY INC." POT PLANTER MIX OR EQUIVALENT. ALL POTS SHALL RECEIVE 4-21 GRAM "AGRIFORM" PLANT TABLETS PER POT. PROVIDE THREE POT SHIMS TRIANGULAR SPACED AROUND SAUCER BASE. OWNER TO REVIEW AND APPROVE POT LAYOUT, COLOR AND FINISH.

roofter
Certified Green Roof Media

Specifications

Product Line:
roofter
roofter extensive 700

Product:
roofter extensive 700

700 Weight Class:
70 - 80 LB/FT³

NOTES:
Because rooftop gardens are living systems, Skyland USA, LLC can only guarantee their products at most the specified parameters at the time of delivery. Therefore, our claim of potential non-compliance must be at the time. All warranty claims made subsequent to the delivery of the product will not be honored.

The details contained in these specifications correspond with Skyland USA, LLC's technical knowledge at the time of publication. Skyland USA, LLC reserves the right to update and adjust these performance specifications without prior notice, as they may be required to comply with new, updated, or revised codes, or general product standards related to plant varieties, materials, requirements, or environmental conditions.

roofter® extensive 700 Weight Class: 70-80 lb/ft³

Particle Size Distribution (ASTM D422-63)

Proportion of particles < 0.075 mm	Mass %	≤ 15
Proportion of particles < 0.25 mm	Mass %	5 - 30
Proportion of particles < 0.60 mm	Mass %	10 - 50
Proportion of particles < 2.00 mm	Mass %	30 - 50
Proportion of particles < 3.25 mm	Mass %	40 - 80
Proportion of particles < 6.50 mm	Mass %	65 - 95
Proportion of particles < 9.50 mm	Mass %	80 - 100
Proportion of particles < 23.0 mm	Mass %	100

Bulk Density Measurements (ASTM D2896)

Bulk Density dry weight basis	lb/ft ³	40 - 55
Bulk Density at maximum water-holding capacity	lb/ft ³	85 - 90

Water/Air Measurements (ASTM D2200)

Total Porosity	Yes %	≥ 50
Maximum water-holding capacity	Yes %	40 - 60
Air-filled porosity at maximum water-holding capacity	Yes %	≥ 7
Water permeability (saturated hydraulic conductivity)	in/min	0.024 - 2.93

pH and Salt Content

pH (in CaCl ₂)	6.0 - 8.5
Soluble salts (meq/L) (1:5, m/v)	≤ 0.05 CL

Organic Measurements (ASTM D5937 - SM 2540-01)

Organic matter content	g/L	25 - 65
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Nutrient Release Capacity

Cation Exchange Capacity (CEC)	meq/100 g	≥ 5
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Supplier:
Skyland USA, LLC - visit www.roofterusa.com or call 1-877-238-0037

***Weight/Volume is a product line that is available in different container weight classes. These weight classes are designed to provide you with the best options for your project based on your weight requirements. Each weight class is identified by a number that corresponds to the typical weight for fully saturated media based on ASTM D2896. Depending on your specific project, the following weight classes are available for rooftop extensive:**

- extensive 200 saturated weight 50-60 lb/ft³ • extensive 700 saturated weight 70-80 lb/ft³
- extensive 100 saturated weight 60-70 lb/ft³ • extensive 800 saturated weight 80-90 lb/ft³

All Density Measurements reflect typical ranges for the respective rooftop products. For more detailed information please inquire about select test results.

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www.roofterusa.com

1.877.268.0037

PLANTING AND TREE LEGEND: ROOF PLANTERS

BOTANICAL NAME	COMMON NAME	SIZE	QTY.	MATURITY HEIGHT	YEARS TO REACH	PF/WUCOLS	SPEC.
1 AGAVE BLUE GLOW	BLUE GLOW AGAVE	5 GAL	32	2'-3" IN HEIGHT	1 YEAR	0.3/LOW	SUCCULENT
2 HESPERALOE PARVIFLORA	RED YUCCA	5 GAL	16	3'-4" IN HEIGHT	1 YEAR	0.2/VERY LOW	SUCCULENT
5 ALOE SPP.	ALOE 'DOROTHEA'	1 GAL	66	1'-2" IN HEIGHT	1 YEAR	0.3/LOW	SUCCULENT
6 DUDLEYA BRITTONII	GIANT CHALK DUDLEYA	1 GAL	144	1'-2" IN HEIGHT	1 YEAR	0.2/VERY LOW	SUCCULENT
7 CALISTEMON LITTLE JOHN	DWARF CALISTEMON	5 GAL	19	3'-5" IN HEIGHT	1 YEAR	0.3/LOW	SHRUB
8 CERCIS OCCIDENTALIS	WESTERN REDBUD	15 GAL	6	18'-20" IN HEIGHT	3+ YEARS	0.3/LOW	TREE

(NOTE: MULCH/ WOOD CHIPS (ALL BEDS) MULCH SHALL BE 3" THICK (NO SOIL SHALL BE VISIBLE IN ANY PLANTER AREA)

PLANTING AND TREE LEGEND: STEET LEVEL PLANTERS

BOTANICAL NAME	COMMON NAME	SIZE	QTY.	MATURITY HEIGHT	YEARS TO REACH	PF/WUCOLS	SPEC.
1 AGAVE BLUE GLOW	BLUE GLOW AGAVE	5 GAL	46	2'-3" IN HEIGHT	1 YEAR	0.3/LOW	SUCCULENT
3 CERCIS OCCIDENTALIS (STANDARD)	WESTERN REDBUD	24" BOX	7	12'-20" IN HEIGHT	3+ YEARS	0.3/LOW	TREE
4 HESPERALOE PARVIFLORA	RED YUCCA	5 GAL	46	3'-4" IN HEIGHT	1 YEAR	0.2/VERY LOW	SUCCULENT
6 CRASSULA FALCATA	AIRPLANE PLANT	5 GAL	22	2'-3" IN HEIGHT	1 YEAR	0.3/LOW	SUCCULENT
6 DUDLEYA BRITTONII	GIANT CHALK DUDLEYA	1 GAL	73	1'-2" IN HEIGHT	1 YEAR	0.2/VERY LOW	SUCCULENT
7 CALISTEMON LITTLE JOHN	DWARF CALISTEMON	5 GAL	30	3'-5" IN HEIGHT	1 YEAR	0.3/LOW	SHRUB

GROUND COVER

SEDUM MORGANIANUM 'BURRITO'	STONE CROP DONKEY TAIL	FLATS	30	1'-2" IN HEIGHT	1 YEAR	.03/LOW	SUCCULENT
-----------------------------	------------------------	-------	----	-----------------	--------	---------	-----------

(NOTE: MULCH/ WOOD CHIPS (ALL BEDS) MULCH SHALL BE 3" THICK (NO SOIL SHALL BE VISIBLE IN ANY PLANTER AREA)

BACKFILL MIX:

- 1) 1/2 SITE SOIL
- 2) 1/2 SAND
- 3) 1/2 GROMULCH
- 4) AGRIFORM TABLET- (20-10-5) 15GAL (5 TABLETS) 5GAL (8 TABLETS)

SHRUB PLANTING

SCALE: NTS

BACKFILL MIX:

- 1) 1/2 SITE SOIL
- 2) 1/2 SAND
- 3) 1/2 GROMULCH
- 4) AGRIFORM TABLET- (20-10-5) 15GAL (5 TABLETS) 24" BOX (10 TABLETS) 36" BOX (12 TABLETS) 48" BOX (16 TABLETS)

TREE GUYING

SCALE: NTS

SOIL PREPARATION

1. ALL TURF AREAS TO RECEIVE ROTOTILLING AND SOIL PREPARATION TO A DEPTH OF 6".
2. SHRUB AREAS TO RECEIVE SOIL PREPARATION AT LOCATION OF SHRUB ONLY.
3. GROUND COVER AND COLOR AREAS TO RECEIVE SOIL PREPARATION THROUGHOUT PLANTING AREA TO A DEPTH OF 2".

PLANTING

1. ALL TREES 5 GAL. OR LARGER SHALL BE SINGLE STAKED.
2. ALL TREES 24" BOX OR LARGER SHALL BE DOUBLE STAKED FOR SINGLE TRUNK TREES, GUYED FOR MULTYTRUNK TREES.
3. GROUND COVER PLANT MATERIAL SHALL BE TRIANGULARLY SPACED.

TREE/DRAINAGE INSTALLATION NOTE:

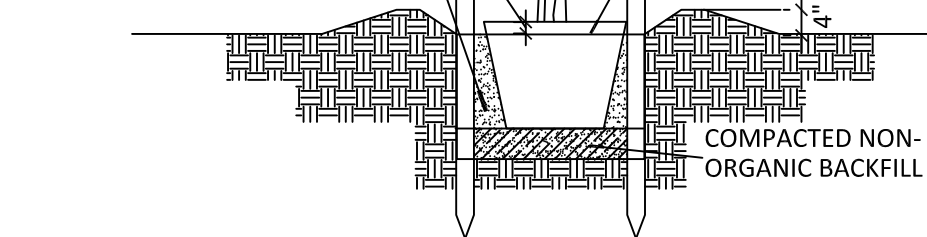
LANDSCAPE CONTRACTOR SHALL COORDINATE THE TREE-ROOTBALL LOCATION WITH THE MECHANICAL DRAINAGE LINE LOCATIONS TO ASSURE NO CONFLICTS WITH THE PLACEMENT OF EACH. WHEN A DRAINAGE LINE LOCATION IS LOCATED ADJACENT TO THE TREE'S ROOT BALL, A ROOT BARRIER DEVICE SHALL BE IMPLEMENTED.

ADDITIONAL NOTE:

ALL TREES WITHIN 8' OF HARDSURFACE SHALL HAVE A ROOT BARRIER INSTALLED.

BACKFILL MIX:

- 1) 1/2 SITE SOIL
- 2) 1/2 SAND
- 3) 1/2 GROMULCH
- 4) AGRIFORM TABLET- (20-10-5) 15GAL (8 TABLETS) 24" BOX (10 TABLETS) 36" BOX (12 TABLETS) 48" BOX (16 TABLETS)



TREE STAKING

SCALE: NTS

SHEET INDEX:

- L-1: PLANTING PLAN
- L-2: IRRIGATION PLAN & WATER CALCS
- L-3: IRRIGATION DETAILS & CITY NOTES

REVISIONS

9.29.21

10.8.21

gomez designs
landscape design

o. 805.520.1297 - c. 805.823.5068

agomezdesigns.com

PLANTING PLAN

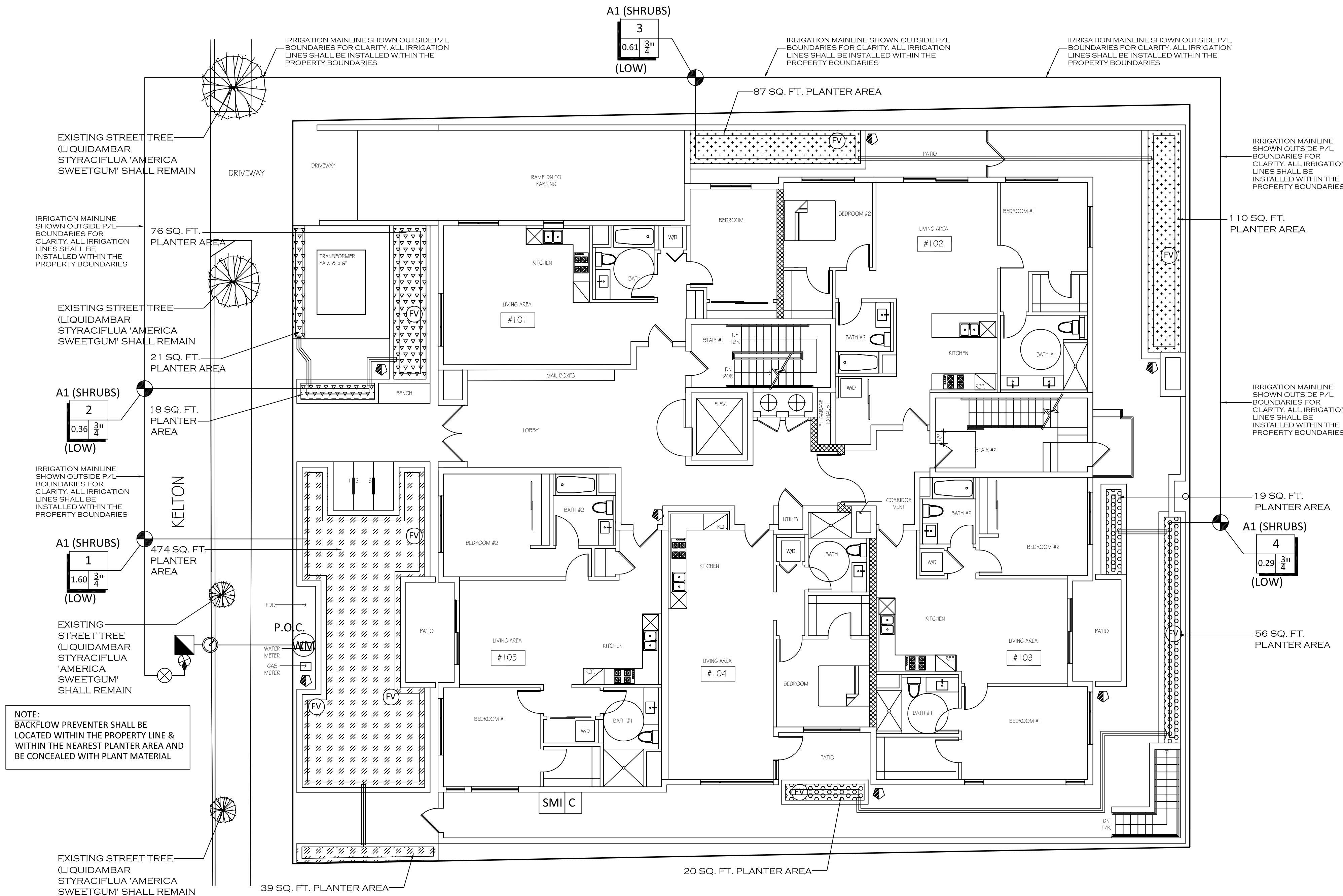
PROJECT ADDRESS:

3736 KELTON AVENUE
LOS ANGELES, CA.

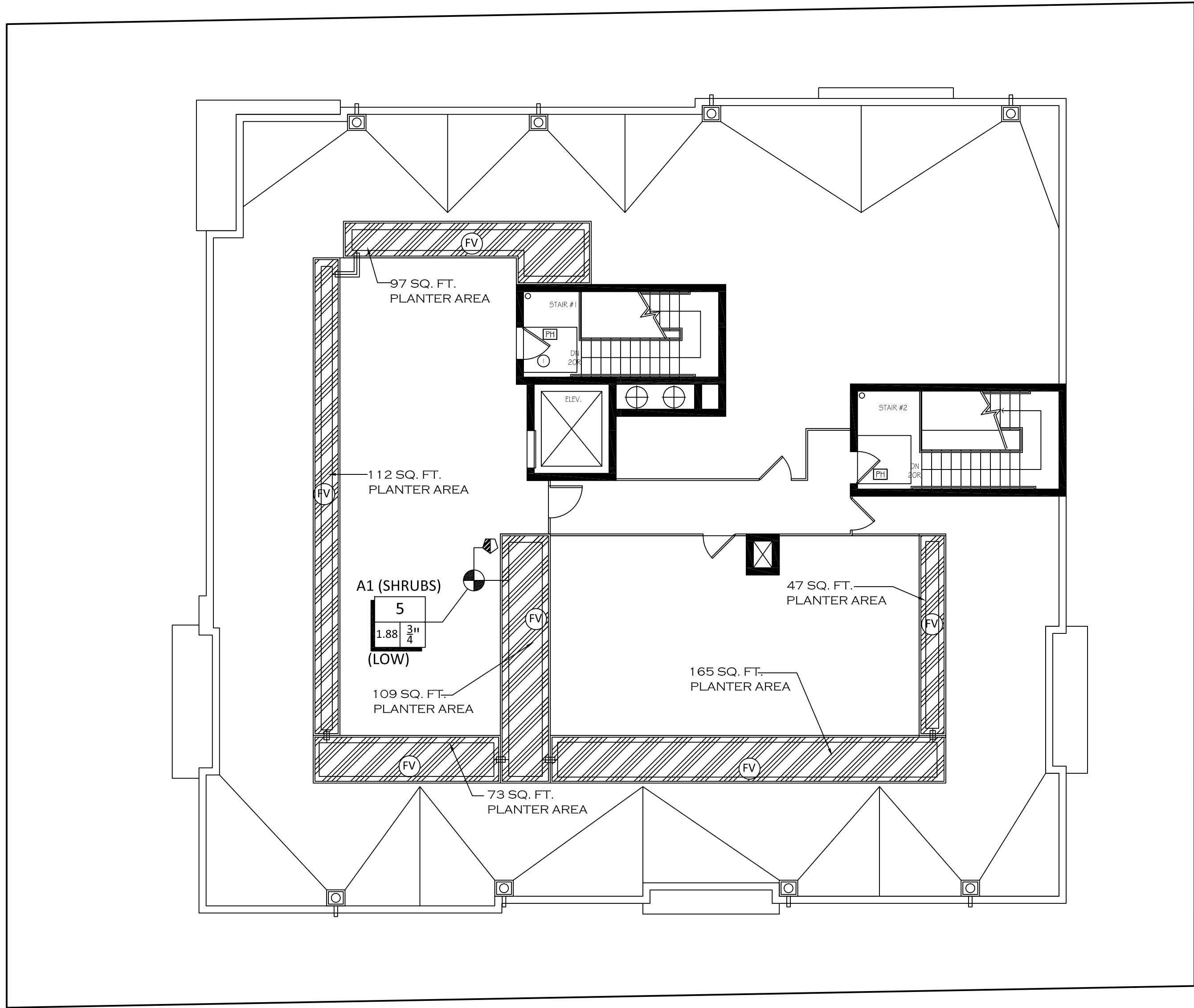
DRAWN
AG
CHECKED
AG
DATE
2.22.21
SCALE
1/8"=1'-0"
JOB NO.

SHEET

L-1



STREET IRRIGATION PLAN
SCALE: 1/8"=1'-0"



ROOF IRRIGATION PLAN
SCALE: 1/8"=1'-0"

LAYOUT KEY

SYMBOL	DESCRIPTION	DETAIL
	MANUAL FLUSH VALVE: NETAFIM MODEL# TL50V INSTALL IN VALVE BOX WITH GRAVEL SUMP REFER TO DETAILS AND SPEC. FOR QUANTITY AND LOCATION	H
	NETAFIM LOW/HIGH FLOW CONTROL ZONE KIT- KIT IS PRE-ASSEMBLED WITH CONTROL VALVE, FILTER & PRESSURE REGULATOR INSTALL IN A STANDARD 12" VALVE BOX	F
	EXISTING 1" POTABLE WATER METER FOR RESIDENCE.	
P.O.C.	MAKE CONNECTION TO (E) POTABLE WATER LINE ON DISCHARGE SIDE OF WATER METER. (E) WATER PRESSURE IS 65-75 P.S.I. - SYSTEM REQUIRES APPROX. 6.5 G.P.M. VERIFY EXACT LOCATION OF METER ON SITE	
	EVERBILT 3/4" BRASS 1/4 TURN FIP/MHT NO KINK HOSE BIB	
	NETAFIM (616PKPLS-YM) PRESSURE REDUCING VALVE W/ REDUCED PRESSURE SET AT 45 P.S.I.	J
	HUNTER SOIL-CLX (SOIL MOISTURE INTERFACE)	
	HUNTER HC-6 CONTROLLER WITH WEATHER BASED TIMER	
	PVC PRESSURE MAINLINE- SCHED. 40, BURIED 18" DEEP (1')	
	1/2"MM DRIPLINE (DIAGRAMMATIC, REFER TO INSTALLATION DETAILS & IN. LEGEND FOR ACTUAL LAYOUT & SPACING)	
	PVC SCHEDULE 40 LATERAL PIPING 2" & PVC SCHEDULE 40 SLEEVING (2.025" O.D. OF WORKING PIPE) PLACED UNDER HIRSCSHPE	
	FRISCO 825V REDUCED PRESSURE BACKFLOW PREVENTER	G
	KING BRD B.T.U. BALL VALVE SHUTOFF (DR EQUAL) (1/2")	I
	1/2" IRRIGATION SUB-METER NETAFIM HYDROMETER (DUAL 1/2" SIG-ME-LINE) W/ BUILT IN FLOW SENSOR (DISPLAY IN GALLONS PER HOUR OWNER) INSTALL IN (1) #1419 CARSON BOX W/ LID	
	VALVE ZONE (STATION) VALVE SIZE MAX. GPM DEMAND	

HYDROZONE TABLE

ZONE	PLANT TYPE	HYDROZONE DESCRIPTION	IRR. METHOD	SQ. FT.	% OF TOTAL LANDSCAPE AREA
A1	SHRUBS	LOW / 0.3	DRIP	1,523	100%
TOTAL				1,523 SQ. FT.	100%

WATER EFFICIENT LANDSCAPE WORKSHEET

AREAS (SQUARE FOOTAGES)

LANDSCAPE AREA 1,523 SQ. FT.

MAXIMUM APPLIED WATER ALLOWANCE (MAWA)

Maximum Applied Water Allowance shall be calculated using this equation:
MAWA = (ETo) (0.62) [(ETAF x LA) + (0.45 x SLA)]

(50.1) (0.62) [(0.55 x 1,523) + (0.45 x 0)]
31.062 (838)
26,030

MAWA= 26,030 GALLONS PER YEAR

where:
MAWA = Maximum Applied Water Allowance (gallons per year)
ETo= reference evapotranspiration (inches per year: 50.1")
ETAF= ET Adjustment Factor (0.55)
LA = Landscaped Area includes Special Landscape Area (square feet)
0.62 = Conversion factor (to gallons per square foot)
SLA = Portion of the landscape area identified as Special Landscape Area (square feet)
0.45 = the additional ET Adjustment Factor for Special Landscape Area

TOTAL M.A.W.A.

26,030 GALLONS PER YEAR

ETWU CALCULATION

HYDROZONE	TYPE	PLANT FACTOR	AREA (HA)	PF x HA
A1 (SHRUBS)	LOW	0.3	1,523 SF	457
SUM				457

E.T.W.U. FOR HYDROZONES A1 (DRIP) LOW

$$ETWU = (ETo)(0.62) \left(\frac{PF \times HA}{IE} + SLA \right)$$
$$50.1(0.62) \left(\frac{457}{0.81} + 0 \right)$$
$$31.062 \left(564 \right)$$
$$17,519$$

where:
ETWU= ETWU = (ETo)(0.62) $\left(\frac{PF \times HA}{IE} + SLA \right)$
ETo= Reference evapotranspiration (inches per year)
PF= Plant Factor from WUCOLS, Water Use Classification
of Landscape Species published by
UC Extension, DWR and USBR, 2000.
HA= Special landscape area in sq. ft.
SLA= Special landscape area in sq. ft.
0.62= Conversion factor (to gallons per sq. ft.)
IE= Irrigation efficiency (min. 0.71) overhead spray= 0.75,
drip devices 0.81

TOTAL E.T.W.U.

17,519 GALLONS PER YEAR

MONTHLY AVERAGE REFERENCE
EVAPOTRANSPIRATION LOS ANGELES

JANUARY	2.2
FEBRUARY	2.7
MARCH	3.7
APRIL	4.7
MAY	5.5
JUNE	6.3
JULY	6.3
AUGUST	5.9
SEPTEMBER	5.0
OCTOBER	3.9
NOVEMBER	2.6
DECEMBER	1.9
ANNUAL ETO	50.1

IRRIGATION SCHEDULE
FOR ESTABLISHMENT PERIOD
(WATERING TIMES WILL AUTOMATICALLY ADJUST
BY SMART CONTROLLER)
DAILY RUN TIMES (IN MINUTES) 3 DAYS A WEEK

JANUARY	10
FEBRUARY	14
MARCH	16
APRIL	18
MAY	22
JUNE	22
JULY	24
AUGUST	24
SEPTEMBER	20
OCTOBER	16
NOVEMBER	12
DECEMBER	10

NOTE: NO IRRIGATION SHALL BE
APPLIED BETWEEN THE HOURS OF
10 AM & 6 PM

IRRIGATION LEGEND

HYDROZONE	STATION	SYMBOL	DESCRIPTION	GPM	PSI	LAYOUT TYPE	CONTROL ZONE KIT	DETAIL	APPLICATION RATE	MAX LENGTH SINGLE LATERAL	TIME TO APPLY 1" OF WATER	FEET OF DRIPLINE	# OF DRIPPERS
A1 (SHRUBS)	1 (LOW)		NETAFIM DRIP IRRIGATION- TECHLINE CV EMITTER APPLICATION RATE: 0.42 GPH	1.60	45	"UTE ON-SURFACE, 18" LATERAL SPACING, 18" DRIPPER SPACING TLCV4-1801	LVCZS8010075-LF	A	0.30 IN/HR	620	50 MINUTES	342	228
A1 (SHRUBS)	2 (LOW)		NETAFIM DRIP IRRIGATION- TECHLINE CV EMITTER APPLICATION RATE: 0.42 GPH	0.36	45	"UTE ON-SURFACE, 18" LATERAL SPACING, 18" DRIPPER SPACING TLCV4-1801	LVCZS8010075-LF	A	0.30 IN/HR	620	50 MINUTES	77	51
A1 (SHRUBS)	3 (LOW)		NETAFIM DRIP IRRIGATION- TECHLINE CV EMITTER APPLICATION RATE: 0.42 GPH	0.61	45	"UTE ON-SURFACE, 18" LATERAL SPACING, 18" DRIPPER SPACING TLCV4-1801	LVCZS8010075-LF	A	0.30 IN/HR	620	50 MINUTES	131	87
A1 (SHRUBS)	4 (LOW)		NETAFIM DRIP IRRIGATION- TECHLINE CV EMITTER APPLICATION RATE: 0.42 GPH	0.29	45	"UTE ON-SURFACE, 18" LATERAL SPACING, 18" DRIPPER SPACING TLCV4-1801	LVCZS8010075-LF	A	0.30 IN/HR	620	50 MINUTES	63	42
A1 (SHRUBS)	5 (LOW)		NETAFIM DRIP IRRIGATION- TECHLINE CV EMITTER APPLICATION RATE: 0.42 GPH	1.88	45	"UTE ON-SURFACE, 18" LATERAL SPACING, 18" DRIPPER SPACING TLCV4-1801	LVCZS8010075-LF	A,D	0.30 IN/HR	620	50 MINUTES	402	268



REVISIONS

2.29.21
10.8.21

THESE DRAWINGS ARE FOR ARCHITECTURAL USE ONLY, AND SHALL BE
USED IN CONJUNCTION WITH THE ARCHITECTURAL DRAWINGS.
THESE DRAWINGS ARE NOT TO BE USED FOR ANY OTHER PURPOSE.
THE DESIGNER IS NOT RESPONSIBLE FOR ANY INACCURACIES OR
OMISSIONS IN THESE DRAWINGS. THE DESIGNER'S LIABILITY IS
NOT LIMITED BY THIS DISCLAIMER.

gomez designs
landscape design
o. 805.520.1297 - c. 805.823.5068
agomezdesigns.com

PROJECT TITLE
IRRIGATION PLAN
& WATER CALCS.

PROJECT ADDRESS:
3736 KELTON AVENUE
LOS ANGELES, CA.

DRAWN
AG
CHECKED
AG
DATE
2.22.21
SCALE
1/8"=1'-0"
JOB NO.
SHEET

EXHIBIT B

MAPS AND PHOTOS

B1 – Vicinity Map

B2 – Radius Map

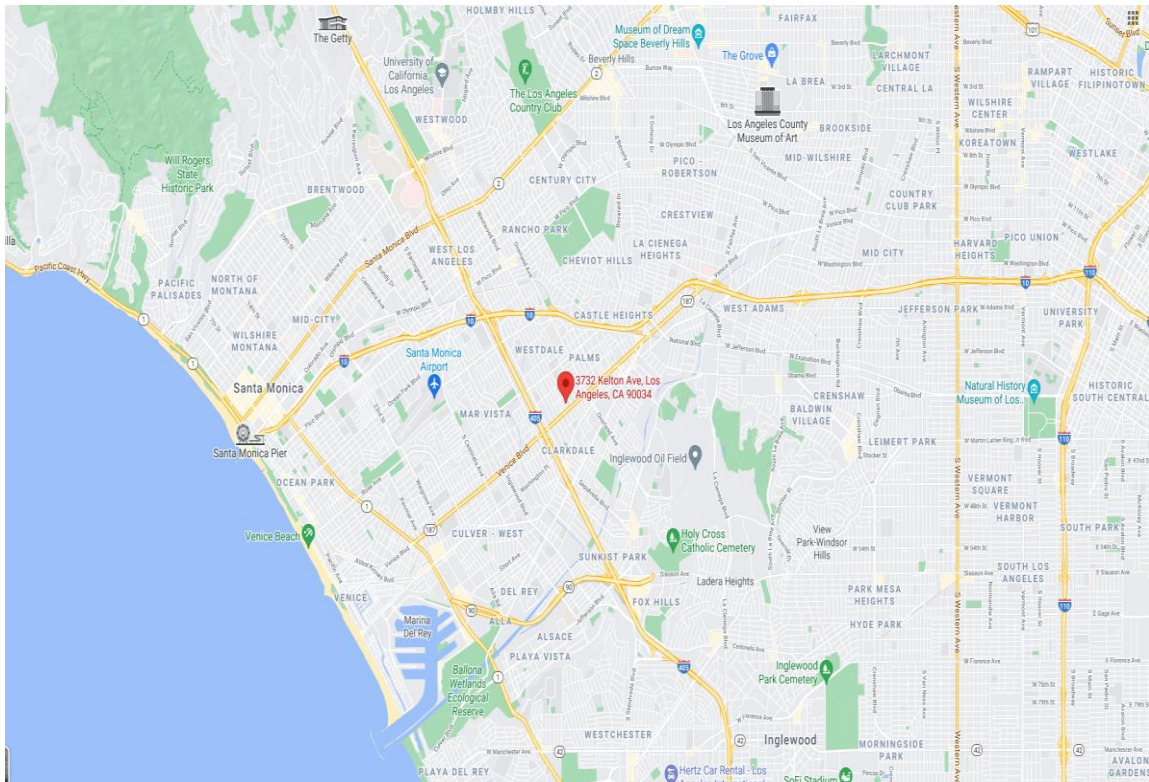
B3 – ZIMAS Parcel Profile Report

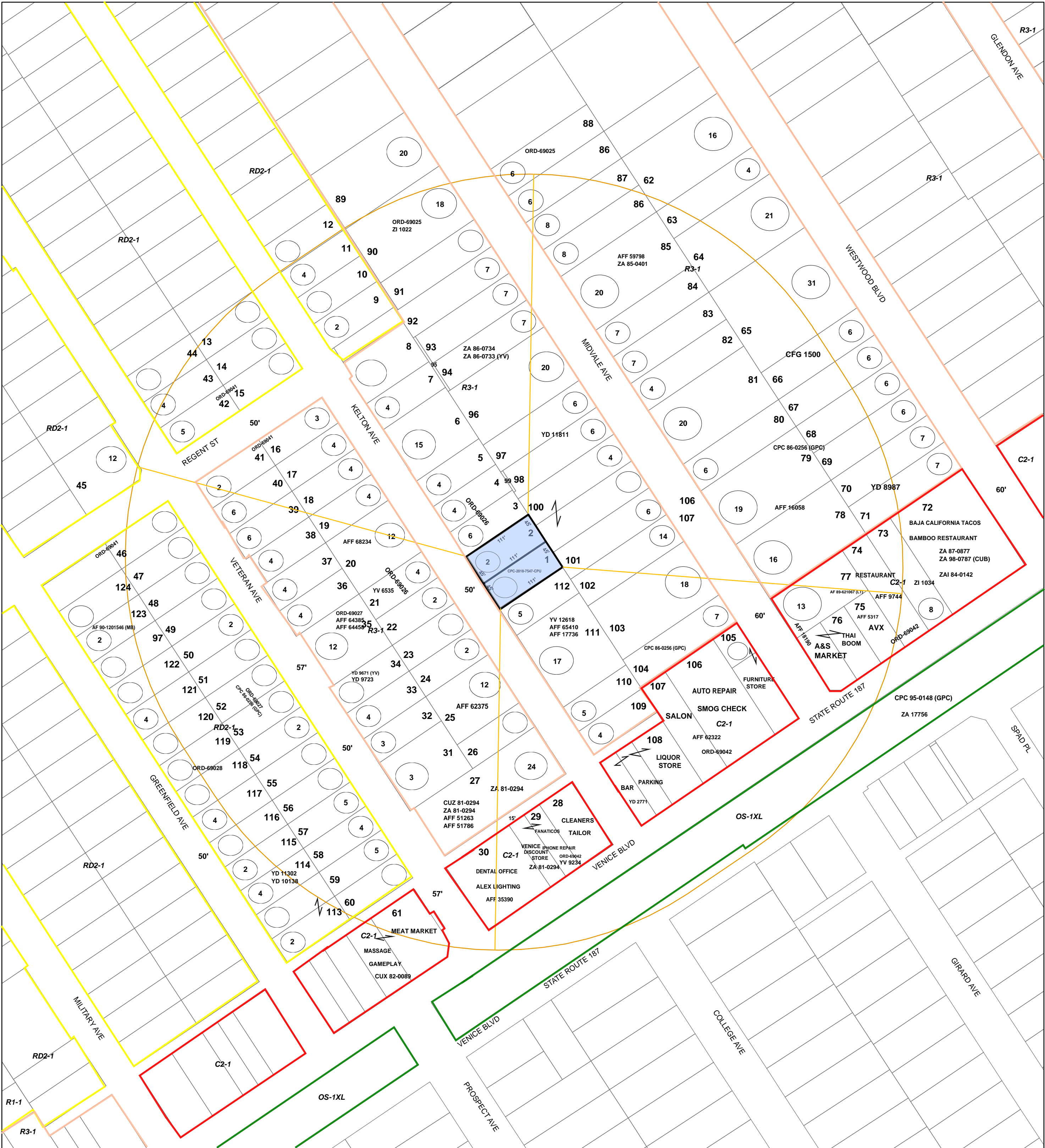
B4 – Aerial Photo

B5 – Site Photos

Vicinity Map

3732 – 3736 Kelton Ave





DENSITY BONUS - CONDITIONAL USE PERMIT

PROJECT ADDRESS:
3732 - 3736 KELTON AVE
LOS ANGELES, CA 90034
NET ACREAGE: .229

CENTERPOINT RADIUS MAPS
263 W OLIVE AVE # 193
BURBANK, CA 91502
818.220.5401
centerpointradiusmaps@gmail.com
www.centerpointradiusmaps.com
DRAWN BY: J BOONE
DATE: 07-11-2021

THOMAS BROTHERS:
PAGE: 672, GRID: E2

LEGAL:

LOTS: 10, 11

TRACT: TR 5848

M.B: 61 - 59 (SHT 1)

BLOCK: NONE

MAP SHEET: 117B161

C.D: 5

C.T: 2718.02

P.A: PALMS - MAR VISTA - DEL REY

USES: FIELD

CASE #: _____





City of Los Angeles Department of City Planning

12/15/2021 PARCEL PROFILE REPORT

PROPERTY ADDRESSES

3732 S KELTON AVE
3730 S KELTON AVE
3730 1/2 S KELTON AVE

ZIP CODES

90034

RECENT ACTIVITY

ADM-2020-3477-TOC

CASE NUMBERS

CPC-2021-6888-CU-DB-HCA
CPC-2018-7547-CPU
CPC-2014-1457-SP
CPC-2005-8252-CA
ORD-69026
ORD-186108
ORD-183497
ORD-171492
ORD-129279
ENV-2021-6889-EAF
ENV-2014-1458-EIR-SE-CE
ENV-2005-8253-ND

Address/Legal Information

PIN Number	117B161 649
Lot/Parcel Area (Calculated)	4,994.4 (sq ft)
Thomas Brothers Grid	PAGE 672 - GRID E2
Assessor Parcel No. (APN)	4252025029
Tract	TR 5848
Map Reference	M B 61-59 (SHT 1)
Block	None
Lot	12
Arb (Lot Cut Reference)	None
Map Sheet	117B161

Jurisdictional Information

Community Plan Area	Palms - Mar Vista - Del Rey
Area Planning Commission	West Los Angeles
Neighborhood Council	Palms
Council District	CD 5 - Paul Koretz
Census Tract #	2718.02
LADBS District Office	West Los Angeles

Planning and Zoning Information

Special Notes	None
Zoning	R3-1
Zoning Information (ZI)	ZI-2192 Specific Plan: West Los Angeles Transportation Improvement and Mitigation ZI-2452 Transit Priority Area in the City of Los Angeles
General Plan Land Use	Medium Residential
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	WEST LOS ANGELES TRANSPORTATION IMPROVEMENT AND MITIGATION
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	None
Subarea	None
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
Streetscape	No
Adaptive Reuse Incentive Area	None

This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at zimas.lacity.org
(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Affordable Housing Linkage Fee	
Residential Market Area	High
Non-Residential Market Area	High
Transit Oriented Communities (TOC)	Tier 2
RPA: Redevelopment Project Area	None
Central City Parking	No
Downtown Parking	No
Building Line	20
500 Ft School Zone	No
500 Ft Park Zone	No
Assessor Information	
Assessor Parcel No. (APN)	4252025029
Ownership (Assessor)	
Owner1	3732 KELTON AVE LLC C/O C/O ABRAMS GARFINKEL BERGSON LLP
Address	3732 KELTON AVE LOS ANGELES CA 90034
Ownership (Bureau of Engineering, Land Records)	
Owner	3732 KELTON AVE LLC C/O ABRAMS GARFINKEL MARGOLIS BERGSON, LLP
Address	3900 W ALEMEDA AVE. BURBANK CA 91505
APN Area (Co. Public Works)*	0.122 (ac)
Use Code	0200 - Residential - Double, Duplex, or Two Units - 4 Stories or Less
Assessed Land Val.	\$204,395
Assessed Improvement Val.	\$321,536
Last Owner Change	05/27/2020
Last Sale Amount	\$1,212,012
Tax Rate Area	67
Deed Ref No. (City Clerk)	4-295
	2-329
	1971752
	0637812
	0572542
	0245054
	0022333
Building 1	
Year Built	1940
Building Class	D5D
Number of Units	1
Number of Bedrooms	2
Number of Bathrooms	1
Building Square Footage	1,222.0 (sq ft)
Building 2	
Year Built	1937
Building Class	D5A
Number of Units	1
Number of Bedrooms	1
Number of Bathrooms	1
Building Square Footage	572.0 (sq ft)
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	Yes [APN: 4252025029]
Additional Information	

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Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	None
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	Yes
Wells	None

Seismic Hazards

Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	2.73564096
Nearest Fault (Name)	Newport - Inglewood Fault Zone (Onshore)
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	1.00000000
Slip Geometry	Right Lateral - Strike Slip
Slip Type	Poorly Constrained
Down Dip Width (km)	13.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	90.00000000
Maximum Magnitude	7.10000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	No
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No

Economic Development Areas

Business Improvement District	None
Hubzone	Not Qualified
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	None

Housing

Direct all Inquiries to	Los Angeles Housing Department
Telephone	(866) 557-7368
Website	https://housing.lacity.org
Rent Stabilization Ordinance (RSO)	Yes [APN: 4252025029]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No

Public Safety

Police Information	
Bureau	West
Division / Station	Pacific
Reporting District	1438
Fire Information	
Bureau	South
Batallion	18
District / Fire Station	43

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 (*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2021-6888-CU-DB-HCA
Required Action(s):	CU-CONDITIONAL USE DB-DENSITY BONUS HCA-HOUSING CRISIS ACT
Project Descriptions(s):	PER 12.24.U.26 DENSITY BONUS PER 12.22.A.25 WITH ON AND OFF MENU INCENTIVES AND A CONDITIONAL USE TO EXCEED 35% DENSITY BONUS. PROPOSE PROJECT INCLUDES DEMOLITION OF THREE STRUCTURES AND CONSTRUCTION OF 27-UNITS, 5-STORY APARTMENT BUILDING WITH ONE LEVEL SUBTERRANEAN PARKING.
Case Number:	CPC-2018-7547-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	ADOPT COMMUNITY PLAN POLICY DOCUMENT, GENERAL PLAN AMENDMENTS, AND ZONE CHANGES TO APPLY RE-CODE LA ZONING.
Case Number:	CPC-2014-1457-SP
Required Action(s):	SP-SPECIFIC PLAN (INCLUDING AMENDMENTS)
Project Descriptions(s):	SPECIFIC PLAN AMENDMENT
Case Number:	CPC-2005-8252-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.
Case Number:	ENV-2021-6889-EAF
Required Action(s):	EAF-ENVIRONMENTAL ASSESSMENT
Project Descriptions(s):	PER 12.24.U.26 DENSITY BONUS PER 12.22.A.25 WITH ON AND OFF MENU INCENTIVES AND A CONDITIONAL USE TO EXCEED 35% DENSITY BONUS. PROPOSE PROJECT INCLUDES DEMOLITION OF THREE STRUCTURES AND CONSTRUCTION OF 27-UNITS, 5-STORY APARTMENT BUILDING WITH ONE LEVEL SUBTERRANEAN PARKING.
Case Number:	ENV-2014-1458-EIR-SE-CE
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT SE-STATUTORY EXEMPTIONS CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	ENVIRONMENTAL IMPACT REPORT
Case Number:	ENV-2005-8253-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.

DATA NOT AVAILABLE

ORD-69026
ORD-186108
ORD-183497
ORD-171492
ORD-129279



Arb: None



Venice Blvd

Midvale Ave

Midvale Ave

Kelton Ave

Kelton Ave

Kelton Ave

Regent St

Regent St

Veteran Ave

Veteran Ave

on Ave

3730 – 3736 Kelton Ave

Photo Exhibit and Index Map



1



2



3



4















EXHIBIT C

AGENCY CORRESPONDENCE

C1 – DCP Housing Services Unit – Affordable
Housing Referral Form

C2 – LADBS Preliminary Zoning Assessment

C3 – LAHD Letter

C4 – BOE Letter

C5 – LAFD Letter

C6 – Urban Forestry Letter



REFERRAL FORMS:

AFFORDABLE HOUSING REFERRAL FORM LOS ANGELES CITY PLANNING DEPARTMENT

This form is to serve as a referral to the Department of City Planning Development Services Center for affordable housing case filing purposes (in addition to the required Department of City Planning Application and any other necessary documentation) and as a referral to HCIDLA, CRA, LA County, or other City agency for project status and entitlement need purposes. This form shall be completed by the applicant and reviewed and signed by Department of City Planning staff prior to case filing. Any modifications to the content(s) of this form after its authorization by the Department of City Planning staff is prohibited.

CITY STAFF USE ONLY

Referral To:

☒ Planning DSC - Filing ☐ HCIDLA Funding ☐ CRA ☐ LA County ☐ Other: Kelton Apartments Revised 11/19/21

NOTES:

Planning Staff Name and Title

Maidel Luevano, Planning Assoc

Planning Staff Signature

[Signature]

Date

3/1/2021

(The Department of City Planning reserves the right to require an updated AHRF for the project if more than 180 days have transpired since the above date, or as necessary, to reflect project modifications, policy changes and/or amendments to the LAMC, local laws, and State laws.)

I. PROPOSED PROJECT

1. PROJECT LOCATION/ ZONING

Project Address: 3730-3736 S. Kelton Avenue, Los Angeles, CA 90034

Project Name: Kelton Apartments

Applicant Name and Phone/Email: Jesi Harris, Brian Silveira & Associates / 704-277-7332 / jharris7@usc.edu

Assessor Parcel Number(s): 4252-025-028, 4252-025-029

Community Plan: Palms - Mar Vista - Del Rey Number of Lots: 2 full, 1 partial Lot Size: 10,220 s.f.

Existing Zone: R3-1 Land Use Designation: Medium Residential

☒ Specific Plan ☐ HPOZ ☐ DRB ☐ Enterprise Zone ☐ CRA

☐ Q-condition/ D-limitation/ T-classification (please specify): _____

☐ Other pertinent zoning information (please specify): _____

☒ Location of Major Transportation Stop or Intersection (please specify): 1 Venice / Overland

2. DESCRIPTION OF PROPOSED PROJECT

The proposed project includes demolition of three structures and construction of a 27-unit, 5-story apartment building with one subterranean parking level providing 19 automobile parking spaces.

5 of the base 13 units (38%) are set aside as affordable for very low-income residents. The project is seeking a 102.5% density bonus and incentives per LAMC 12.22 A 25 and 12.24 U 26.

¹ Per AB 744, A Major Transit Stop means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. It also includes major transit stops that are included in the applicable regional transportation plan. Per Sec 12.22.A.25(b) of LAMC, the definition of Transit Stop/Major Employment Center includes: (1) a station stop for a fixed transit guideway or fixed rail system, (2) a Metro Rapid Bus stop or route, (3) the boundaries of three major economic activity areas, and (4) the boundaries of a college or university campus with an enrollment exceeding 10,000 students.

3. EXISTING USE

A. Describe Existing Development: 3 existing single-story structures: 1 single-family residence (2-br), 1 dwelling unit with 2 bedrooms, and 1 dwelling unit with 1 bedroom

Characteristic of existing use Dwelling Unit (DU), Commercial/ Industrial, or Other	Existing		To Be Demolished	Proposed ²	
	No. of DU or Guest Rooms	Approximate sq. ft./ea.		No. of DU or Guest Rooms	Approximate sq. ft./ea.
Guest Rooms					
Studio					
One Bedroom	1	572	Yes	12	540-839
Two Bedrooms	2	936 & 1220	Yes	15	905-1101
Three Bedrooms					
_____ Bedroom					
Commercial / Industrial					
Other:					

B. Previous Cases Filed

	(1)	(2)	(3)
Case Number(s):	_____	_____	_____
Date Filed:	_____	_____	_____
Date Approved:	_____	_____	_____
End of Appeal Period:	_____	_____	_____
Environmental No.	_____	_____	_____

4. TYPE OF APPLICATION

- ☐ Density Bonus (per LAMC Sec. 12.22.A.25) with **no** incentives filed in conjunction with a discretionary approval. If no entitlement case is requested, please contact the Los Angeles Department of Building and Safety (LADBS) at ladbs.org or call 3-1-1 within the City of Los Angeles or (213) 473-3231 outside of the City of Los Angeles.
- ☐ Density Bonus per LAMC Sec. 12.22.A.25 **with incentives on the menu** (please specify): _____
- ☐ Density Bonus per LAMC Sec. 12.22.A.25 **with incentives off menu** (please specify): _____
- ☒ Density Bonus per LAMC Sec. 12.22.A.25 **with on and off menu incentives** (please specify): 38% VLI with a 102.5% density bonus (see attached actions requested)
- ☐ Greater Downtown Housing Incentive Area per LAMC Sec. 12.22.A.29, Ordinance 179,076 (Sections 7 and 9 through 11 of this form do not apply)
- ☐ Public Benefit Project per LAMC Sec. 14.00.A.2
- ☐ Unapproved Dwelling Unit per LAMC Sec. 14.00.A.10
- ☐ Agreement for Partnered Housing Between Commercial and Housing Developer:
 - ☐ 30% or more of total units provided for low income housing
 - ☐ 15% or more of total units provided for very low income housing
- ☐ General Plan Amendment per LAMC Sec. 11.5.6. Request: _____
- ☐ Zone/Height District Change per LAMC Sec. 12.32. Request: _____
- ☒ Conditional Use per LAMC Sec. 12.22.U.26
- ☐ Site Plan Review per LAMC Sec. 16.05
- ☐ Specific Plan Project Permit Compliance per LAMC Sec. 11.5.7.C
- ☐ Community Design Overlay per LAMC Sec. 13.08
- ☐ Coastal Development Permit per LAMC Sec. 12.20.2 or 12.20.2.1
- ☐ Tract or Parcel Map per LAMC Sec. 17.00 or 17.50
- ☐ Other discretionary incentives requested (please specify): _____

² Replacement units, per AB 2556, shall be equivalent to the number of units, size, and number of bedrooms of the existing development.

5. ENVIRONMENTAL REVIEW

- ☐ Environmental Review Not Required – Project is Ministerial.³ Please explain: _____
- ☒ Not filed (please contact the Department of City Planning Development Services Center for more information)
- ☐ Filed (indicate case number): _____

6. HOUSING DEVELOPMENT PROJECT TYPE (please check all that apply):

- | | | |
|---|---|---|
| <input type="checkbox"/> For Sale | <input type="checkbox"/> Moderate Income | <input type="checkbox"/> Transitional Foster Youth |
| <input checked="" type="checkbox"/> For Rent | <input checked="" type="checkbox"/> Market Rate | <input type="checkbox"/> Disabled Veteran |
| <input type="checkbox"/> Extremely Low Income | <input type="checkbox"/> Mixed Use Project | <input type="checkbox"/> Homeless |
| <input checked="" type="checkbox"/> Very Low Income | <input type="checkbox"/> Senior | <input type="checkbox"/> Special Needs (please describe): _____ |
| <input type="checkbox"/> Low Income | <input type="checkbox"/> Residential Hotel | |

7. DENSITY CALCULATION

- A. Base Density: Maximum density allowable per zoning.** *PER SURVEY*
- | | | |
|---------------------------------------|---------------|---|
| Lot size | <u>10,220</u> | s.f. (a) |
| Density allowable by zone | <u>1/800</u> | units/s.f. of lot area (b) |
| Units allowed by right (Base Density) | <u>13</u> | units (c) [$c = a/b$, Including fraction and round up to the next whole number] |

- B. Maximum Allowable Density Bonus:** 18 units (d) [$d = c \times 1.35$, include fraction and round up to whole number]

- C. Proposed Project:** Please indicate total number of Units requested as well as breakdown by levels of affordability set by each category (HCD or HUD). For information on HCD and HUD levels of affordability please contact the Housing and Community Investment Department of Los Angeles (HCIDLA) at (213) 808-8843 or hcidla.lacity.org.⁴

	Total	HCD (State)	HUD (TCAC)
Market Rate	<u>22</u>	<u>N/A</u>	<u>N/A</u>
Managers Unit(s) - Market Rate	<u>0</u>	<u>N/A</u>	<u>N/A</u>
Extremely Low Income	<u>0</u>	<u>N/A</u>	<u>N/A</u>
Very Low Income	<u>5</u>	<u>5</u> N/A	<u>N/A</u>
Low Income	<u>0</u>	<u>N/A</u>	<u>N/A</u>
Moderate Income	<u>0</u>	<u>N/A</u>	<u>N/A</u>
Seniors- Market Rate	<u>0</u>	<u>N/A</u>	<u>N/A</u>
Seniors- Very Low Income	<u>0</u>	<u>N/A</u>	<u>N/A</u>
Seniors- Low Income	<u>0</u>	<u>N/A</u>	<u>N/A</u>
Seniors – Moderate Income	<u>0</u>	<u>N/A</u>	<u>N/A</u>
Transitional Foster Youth–Very Low Income*	<u>0</u>	<u>N/A</u>	<u>N/A</u>
Disabled Veterans – Very Low Income*	<u>0</u>	<u>N/A</u>	<u>N/A</u>
Homeless – Very Low Income*	<u>0</u>	<u>N/A</u>	<u>N/A</u>
Total # of Units per Category	<u>5 VLI</u>	<u>5</u> (e)	<u>N/A</u> (f)
Percent of Affordable Units by Category	<u>38% Aff Units</u>	<u>38%</u> (g)	<u>N/A</u> (h)
[g = e/c or e/i, whichever is less, c or i] [h = f/c or f/i, whichever is less, c or i]			
TOTAL # of Units Proposed	<u>27</u> (i)		
Number of Density Bonus Units	<u>14</u> (j) [If $i > c$, then $j = i - c$; if $i < c$, then $j = 0$]		
Percent Density Bonus Requested	<u>102.5%</u> (k) [$k = j/c$]		
Percent of Affordable Set Aside	<u>38%</u> (c) x % of affordable housing units provided		

* Per AB 2442, a 10% setaside with Very Low Income units at 20% Density Bonus.

³ Ministerial Projects (aka, "By-Right") do not require any discretionary Planning approvals. Developers of such housing file building plans with the Department of Building & Safety. Plans are checked for compliance with the Building Code and, when in compliance, permits are issued to begin construction.

⁴ HCD (State) = Published affordability levels per California Department of Housing and Community Development. HUD (TCAC) = Published affordability levels per the United States Department of Housing and Urban Development.

8. **SITE PLAN REVIEW CALCULATION** An application for Site Plan Review may be required for projects that meet any of the Site Plan Review thresholds as outlined in LAMC Section 16.05.C. unless otherwise exempted per Section 16.05.D. For Density Bonus projects involving bonus units, please use the formula provided below to determine if the project meets the Site Plan Review threshold for unit count. If project meets the threshold(s) but qualifies under the exemption criteria per Section 16.05.D please confirm exemption with Department of City Planning's DSC Housing Unit.

13 units allowed by right (permitted by LAMC) – 3 existing units = 10 units

- ☐ YES, Site Plan Review is required, if Proposed Base Density units minus existing units is equal to or greater than 50⁵
- ☒ NO, Site Plan Review is not required, if Base Density units minus existing units is less than 50
- ☐ NO, Site Plan Review is not required if Proposed Project is not utilizing a Density Bonus and total Project is less than 50
- ☒ Exempt (please specify): Base Density units minus existing units is less than 50 (10)

II. DENSITY BONUS (LAMC Sec.12.22.A.25, Ordinance 179,681)

9. DENSITY BONUS OPTIONS (Please check all that apply)

- ☐ Land Donation
- ☐ Child Care
- ☐ Restricted Affordable Units Located Near Transit Stop/ Major Employment Center
- ☐ Common Interest Development with Low or Very Low Income Restricted Affordable Units for Rent
- ☐ Condominium Conversion

☒ Parking (Please choose only one of the following options):

- ☒ **Parking Option 1:** Based on # of bedrooms, inclusive of Handicapped and Guest parking. Fractional numbers are rounded down.

	# of Units	Spaces/Unit	Parking Required	Parking Provided
0-1 Bedroom	12	1	12	9
2-3 Bedrooms	15	2	30	10
4 or more Bedrooms		2.5		
TOTALS	27		42	19

- ☐ **Parking Option 2:** Reduced only for Restricted Affordable Units: up to 40% of required parking for Restricted Affordable Units may be compact stalls. Fractional numbers are rounded down.

	# of Units	Spaces/Unit	Parking Required	Parking Provided
Market Rate (Including Senior Market Rate)		Per code		
Restricted Affordable		1		
Very Low/ Low Income Senior or Disabled		.5		
Restricted Affordable in Residential Hotel		.25		
TOTALS				

- ☐ **Parking Option 3:** AB 744 - Applies to two types of projects: (A) 100% affordable developments consisting solely of rental units, exclusive of a manager's unit or units, with an affordable housing cost to lower income families; or (B) mixed-income developments consisting of the maximum number of very low- or low income units, which is 11% and 20% set aside, respectively.

⁵ Site Plan Review may also be required if other characteristics of the project exceeds the thresholds listed in Sec. 16.05 of the LAMC.

☐ **A) 100% Affordable Rental Projects**

	# of Units	Spaces/Unit	Parking Required	Parking Provided
Located within ½ mile of major transit stop		0.5		
Senior having either paratransit service or unobstructed access within ½ mile to fixed bus route service that operates at least 8 times/day		0.5		
Special needs having either paratransit service or unobstructed access within ½ mile to fixed bus route service that operates at least 8 times/day		0.3		

☐ **B) Mixed Income Projects consisting of the maximum number of very low- or low income units, which is 11% and 20% set aside, respectively**

	# of Bedrooms	Spaces/Bedroom	Parking Required	Parking Provided
Located within ½ mile of major transit stop with unobstructed access to project		0.5		

APPLICABLE TO PARKING OPTION 3 – AB744 ONLY: (1) **Major transit stop** means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. It also includes major transit stops that are included in the applicable regional transportation plan. (2) The maximum ½ mile distance to a major transit stop is measured in a straight line ("as the crow flies"). (3) Tandem or uncovered parking is permitted. (4) Fractional numbers are rounded up.

10. INCENTIVES

- ☐ Please check if you are requesting an incentive from AB 2501 "Development Bonuses From a Mixed Use Development".

A. Project Zoning Compliance & Incentives (Please check all that apply)

	<u>Required/ Allowable</u>	<u>Proposed</u>	<u>ON Menu</u>	<u>OFF Menu</u>
<input checked="" type="checkbox"/> (1) Yard/Setback (each yard counts as 1 incentive)				
<input checked="" type="checkbox"/> Front	20 ft	18 ft	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Rear	15 ft	12 ft	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Side(s)			<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> (2) Lot Coverage			<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> (3) Lot Width			<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> (4) Floor Area Ratio ⁶	3:1	4.28:1	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> (5) Height/ # of Stories ⁷	45 ft.	56 ft.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> (6) Open Space	3,075 sf	2,706 sq ft	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> (7) Density Calculation			<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> (8) Averaging (all count as 1 incentive)			<input type="checkbox"/>	<input type="checkbox"/>
FAR			—	—
Density			—	—
Parking			—	—
OS			—	—
Vehicular Access			—	—
<input checked="" type="checkbox"/> Other (please specify):	38 parking spaces	19 parking spaces	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>

TOTAL # of Incentives Requested:

4 **3** 2 **3**

⁶ If applicable, provide vicinity map showing 50% of commercially zoned parcel is within 1,500 feet from Transit Stop or Major Employment Center.

⁷ See Sec. 12.22.A.25(f) 5 for additional requirements.

B. Qualification for Incentives On the Menu: (Please check only one)

Incentives	% Very Low Income	% Low Income	% Moderate Income
One	<input type="checkbox"/> 5% to <10%	<input type="checkbox"/> 10% to <20%	<input type="checkbox"/> 10% to <20%
Two	<input type="checkbox"/> 10% to <15%	<input type="checkbox"/> 20% to <30%	<input type="checkbox"/> 20% to <30%
Three	<input checked="" type="checkbox"/> 15% or greater	<input type="checkbox"/> 30% or greater	<input type="checkbox"/> 30% or greater
3+	<input type="checkbox"/> (Specify):	<input type="checkbox"/> (Specify):	<input type="checkbox"/> (Specify):

11. COVENANT:

All Density Bonus projects are required to prepare and record an Affordability Covenant to the satisfaction of the Los Angeles Housing Department's Occupancy Monitoring Unit before a building permit can be issued. Please contact the Housing and Community Investment Department of Los Angeles (HCIDLA) at (213) 808-8843 or hcidla.lacity.org

12. REPLACEMENT UNITS:

AB 2222 requires that density bonus eligible projects replace any pre-existing affordable housing units on the project site. Replacement units include the following: (Answer the following with yes or no.)

- A. Units subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income? no, 0
- B. Units occupied by lower or very low income households below 80% AMI per California Department of Housing and Community Development Department levels not already listed above? yes, 3
- C. Units subject to the Rent Stabilization Ordinance not already listed above? yes, 2
- D. Units that have been vacated or demolished in the last 5 years? no
- E. Per AB 2556, are the number of replacement units, size and number of bedrooms equivalent to that being demolished (as shown on Existing Development Table on page 2 above)? yes

III. GREATER DOWNTOWN HOUSING INCENTIVE AREA (GDHIA)

13. GREATER DOWNTOWN HOUSING INCENTIVE AREA (LAMC SEC. 12.22.A.29, Ordinance 179,076)

A. ELIGIBILITY FOR FLOOR AREA BONUS

NOTE: Published affordability levels per the United States Department of Housing and Urban Development (HUD/TCAC). Please consult with Los Angeles Housing Department's Occupancy Monitoring Unit for additional information.

- ☐ (1) 5% of the total number of dwelling units provided for Very Low Income households; and
- ☐ (2) One of the following shall be provided:
 - ☐ 10% of the total number of dwelling units for Low Income households; or
 - ☐ 15% of the total number of dwelling units for Moderate Income households; or
 - ☐ 20% of the total number of dwelling units for Workforce Income households, and
- ☐ (3) Any dwelling unit or guest room occupied by a household earning less than 50% of the Area Median Income that is demolished or otherwise eliminated shall be replaced on a one-for-one basis within the Community Plan Area in which it is located.

B. INCENTIVES (Please check all that apply)

NOTE: Must meet all 3 eligibility requirements from above and provide a Covenant & Agreement (#11).

- ☐ (1) A 35% increase in total floor area.
- ☐ (2) Open Space requirement pursuant to Section 12.21.G reduced by one-half, provided fee is paid.
- ☐ (3) No parking required for units for households earning less than 50% AMI.
- ☐ (4) No more than one parking space required for each dwelling unit.

C. ADDITIONAL INCENTIVES TO PRODUCE HOUSING IN THE GREATER DOWNTOWN HOUSING INCENTIVE AREA

- ☐ (a) No yard requirements except as required by the Urban Design Standards and Guidelines
- ☐ (b) Buildable area shall be the same as the lot area (for the purpose of calculating buildable area for residential and mixed-use)
- ☒ (c) Maximum number of dwelling units or guest rooms permitted shall not be limited by the lot area provisions as long as the total floor area utilized by guest rooms does not exceed the total floor area utilized by dwelling units.
- ☐ (d) No prescribed percentage of the required open space that must be provided as either common open space or private open space.

**REFERRAL FORMS:****Preliminary Zoning Assessment Referral**

Department of City Planning (DCP) and Department of Building & Safety (DBS)

This form is to serve as an inter-agency referral for City Planning applications associated with a Housing Development Project. As a part of a City Planning application, this completed form shall be accompanied by architectural plans stamped and signed by DBS Plan Check staff following the completion of a zoning Plan Check. Review of the referral form by City staff is intended to identify and determine compliance with City zoning and land use requirements necessary to achieve the proposed project and to ascertain if any zoning issues or necessary approvals are associated with the project and site that need to be resolved through a discretionary City Planning action.

INSTRUCTIONS: Preliminary Zoning Assessment Referral**1. Complete the Preliminary Zoning Assessment:**

- a. **Section I: Project Information:** This section is to be completed by a member of the project team and verified by City staff.
- b. **Section II: Housing Development Project Determination:** Projects proposing the development of two or more units are screened to determine whether a project is a Housing Development Project and therefore qualifies for completion of Section III of this form and verified plans through a zoning Plan Check with DBS. The determination on Section II will be made by City Planning staff in the PARP unit prior to completion of a zoning Plan Check with DBS. A set of architectural plans, including a site plan and floor plans, are required to complete the determination.
- c. **Section III: Zoning Plan Check:** Applicants will submit for a zoning Plan Check with DBS to ascertain if any zoning issues or necessary approvals associated with the project and site need to be resolved through a discretionary City Planning action. This completed form shall be accompanied by architectural plans stamped and signed by a DBS Plan Check staff following the completion of a zoning Plan Check. DBS Plan Check staff will sign Section III of the Preliminary Zoning Assessment Form once the zoning plan check verifications are complete.

2. **File application with City Planning:** Following the completion of the Preliminary Zoning Assessment Referral Form and receipt of architectural plans stamped and signed by DBS Plan Check staff, a City Planning application may be filed. Filing appointments may be made online: <https://planning.lacity.org/development-services/appointment/form>.

3. Contact Information:

<u>DOWNTOWN OFFICES:</u>	Department of Building and Safety, Affordable Housing Section 201 N. Figueroa St., Ste 830 Los Angeles, CA 90012 Phone: (213) 482-0455 Web: https://ladbs.org/services/special-assistance/affordable-housing Email: LADBS.AHS@lacity.org	Department of City Planning, Preliminary Application Review Program 201 N. Figueroa St., 5 th Floor Los Angeles, CA 90012 Web: https://planning.lacity.org/development-services/preliminary-application-review-program Email: Planning.PARP@lacity.org
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CPC 2021 - 6888

Section I. Project Information - To be completed by applicant¹

1. PROJECT LOCATION, ZONING & LAND USE JURISDICTION

Project Address: 3730-3736 S. Kelton Ave, Los Angeles, CA 90034

Project Name (if applicable): Kelton Apartments

Assessor Parcel Number(s): 4252-025-028, 2452-025-029

Legal Description (Lot, Block, Tract): Lots: 11-12, and a portion of 13 Block: None Tract: 5848

Community Plan: Palms - Mar Vista - Del Rey Number of Parcels: 2.00 Site Area: 9,988.90 s.f.

Current Zone(s) & Height District(s): R3-1 Land Use Designation: Medium Residential

Alley in rear..... ☐ Yes ☒ No

Coastal Zone..... ☐ Yes ☒ No

Downtown Design Guide Area..... ☐ Yes ☒ No

Enterprise Zone..... ☐ Yes ☒ No

Greater Downtown Housing Incentive Area..... ☐ Yes ☒ No

Hillside Area (Zoning)..... ☐ Yes ☒ No

Site contains Historical features..... ☐ Yes ☒ No

Special Grading Area (BOE) Area..... ☐ Yes ☒ No

Very High Fire Hazard Severity Zone ☐ Yes ☒ No

☒ Specific Plan: West Los Angeles Transportation Improvement and Mitigation

☐ Historic Preservation Overlay Zone (HPOZ): _____

☐ Design Review Board (DRB): _____

☐ Redevelopment Project Area: _____

☐ Overlay Zone (CPIO/CDO/POD/NSO/RIO/CUGU/etc.): _____

☐ Q-condition/ D-limitation/ T-classification (*ordinance + subarea*): _____

☐ Legal (Lot Cut Date) _____

☐ Related City Planning Cases _____

☐ ZIs _____

☐ Affidavits _____

☐ Easements _____

☐ TOC Tier² (if applicable to project) _____

2. PROJECT DESCRIPTION

Project Description/Proposed Use Demolish three structures and construction of a 27-unit, 5-story apartment building with one level of 20 subterranean parking spaces. 5 units VLI for a 102.5% density bonus, on-menu and off-menu incentives.

No. of Stories: 5 No. of Dwelling Units: 27 Floor Area (Zoning): 27,321 sf

Existing Use/No. of Units: 3

3. APPLICANT INFORMATION³

Name: 3732 Kelton Ave, LLC

Phone: 323-737-8181

Email: kanel.nissan@gmail.com

4. REPRESENTATIVE INFORMATION

Name: Jesi Harris, Brian Silveira & Associates

Phone: (704) 277-7332

Email: jharris7@usc.edu

¹ All fields in this form must be completed. If an item is not applicable, write N/A.

² Must be verified by City Planning, Housing Services Unit

³ An applicant is a person with a lasting interest in the completed project such as the property owner or a lessee/user of a project. An applicant is not someone filing a case on behalf of a client (i.e. usually not the agent/representative)

Section II. Housing Development Project determination - To be completed by DCP staff

If a project meets any one (1) of the following categories, then the project is a Housing Development Project. Therefore, completion of Section III of this form and receipt of architectural plans stamped and signed by DBS Plan Check staff would be required for filing a City Planning application. If none of the criteria below applies, then the project is not a Housing Development Project and is not required to continue beyond this section in the Preliminary Zoning Assessment process prior to filing a City Planning application.

Housing Development Project categories (to be determined by DCP staff)	Determination: Yes or No
(a) A residential-only housing development project that creates two units or more	yes
(b) A mixed-use development consisting of residential and nonresidential uses with at least two-thirds of the Building Area designated for residential use ¹	No
(c) Transitional Housing ²	No
(d) Supportive Housing ³	No

NOTES:

3730 - 3736 S. Kelton Ave.

DCP Staff Name and Title

Maritza Lee, City Planning Associate

DCP Staff Signature

Maritza Lee

Date

1/27/2021

¹ "Building Area" as defined in California Building Code. Mixed-use projects may be subject to an analysis to determine whether two-thirds of the Building Area is residential.

² "Transitional Housing" as defined in California Government Code Section 65582(j)

³ "Supportive Housing" as defined in California Government Code Section 65582(g)

Section III. Preliminary Zoning Assessment - To be completed by DBS Plan Check Staff⁴

Item No.	Zoning Standard	Proposed	Required/Allowed	Standard Met	Applicable Section No. ⁵	Comments and Additional Information
1	Use	Apartment & Private Garage	Apartment & Private Garage	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	12.10.A.4	<input type="checkbox"/> Conditional Use (LAMC Sec. 12.24) for _____
2	Height	55'-10" Without 1:1 setback over 45'	45' + 11' = 56' With 1:1 setback over 45'	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A	12.21.1 12.22.A.25 (g)(3)	<input type="checkbox"/> Transitional Height applies (12.21.1-A.10) <input type="checkbox"/> Commercial Corner Development/Mini-Shopping Center height applies (12.22-A.23(a)(1)) Off-menu Incentive Required since on-menus 1:1 setback over 45' height is not met. (12.22.A.25 (f)(5)(b))
3	No. of Stories	5	No Limit.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	12.21.1 (if code prevails)	
4	FAR (Floor Area Ratio)	FAR = 27,127/ 6240.2 = 4.34	FAR = 3 Max. Floor Area = 18720.6 SF Max.	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A	12.21.1 12.22.A.25 (g)(3)	Buildable Area = 6240.2 SF Maximum Floor Area = 3 X 6240.2 SF = 18720.6 SF
5	RFAR (Residential Floor Area Ratio)	N/A	N/A	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	N/A	N/A

4 DBS Plan Check staff will sign Section III of the Preliminary Zoning Assessment form and provide stamped and signed architectural plans once the zoning Plan Check verifications are complete.

5 Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.



Item No.	Zoning Standard	Proposed	Required/Allowed	Standard Met	Applicable Section No. ⁶	Comments and Additional Information
6	Density	27 Units	10220 / 800 = 12.7 13 Base 13 X 1.35 = 17.5 18 Units Max.	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A	12.10.C.4 12.22.A.25 (c)	Density Ratio: 1 / 800 <input type="checkbox"/> Site Plan Review (16.05) / Major Project CUP (12.24-U.14) Additional units beyond 18 to be allowed per planning LOD.
7	Setback (Front)	13'	15' (building line after dedication)	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	12.22.C.1 (Building Line) 12.32.R 12.22.A.25 (f)(1)	Lot Line Location (Street): Kelton Ave Lot Line Location (Street):
8	Setback (Side)	8'	8'	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	12.10.C.2	<input type="checkbox"/> Offset/plane break met (if applicable)
9	Setback (Rear)	12'	15' 15' X 20% = 3' Reduction per On-Menu Incentive 15' - 3' = 12' Min.	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A	12.10.C.3	On-Menu Incentive Required.
10	Building Line	13'	15' (building line after dedication)	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A	Ordinance No.: Ord. 69026 12.22.A.25 (f)(1)	

⁶ Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.



Item No.	Zoning Standard	Proposed	Required/Allowed	Standard Met	Applicable Section No. ⁷	Comments and Additional Information
11	Parking (automobile)	Residential: 19 Stalls Proposed Non-Residential: N/A	Residential: <small>1 bdrm units = 12 X 1 = 12 2 bdrm units = 15 X 2 = 30 42 X 10% (bike swap) = 4.2 42 - 4 = 38 Required</small> Non-Residential: N/A	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A	12.22.A.25 (d) (1) 12.21.A.4 (bike swapping) 12.22.A.25(g) (3)	Design standards met: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO Off-Menu Incentive Required.
12	Parking (bicycle)	Long-term: 34 Short-term: 3	Long-term: 27 Short-term: 3	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	12.21.A.16	Facility standards met: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO Location standards met: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
13	Open Space	Total (s.f.): 1792 SF Common (s.f.): 1042 SF Private (s.f.): 750 SF	Total: 3075 SF Min Common: 1587.5 SF Min Private: 1587.5 SF Max	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A	12.21-G (if code prevails)	Units/Habitable Room <3: 13 X 100 = 1300 =3: 15 X 125 = 1875 >3: Dimensions met: <input type="checkbox"/> YES <input type="checkbox"/> NO Off-Menu Incentive Required
14	Retaining Walls in Special Grading Areas	Max Height: None proposed. Max Quantity: None proposed.	Max Height: 10' Max Quantity: 2 max	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	12.21-C.8 (if code prevails)	


⁷ Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.



Item No.	Zoning Standard	Proposed	Required/Allowed	Standard Met	Applicable Section No. ⁸	Comments and Additional Information
15	Grading (Zoning & Planning limitations)	N/A	N/A	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	N/A	N/A
16	Lot Coverage	N/A	N/A	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	N/A	N/A
17	Lot Width	92'	50' Min	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	12.10.C.4	
18	Space between Buildings	N/A	N/A	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	12.21-C.2(a) (if code prevails) N/A	N/A
19	Passageway	>16'	16' min	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	12.21-C.2(b) (if code prevails)	
20	Location of Accessory Buildings	N/A	N/A	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	12.21-C.5 (if code prevails)	N/A

⁸ Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.



Item No.	Zoning Standard	Proposed	Required/Allowed	Standard Met	Applicable Section No. ⁹	Comments and Additional Information
21	Loading Area	N/A	N/A	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	N/A	N/A
22	Trash & Recycling	61 SF	60 SF Min	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	12.21.A.19	
23	Landscape	Conformance determined by Los Angeles City Planning				
24	Private Street	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		
	Other (e.g. ground floor transparency, lighting, utilities, signage, walls, lot area, minimum frontage, etc.)	See additional sheets, if applicable				Additional Sheet(s) attached: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Plan Check Application No. ¹⁰ B21LA02166				Notes 21010-10001-00611		
DBS Plan Check Staff Name and Title Rodolfo Arias, SEA III			DBS Plan Check Staff Signature ¹¹ 		Date 06/17/2021	

⁹ Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

¹⁰ This completed form shall be accompanied by plans stamped and signed by a DBS Plan Check staff following the completion of a zoning Plan Check.

¹¹ LADBS Plan Check staff will sign Section III of the Preliminary Zoning Assessment Form once the zoning plan check verifications are complete.



ADDITIONAL ZONING AND LAND USE STANDARDS REVIEWED - to be completed by DBS Plan Check Staff

Item No.	Zoning Standard	Proposed	Required/Allowed	Standard Met	Applicable Section No.	Comments and Additional Information
				<input type="checkbox"/> YES <input type="checkbox"/> NO		
				<input type="checkbox"/> YES <input type="checkbox"/> NO		
				<input type="checkbox"/> YES <input type="checkbox"/> NO		
				<input type="checkbox"/> YES <input type="checkbox"/> NO		
				<input type="checkbox"/> YES <input type="checkbox"/> NO		
				<input type="checkbox"/> YES <input type="checkbox"/> NO		






Eric Garcetti, Mayor
Ann Sewill, General Manager

DATE: June 17, 2021

TO: 3732 Kelton Ave, LLC, a California limited liability company, Owner
Kalnel Gardens, LLC, a California limited liability company, Owner

FROM: Marites Cunanan, Senior Management Analyst II  Digitally signed by Marites Cunanan
Date: 2021.06.17 15:44:28 -0700
Los Angeles Housing and Community Investment Department

SUBJECT: **Housing Crisis Act of 2019 (SB 330)**
(DB) Replacement Unit Determination
RE: 3730-3732 South Kelton Avenue, Los Angeles, CA 90034
3736 South Kelton Avenue, Los Angeles, CA 90034

Based on the Application for a Replacement Unit Determination (RUD) submitted by Jesi Harris on behalf of 3732 Kelton Ave, LLC, a California limited liability company (Owner of APN: 4252-025-029) and Kalnel Gardens, LLC, a California limited liability company (Owner) (Owner of APN: 4252-025-028) for the above referenced property located at 3730-3732 South Kelton Avenue and 3736 South Kelton Avenue, Los Angeles, CA 90034 (APN: 4252-025-029 and 4252-025-028) (Property), the Los Angeles Housing and Community Investment Department (HCIDLA) has determined that three (3) units are subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330).

PROJECT SITE REQUIREMENTS:

SB 330 prohibits the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units as specified below. The replacement requirements below are applicable only to those proposed housing development projects that submit a complete application pursuant to California Government Code Section 65943 to the Department of City Planning on or after January 1, 2020.

Replacement of Existing Residential Dwelling Units.

The proposed housing development project shall provide at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the project site within the past 5 years.

Replacement of Existing or Demolished Protected Units.

The proposed housing development project must also replace all existing or demolished "Protected Units." Protected Units are those residential dwelling units that are or were within the 5 years prior to the owner's application for a Replacement Unit Determination: (1) subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income, (2) subject to any form of rent or price control through a public entity's valid exercise of its police power within the 5 past years, (3) **occupied by lower or very low income households (an affordable Protected Unit)**, or (4) that were withdrawn from rent or lease per the Ellis Act, within the past 10 years.

Whether a unit qualifies as an affordable Protected Unit, is primarily measured by the income level of the occupants (i.e. W-2 forms, tax return, pay stubs etc.). In the absence of occupant income documentation, affordability will default to the percentage of extremely low, very low, and low income renters in the jurisdiction as shown in the latest HUD Comprehensive Housing Affordability Strategy (CHAS) database, which is presently at 30% extremely low income, 19% very low income and 18% low income for Transit Oriented communities (TOC) projects and 49% very low income and 18% low income for Density Bonus (DB) projects. The remaining 33% of the units are presumed above-low income, and if subject to the Rent Stabilization Ordinance ("RSO"), must be replaced in accordance with the RSO. All replacement calculations resulting in fractional units shall be rounded up to the next whole number.

Relocation, Right of Return, Right to Remain for Occupants of Protected Units.

SB 330 also provides the right of first refusal for comparable units (i.e. same bedroom type) in the owner's proposed new housing development to occupants of Protected Units. Therefore, for occupied units, the replacement units must be of the same bedroom type of the units demolished. The comparable replacement units must be provided at a rent or sales price affordable to the same or lower income category. Occupants of Protected Units also are entitled to receive relocation to state or local law, whichever provides greater assistance and the right to remain in their unit until 6 months before the start of construction.

THE PROPOSED HOUSING DEVELOPMENT PROJECT:

Per the statement received by HCIDLA on February 11, 2021, the Owner plans to construct a five (5) story, twenty-seven (27) unit apartment building pursuant to Density Bonus.

STATUS OF PROJECT SITE/PROPERTY:

Owner submitted an Application for a RUD for the Property on February 11, 2021. In order to comply with the required 10 year look back period, HCIDLA collected and reviewed data from February 2011 through February 2021.

Review of Documents:

Pursuant to the Owner's Grant Deeds, the Property associated with 3730-3732 South Kelton Avenue, Los Angeles, CA 90034 was acquired by 3732 Kelton Ave LLC, a California limited liability company on May 27, 2020 and the Property associated with 3736 South Kelton Avenue, Los Angeles, CA 90034 was acquired by Kalnel Gardens, LLC, a California limited liability company on May 7, 2013

Google Earth, Google Street View, and an internet search confirm two residential buildings on the Property.

Department of City Planning (ZIMAS), County Assessor Parcel Information (LUPAMS), DataTree database, Billing Information Management System (BIMS) database, and the Code, Compliance, and Rent Information System (CRIS) database indicate a use code of "0300 – Residential - Three Units (Any Combination)" for 933 South Gramercy Place.

The Los Angeles Department of Building and Safety database indicates that the Owner has applied for a Building Permit (21010-10000-00611), but has yet to apply for a Demolition Permit.

REPLACEMENT UNIT DETERMINATION:

The Existing Residential Dwelling Unit at the Property:

ADDRESS	BEDROOM TYPE	"PROTECTED?"	BASIS OF "PROTECTED" STATUS
3730 South Kelton Avenue	1 Bedroom	Yes	RSO
3732 South Kelton Avenue	2 Bedrooms	Yes	RSO
3736 South Kelton Avenue	2 Bedrooms	Yes	Affordable Protected Unit
Totals: 3 Units	5 Bedrooms		

Pursuant to (SB 330), where incomes of existing or former tenants are unknown, the required percentage of affordability is determined by the percentage of extremely low, very low, and low income rents in the jurisdiction as shown in the HUD Comprehensive Housing Affordability Strategy (CHAS) database. At present, the CHAS database shows 49% Very Low ([31% to 50% AMI]), and 18% Low ([51% to 80% AMI]) renter households for Los Angeles (for a total of 67%). The balance of these unit(s) (i.e. 33%) are presumed to have been occupied by persons and families above-lower income.

Number of Existing Residential Dwelling Units and Protected Units within five (5) years of Owner's application:	3
Number of Protected Units Ellised within the last (10) years:	0
Number of Affordable Replacement Units required per CHAS:	3
3 Units x 67%	
49% Very Low	
18% Low	
Number of Unit(s) presumed to be above-lower income subject to replacement:	0

For Rental:

No income documents were provided for the three (3) residential unit(s). Pursuant to CHAS, three (3) unit(s) need to be replaced with equivalent type, with two (2) units restricted to Very Low Income Households, and one (1) unit restricted to Low Income Households.

Per information provided by the Department of Water and Power (DWP) and the Owner, the unit located at 3730 South Kelton Avenue was vacant at the time of application, while the units located at 3732 and 3736 South Kelton Avenue were occupied.

Please note that all the new units may be subject to RSO requirements unless the RSO is not applicable, or an RSO Exemption is filed and approved by the RSO Section. This determination is provisional and subject to verification by the RSO Section.

This RUD only applies if the proposed project is a rental DB project and NOT condominiums. In the event the project changes to condominiums, the owner needs to request a RUD amendment to reflect 100% replacement of the units. In addition, if the project is changed from Density Bonus to TOC, a RUD amendment will also be required.

****WARNING****

LOT TIES AND EXISTING PRE-1978 SINGLE FAMILY DWELLING ON ONE LOT

ISSUE:	Is a LOT TIE required for the NEW proposed housing development project?
IF NO:	Owner's existing Rent Stabilization (RSO) replacement obligation, if any, remains the SAME as above.
IF YES:	Owner's existing RSO replacement obligation, if any, will INCREASE by one and the proposed housing development project will also be subject to the RSO, unless the existing single family dwelling is demolished before the lots are tied.

NOTE: This determination is provisional and is subject to verification by HCIDLA's Rent Division.

If you have any questions about this RUD, please contact Kenneth Le at Kenneth.Le@lacity.org


cc: Los Angeles Housing and Community Investment Department File
3732 Kelton Ave, LLC, a California limited liability company, Owner
Kamel Gardens, LLC, a California limited liability company, Owner
Planning.PARP@lacity.org, Department of City Planning

MAC:kl

**CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE**

Date: December 14, 2021

To: Mr. Vincent Bertoni, Director
Department of City Planning
Attn: Dylan Sittig (City Planning Associate)

From:  for
Bertam Moklebust, Principal Civil Engineer
Permit Case Management Division
Bureau of Engineering

Subject: Case No. CPC 2021-6888 (CU/DB/HCA): 3732-3736 South Kelton Avenue

The following recommendations identifying the infrastructure deficiencies adjacent to the application site are submitted for your use for the approval of a Conditional Use Permit, Density Bonus and Housing Crisis Act adjoining the area involved:

1. Dedication Required:

Kelton Avenue (Local Street) – A 5-foot wide strip of land along the property frontage to complete a 30-foot wide half right-of-way in accordance with Local Street standards.

Improvements Required:

Kelton Avenue – Construct suitable surfacing to join the existing improvements to provide an 18-foot wide half roadway, including asphalt pavement, integral concrete curb and gutter and a 5-foot wide concrete sidewalk in a 12-foot border. These improvements should suitably transition to join the existing improvements.

Note: On August 13, 2021, the applicant's consulting arborist certified that there are no protected street trees under the City of Los Angeles' Tree Preservation Ordinance No. 186,873 adjoining the property. Should the Bureau of Street Services, Urban Forestry Division does not approve tree removals, thereby impacting the ability to widen the street, then improve Kelton Avenue along the property frontage with the removal and replacement of existing concrete curb, gutter at existing location, and construction of full-width concrete sidewalk with tree wells abutting the new property line including any necessary removal and reconstruction of the existing improvements satisfactory to the City Engineer.

Note: Broken curb and/or gutter includes segments within existing score lines that are depressed or upraised by more than ¼ inch from the surrounding concrete work or are separated from the main body of the concrete piece by a crack through the entire vertical segment and greater than 1/8 inch at the surface of the section.

Non- ADA compliant sidewalk shall include any sidewalk that has a cross slope that exceeds 2% and/or is depressed or upraised by more than ¼ inch from the surrounding concrete work or has full concrete depth cracks that have separations greater than 1/8 inch at the surface. The sidewalk also includes that portion of the pedestrian path of travel across a driveway.

All new sidewalk curb and gutter shall conform to the Bureau of Engineering Standard Plans S410-2, S440-4, S442-5 and S444-0.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. Some tree removal in conjunction with the street improvement project may require Board of Public Works approval. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

Trees: That Board of Public Works approval shall be obtained prior to the issuance of the Certificate of Occupancy of the development project for the removal of any tree in the existing or proposed public right-of-way. The Bureau of Street Services, Urban Forestry Division is the lead agency for obtaining Board of Public Works approval for the removal of such trees.

Removal of street trees is required in conjunction with the street widening for this project. Please include the tree removal issue in your public hearing notice for this application.

Notes: Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-6379.

Department of Transportation may have additional requirements for dedication and improvements.

Refer to the Department of Transportation regarding any conflicts with traffic signals, signs, parking spaces, meters or traffic control devices (213) 482-7024.

Refer to the Department of Water and Power regarding power pole (213) 367-2715.

Refer to the Fire Department regarding fire hydrants (213) 482-6543.

2. Drain the roof and site to the public right-of-way.
3. Catch basin exists in Kelton Avenue. Relocation of any County owned catch basin and extension of storm drain pipe will require approval and permit from the County of Los Angeles.
4. Sewer lines exist in Kelton Avenue. Extension of the house connection laterals to the new property line will be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
5. An investigation by the Bureau of Engineering WLA District Office Sewer Counter may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the West Los Angeles District Office of the Bureau of Engineering at (310) 575-8384.
6. Submit shoring and lateral support plans to the Bureau of Engineering Excavation Counter for review and approval prior to excavating adjacent to the public right-of-way (310) 575-8388.
7. Submit parking area and driveway plans to the WLA District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

Any questions regarding this report may be directed to Quyen M. Phan of my staff at (213) 808-8604.

cc: West Los Angeles District Office

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

November 5, 2021

TO: Vincent Bertoni, AICP, Director of Planning
Department of City Planning
Attention: Dylan Sittig

FROM: Los Angeles Fire Department

SUBJECT: **CITY PLANNING CASE: CPC-2021-6888-CU-DB-HCA
(3730 Kelton South Avenue)**

Submit plot plans for Fire Department approval and review prior to recordation of City Planning Case.

RECOMMENDATIONS:

During demolition, the Fire Department access will remain clear and unobstructed.

Access for Fire Department apparatus and personnel to and into all structures shall be required.

One or more Knox Boxes will be required to be installed for LAFD access to the project.
Location and number to be determined by LAFD Field Inspector. (Refer to FPB Req # 75).

505.1 Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.

Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.

The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 (EXCEPTION)

- a. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.
- b. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.
- c. This policy does not apply to single-family dwellings or to non-residential buildings.

Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend onto the roof.

Entrance to the main lobby shall be located off the address side of the building.

Any required Fire Annunciator panel or Fire Control Room shall be located within a 20ft visual line of sight of the main entrance stairwell or to the satisfaction of the Fire Department.

UL #793

Smoke Vents may be required where roof access is not possible; location and number of vents to be determined at Plan Review.

Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

FPB #105

5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **BY APPOINTMENT ONLY**, in order to assure that you receive service with a minimum amount of waiting please email **lafdhhydrants@lacity.org**. You should advise any consultant representing you of this requirement as well.

RALPH M. TERRAZAS
Fire Chief


Kristin Crowley, Fire Marshal
Bureau of Fire Prevention and Public Safety

KC:RD:jb
CPC-2021-6888-CU-DB-HCA

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: October 8, 2021

TO: Dylan Sittig, City Planner
Department of City Planning

FROM:  Hector Banuelos, Street Tree Superintendent I
Bureau of Street Services, Urban Forestry Division

SUBJECT: CPC-2021-6888—CU-DB-HCA – 3730 Kelton South Ave.

In regard to your request for review of this case regarding Urban Forestry requirements, it is our recommendation that:

1. STREET TREES

- a. Project shall preserve all healthy mature street trees whenever possible. All feasible alternatives in project design should be considered and implemented to retain healthy mature street trees. A permit is required for the removal of any street tree and shall be replaced 2:1 as approved by the Board of Public Works and Urban Forestry Division.
- b. Plant street trees at all feasible planting locations within dedicated streets as directed and required by the Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The subdivider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction for tree planting direction and instructions.

Note: Removal of street trees requires approval from the Board of Public Works. All projects must have environmental (CEQA) documents that appropriately address any removal and replacement of street trees. Contact Urban Forestry Division at: (213) 847-3077 for tree removal permit information.

HB:AS:djm

EXHIBIT D

ENVIRONMENTAL CLEARANCE

ENV-2021-6889-CE

D1 – Notice of Exemption & Justification for
Categorical Exemption

D2 – Tree Letter

D3 – Transportation Study Assessment and VMT
Calculator

D4 – LADBS Soils Report Approval Letter and
Geotechnical Report

D5 – Haul Route Application Form and Map

NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

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

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS

CPC-2021-6888-CU-DB-HCA-PHP / Density Bonus, Affordable Housing Incentive Program, and Conditional Use

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

ENV-2021-6889-CE

PROJECT TITLE

3730 Kelton Avenue

COUNCIL DISTRICT

5 - Koretz

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)**3730 - 3736 South Kelton Avenue**☐ Map attached.**PROJECT DESCRIPTION:**☒ Additional page(s) attached.

The project is the development of a new 5-story, 56-foot tall multifamily residential building comprised of 27 dwelling units (including 5 units restricted to Very Low Income Households). The project will be 26,706 square feet in floor area and have a Floor Area Ratio ("FAR") of 4.28:1. The project will provide 19 vehicular parking spaces in one subterranean parking level, and 34 long-term and 3 short-term bicycle parking spaces. The site is currently improved with a single-family dwelling unit and a duplex; all existing structures will be demolished. There are no protected trees and no non-protected significant trees on the subject site; however, three (3) non-protected significant street trees will be removed from the public right-of-way. The project assumes a worst-case scenario of removing all street trees, in the event of changes to the right-of-way improvement plans after approval of the environmental clearance. However, this environmental analysis does not authorize the removal of any street trees without prior approval of Urban Forestry, in compliance with LAMC Sections 62.169 and 62.170 and their applicable findings. The project requests a haul route for export of approximately 2,650 cubic yards of soil.

NAME OF APPLICANT / OWNER:**Mark Judaken, 3732 Kelton Ave, LLC****CONTACT PERSON** (If different from Applicant/Owner above)**Jesi Harris, Brian Silveira & Associates****(AREA CODE) TELEPHONE NUMBER****(704) 277-7332****EXT.****EXEMPT STATUS:** (Check all boxes, and include all exemptions, that apply and provide relevant citations.)**STATE CEQA STATUTE & GUIDELINES**☐ **STATUTORY EXEMPTION(S)**

Public Resources Code Section(s) _____

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

SEE ATTACHED

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

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

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

CITY STAFF USE ONLY:**CITY STAFF NAME AND SIGNATURE**

Dylan Sittig

*Dylan Sittig***STAFF TITLE**

City Planning Associate

ENTITLEMENTS APPROVED

Density Bonus, Affordable Housing Incentive Program, and Conditional Use

DISTRIBUTION: County Clerk, Agency Record

Rev. 6-22-2021

DEPARTMENT OF
CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

CAROLINE CHOE
VICE-PRESIDENT

HELEN CAMPBELL
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CITY OF LOS ANGELES
CALIFORNIA



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MAYOR

EXECUTIVE OFFICES

200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

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ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

**JUSTIFICATION FOR PROJECT EXEMPTION
CASE NO. ENV-2021-6889-CE**

The Department of City Planning determined, based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to State CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

The project, located at 3730 - 3736 South Kelton Avenue, is for the development of a new 5-story, 56-foot tall multifamily residential building comprised of 27 dwelling units (including 5 units restricted to Very Low Income Households). The project will be 26,706 square feet in floor area and have a Floor Area Ratio ("FAR") of 4.28:1. The project will provide 19 vehicular parking spaces in one subterranean parking level, and 34 long-term and 3 short-term bicycle parking spaces. The site is currently improved with a single-family dwelling unit and a duplex; all existing structures will be demolished. There are no protected trees and no non-protected significant trees on the subject site; however, three (3) non-protected significant street trees will be removed from the public right-of-way. The project assumes a worst-case scenario of removing all street trees, in the event of changes to the right-of-way improvement plans after approval of the environmental clearance. However, this environmental analysis does not authorize the removal of any street trees without prior approval of Urban Forestry, in compliance with LAMC Sections 62.169 and 62.170 and their applicable findings. The project requests a haul route for export of approximately 2,650 cubic yards of soil.

As a residential building, and a project which is characterized as in-fill development, the project qualifies for the Class 32 Categorical Exemption.

CEQA Determination – Class 32 Categorical Exemption Applies

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

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

The project site is in the Palms – Mar Vista – Del Rey Community Plan, and is designated for Medium Residential land uses, with corresponding zones of R3 and R3(PV). The site is zoned R3-1 and is therefore consistent with the land use designation. The project site is in the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP, Ordinance Nos. 186,105 and 186,108). The Project is subject to Department of Transportation clearance of the WLA TIMP. Height District No. 1 limits the Floor Area Ratio ("FAR") to 3:1 and building height to 45 feet with no limit on the number of stories; however, the proposed project will have a FAR of 4.28:1 and a height of 56 feet as permitted by State Density Bonus Law in exchange for providing five (5) units of rent restricted units for Very Low Income Households for 55 years. The property is in a Transit Priority Area in the City of Los Angeles (Zoning

Information “ZI” File No. 2452). As demonstrated in the case file and under Finding No. 5 above, the project is consistent with the General Plan, the applicable Palms – Mar Vista – Del Rey Community Plan designation and policies, and all applicable zoning designations and regulations as permitted by Density Bonus law.

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

The subject site is wholly within the City of Los Angeles, on a site that is approximately 0.23 acres (10,220 square feet) and is surrounded by urban uses. a combination of multi-family residential uses and commercial uses along Venice Boulevard. Surrounding properties are developed primarily with one- to three-story multi-family residential uses and are similarly zoned R3-1. Neighboring buildings to the north and south of the site are three and two stories, respectively, and there is one four-story multi-family residential building towards the rear of the site along Midvale Avenue. Other parcels further south fronting Venice Boulevard are zoned C2-1 and developed with one- and two-story commercial uses including markets, restaurants, dental office, dry cleaners, bar, salon, and other retail uses. The subject site is within one-half mile of the Major Transit Stop at the intersection of Overland Avenue and Venice Boulevard that is served by Los Angeles County Metropolitan Transportation Authority Line 33 and the Santa Monica Big Blue Bus Line R12.

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

The site is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. The site is currently improved with a single-family dwelling unit and a duplex; all existing structures will be demolished. Prior to any work on the adjacent public right-of-way, the applicant will be required to obtain approved plans from the Department of Public Works. As there currently is no approved right-of-way improvement plan and for purposes of conservative analysis under CEQA, Planning has analyzed the worst-case potential for removal of all street trees. Note that street trees and protected trees shall not be removed without prior approval of the Board of Public Works/Urban Forestry (BPW) under LAMC Sections 62.161 - 62.171. At the time of preparation of this environmental document, no approvals have been given for any tree removals on-site or in the right-of-way by BPW. The City has required a Tree Report to identify all protected trees/shrubs on the project site and all street trees in the adjacent public right-of-way. There are no protected trees and no non-protected significant trees on the subject site or in the adjacent public right of way and no protected or non-protected significant trees will be removed as verified in the Tree Letter prepared by Carlberg Associates dated August 13, 2021. There are no protected trees and no non-protected significant trees on the subject site; however, three (3) non-protected significant street trees will be removed from the public right-of-way. However, the Project assumes a worst-case scenario of removing all street trees, in the event of changes to the right-of-way improvement plans after approval of the environmental clearance. However, this analysis does not authorize the removal of any street trees without prior approval of Urban Forestry, in compliance with Los Angeles Municipal Code, Chapter VI, Section 62.169 through 62.170 and their applicable findings. The project proposes to plant seven 24-inch box trees, as provided in Exhibit “A”.

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

Regulatory Compliance Measures – The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for

stormwater runoff. More specifically, RCMs include but are not limited to the following, to ensure the project will not have significant impacts:

- **Regulatory Compliance Measure RC-AQ-1 (Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
 - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
 - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
 - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
 - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
 - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
 - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
 - Trucks having no current hauling activity shall not idle but be turned off.
- **Regulatory Compliance Measure RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
- **Regulatory Compliance Measure RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.
- **Regulatory Compliance Measure RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.
- **Regulatory Compliance Measure RC-AQ-5:** The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.
- **Regulatory Compliance Measure RC-AQ-6:** New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.
- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

These RCMs have been historically proven to work to the satisfaction of the City Engineer to reduce any impacts from the specific environment of the Project Site. Also, all haul route

applications require the submittal of a Geology and Soils Report to the Department of Building and Safety (DBS) detailing conditions of approval that must be followed. The applicant submitted a Geotechnical report prepared by Sub Surface Designs Inc. dated March 18, 2021 to the case file. DBS issued a Geology and Soils Report Approval Letter (Log No. 116837) for the subject property on April 27, 2021, which details conditions of approval that must be followed. In addition, the RCMs require that design and construction of the building must conform to the California Building Code and grading on site shall comply with the City's Landform Grading Manual, as approved by the Department of Building and Safety Grading Division.

Traffic - The Project does not exceed the threshold criteria established by LADOT for preparing a traffic study. The Department of Transportation (LADOT) Referral Form dated December 15, 2021 and the Vehicle Miles Traveled (VMT) calculator indicated that the number of daily vehicle trips will be 119 which is under the threshold of 250 or more daily vehicles trips to require VMT analysis. Therefore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study and will not have any significant impacts related to traffic. The Project will also be governed by a haul route under City Code requirements, which will regulate the route hauling trucks will travel, and the times at which they may leave the site, thereby reducing any potential traffic impacts to less than significant. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter (Log No. 116837) for the proposed project and as it may be subsequently amended or modified. Therefore, the project will not have any significant impacts relating to traffic.

Noise – The Project must comply with the adopted City of Los Angeles Noise Ordinances No. 144,331 and 161,574 and LAMC Section 41.40 as indicated above in RC-NO-1, LAMC Section 112.05, as well as any subsequent Ordinances, which prohibit the emission or creation of noise beyond certain levels. These Ordinances cover both operational noise levels (i.e., post-construction), and any construction noise impacts. The Project does not exceed the threshold criteria for preparing a noise study. As a result of this mandatory compliance, the proposed Project will not result in any significant noise impacts.

Air Quality – There are several Regulatory Compliance Measures listed above (RC-AQ-1 through RC-AQ-6) which regulate air quality-related impacts for projects citywide. The Project does not exceed the threshold criteria for preparing an air quality study; at 27 dwelling units, the Project is well under the screening criteria of 80 units for air quality studies. As a result of this mandatory compliance, the proposed Project will not result in any significant air quality impacts.

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

The project site will be adequately served by all public utilities and services given that the construction of a multi-family building will be on a site which has been previously developed and is consistent with the General Plan.

Therefore, the project meets all the Criteria for the Class 32 Categorical Exemption.

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

There are five (5) Exceptions which must be considered to find a project exempt under Class 32:

- (a) **Cumulative Impacts.** *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.*

According to Navigate LA, there are two other haul route approvals, and zero other haul route applications being processed within 500 feet of the subject site. The approved haul routes are for the following properties and during the following timeframes:

3755 South Canfield Avenue [February 11, 2020 through August 11, 2022]
10801 West Venice Boulevard [September 22, 2020 through March 22, 2023]

There are seven other haul routes that originate more than 500 feet from the subject site but pass along Venice Boulevard (within 500 feet of the subject site) that have been completed.

In light of the increase in construction activity in BOE Special Grading Areas and Hillside Areas and the increase in associated truck traffic related to the import and export of soil, a haul route monitoring program is being implemented by the Department of Building and Safety for Council Districts 4 and 5 for added enforcement to ensure safety and to protect the quality of life of area residents. As part of this program, a haul route monitor is assigned to a geographic area to monitor haul routes and keep track of daily activities in order to minimize impacts to neighboring residents. Haul routes are tracked via a Map for each district to identify the locations of construction sites for which a haul route was required.

Also, the haul route approval will be subject to recommended conditions prepared by the Los Angeles Department of Transportation (LADOT) and considered by the Board of Building and Safety Commissioners and will reduce the impacts of construction-related hauling activity, monitor the traffic effects of hauling, and reduce haul trips in response to congestion. Furthermore, DBS staggers the haul route schedules to ensure that all the haul routes do not occur simultaneously.

While there could potentially be another haul route along Venice Boulevard during the hauling period of the proposed project, all projects are subject to the citywide Regulatory Compliance measures as noted above. Therefore, in conjunction with citywide RCMs and compliance with other applicable regulations, no foreseeable cumulative impacts are expected.

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

The project proposes a residential building in an area zoned and designated for such development. All adjacent lots are developed with multi-family and single-family residential and commercial uses, and the subject site is of a similar size and slope to nearby properties. The project proposes a FAR of 4.28:1 on a site that is permitted to have an FAR of 3.0:1 by the site's zoning. The project is eligible for the FAR 4.28:1 through an Off-Menu Density Bonus Incentive. The project size and height is not unusual for the vicinity of the subject site, and is similar in scope to other existing multi-family dwellings and proposed future projects in the area. Furthermore, there is no substantial evidence in the administrative record that this project will cause a significant impact. Thus, there are no unusual circumstances which may lead to a significant effect on the environment, and this exception does not apply.

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

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. State Route 27 is located approximately 9.5 miles northwest of the subject site. Therefore, the subject site will not create any impacts within a designated state scenic highway, and this exception does not apply.

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

According to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site. Therefore, the project is not identified as a hazardous waste site, or in the vicinity of a hazardous waste site, and this exception does not apply.

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

The project site is not listed in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register, and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. As such, the Project would have no impact on historical resources. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.



August 13, 2021

Jesi Harris
Planning and Land Use Consultant
Associate Planner, Brian Silveira & Associates
1501 Cabrillo Avenue, No. 1/2
Venice, California 90291

Re: 3732 and 3736 South Kelton Avenue, Los Angeles, California 90034

Dear Ms. Harris,

This letter certifies that there are no trees or shrubs considered protected by the City of Los Angeles' Tree Preservation Ordinance No. 186,873 (Chapter IV, Article 6 of the Los Angeles Municipal Code) on the two properties located at 3732 and 3736 South Kelton Avenue in Los Angeles, California.

Protected trees and shrubs as set forth in the Ordinance are coast live oak, western sycamore, Southern California black walnut, California bay laurel, Mexican elderberry and toyon with trunk diameters (measured at 4.5 feet above grade) of 4 inches or greater. None of these species are present on either property.

There are three City of Los Angeles rights-of-way trees in front of the properties: liquidambar (*Liquidambar styraciflua*). Although the City "protects" all ROW trees regardless of species, this liquidambar, or American sweet gum, is not one of the California native plants as described above.

Respectfully submitted,

Cy Carlberg
Registered Consulting Arborist
President, Carlberg Associates



Santa Monica Office
828 Fifth Street, Suite 3
Santa Monica, California 90403
Office: 310.451.4804

Sierra Madre Office
80 West Sierra Madre Boulevard, #241
Sierra Madre, California 91024
Office: 626.428.5072

www.cycarlberg.com

TOPOGRAPHIC SURVEY

LEGEND:

A.C.	ASPHALT CONCRETE
B.W.	BACK OF WALK
CONC.	CONCRETE
D/V	DRIVEWAY
E	EAST
FF	FINISHED FLOOR
FL	FLOWLINE
N	NORTH
S	SOUTH
TC	TOP OF CURB
V	WEST
	BUILDING LINE
	BUILDING, 2ND STORY CENTERLINE
	CENTERLINE
	ELECTRIC METER
	FENCE, CHAIN-LINK
	FENCE, WOOD
	FIRE HYDRANT
	GAS METER
	GUY WIRE
	LIGHT POLE
	POWER LINE
	PROPERTY LINE
	SPOT ELEVATIONS
	WALL
	WATER METER

NOTE:
THIS SURVEY DOES NOT INCLUDE EASEMENTS OF RECORD OR OTHERWISE, UNDERGROUND PUBLIC UTILITIES OR OTHER SUBSTRUCTURES, OR ZONE EASEMENTS, SETBACK OR STREET WIDENING DATA IF APPLICABLE.
ALTHOUGH REQUESTED, NO TITLE POLICY OR PRELIMINARY TITLE REPORT WAS MADE AVAILABLE TO THIS SURVEYOR.
IF THE EXISTING GRADE SHOWN ON THIS MAP ARE TO BE USED FOR CONSTRUCTION PURPOSES, IT IS THE RESPONSIBILITY OF THE PARTY USING THIS MAP TO VERIFY THE VERTICAL DATUM BY CHECKING BETWEEN AT LEAST FIVE EXISTING GRADES SHOWN HEREON. IF THE INFORMATION ON THIS MAP IS TO BE INCLUDED IN CONSTRUCTION PLANS, THIS MAP IN ITS ENTIRETY MUST BE MADE A PART OF THOSE CONSTRUCTION PLANS.



REFERRAL FORMS:

TRANSPORTATION STUDY ASSESSMENT

DEPARTMENT OF TRANSPORTATION - REFERRAL FORM

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

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

GENERAL INFORMATION

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

SPECIAL REQUIREMENTS

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

- ☐ Copy of Department of City Planning Application (CP-7771.1).
- ☐ Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation.
- ☐ If filing for purposes of Site Plan Review, a copy of the Site Plan Review Supplemental Application.
- ☐ Copy of project-specific VMT Calculator¹ analysis results.

TO BE VERIFIED BY PLANNING STAFF PRIOR TO LADOT REVIEW

LADOT DEVELOPMENT SERVICES DIVISION OFFICES: Please route this form for processing to the appropriate LADOT Office as follows:

Metro
213-972-8482
100 S. Main St, 9th Floor
Los Angeles, CA 90012

West LA
213-485-1062
7166 W. Manchester Blvd
Los Angeles, CA 90045

Valley
818-374-4699
6262 Van Nuys Blvd, 3rd Floor
Van Nuys, CA 91401

1. PROJECT INFORMATION

Case Number: _____

Address: _____

Project Description: _____

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

Applicant Name: _____

Applicant E-mail: _____ Applicant Phone: _____

Planning Staff Initials: DS Date: 12/15/2021

2. PROJECT REFERRAL TABLE

	Land Use (list all)	Size / Unit	Daily Trips ¹
Proposed ¹			
	Total trips ¹ :		
<p>a. Does the proposed project involve a discretionary action? Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>b. Would the proposed project generate 250 or more daily vehicle trips²? Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>c. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station³? Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>If YES to a. and b. or c., or to all of the above, the Project <u>must</u> be referred to LADOT for further assessment.</p> <p>Verified by: Planning Staff Name: _____ Phone: _____</p> <p>Signature: <u>Dylan Sittig</u> Date: <u>12/15/2021</u></p>			

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

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

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

TO BE COMPLETED BY LADOT

3. PROJECT INFORMATION

	Land Use (list all)	Size / Unit	Daily Trips
Proposed			
	Total new trips:		
Existing			
	Total existing trips:		
	Net Increase / Decrease (+ or -)		

- a. Is the project a single retail use that is less than 50,000 square feet? Yes ☐ No ☐
- b. Would the project generate a net increase of 250 or more daily vehicle trips? Yes ☐ No ☐
- c. Would the project result in a net increase in daily VMT? Yes ☐ No ☐
- d. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station? Yes ☐ No ☐
- e. Does the project trigger Site Plan Review (LAMC 16.05)? Yes ☐ No ☐
- f. Project size:
- i. Would the project generate a net increase of 1,000 or more daily vehicle trips? Yes ☐ No ☐
- ii. Is the project's frontage 250 linear feet or more along a street classified as an Avenue or Boulevard per the City's General Plan? Yes ☐ No ☐
- iii. Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? Yes ☐ No ☐

VTM Analysis (CEQA Review)

If **YES** to **a.** and **NO** to **d.** a VMT analysis is **NOT** required.

If **YES** to both **b.** and **c.**; or to **d.** a VMT analysis **is** required.

Access, Safety, and Circulation Assessment (Corrective Conditions)

If **YES** to **b.**, a project access, safety, and circulation evaluation may be required.

If **YES** to **e.** and either **f.i.**, **f.ii.**, or **f.iii.**, an access assessment may be required.

LADOT Comments:

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

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

Fee Calculation Estimate: _____

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

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

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

Prepared by DOT Staff Name: _____ Phone: _____

Signature: _____ Date: _____

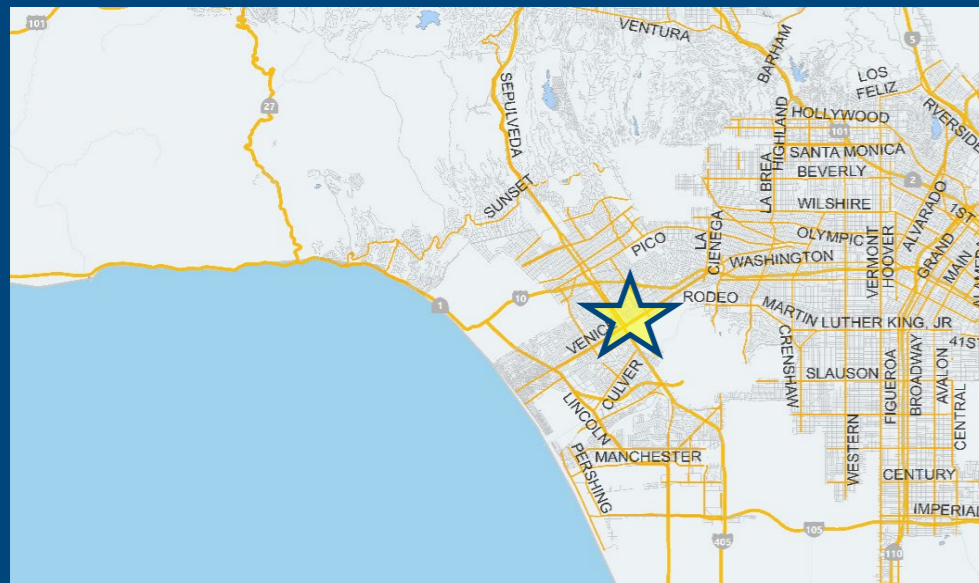
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



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

Project Information

Project:
Scenario:
Address: 3730 KELTON AV, 90034



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

☐ Yes ☐ No

Existing Land Use

Land Use Type Value Unit
Housing | Multi-Family 0 DU

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

Proposed Project Land Use

Land Use Type Value Unit
Housing | Affordable Housing - Family 5 DU
Housing | Multi-Family 22 DU
Housing | Affordable Housing - Family 5 DU

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

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	119 Daily Vehicle Trips
0 Daily VMT	695 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips 119
Net Daily Trips

The net increase in daily VMT ≤ 0 695
Net Daily VMT

The proposed project consists of only retail land uses $\leq 50,000$ square feet total. 0.000
ksf

The proposed project is not required to perform VMT analysis.



SOILS REPORT APPROVAL LETTER

April 27, 2021

LOG # 116837
SOILS/GEOLOGY FILE - 2

Kalnel Gardens, LLC
5531 W. Washington Blvd.
Los Angeles, CA 90016

TRACT: 5848
LOTS: 12 // 11
LOCATION: 3730, 3730½ & 3732 S. Kelton Ave. // 3736 S. Kelton Ave.

<u>CURRENT REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>No.</u>	<u>DATE OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Update Report	PIN# 6312	03/18/2021	Subsurface Designs, Inc.
Oversized Doc	"	"	
 <u>PREVIOUS REFERENCE</u> <u>REPORT/LETTER(S)</u>	 <u>REPORT</u> <u>No.</u>	 <u>DATE OF</u> <u>DOCUMENT</u>	 <u>PREPARED BY</u>
Dept. Approval Letter	88712	06/23/2015	LADBS
Geology/Soils Report	PIN# 6312	12/10/2014	Subsurface Designs, Inc.

The Grading Division of the Department of Building and Safety has reviewed the current referenced report that provides recommendations for the proposed 5-story apartment building over 1-level of subterranean parking, as shown on the Site Plan and cross sections A & B (Plates A, B-1 & B-2) in the 03/18/2021 report. The existing structures will be demolished per the consultant.

The Department previously conditionally approved the above referenced report dated 12/10/2014 for the proposed construction of a 3-story, 4-unit, apartment building on lot 11 (3736 S. Kelton Ave.) in a letter dated 06/23/2015, Log #88712. According to the consultants, construction was never initiated.

One boring to a depth of 21 feet and three test pits to depths ranging from 6 to 7.5 feet were performed. The earth materials at the subsurface exploration locations consist of up to 1 foot of uncertified fill underlain by alluvium. Groundwater was not encountered to the maximum depth explored of 21 feet, and historically highest groundwater level is greater than 20 feet below the ground surface. The soils have a low to high expansion potential according to the consultants. The site is relatively level.

The consultants recommend to support the proposed structure on conventional foundations bearing in native undisturbed alluvial soils.

The current referenced report is acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis () refer to applicable sections of the 2020 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. Approval shall be obtained from the Department of Public Works, Bureau of Engineering, Development Services and Permits Program for the proposed removal of support adjoining to public way (3307.3.2).

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2. The soils engineer shall review and approve the detailed plans prior to issuance of any permit. This approval shall be by signature on the plans that clearly indicates the soils engineer has reviewed the plans prepared by the design engineer; and, that the plans included the recommendations contained in their reports (7006.1).
3. All recommendations of the report(s) that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.
4. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.
5. A grading permit shall be obtained for all structural fill and retaining wall backfill (106.1.2).
6. Prior to the issuance of any permit, an accurate volume determination shall be made and included in the final plans, with regard to the amount of earth material to be exported from the site. For grading involving import or export of more than 1000 cubic yards of earth materials within the grading hillside area, approval is required by the Board of Building and Safety. Application for approval of the haul route must be filed with the Board of Building and Safety Commission Office. Processing time for application is approximately 8 weeks to hearing plus 10-day appeal period.
7. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.
8. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).
9. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).
10. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cubic yards (7007.1).

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11. All loose foundation excavation material shall be removed prior to commencement of framing (7005.3).

12. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).
13. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring, as recommended. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)
14. Where any excavation, not addressed in the approved reports, would remove lateral support (as defined in 3307.3.1) from a public way, adjacent property or structures, a supplemental report shall be submitted to the Grading Division of the Department containing recommendations for shoring, underpinning, and sequence of construction. Shoring recommendations shall include the maximum allowable lateral deflection of shoring system to prevent damage to adjacent structures, properties and/or public ways. Report shall include a plot plan and cross-section(s) showing the construction type, number of stories, and location of adjacent structures, and analysis incorporating all surcharge loads that demonstrate an acceptable factor of safety against failure. (7006.2 & 3307.3.2)
15. Prior to the issuance of any permit that authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation (3307.1).
16. The soils engineer shall review and approve the shoring plans prior to issuance of the permit (3307.3.2).
17. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.
18. Unsurcharged temporary excavations over 5 feet shall be trimmed back at a gradient not exceeding 1:1, as recommended on page 18 of the 03/18/2021 report.
19. Shoring shall be designed for the lateral earth pressures (minimum EFP of 25 PCF) as specified in the section titled "Excavations" starting on page 18 of the 03/18/2021 report; all surcharge loads shall be included into the design. Total lateral load on shoring piles shall be determined by multiplying the recommended EFP by the pile spacing.
20. Shoring shall be designed for a maximum lateral deflection of 1 inch, provided there are no structures within a 1:1 plane projected up from the base of the excavation. Where a structure is within a 1:1 plane projected up from the base of the excavation, shoring shall be designed for a maximum lateral deflection of ½ inch, or to a lower deflection determined by the consultant that does not present any potential hazard to the adjacent structure.
21. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.
22. All foundations shall derive entire support from native undisturbed soils, as recommended and approved by the soils engineer by inspection.

23. Footings shall be reinforced with a minimum of four (4), ½-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top of the footing, as recommended.
24. The foundation/slab design shall satisfy all requirements of the Information Bulletin P/BC 2017-116 "Foundation Design for Expansive Soils" (1803.5.3).
25. Slabs shall be at least 5 inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way, as recommended.
26. Concrete floor slabs placed on expansive soil shall be placed on a 4-inch fill of coarse aggregate or on a moisture barrier membrane. The slabs shall be at least 5 inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way.
27. The seismic design shall be based on a Site Class D, as recommended in the 03/18/2021 report. All other seismic design parameters shall be reviewed by LADBS building plan check. According to ASCE 7-16 Section 11.4.8, the long period coefficient (F_v) may be selected per Table 11.4-2 in ASCE 7-16, provided that the value of the Seismic Response Coefficient (C_s) is determined by Equation 12.8-2 for values of the fundamental period of the building (T) less than or equal to $1.5T_s$, and taken as 1.5 times the value computed in accordance with either Equation 12.8-3 for T greater than $1.5T_s$ and less than or equal to T_L or Equation 12.8-4 for T greater than T_L . Alternatively, a supplemental report containing a site-specific ground motion hazard analysis in accordance with ASCE 7-16 Section 21.2 shall be submitted for review and approval.
28. Retaining walls up to 12 feet in height with a level backfill shall be designed for a minimum equivalent fluid pressure (EFP) of 35 PCF, as specified on page 19 of the 03/18/2021 report. All surcharge loads shall be incorporated into the design.
29. Retaining walls higher than 6 feet shall be designed for lateral earth pressure (10 pcf) due to earthquake motions as specified on pages 21 and 22 of the 03/18/2021 report (1803.5.12).

Note: Lateral earth pressure due to earthquake motions shall be in addition to static lateral earth pressures and other surcharge pressures.
30. Basement walls and other walls in which horizontal movement is restricted at the top shall be designed for at-rest pressure (66 pcf) as specified on page 21 of the 03/18/2021 report (1610.1). All surcharge loads shall be included into the design.
31. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted in a non-erosive device to the street in an acceptable manner (7013.11).
32. The recommended equivalent fluid pressure (EFP) for the proposed retaining wall shall apply from the top of the freeboard to the bottom of the wall footing.
33. All retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record (1805.4).
34. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).
35. Basement walls and floors shall be waterproofed/damp-proofed with an LA City approved "Below-grade" waterproofing/damp-proofing material with a research report number (104.2.6).

36. Prefabricated drainage composites (Miradrain, Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.
37. The structure shall be connected to the public sewer system per P/BC 2020-027.
38. All roof, pad and deck drainage shall be conducted to the street in an acceptable manner in non-erosive devices or other approved location in a manner that is acceptable to the LADBS and the Department of Public Works (7013.10).
39. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS (7013.10).
40. The soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading (7008, 1705.6 & 1705.8).
41. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)
42. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction; shoring; ABC slot cuts; protection fences; and, dust and traffic control will be scheduled (108.9.1).
43. Installation of shoring and/or slot cutting shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.6, 1705.8).
44. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the conditions of the report. No fill shall be placed until the LADBS Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included (7011.3).



GLEN RAAD
Geotechnical Engineer I

Log No. 116837
213-482-0480

cc: Mika Design Group, Inc., Applicant
Subsurface Designs, Inc., Project Consultant
WL District Office

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
Grading Division

District	WL	Log No.	116837
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APPLICATION FOR REVIEW OF TECHNICAL REPORTS

INSTRUCTIONS

- A. Address all communications to the Grading Division, LADBS, 221 N. Figueroa St., 12th Fl., Los Angeles, CA 90012
Telephone No. (213)482-0480.
- B. Submit two copies (three for subdivisions) of reports, one "pdf" copy of the report on a CD-Rom or flash drive, and one copy of application with items "1" through "10" completed.
- C. Check should be made to the City of Los Angeles.

1. LEGAL DESCRIPTION	2. PROJECT ADDRESS:
Tract: 5848	3730, 37301/2, 3732 AND 37321/2 KELTON AVE
Block: NONE Lots: 11 & 12	4. APPLICANT MIKA DESIGN GROUP, INC
3. OWNER: KALNEL GARDENS, LLC	Address: 12133 VIEWCREST ROAD
Address: 5531 W. WASHINGTON BLVD.	City: STUDIO CITY Zip: CA 91604
City: LOS ANGELES Zip: CA 90016	Phone (Daytime): (310) 273-0220
Phone (Daytime): (323) 737-8181	E-mail address: Mikaela@mikadesigngroup.com

5. Report(s) Prepared by: SUBSURFACE DESIGNS, INC.	6. Report Date(s): 03/18/2021
---	----------------------------------

7. Status of project:	<input checked="" type="checkbox"/> Proposed	<input type="checkbox"/> Under Construction	<input type="checkbox"/> Storm Damage
8. Previous site reports?	<input type="checkbox"/> YES	if yes, give date(s) of report(s) and name of company who prepared report(s)	

9. Previous Department actions?	<input type="checkbox"/> YES	if yes, provide dates and attach a copy to expedite processing.
Dates:		

10. Applicant Signature: <i>Chadwick Meyer</i>	Position: DESIGNER
--	--------------------

(DEPARTMENT USE ONLY)

REVIEW REQUESTED	FEES	REVIEW REQUESTED	FEES
<input checked="" type="checkbox"/> Soils Engineering	363.00	No. of Lots	
<input type="checkbox"/> Geology		No. of Acres	
<input type="checkbox"/> Combined Soils Engr. & Geol.		<input type="checkbox"/> Division of Land	
<input type="checkbox"/> Supplemental		<input type="checkbox"/> Other	
<input type="checkbox"/> Combined Supplemental		<input checked="" type="checkbox"/> Expedite	181.50
<input type="checkbox"/> Import-Export Route		<input type="checkbox"/> Response to Correction	
Cubic Yards:		<input type="checkbox"/> Expedite ONLY	
		Sub-total	544.50
		Surcharge	129.80
		TOTAL FEE	674.30

Fee Due: 674.30
Fee Verified By: *Am* Date: 4/5/2021
(Cashier Use Only)
Los Angeles Department of Building and Safety
Metro 4th Floor 04/07/2021 1:34:37 PM
User ID: dbarrozo
Receipt Ref Nbr: 2021097001-82
Transaction ID: 2021097001-82-1
GRADING REPORT \$363.00
SYSTEMS DEV SURCH \$32.67
GEN PLAN MAINT SURCH \$38.12
DEV SERV CENTER SURCH \$16.34
CITY PLAN SURCH \$32.67
PLAN APPROVAL FEE \$181.50
MISC OTHER \$10.00
Amount Paid: \$674.30
PCIS Number: N/A
Job Address: 3730, 3730 1/2, 3732, 3732 1/2 Kelton Ave
Owners Name: Kalnel Gardens
Grading Section Log Number: 116837

ACTION BY:

THE REPORT IS:

☐ NOT APPROVED

☐ APPROVED WITH CONDITIONS

☐ BELOW

☐ ATTACHED

For Geology	Date
For Soils	Date

UPDATED SOILS ENGINEERING INVESTIGATION

PROPOSED APARTMENT BUILDING

TRACT 5848, LOT 12 & 11

3730, 3730½, 3732, & 3736 S. KELTON AVENUE

LOS ANGELES, CALIFORNIA

FOR

3732 KELTON AVENUE, LLC

MR. MARK JUDAKEN

5531 W. WASHINGTON BOULEVARD

LOS ANGELES, CALIFORNIA 90016

PIN# 6312

MARCH 18, 2021

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INTRODUCTION

This report presents the results of our Soils Engineering Investigation performed at 3730, 3730½, 3732, & 3736 S. Kelton Avenue in the Palms area of Los Angeles, California. The purpose of the investigation was to determine the subsurface conditions as they relate to the proposed construction of a five-story apartment building over one-level subterranean parking on the subject property. This investigation is limited to the area of the proposed development and does not warrant the remaining portions of the property.

SCOPE

This investigation is based upon:

- A topographic site plan by Lawrence J. Schmahl, a licensed land surveyor, that was utilized as our base map. This map appears to accurately reflect topographic conditions as observed at the subject property.
- A review of preliminary plans by Mika Design Group.
- The review of three (3) hand-dug test pits and one (1) exploratory boring. The materials encountered were logged by a representative of this office, and the explorations were backfilled with the excavated materials. However, backfill was not compacted and should be monitored for future settlement.
- Preparation of the enclosed Site Plan which locates the proposed development and our explorations (see APPENDIX I).
- Preparation of site exploration logs (see APPENDIX I).
- Laboratory testing and analysis of samples obtained within the excavations (see APPENDIX II).
- Calculations which may include, but are not limited to, bearing value, lateral pressure, active earth pressure, slope stability (see APPENDIX III).
- The review available maps and reports prepared by this office and others (see APPENDIX IV).
- Preparation of this report.

The data that supports the following SUMMARY OF FINDINGS, CONCLUSIONS and RECOMMENDATIONS are contained within Appendices I through IV.

The scope of our exploration is limited to the areas explored for the proposed development as delineated on the enclosed Site Plan. This report should not be considered as a comprehensive evaluation of the entire property. This report has not been prepared for use by other parties or for other purposes (or developments), and may not contain sufficient information for other than the intended use. If construction is delayed more than one year, this office should be contacted to perform an update and to verify the current site conditions.

LOCATION AND TOPOGRAPHY

The subject properties are located south of the east-central portion of the Santa Monica Mountains in the Palms area of Los Angeles, California. The subject sites are developed flatland parcels situated along the east side of Kelton Avenue, 300 feet northerly of its intersection with Venice Boulevard. For reference, see the attached Vicinity Map for the location of the subject property (see APPENDIX I).

Improvements to the properties consist of one-story, single-family residences situated upon a relatively level pad at street grade. Additionally, the properties include detached garage structures. Access to the properties is provided by concrete driveways that extend from Kelton Avenue. For specific topographic conditions, refer to the attached Site Plan, Plate A (see APPENDIX I).

PROPOSED DEVELOPMENT

Final building plans have not been prepared and await the conclusions and recommendations of this investigation. However, it is our understanding that the proposed development will consist of demolishing the existing structures and constructing a five-story multi-family building over one-level subterranean parking on the property. Retaining walls will be constructed along the perimeter of the subterranean parking level and will serve as interior walls. Temporary cuts up to twelve feet (12') in height are anticipated during construction of the walls. The proposed structure will utilize a slabs-on-grade floor system. For reference, the locations of proposed improvements are shown on the attached Site Plan, Plate A.

SUMMARY OF FINDINGS

Research

A representative from this office conducted research of available geotechnical engineering reports prepared for the subject property and adjacent properties at the City of Los Angeles on November 10, 2014 and June 22, 2020. In addition, research of available maps and publications prepared for the area was conducted. SubSurface Designs, Inc. has reviewed the referenced reports and has incorporated applicable information from these sources into this report.

It should be noted that other reports may have been prepared for the subject site in the past but were not found during records research, or were not submitted to the governing reviewing agency, and thus are not part of public record.

Previous Studies

SubSurface Designs, Inc., conducted subsurface exploratory studies on the subject property in 2014. The purpose of the investigation was to evaluate subsurface conditions for the proposed construction of a three-story four-unit apartment building on the subject site. Site exploration consisted of excavating, logging and sampling three hand-dug test pits. This office presented our findings, conclusions and recommendations in the referenced report dated December 10, 2014. The City of Los Angeles conditionally approved our report in a review letter dated June 23, 2015. Subsequently, construction was never initiated.

Field Investigation

Site exploratory studies were conducted on November 4, 2014 and May 18, 2020. Field investigation consisted of reconnaissance and surface mapping of the subject site and adjacent areas. Additionally, three (3) hand-dug test pits and one (1) drilled explorations were excavated on the subject properties. The test pits ranged from six to seven and one half feet (6'-7.5') deep. The boring was excavated twenty-one feet (21.0') below grade. For reference, the exploratory openings are located on the enclosed Site Plan, Plate A.

Subsurface conditions encountered in these explorations were logged in detail by a representative of this office. Further, representative samples of the earth materials encountered were obtained. The explorations were backfilled with the excavated materials. Backfill was not compacted and should be monitored for future settlement.

Undisturbed samples were obtained within the test borings with a Modified California (M.C.) ring sampler (ASTM D 3550 with a shoe similar to ASTM D 1586), and with a Standard Penetration Test (SPT) sampler (ASTM D 1586). The M.C. sampler has a 3" outside diameter and a 2.37" inside diameter. The SPT sampler has a 2.00" outside diameter and a 1.37" inside diameter. Samples were obtained by driving the sampler with successive drops of the 140 pound hammer dropping 30 inches in accordance with ASTM D 1586. The soil is retained in the brass rings of 2½" outside diameter and 1" in height.

Undisturbed samples were obtained within the test pits through the use of a thin-walled, steel, hand-held sampler. The soil is retained in 1" high brass rings with a 2.50" outside diameter and a 2.37" inside diameter. Bulk samples were obtained for testing and analysis. All undisturbed and bulk samples were sent to the laboratory for examination, testing, and classification, using the Unified Classification system.

Site Conditions

The existing residences are of wood-framed on continuous footings with a raised floor construction. The concrete driveways and portions of the residences appear to be in poor condition with cracks and differential settlement noted. Landscaping consists of planters adjacent to the structure and scattered plants.

Drainage within the site comprises of sheet flow runoff of precipitation derived primarily within property boundaries. The existing residence is not equipped with a roof gutter/down drain system. It is recommended that a roof gutter/down drain system be installed that will collect and direct water away from residence foundations. All down drains should be connected to solid pipe for out letting purposes and discharge water at the street or an approved discharge area.

Earth Materials

Earth fill (ef) up to one foot (1.0') thick was encountered in the explorations placed on site. A thick sequence of alluvial deposits (Qal) underlie the entire property and surrounding areas.

The earth materials encountered on the subject property are briefly described below. For approximate depths and more detailed descriptions, refer to the enclosed Exploration Logs Figure E.1 through E.4 (see APPENDIX I).

Earth Fill (ef)

Silty Sand - mottled gray-brown, brown, and dark brown, slightly moist, moderately compact; sand is very fine to fine grained; occasional fine grained gravel.

Alluvium (Qal)

Low Plasticity Silt with Sand - gray-brown, slightly moist, medium stiff; sand is very fine to fine grained; porous.

The earth fill materials and alluvial deposits were visually classified in accordance with the Unified Soils Classification System. Earth material profiles can only be obtained from individual explorations placed on the subject property. Care should be exercised when using these profiles to determine changes in depth or thickness of the earth materials between the explorations.

Site Drainage & Groundwater

All water below the surface of the Earth is referred to as groundwater, or subsurface water. The equivalent term for water on the land surface is surface water. Groundwater occurs in two different zones below the subsurface which are referred to as the unsaturated zone and the saturated zone. The unsaturated zone contains both water and air, and is almost invariably underlain by a saturated zone where all interconnected openings within an earth material are full of water. Water in the saturated zone is the only groundwater available to supply wells and springs, and is the only water to which the term groundwater is correctly applied. The level of water in the saturated zone at which the hydraulic pressure is equal to the atmospheric pressure is referred to as the water table.

The presence, elevation and movement of groundwater are controlled by one or more of the following; climatic conditions, geologic structure, the hydraulic conductivity of the subsurface materials, irrigation and land use. The presence, elevation and movement of groundwater can vary significantly over short distances. Fluctuations in groundwater levels can occur due to tidal action, seasonal variations in the amount of rainfall, runoff, irrigation rates, alterations in the existing groundwater recharge area (i.e. modifications to the surface drainage and surface water infiltration conditions), and other factors not evident at the time site exploration was conducted. In addition, perched water conditions can develop in areas where bedrock is relatively shallow.

Groundwater was not encountered to the maximum depth of the explorations. The depth to groundwater, if encountered in site explorations, is only valid for the date of exploration. Consequently, the designer, engineer and contractor should be aware of the possibility for groundwater fluctuations while designing and constructing the proposed structure(s).

SEISMIC EVALUATION

General

The Southern California region is located within a tectonically active portion of the earth's crust which has produced both small and sizeable earthquakes throughout time. Faults are generally classified as active, potentially active, or inactive. A fault is considered "active" if it has produced seismic activity within the past 11,000 years. A "potentially active" fault is one where there has been seismic activity along the fault between 11,000 and 1,000,000 years. "Inactive" faults have not produced any seismic activity within the past 1,000,000 years. Active faults are considered to have a high probability of future seismic activity, potentially active faults are considered to have a low probability of future seismic activity, and inactive faults are considered to be no longer capable of producing seismic activity.

The potential exists throughout Southern California for strong ground motion similar to that which occurred during the 1994 Northridge Earthquake. Earthquakes with a magnitude of 5.0 and greater have occurred in Southern California throughout historic time. Strong ground shaking from a moderate to major earthquake can be expected during the lifetime of the structure. This may result in significant damage to structures, hardscape and slopes areas. Since there are so many variables associated with ground movement during an intense earthquake, it is almost impossible to predict the impact of a seismic event to a particular site.

Earthquake Fault Zones

Following the 1971 Sylmar Earthquake, the State of California passed the Alquist-Priolo Special Studies Act in 1972. Active faults within the state were identified and zones were established which prohibited construction of most structures for human occupancy across a known active fault.

The Alquist-Priolo Special Studies Act requires the State Geologist to delineate “special studies zones” along active faults, whereby development therein must include geologic investigation demonstrating the absence of a surface displacement threat prior to construction of habitable structures. “Special Studies Zones” have since been renamed “Earthquake Fault Zones”.

The subject property is not located within the confines of an “Earthquake Fault Zone,” and no zoned faults extend through the site or are in close proximity to the property. Although the site is not located within a State designated “Earthquake Fault Zone” it is located in an active seismic region where large numbers of earthquakes occur each year.

Seismic Hazard Zones

Following the 1989 Loma Prieta Earthquake, the State of California enacted the Seismic Hazard Mapping Act (SHMA) in 1990. As a result, the California Geological Survey (a.k.a. Department of Conservation) prepared a set of maps designating areas within the state that may be susceptible to seismic slope instability and/or liquefaction during a strong seismic event. The seismic safety zones were published in a series of maps initially released in 1996.

The Seismic Hazards Mapping Act was prompted by damaging earthquakes in northern and southern California, and is intended to protect public safety from the effects of strong ground shaking, liquefaction, landslides, and other earthquake-related hazards. The Seismic Hazards Mapping Act requires that the State Geologist delineate the various “seismic hazards zones.” The maps depicting the zones are released by the California Geological Survey (CGS). The fact that a site lies outside of a zone does not mean it is free of seismic or geologic hazards such as landslides, rockfall, liquefaction or lateral spreading. Southern California has not been completely mapped, although new maps are issued and existing maps are refined occasionally.

The Seismic Hazards Mapping Act requires a site investigation by a certified Engineering Geologist and/or Civil Engineer prior to development of a project within a hazard zone. The investigation is to include recommendations for a “minimum level of mitigation” that should reduce the risk of ground failure during an earthquake to a level that does not cause the collapse of buildings for human occupancy. The Seismic Hazards Mapping Act does not require mitigation to a level of no ground failure and/or no structural damage.

Seismic Hazard Zone delineations are based on correlation of a combination factors, including: surface distribution of soil deposits and bedrock, slope steepness, depth to groundwater, bedding orientation with respect to slopes, bedrock shear strength, and occurrence of past seismic failure. Maps within the series are further designated as Reconnaissance, Preliminary or Official. Official Seismic Hazard Zone Maps are the culmination of mapping, analysis, review and comment of California Geological Survey, other State agencies, and the public following review and revision of the Preliminary Review Map. The Official Maps are the most rigorous and have the highest confidence level.

As defined, a “Liquefaction Hazard” area is an area where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693© would be required. As defined, an “Earthquake-Induced Landslide” area is an area where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693© would be required.

This office has reviewed the Seismic Hazards Map of the Beverly Hills Quadrangle prepared by the California Geological Survey (a.k.a. State of California Division of Mines and Geology). According to this map, the site is not located within an area of study for earthquake-induced liquefaction or earthquake-induced landsliding.

Recent Seismic Activity

The most recent largest earthquake within the specified search radius and time period is the Northridge Earthquake. The 6.7 magnitude Northridge Earthquake occurred on January 17, 1994 at 4:31 a.m., PST, and created strong ground shaking for approximately 10 seconds in the Los Angeles area resulting in wide spread, random damage. The earthquake occurred along a previously unrecognized south dipping thrust fault. The causative fault, as defined by a pattern of aftershocks, moved under an area roughly 19-miles across its front (approximately east-west in orientation) and 13 miles from front to back (approximately north-south in orientation). Although slip magnitude was approximately 9- to 10-feet, surface rupture along the causative fault did not occur as a result of the earthquake.)

Active Faults with Historic Surface Rupture

The 1857 Fort Tejon Earthquake (8.3±M) occurred along the San Andreas Fault Zone. The San Andreas Fault Zone, located northerly of the property, has a maximum probable event magnitude of 7.8. The 1933 Long Beach Earthquake (6.3M) occurred along the Newport-Inglewood Fault Zone. The Newport-Inglewood Fault, located southerly of the property, has a maximum probable event magnitude of 6.9. The 1971 San Fernando Earthquake (6.4M) occurred along the San Fernando Fault Zone. The San Fernando-Sierra Madre Fault Zone, located northerly of the property, has a maximum probable event magnitude of 6.7.

CBC Seismic Design Parameters

The majority of southern California, including all of Los Angeles and Ventura counties, is within a zone requiring structural design to resist earthquake loads. The spectral acceleration parameters and site coefficients can be determined using the program “U.S. Seismic Design Maps.” The results are presented in APPENDIX III below.

Input Data	
Site Latitude	34.0173°
Site Longitude	-118.4125°
Site Class (average soil properties within the upper 100')	D

A ground motion hazard analysis is required (see Section 11.4.8 of ASCE/SEI 7-16) to be performed in accordance with Section 21.2 for structures on Site Class D with S_1 greater than or equal to 0.2. However, as an alternative of performing the ground motion hazard analysis, a long period coefficient (F_v) of 1.7 may be utilized for calculation of T_s , provided that the value of the Seismic Response Coefficient (Clayey sand) is determined by Equation 12.8-2 for values of the fundamental period of the building (T) less than or equal to $1.5T_s$, and taken as 1.5 times the value computed in accordance with either Equation 12.8-3 for T greater than $1.5T_s$ and less than or equal to T_L or Equation 12.8-4 for T greater than T_L .

Where Site Class D is selected as the default site class per Section 11.4.3 of ASCE/SEI 7-16, the value of F_a shall not be less than 1.2. Where the simplified design procedure of Section 12.14 is used, the value of F_a shall be determined in accordance with Section 12.14.8.1, and the values for F_v , S_M s and S_{M1} need not be determined.

Conformance with the presented criteria for seismic structural design does not constitute any kind of warranty, guarantee, or assurance that significant damage, or ground failure, will not occur in the event of a maximum level earthquake. The primary goal of the code-required minimum seismic design is to protect life and limb, and catastrophic failure, and not avoid all damage, as such design may be economically prohibitive. The Project Structural Engineer and owner must decide if the level of risk associated with utilizing the minimum required code values is acceptable and, if not, assign appropriate seismic values above the minimum code values for use in the structural design. It is recommended that the project Structural Engineer independently verify the accuracy of all the parameters prior to use.

Peak Ground Acceleration, Magnitude and Distance

The earthquake magnitude and distance to the fault was determined using the USGS 2008 Interactive Deaggregations program with an exceedance probability of 10% in 50 years. The peak ground acceleration was determined as $S_{DS}/2.5$. The value of S_{DS} was obtained from the "U.S. Seismic Design Maps" from the U.S. Geological Survey website as discussed above.

Fault Values	
Peak Ground Acceleration	0.524 g
PGA _M	0.925 g
Magnitude	6.35
Distance	5.89 km

SITE STABILITY

Liquefaction Potential

Liquefaction refers to the momentary loss of shear strength. The necessary components for liquefaction include: a shallow groundwater condition; relatively loose soils; fine grained sands and silty sands; and repeated cyclic loading. During an earthquake cyclic loading occurs, allowing pore pressures to increase as a result of individual soil grain particles realign themselves. The realignment of the soil particles allows the water to completely separate and surround the grains. As cyclic loading continues the shear resistance of the soil decreases until the pore pressures equal the confining pressures. The result of the increases in the pore pressure and the decrease in the shear resistance is termed "Liquefaction".

A cursory review of maps contained within our offices indicates that the subject property is not mapped within a special studies zone for seismic induced liquefaction. Therefore, an analysis of the potential for earthquake induced liquefaction has not been performed as the potential for liquefaction to occur at the subject property is considered to be low. This satisfies the requirement of the State of California Public Resources Code, Section 2690 et seq. (Seismic Hazard Mapping Act).

Expansive Soils

Expansive soils are considered to be one of the most costly natural hazards as related to light structures, slabs, retaining walls, paving etc. Expansive soils are influenced greatly by changes in moisture content and can lead to damage when the moisture content changes significantly over short durations of time (i.e. seasonal).

These changes can result from many factors including the initial moisture content of the soil, climate, groundwater, drainage conditions, irrigation and vegetation to name a few. Therefore, it is imperative that soils underlying the subject property are maintained at a consistent moisture content in order to reduce the potential damage caused by expansive soils. A watering schedule that allows the soil to become saturated, then dry out can result in foundation movement and distress. In addition, the recommendations outlined in the DRAINAGE AND MAINTENANCE section should be followed.

Based upon our investigation and laboratory testing the subject site is underlain by soil in the low to high expansive range. All foundations and slabs should be designed for expansive conditions. To mitigate the effects of expansive soils, good site drainage should be maintained at all times. Roof gutters and downspouts should be incorporated in the design and construction of the structure. Planters should not be placed near existing or future foundations. Existing planters should be equipped with concrete sides and bottoms. Planters should be connected to a drainage system to convey water away from the foundations. Utility pipes should be checked periodically for leaks.

CONCLUSIONS

General

It is the professional opinion of this office that construction of the proposed apartment building is feasible provided that the recommendations contained herein are followed. In addition, all applicable elements of the governing agency Building Codes shall be followed. Based upon our field observations, laboratory testing and analysis, the alluvium found in the explorations should possess sufficient strength to support the proposed structure.

Excavation Characteristics

Subsurface exploration was performed through the use of hand labor and drill rig excavating into the underlying soils. Excavating into the underlying earth materials during construction should be possible with conventional excavating equipment. Caving may be encountered during excavations and drilling. Special shoring and or drilling techniques may be required during the construction phase of the project.

RECOMMENDATIONS

1. Where soils are disturbed during the excavation process, preparation of subgrade shall be carried forth as described in the GRADING AND EARTHWORK section below.

Grading will consist of excavations for the proposed basement level. The earth material generated during grading shall be placed as certified compacted fill or wasted off site. If the fill will be placed on site, the location shall be provided to this office and additional recommendations will be provided as necessary.

2. The proposed apartment building shall be supported by foundations extending into the underlying alluvium. Foundations should be designed as outlined in the FOUNDATIONS section below.

3. Excavations that remove lateral support from offsite properties, existing structures or where trimming the earth material to a 1:1 (h:v) gradient is not feasible, will require temporary shoring. Temporary shoring may consist of shoring piles. Offsite properties and structures are considered unsupported when a 1:1 (h:v) plane projected up from the base of the excavation extends onto the adjacent property. Where the 1:1 (h:v) plane projects onto the ground surface within property lines, offsite properties are not considered unsupported. All excavations shall be made as outlined in the EXCAVATIONS section below.
4. Retaining walls will be required along the perimeter of the subterranean parking level and will serve as interior walls. Retaining walls shall be designed and backfilled as outlined in the RETAINING WALLS section below.
5. The site shall be maintained as outlined in the DRAINAGE AND MAINTENANCE section below.

It should be noted that, the recommendations contained within this report may be more restrictive than applicable building codes. All recommendations of this report which are in addition to or more restrictive than those outlined in a subsequent review letter, by your governing reviewing agency, shall be incorporated into the plans.

GRADING AND EARTHWORK

Proposed Grading

Proposed grading may consist of the preparation of subgrade for slab support. Additionally, foundation excavations will be made. All grading shall be carried forth as outlined herein. See RETAINING WALLS section below for Wall Backfill specifications.

1. Prior to commencement of work, a pre-grading meeting shall be held. Participants at this meeting will consist of the contractor, the owner or his representative, and the soils engineer. The purpose of this meeting is to avoid misunderstanding of the recommendations set forth in this report that might cause delays in the project.
2. Prior to placement of fill, all vegetation, rubbish, and other deleterious material should be disposed of off site. The proposed structures should be staked out in the field by a surveyor. This staking should, as a minimum, include areas for overexcavation, toes of slopes, tops of cuts, setbacks, and easements. All staking shall be offset from the proposed grading area at least five feet (5').

The proposed construction areas should be excavated down to firm alluvium.

3. The natural ground, which is determined to be satisfactory for the support of the filled ground, shall then be scarified to a depth of at least six inches (6") and moistened as required. The scarified ground should be compacted to at least 90 percent of the maximum laboratory density.
4. The fill soils shall consist of materials approved by the project Soils Engineer or his representative. These materials may be obtained from the excavation areas and any other approved sources, and by blending soils from one or more source. The material used shall be free from organic vegetable matter and other deleterious substances, and shall not contain rocks greater than eight inches (8") in diameter nor of a quantity sufficient to make compaction difficult.
5. The approved fill material shall be placed in approximately level layers six inches (6") thick, and moistened as required. Each layer shall be thoroughly mixed to attain uniformity of moisture in each layer.

When the moisture content of the fill is below the optimum moisture content, as specified by the Soils Engineer, water shall be added and thoroughly mixed in until the moisture content is within three percent (3%) above the optimum moisture content. When the moisture content of the fill is more than three percent (3%) above the optimum moisture content, as specified by the Soils Engineer, the fill material shall be aerated by scarifying or shall be blended with additional materials and thoroughly mixed until the moisture content is within three percent (3%) above the optimum moisture content.

Each layer shall be compacted to 90 or 95 percent of the maximum density, as determined by the latest version of ASTM D 1557, using acceptable compaction equipment. The higher compaction is required for fill material that has less than fifteen percent (15%) of the material finer than 0.005mm.

6. Review of the fill placement should be provided by the Soils Engineer or his representative during the progress of grading. In general, density tests will be made at intervals not exceeding two feet (2') of fill height or every 500 cubic yards of fill placed.
7. The materials can experience a shrinkage of ten to fifteen percent (10-15%).
8. During the inclement part of the year, or during periods when rain is threatening, all fill that has been spread and awaits compaction shall be compacted before stopping work for the day or before stopping because of inclement weather. These fills, once compacted, shall have the surfaces sloped to drain to one area where water may be removed.

Work may start again, after the rainy period, once the site has been reviewed by the Soils Engineer and he has given his authorization to resume. Loose materials not compacted prior to the rain shall be removed and aerated so that the moisture content of these fills will be within three percent (3%) above the optimum moisture content.

Surface materials previously compacted before the rain, shall be scarified, brought to the proper moisture content, and re-compacted prior to placing additional fill, if deemed necessary by the Soils Engineer.

9. Review of geotechnical data available for the local vicinity of the site indicates that septic tanks, seepage pits, or leach fields may be encountered during site grading. If encountered, these should be drained of effluent or drilled out if they have been backfilled. The cleaned-out area should be inspected by the soils engineer and governing inspector prior to backfill. The excavation may be filled with approved compacted fill, lean concrete, or gravel. Whichever backfill material is selected, at least five feet (5') of approved manmade fill, placed at the required percent relative compaction, should cap the excavation.

FOUNDATIONS

It is recommended that the proposed apartment building be supported by foundations extending into the underlying alluvial soils. Foundation excavations shall be cleared of all loose material prior to the placement of steel, then prior to the placement of concrete to reduce the potential for future settlement and differential settlement. Water shall not be allowed to pond or drain into or through the footing trench excavations.

All earth materials derived from the excavations of foundations shall be removed from the site or placed as certified compacted fill. Fill temporarily stockpiled on site should be placed in a stable area, away from slopes, excavations and improvements. Earth materials shall not be cast over any descending slopes in an uncontrolled manner.

Conventional

The minimum continuous footing size is twelve inches (12") wide for one story structures and fifteen inches (15") wide for two story structures. Pad foundations shall be a minimum of twenty four inches (24") square. All depths of embedment for footings are to be measured from the lowest adjacent grade or into the specified bearing material.

Foundation Design Values						
Foundation Type	Bearing Material	Embedment Depth	Bearing Value (psf)	Maximum Bearing Value (psf)	Coefficient of Friction	Passive Resistance (pcf)
Continuous	Alluvium	24"	2000	2800	0.30	300
Pad	Alluvium	24"	2500	3500	0.30	300

Increases in the bearing value are allowable at a rate of twenty percent (20%) for each additional foot of footing width or depth into the recommended bearing material to the maximum bearing value.

The depths specified in the above table are minimum embedment depths required by this office. Deeper foundations may be required during the construction phase of the project due to the presence of unconsolidated soil, uncertified fill or weathered bedrock. Additionally, the project Structural Engineer may need to make the depths deeper to accommodate specific structural loads. The bearing values given above are net bearing values; the weight of concrete below grade may be neglected. These bearing values may be increased by one-third ($\frac{1}{3}$) for temporary loads, such as wind and seismic forces.

Based upon past experience, all continuous footings shall be reinforced with a minimum of four #4 bars, two placed near the top and two near the bottom. Reinforcing recommendations are minimums and may be revised by the structural engineer.

Lateral loads may be resisted by friction at the base of the foundations and by passive resistance within the alluvium. The coefficient of friction shall be used between the base of the foundation and the recommended bearing material. When combining passive and friction for resistance of lateral loads, the passive component should be reduced by one-third. For isolated poles, the allowable passive earth pressure may be doubled.

All footing excavation depths will be measured from the lowest adjacent grade of recommended bearing material. Footing depths will not be measured from any proposed elevations or grades. Any foundation excavations that are not the recommended depth into the recommended bearing materials will not be acceptable to this office.

Raised Floor Construction

Construction utilizing raised floors where the grade under the floor is lowered for joist clearance often leads to moisture problems. Surface moisture can seep through or migrate beneath footings and pond in the lowered underfloor area. The problem increases with increasing difference between the interior and exterior grades. Excessive moisture accumulation or ponding water in the underfloor area can lead to warping or cupping of wood floors. Further, consistent moist conditions can lead to the growth of wood destroying fungus, rotting of wood framing elements, and/or mold growth.

Due to the potential problems discussed above, SubSurface Designs, Inc., does not recommend the use of this construction technique. Should you decide to disregard the advice presented herein, positive drainage of the ground surface away from the footings, waterproofing the footings, sealing of utility line penetrations through footings, compaction of trench backfill, placement of foundation drains and the placement of planter drains can help to reduce moisture intrusion. Planters which are not sealed and drained should not be used adjacent to any structures. Subdrains placed directly adjacent to footing stemwalls are beneficial but will generally not completely prevent water from migrating beneath foundations. Lined planters with drains that are located away from the footings and extend deeper than the footings are generally the most effective mitigation technique.

Adequate ventilation of the underfloor area is also critical in preventing high moisture conditions below proposed structures. Creating adequate ventilation is difficult, particularly in larger homes with interior continuous footings. Telescoping vents are generally ineffective, particularly if provided with louvered covers. Consideration should be given to providing more than the minimum Code-required amount of vent space. Mechanical ventilation may be necessary, particularly in larger homes.

SETTLEMENT

Settlement and differential settlement can result in cracks in the exterior and interior finishes, flooring, etc. Controlling drainage around the structure as outlined in the DRAINAGE AND MAINTENANCE section below can help to control settlement/differential settlement. Additionally, foundation excavations cleared of all loose material prior to the placement of steel, then prior to the placement of concrete is required and can significantly minimize future settlement and differential settlement.

Future settlement and/or differential settlement of the structure and secondary features due to long term deformation and natural occurrences are still possible. Any site drainage improvements, such as those outlined in the DRAINAGE AND MAINTENANCE section below, will result in a lower risk of future foundation problems.

Settlement of the proposed apartment building will occur. Settlement of $\frac{1}{2}$ " to $\frac{3}{4}$ " between walls, within 30 feet or less of each other and under similar loading conditions, are considered normal. Total settlement on the order of $\frac{3}{4}$ " should be anticipated. Differential settlement is not expected to exceed $\frac{3}{4}$ ".

FLOOR SLABS

Floor slabs should be a minimum of five inches (5") thick, reinforced with minimum #4 reinforcing bars placed at sixteen inches (16") on center each way. Floor slabs underlain by four inches (4") of crusher-run base, compacted into place by mechanical means may be supported directly on compacted fill or alluvium. Although precautions can be taken, the recommendations are not intended to stop movement, only to reduce cracking as a result of expansion and contraction of the soil.

The proposed floor slab and basement walls shall be properly waterproofed for the expected hydrostatic pressure. The presence of water below floor slabs and adjacent to retaining/basement walls may lead to moisture intrusion through the floor slabs and walls into the living space. Therefore, it is recommended that the proposed floor slabs and retaining/basement walls be waterproofed in a manner that will preclude the infiltration of water through the floor slabs and retaining/basement walls. This will require the employment of a competent waterproofing specialist/contractor that specializes in this type of work.

Residential floor slab should be protected by a 10 mil vapor retarder/barrier placed beneath the slab. These types of retarders/barriers should be protected to prevent punctures in the vapor retarder/barrier. It should be noted that this type of barrier will not preclude moisture damage to wood floors or vapor sensitive flooring. The commonly used 6-mil and 10-mil polyethylene plastic sheeting can produce less-than-satisfactory results due to its low puncture resistance, inconsistent vapor permeability, and variable product longevity. It is recommend that the retarder/barrier conform with ASTM E1745 Class A and be installed in accordance with ASTM E1643. In particular, care should be utilized to seal sheet boundaries and seal around penetrations.

It should be noted that cracking of concrete floor slabs is very common during curing. The cracking occurs because concrete shrinks as it dries. It is important that additional water not be added to concrete at the site to make pumping easier as this will increase the magnitude of shrinkage.

Crack-control joints which are commonly used in exterior decking to control such cracking are normally not used in interior slabs. The reinforcement recommended above is intended to reduce cracking, and its proper placement is critical to concrete slab performance. The minor shrinkage cracks which often form in interior slabs generally do not present a problem when carpeting, linoleum, or wood floor coverings are used. The slab cracks can, however, lead to surface cracks in brittle floor coverings such as stone or tile. A mortarbed or slip sheet is recommended between the slab and brittle floor covering to limit the potential for cracking.

Prior to the placement of concrete slabs, the expansive soils encountered on the subject property shall be pre-moistened until the moisture content reaches at least 120% of the optimum moisture content to a depth of twelve inches (12"). The pre-moistened soils should be tested, and verified to be 120% of optimum moisture content, prior to the placement of the sub-grade. Following our testing and verification of moisture content, the sub-grade, polyethylene plastic, and sand **must** be placed within one day.

Footing trench spoils should either be removed from the slab areas or compacted into place by mechanical means and tested for compaction.

EXCAVATION EROSION CONTROL

During inclement periods of the year, when rain is threatening (between October 1, and April 15), an erosion control plan shall be implemented and approved by the reviewing agency to reduce the potential of site erosion. The following are several recommendations prepared by this office. The following recommendations are valid for any time of the year that rain threatens an excavation.

Open Excavations

All open excavations shall be protected from inclement weather. This is required to keep the surface of the open excavation from becoming saturated during rainfall. Saturation of the excavation may result in a relaxation of the soils which may result in failures.

Hillside Excavations

All hillside excavations shall be covered during the rainy seasons. Stakes, ropes, and sandbags, along with plastic may be employed to help facilitate the coverage of the excavations. Coverage of the open excavations shall over-extend from the edges of the excavations in all directions.

The project Civil Engineer shall be consulted for the limits of coverage. If possible, slopes around the open excavations shall be trimmed to slope away from the open excavation, so water runoff will not drain into the excavation. Any trees or planters that might cause failure around the open excavations, due to the saturated hillside, shall be anchored safely. After the rain has ceased, the excavations shall be reviewed by the project soil engineer and geologist for safety prior to recommencement of work.

Open Trenches

No water shall be allowed to pond or saturate open trenches. All open trenches shall be covered with plastic and sandbags. Areas around trenches shall be sloped in such a way that water will not runoff into the trenches. After the rain has ceased, trenches shall be reviewed by project soil engineer for safety prior to recommencing work. All footing excavations must be reviewed by the project soil engineer again, prior to pouring concrete.

Open Pile/Caisson Excavations

All open excavations for piles or caissons shall be reviewed and poured prior to rainfall. We do not recommend any pile excavations being left open through any rain storms. However, if it is necessary to leave pile excavations open through any rain storms, all water and runoff must be prevented from entering these pile excavations.

Grading in Progress

During the inclement part of the year, or during periods when rain is threatening, all fill that has been spread and awaits compaction shall be compacted before stopping work for the day or before stopping because of inclement weather. These fills, once compacted, shall have the surfaces sloped to drain to one area where water may be removed.

Work may start again, after the rainy period, once the site has been reviewed by the project soils engineer. Loose materials not compacted prior to the rain shall be removed and aerated so that the moisture content of these fills will be within three percent (3%) above the optimum moisture content.

Surface materials previously compacted before the rain, shall be scarified, brought to the proper moisture content, and re-compacted prior to placing additional fill, if deemed necessary by the Soils Engineer.

Additionally, it is suggested that all stock-piled loose fill materials, not compacted prior to anticipated rainfall, shall be covered with plastic. This action will keep the loose fill from being saturated with water, and will allow the grading to resume when the rain stops. It is always easier and less time consuming to increase moisture content of the fill than to aerate the fill to achieve optimum moisture.

All of the above recommendations shall be considered as part of the erosion control plan for the subject property. However, these recommendations shall and will not supersede, nor limit any erosion control plans produced by the Project Civil Engineer.

EXCAVATIONS

Excavations ranging in vertical height up to twelve feet (12') will be required for the proposed development. Conventional excavation equipment may be used to make these excavations. Excavations should expose earth fill and alluvium. The natural soil, alluvium or earth fill is suitable for unsurcharged vertical excavations up to five feet (5'). Excavation heights are from the top of the cut to the bottom of any grades, foundations, or keways.

The vertical cut heights stated above provided cannot be combined. Excavations that exceed the stated height limits, and all loose surficial material, shall be trimmed back at a gradient of 1:1 (h:v). This should be verified by a representative of this office during construction so that modifications can be made if variations in the soil occur. The earth material exposed in the proposed cuts should be kept moist, but not saturated, to reduce the potential for raveling and sloughing that may occur during construction.

Vertical excavations that remove lateral support from offsite properties, existing structures or where trimming the earth material to a 1:1 (h:v) gradient as outlined above is not feasible, will require temporary shoring. Temporary shoring may consist of shoring piles.

Offsite properties and structures are considered unsupported when a 1:1 (h:v) plane projected up from the base of the excavation extends onto the adjacent property. Where the 1:1 (h:v) plane projects onto the ground surface within property lines, offsite properties are not considered unsupported.

Cantilevered shoring piles shall be used for support of the proposed excavations along the perimeter of the subterranean level. The vertical excavations can be made following the installation of shoring piles. The shoring shall be designed for an equivalent fluid pressure of twenty five pounds per cubic foot (25 pcf) for the temporary condition. If the shoring piles will be included in the permanent design, the equivalent fluid pressure values presented in the RETAINING WALL section below shall be utilized. Refer to APPENDIX III for calculations. Shoring piles should be placed six feet (6') edge to edge. Lagging between the shoring piles will be required. Lagging should be designed for a maximum pressure of four hundred pounds per square foot (400 psf). The placement of lagging and slurry backfill shall be completed in the same day.

The minimum shoring pile diameter is eighteen inches (18"). All shoring piles should extend into the alluvium a minimum depth equal to the retained height, and not less than what will be required to support loading conditions. The shoring piles may be proportioned using a skin friction value of 350 pounds per square foot of shaft exposed to the alluvium. The skin friction values may be increased by one-third ($\frac{1}{3}$) for temporary loads, such as wind and seismic forces. Further, shoring piles shall be considered fixed at an embedment depth of three feet (3') into the recommended bearing material.

Lateral loads may be resisted by passive resistance within the alluvium. The passive resistance may be assumed to act as a fluid with a density of 300 pounds per cubic foot. A maximum passive earth pressure of 3600 pounds per square foot may be assumed. For isolated poles, the allowable passive earth pressure may be doubled. Piles are considered isolated where spaced more than 3 times the diameter of the piles.

The City of Los Angeles Department of Building and Safety requires continuous inspection of all slot cutting, shoring pile excavations, placement of lagging placement and tiebacks.

Construction excavations shall be made under the supervision of a qualified "competent person" along with periodic review performed by this office. A "competent person" as defined by California/OSHA, is one who is capable of identifying existing and predictable hazards that are unsanitary or dangerous to employees. The competent person has the authority to impose prompt corrective measures to eliminate these hazards.

All excavations should be stabilized within 15 days of initial excavation. If this time is exceeded, the project soils engineer must be notified, and modifications, such as shoring or slope trimming may be required. Water should not be allowed to pond on top of the excavation, nor to flow toward it. All excavations should be protected from inclement weather. The top of the excavations should be barricaded to ensure that no vehicular surcharge be allowed within five feet (5') of the top of cut.

All other construction methods shall meet the requirements of the Construction and General Industry Safety Orders, the Occupational Safety and Health Act, California OSHA in addition to other public agencies having jurisdiction.

RETAINING WALLS

Cantilever Walls

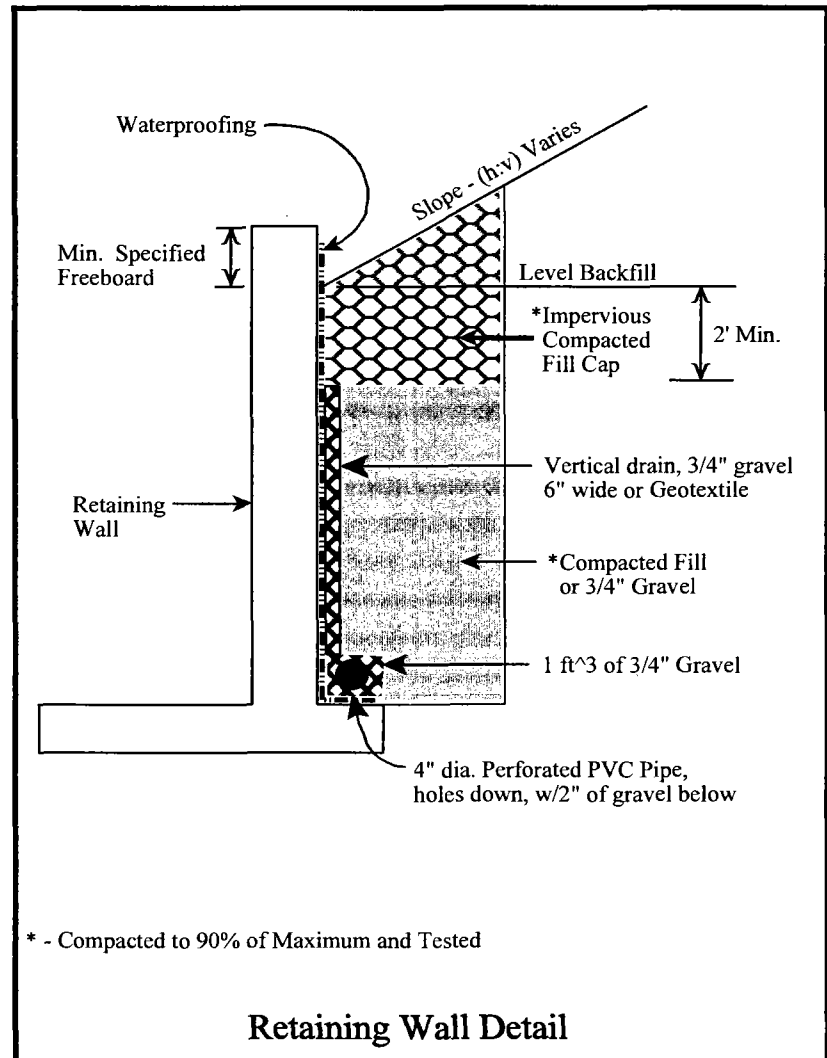
Retaining walls should be designed to resist an active earth pressure such as that exerted by retained alluvium. The active earth pressure should be taken as equivalent to the pressure exerted by a fluid weighing thirty five pounds per cubic foot (35 pcf) for retaining walls up to twelve feet (12') in height.

Design loads for the additional earth pressure caused by seismic ground shaking are not required for retaining walls less than six feet (<6') in height. The resultant force for the static load acts at $\frac{1}{3}H$ above the base of the wall, where H=wall height.

The additional seismic earth pressure for retaining walls greater than six feet (>6') in height are provided in the Seismic Design Loading section below. This load is in addition to the active or at-rest loads presented below. The resultant force for the seismic load acts at $\frac{1}{3}H$ above the base of the wall, where H =wall height.

The wall pressure stated assumes:

1. The wall has been backfilled with non-expansive soils, compacted to 90 percent of the maximum density and tested as outlined in the wall backfill section of this report.
2. The grade behind the wall is level, and the project Structural Engineer has verified the assumed surcharge load is appropriate.
3. Adequate drainage is provided behind the wall to minimize the buildup of hydrostatic pressures.



- a. A perforated pipe, with perforations placed down, shall be installed at the base of the wall below the lowest slab level. The pipe shall be encased in at least one foot (1') of three-quarter inch ($\frac{3}{4}$ ") gravel. All drainage from this pipe should be transferred to a approved drainage area via non-erosive devices approved by the governing agency.
- b. The back of all retaining walls and/or basement walls shall be waterproofed and a continuous vertical drain shall be placed on the backside of the wall. The presence of water adjacent to retaining walls and/or basement walls may lead to moisture intrusion through the retaining walls and/or into the basement level. Therefore, it is recommended that the proposed retaining walls and/or basement walls be waterproofed in a manner that will preclude the infiltration of water, from any water source, through retaining walls and slabs into the basement level. This will require the employment of a competent waterproofing specialist/contractor that specializes in this type of work.

A concrete-lined swale should be placed behind the wall that can intercept surface runoff from up slope areas. This surface runoff shall be transferred to the street via non-erosive devices, or an approved drainage area approved by the governing agency. A minimum freeboard of six inches (6") shall be maintained at all times. Any slough, debris or trash that accumulates behind the wall should be removed immediately.

All excavations shall be reviewed by this office to ascertain if there are any conditions encountered that are different from those observed in the explorations and modeled by the calculations. If changes are observed additional recommendations will be made at that time. All excavations must be stabilized within fifteen days (15) or less.

Foundation design parameters, as given in the preceding section, may be used for retaining walls. All loose material shall be cleaned from the foundation excavations. Water shall not be allowed to pond or drain into or through the footing trench excavations. Proper compaction of the backfill is recommended to provide lateral support to adjacent properties.

Basement/Restrained Walls

Retaining walls where the top is restricted from movement by structural elements such as a concrete slab or stiff framing the walls should be designed as for the "at rest" lateral earth pressure pursuant to section 1610.1 of the building code. Basement walls should be designed to resist a triangular distribution of lateral earth pressure. The "at rest" lateral earth pressure will be sixty six pounds per cubic foot (66 pcf).

In addition to lateral earth pressure, this wall should be designed to resist the surcharge imposed by the proposed structures, footings, any adjacent buildings, or by adjacent traffic surcharge. The pressure indicated assumes that the wall will be designed with a proper backdrain system and therefore does not include hydrostatic pressure.

All required backfill adjacent to subterranean walls should be compacted to at least 90 percent of the maximum density or backfilled with gravel. Proper compaction of the backfill is recommended to provide lateral support to adjacent properties. Even with proper compaction of required backfill, settlement of the backfill may occur because of the significant depth of the backfill. Accordingly, utility lines, footings, or false work should be planned and designed to accommodate such potential settlements. All drainage requirements listed in the RETAINING WALL section shall apply.

Seismic Design Loading

The California Building Code requires that retaining walls be designed for the additional earth pressure caused by seismic ground shaking. The PGA_M value was obtained from the U.S. Geological Survey website. In determining the additional earth pressure that could result from a seismic event, a horizontal acceleration equal to two thirds of fifty percent of the PGA_M was utilized. Calculations were determined utilizing the MULTCALC computer program by Irvine Consulting. The program utilized the Mononobe-Okabe Method to analyze the seismic forces on a retaining wall.

The Mononobe-Okabe Method provides an estimate of the combined active and seismic lateral loads. The active load for the static condition must be calculated then subtracted to obtain the seismic lateral load. The resultant force for the seismic load acts at $\frac{1}{3}H$, measured from the base of the wall, where H =wall height. The distribution of seismic pressure should be based on a triangle.

It is recommended that retaining walls for the proposed development be designed for an additional lateral earth pressure of ten pounds per cubic foot (10 pcf). The design pressure provided is for the seismic condition, which is in addition to the active pressure provided above.

Retaining Wall Deflection

It should be noted that non-restrained retaining walls designed for active earth pressure will deflect $\frac{1}{4}$ to $\frac{1}{2}$ percent of their height over time in response to this loading. The deflection is normal and reduces the earth pressure on the wall. The deflection will also result in the lateral movement and settlement of the retaining wall backfill. Improvements constructed immediately adjacent to, or incorporated into non-restrained retaining walls, should be designed to accommodate this movement. Curved or angled walls which have a convex, downslope plan pattern should be provided with vertical construction joints at corners and forty feet (40') on center.

Decking which caps a retaining wall should be provided with a flexible joint to allow for the normal $\frac{1}{4}$ to $\frac{1}{2}$ percent deflection of the retaining wall. Decking that abuts a retaining wall should not be tied to the wall. The space between the wall and the deck should be caulked and will require periodic caulking to prevent water intrusions into the retaining wall backfill or supporting bearing material.

Wall Backfill

1. Walls to be backfilled must be reviewed by the project Soils Engineer prior to commencement of the backfilling operation or placement of the wall backdrain system.
2. After the wall backdrain system has been placed, the back side of the wall has been waterproofed and reviewed by this office, fill may be placed in layers not exceeding four inches (4") in thickness and compacted to 90 or 95 percent of the maximum density, as determined by the latest version of ASTM D 1557. The higher compaction is required for fill material that has less than fifteen percent (15%) of the material finer than 0.005mm.
3. If the wall backfill consists of a granular free-draining material, a vertical gravel blanket at the face of the wall, or similar vertical drainage system, will not be required.
4. If the onsite soils are used for wall backfill, and they have an expansion index of 30 or greater, a vertical gravel drain blanket four to six inches (4"-6") thick, or a manufactured drainage system such as MiraDrain® or similar, along the back side of the wall from top to bottom is required.

5. Where space does not permit compaction of material behind the wall, a granular backfill may be used. The granular backfill shall consist of one-half inch ($\frac{1}{2}$ ") to three-quarter inch ($\frac{3}{4}$ ") of crushed rock placed in two foot (2') lifts and vibrated. The vibrated rock shall be verified by a representative of this office. Where the backcut excavation is more than eighteen inches (18") from the back of the retaining wall, gravel backfill is not permitted.
6. All granular free-draining wall backfills shall be capped with a clayey compacted soil within the upper two feet (2') of the wall for a depth of two feet (2'). This compacted material should start below the required wall freeboard.
7. Where slopes are steeper than 5:1 (h:v) benching shall be required into competent materials as determined by this office, in the field, at the time of grading. Where benching is incorporated into to construction of a slope, backdrains as outlined in the GRADING AND EARTHWORK section will be required.

UTILITY TRENCHES

It is recommended that utility trenches are not planned or placed parallel to and below a 1½:1 plane projected down from the base of the outer edge of a conventional foundation. Footings should be deepened to satisfy the above recommendations. Clean sand should be placed around utility lines and properly jetted. Flooding and/or jetting of utility trenches does not create compact trench backfill and should be limited to backfilling around, and up to six inches (6") above, utility pipes.

Backfill for the remaining portion of the trench above the pipes should be placed by mechanical compaction methods to a minimum of 90 or 95 percent of the maximum density, as determined by the latest version of ASTM D 1557. The higher compaction is required for fill material that has less than fifteen percent (15%) of the material finer than 0.005mm. The upper twelve inches (12") of the certified fill shall be compacted to at least 95 percent of the maximum density in all areas where vehicle loading occurs. All compaction should be tested and certified by this office. Failure to properly backfill and compact utility trenches can result in water migrating through the trench which could lead to foundation settlement or slope instability. Utility penetrations through footings should be tightly sealed when raised-floor construction is utilized.

DRAINAGE AND MAINTENANCE

General

Maintenance of structures and slopes must be performed to minimize the chance of serious damage and/or instability to improvements. Most problems are associated with, or triggered by water. Therefore, a comprehensive drainage system should be designed and incorporated into the final plans. In addition, pad areas should be maintained and planted in a way that will allow this drainage system to function as intended.

The following are drainage, maintenance and landscaping recommendations that should be implemented at minimum. Reductions in these recommendations will reduce their effectiveness and may lead to damage and/or instability to site improvements and adjacent properties. It is the responsibility of the property owner to ensure that the residence and site drainage devices are maintained in accordance with the following recommendations, including the requirements of applicable governing agency.

1. Pad Drainage

- (a) Positive pad drainage shall be incorporated into the final plans. All drainage from the roof and pad shall be directed so that water does not pond adjacent to the foundations or flow toward them. All drainage from the site shall be collected and directed via non-erosive devices to a location approved by the building official. **No alteration of this system shall be allowed.**
- (b) Planters placed adjacent to the structures shall be designed to drain away from the structure. Care should be taken to not saturate the soils (i.e. leaking irrigation lines or excessive landscape watering).

2. Slope Drainage

No water shall be allowed to flow over any slopes. The drainage structures constructed to enhance slope stability shall be cleaned and/or maintained. This includes, but is not limited to, interceptor ditches, drainage terraces, downdrains, berms, debris fences, grates, and exits for subsurface devices.

3. Landscaping (Planting)

It is recommended that a landscape architect be consulted regarding planting adjacent to the development and on any slopes. Plants surrounding the development shall be of a variety that requires a minimum of watering. Slope landscaping shall consist of plants with dense and deep root structures that require a minimum of watering. It will be the responsibility of the property owner to maintain the planting. Alterations of planting schemes shall be reviewed by the landscape architect.

4. Irrigation

An adequate irrigation system will be required to sustain landscaping. Any leaks or defective sprinklers shall be repaired immediately. To mitigate erosion and saturation, automatic sprinkling systems shall be adjusted for rainy seasons. A landscape irrigation specialist should be consulted to determine the best times for landscape watering and the maximum amount of water usage.

5. Rodent Control

The property owner must undertake and maintain a program which eliminates or controls burrowing animals. This must be an ongoing program in order to provide protection to the slope's stability. The uncontrolled burrowing by rodents has proven to be one of the major causes for surficial slope stability problems.

REVIEWS

Plan Review and Plan Notes

The final construction and/or grading plans shall be reviewed and approved by the consultants. This is required to determine if the recommendations of the report have been properly understood and carried forth in the design drawings.

The final plans should reflect the following:

1. The Soils Engineering Investigation by SubSurface Designs, Inc., as a part of the plans.
2. Plans must be reviewed and signed by this office.
3. All grading must be reviewed by a representative of this office.
4. All foundations shall be reviewed by a representative of this office.
5. All shoring must be performed under the continuous review of a representative of this office.
6. All retaining wall backdrain systems and backfill shall be reviewed and tested by a representative of this office.
7. All utility trench backfill shall be reviewed and tested by a representative of this office.
8. The pre-moistened soils shall be tested, and verified to be 120% of optimum moisture content, prior to the placement of the sub-grade.

Reviews will be required to verify all work. A review will be performed to determine if the intent of the report has been adequately carried forth. This office should be notified at least **two working days** in advance of any reviews of this nature so that staff personnel may be made available.

Construction Review

It is required that all grading, foundation excavations, slot cutting, pile foundations, underpinning, shoring, utility trench backfill, pre-moistened soil, retaining wall backdrain systems and backfill be reviewed by this office. A review will be performed to determine if the intent of the report has been adequately carried forth. This office should be notified at least two working days in advance of any reviews of this nature so that staff personnel may be made available. The reviews will be billed at our current hourly rate.

LIMITATIONS

General

Subsurface conditions were determined on the basis of our field explorations and appear to be relatively uniform. Although, between exploratory excavations, subsurface earth materials may vary in type, strength, and many other properties. The recommendations presented herein are for soil conditions encountered in specific locations. Other soil conditions due to non-uniformity of the soil conditions or manmade alterations may be revealed during construction. At that time, further recommendations may be made if required.

Conclusions and recommendations presented herein are based on our experience and background. Therefore, the conclusions and recommendations are professional opinions and are not meant to indicate a control of nature. This report makes no other warranty, either expressed or implied, concerning the advice presented herein.

Expansive soils were encountered on the subject property. Design for foundations, slabs on grade, and retaining walls have been provided to mitigate this soil condition. These designs do not guarantee or warrant that cracking will not occur. Site conditions can and do change from those which were first envisioned. These conditions can have a significant impact on the overall functionality of the structure and the appurtenant structures.

Conclusions on building site stability, settlement, slippage, and its affects on off-site property are based on our visual examination, the placement of explorations, laboratory testing of samples obtained during explorations, analysis of our data, and our experience. It is our opinion that our standard-of-care analysis provides an adequate assessment of the site conditions. Our examination does not, however, imply that the subject property is risk free.

This report may not be copied. If you wish additional copies, you may order them from this office. See your contract for charges.

Construction Notice

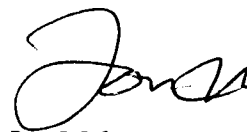
Construction can be difficult. Recommendations contained herein are based upon several windows (explorations) excavated at locations deemed suitable by your consultants. It is this corporation's aim to advise you through this report of the general site conditions, suitability for construction, and overall stability. It must be understood that the opinions are based upon testing, analysis, and interpretation thereof.

All properties are subject to risk, these risks can be mitigated but not be eliminated. Properties are subject to hazards including but not limited to, floods, mudslides, landslides, seepage, erosion, raveling of slopes, concentrated drainage, limited access, differential settlement, heaving and fire. The damage from these hazards may be reduced by the property owner by maintaining yards, slopes, walls, slough protection devices, drainage facilities, and by correcting any deficiencies found during occupancy of the property. It is not possible to eliminate all hazards.

Quantities for foundation concrete and steel may be estimated, based on the findings given in this report. However, you must be aware that depths and magnitudes will most likely vary between the excavated windows (explorations) given in the report.

If you have any questions concerning this report, please contact this office.

Respectfully submitted:
SUBSURFACE DESIGNS, INC.


Jon Mahn
Principal Engineer
RCE 60293



KMC/JEM: 6312.04S

dist: (1) Addressee
(3+CD) Mika Design Group, Inc.
(1) file

APPENDIX I

SITE INFORMATION

Vicinity Map

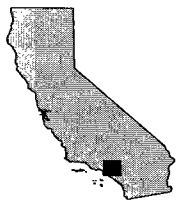
Seismic Hazard Map

Exploration Logs, Figure E.1 through E.4

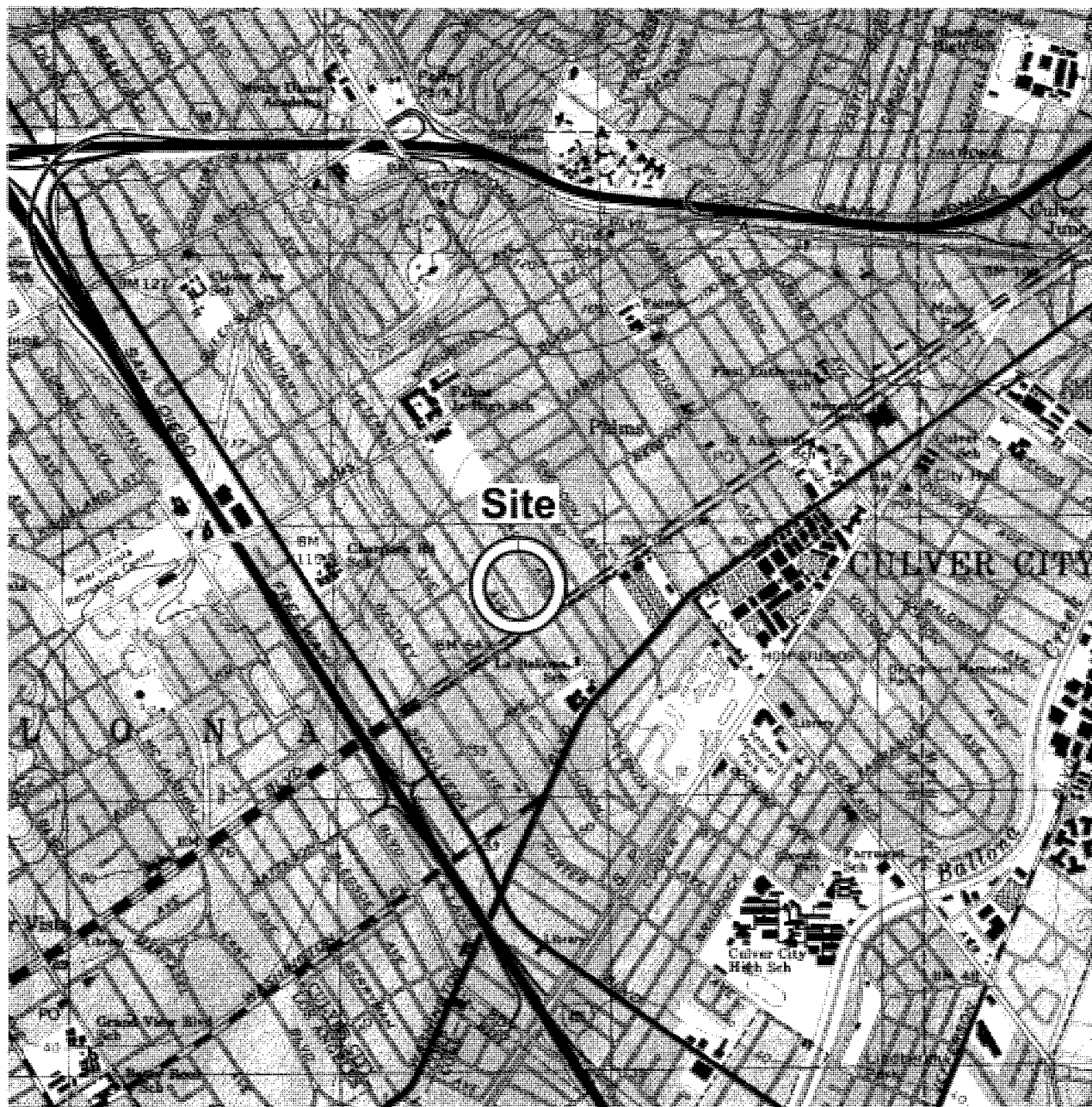
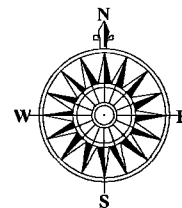
City of Los Angeles Approval Letter (2015)

Site Plan, Plate A (pocket attachment)

Geotechnical Cross Sections, Plates B-1 & B-2 (pocket attachment)



VICINITY MAP

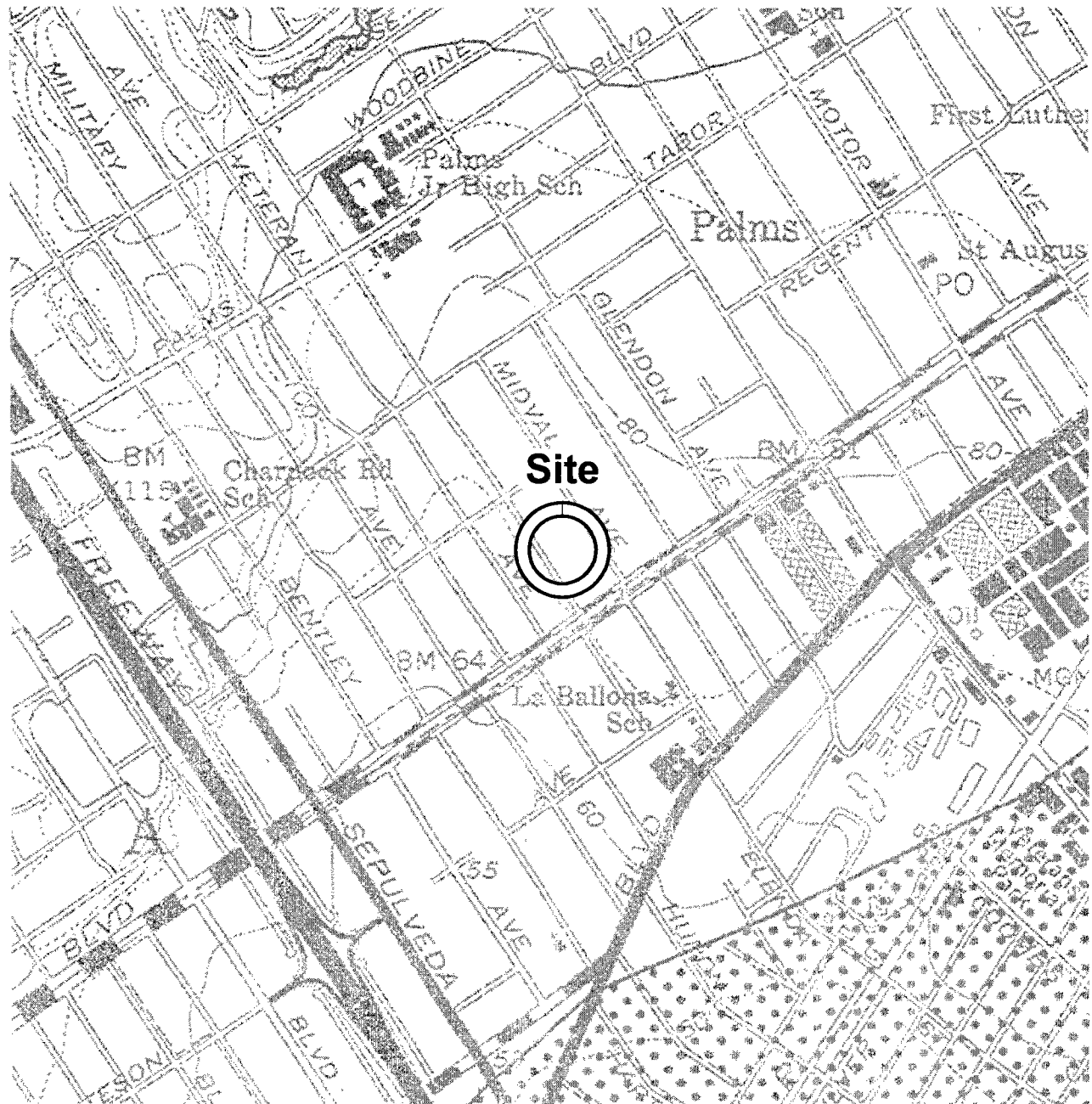
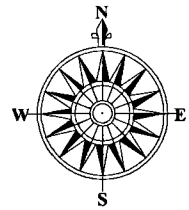


SubSurface Designs, Inc.
Geotechnical Engineers
Engineering Geologists

Ref: Modified from the Topographic Map of the Beverly Hills Quadrangle, prepared by U.S.G.S., 1995.
Scale: 1" = 2000'



SEISMIC HAZARD MAP
















SubSurface Designs, Inc.
Geotechnical Engineers
Engineering Geologists

Ref: Modified from the Seismic Hazard Zone Map of the Beverly Hills Quadrangle, prepared by the State of California Division of Mines and Geology, 1999.

Scale: 1" = 1000'

EXPLORATION LOG

PROJECT NAME: 3732 Kelton Avenue, LLC / Kelton Ave.			EXPLORATION NO: AH 01		PAGE 1 OF 1		
PROJECT NUMBER: PIN 6312			EXPLORATION EQUIPMENT: Hollow-Stem Auger				
Comments: See attached Site Plan for location.							
Sample Graphics	Blow Count (Per Foot)	Moisture Content (%)	Unit Dry Wt. (pcf.)	Depth (ft.)	Lithologic Graphics	Logged By: CLK	Total Depth: 21.0'
						Date Started: May 18, 2020	Top Elevation (ft.):
						Date Completed: May 18, 2020	Excavation Width: 8"
						LITHOLOGIC DESCRIPTION	
						Alluvium (Qal) Silty Sand - medium brown, fine- to medium-grained, moist	
	50/6"	6	111	2			
	--	10					
	76	14	118	4	4.0' - Sandy Clay - medium brown, fine- to medium grained, moist		
	80	5	125	6	6.0' - Silty Sand and Gravel - medium brown, moist		
	50/5"	5	117	8	8.0' - Slightly Silty Sand and Gravel - medium brown, fine- to coarse-grained, moist		
	50/6"	3	118	10			
	50/5"			12			
	50/6"	3	122	14			
	50/6"	5	125	16			
	50/5"	4	113	18			
	50/6"	7	121	20			
							

EXPLORATION LOG

PROJECT NAME: 3732 Kelton Avenue, LLC / Kelton Ave.				EXPLORATION NO: TP 01		PAGE 1 OF 1		
PROJECT NUMBER: PIN 6312				EXPLORATION EQUIPMENT: Hand-Dug				
Comments: See attached Geologic Map for location.								
Sample Graphics	Recovery (No. of Rings)	Moisture Content (%)	Unit Dry Wt. (pcf)	Depth (ft.)	Lithologic Graphics	Logged By: EJB		Total Depth: 7.5'
						Date Started: January 4, 2014		Top Elevation (ft.):
						Date Completed: January 4, 2014		Excavation Width: 24"x36"
						LITHOLOGIC DESCRIPTION		
	--	11				Earth Fill (ef) Silty Sand - mottled gray-brown, brown, and dark brown, slightly moist, moderately compact; sand is very fine to fine grained; occasional fine grained gravel.		
	6 -- --	7 12 7	113			Alluvium (Qal) Low Plasticity Silt with Sand - gray-brown, slightly moist, medium stiff; sand is very fine to fine grained; porous.		
				2		2.5' - Lean Clay with Sand, slightly moist, brown, stiff; sand is very fine to fine grained.		
	6 --	17 16	115					
	6	17	115	4		4.5' - Poorly Graded Sand - red-brown, moist, medium dense; sand is fine to coarse grained; occasional rounded to subrounded gravel and cobbles; upper 12" is gradational with the overlying clay.		
				6				
	--	8						
	6	9	107					

EXPLORATION LOG

PROJECT NAME: 3732 Kelton Avenue, LLC / Kelton Ave.				EXPLORATION NO: TP 02		PAGE 1 OF 1		
PROJECT NUMBER: PIN 6312				EXPLORATION EQUIPMENT: Hand-Dug				
Comments: See attached Geologic Map for location.								
Sample Graphics	Recovery (No. of Rings)	Moisture Content (%)	Unit Dry Wt. (pcf.)	Depth (ft.)	Lithologic Graphics	Logged By: EJB		Total Depth: 6.0'
						Date Started: January 4, 2014		Top Elevation (ft.):
						Date Completed: January 4, 2014		Excavation Width: 24"x36"
						LITHOLOGIC DESCRIPTION		
						Earth Fill (ef) Silty Sand - mottled gray-brown, brown, and dark brown, slightly moist, moderately compact; sand is very fine to fine grained; occasional fine grained gravel.		
						Alluvium (Qal) Low Plasticity Silt with Sand - gray-brown, slightly moist, medium stiff; sand is very fine to fine grained; porous.		
	6	6	118	2		2.5' - Lean Clay with Sand, slightly moist, brown, stiff; sand is very fine to fine grained.		
	6	19	106	4		4.5' - Poorly Graded Sand - red-brown, moist, medium dense; sand is fine to coarse grained; occasional rounded to subrounded gravel and cobbles; upper 12" is gradational with the overlying clay. 5.0' - exploration extended with a hand auger		
	6	11	126	6				

EXPLORATION LOG

PROJECT NAME: 3732 Kelton Avenue, LLC / Kelton Ave.				EXPLORATION NO: TP 03		PAGE 1 OF 1		
PROJECT NUMBER: PIN 6312				EXPLORATION EQUIPMENT: Hand-Dug				
Comments: See attached Geologic Map for location.								
Sample Graphics	Recovery (No. of Rings)	Moisture Content (%)	Unit Dry Wt. (pcf)	Depth (ft.)	Lithologic Graphics	Logged By: EJB		Total Depth: 6.5'
						Date Started: January 4, 2014		Top Elevation (ft.):
						Date Completed: January 4, 2014		Excavation Width: 24"x36"
						LITHOLOGIC DESCRIPTION		
1	6	9	103	2		Earth Fill (ef) Silty Sand - mottled gray-brown, brown, and dark brown, slightly moist, moderately compact; sand is very fine to fine grained; occasional fine grained gravel.		
2	6	8	113			Alluvium (Qal) Low Plasticity Silt with Sand - gray-brown, slightly moist, medium stiff; sand is very fine to fine grained; porous.		
3	6	8	113			2.5' - Lean Clay with Sand, slightly moist, brown, stiff; sand is very fine to fine grained.		
4	6	8	113			4.5' - Poorly Graded Sand - red-brown, moist, medium dense; sand is fine to coarse grained; occasional rounded to subrounded gravel and cobbles; upper 12" is gradational with the overlying clay. 5.0' - exploration extended with a hand auger		
5	6	17	102	6				
6	6	13	110					

Approval Letter, City of Los Angeles (2015)



SOILS REPORT APPROVAL LETTER

June 23, 2015

LOG # 88712
SOILS/GEOLOGY FILE - 2

Mark Judaken
2153 Washington Blvd.
Los Angeles, CA 90018

TRACT: 5848
LOT(S): 11
LOCATION: 3736 S. Kelton Avenue

<u>CURRENT REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>No.</u>	<u>DATE(S) OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Geology/Soils Report	PIN# 6312	12/10/2014	Subsurface Designs, Inc.

The Grading Division of the Department of Building and Safety has reviewed the referenced report providing recommendations for the proposed construction of a 3-story 4-unit apartment building on the central portion of the lot. Development will consist of razing the existing residence.

The earth materials at the subsurface exploration locations consist of up to 1 foot of uncertified fill underlain by alluvium. The consultants recommend to remove and recompact the upper 5 feet of earth materials to support the proposed structures. The subject site is underlain by expansive soils.

The consultants recommend to support the proposed structure(s) on conventional foundations bearing in the compacted fill.

The referenced report is acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis () refer to applicable sections of the 2014 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. The soils engineer shall review and approve the detailed plans prior to issuance of any permit. This approval shall be by signature on the plans which clearly indicates that the soils engineer has reviewed the plans prepared by the design engineer and that the plans included the recommendations contained in his report. (7006.1)

2. All recommendations of the report which are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.
3. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans. Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit. (7006.1)
4. A grading permit shall be obtained for all structural fill and retaining wall backfill. (106.1.2)
5. Retaining walls are not approved in this letter.
6. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density (D1556). Placement of gravel in lieu of compacted fill is allowed only if complying with Section 91.7011.3 of the Code. (7011.3)
7. If import soils are used, no footings shall be poured until the soils engineer has submitted a compaction report containing in-place shear test data and settlement data to the Grading Division of the Department, and obtained approval. (7008.2)
8. Compacted fill shall extend beyond the footings a minimum distance equal to the depth of the fill below the bottom of footings or a minimum of three feet whichever is greater, as recommended. (7011.3)
9. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill. (1809.2)
10. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction. (7013.12)
11. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the State Construction Safety Orders enforced by the State Division of Industrial Safety. (3301.1)
12. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring or constructed using ABC slot cuts, as recommended. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)
13. Prior to the issuance of any permit which authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation. (3307.1)

14. The soils engineer shall review and approve the shoring and/or underpinning plans prior to issuance of the permit. (3307.3.2)
15. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.
16. Unsurcharged temporary excavations over 5 feet exposing soil shall be trimmed back at a gradient not exceeding 1:1, as recommended.
17. A-B-C slot-cut method may be used for temporary excavations along the property line, with each slot not exceeding 5 feet in height and not exceeding 8 feet in width, as recommended by the consultant on page 19 of the 12/10/2014 report. The soils engineer shall verify in the field if the existing earth materials are stable in the slot cut excavation. Each slot shall be inspected by the soils engineer and approved in writing prior to any worker access.
18. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.
19. All foundations shall derive entire support from properly placed fill, as recommended and approved by the geologist and soils engineer by inspection.
20. Footings supported on approved compacted fill or expansive soil shall be reinforced with a minimum of four (4) ½-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top.
21. The foundation/slab design shall satisfy all requirements of the Information Bulletin P/BC 2014-116 "Foundation Design for Expansive Soils" (1803.5.3).
22. Slabs placed on approved compacted fill shall be at least 3½ inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced maximum of 16 inches on center each way.
23. Concrete floor slabs placed on expansive soil shall be placed on a 4-inch fill of coarse aggregate or on a moisture barrier membrane. The slabs shall be at least 3½ inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced maximum of 16 inches on center each way.
24. The seismic design shall be based on a Site Class D as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.
25. All roof and pad drainage shall be conducted to the street in an acceptable manner. (7013.10)
26. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS. (7013.10)

27. The soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading. (7008 & 1705.6)
28. Prior to the pouring of concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for the LADBS Building Inspector and the Contractor stating that the work so inspected meets the conditions of the report, but that no concrete shall be poured until the City Building Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)
29. Prior to excavation, an initial inspection shall be called with LADBS Inspector at which time sequence of construction, shoring, ABC slot cuts, underpinning, protection fences and dust and traffic control will be scheduled. (108.9.1)
30. Installation of shoring, underpinning, slot cutting excavations and/or pile installation shall be performed under the inspection and approval of the soils engineer and deputy grading inspector. (1705.6)
31. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the City Grading Inspector and the Contractor stating that the soil inspected meets the conditions of the report, but that no fill shall be placed until the LADBS Grading Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included. (7011.3)
32. No footing/slab shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.



GLEN RAAD
Geotechnical Engineer I

GR/gr
Log No. 88712
213-482-0480

cc: Mikaela Nagler, Applicant
Subsurface Designs, Inc., Project Consultant
WL District Office

APPENDIX II

LABORATORY TEST RESULTS

Laboratory Testing

Laboratory Recapitulation - Table I-1

Shear Strength Diagram, Figure S.1 through S.4

Consolidation Diagram, Figure C.1 through C.7

Maximum Density, Figure M.1

LABORATORY TEST RESULTS

Moisture and Density Tests

The moisture content and in-place dry density of all undisturbed samples obtained were determined. The test results are presented in the Laboratory Recapitulation - Table I. Tests are performed in accordance with the latest version of ASTM D 2216.

Shear Tests

Direct single-shear tests were performed on representative undisturbed samples to determine their strength characteristics. The desired normal load was applied to the specimen and allowed to come to equilibrium. The rate of deflection on the sample is approximately 0.01 inches per minute. Depending upon the sample location and future site condition, samples may be tested at field moisture. The results are plotted on the Shear Test Diagrams and in the Laboratory Recapitulation - Table I. Tests are performed in accordance with the latest version of ASTM D 3080.

Consolidation

Consolidation tests were performed on undisturbed samples to predict the soils behavior under a specific load. Loads are applied in increasing load increments and the results are recorded. The samples are usually inundated at a designated load to determine the effect of water contacting the bearing soil. The results are plotted on the "Consolidation Pressure Curve," figures. The load at which the water is added is noted on the drawing. Tests are performed in accordance with the latest version of ASTM D 2435.

Expansion Tests

Expansion tests are performed on representative samples to determine the expansive potential of compacted soils when inundated with water. The test was performed in accordance with the latest version of ASTM D 4829. The classification of potentially expansive soil is based on the following table.

Expansion Index	Potential Expansion
0-20	Very Low
20-50	Low
50-90	Medium
90-130	High
Above 130	Very High

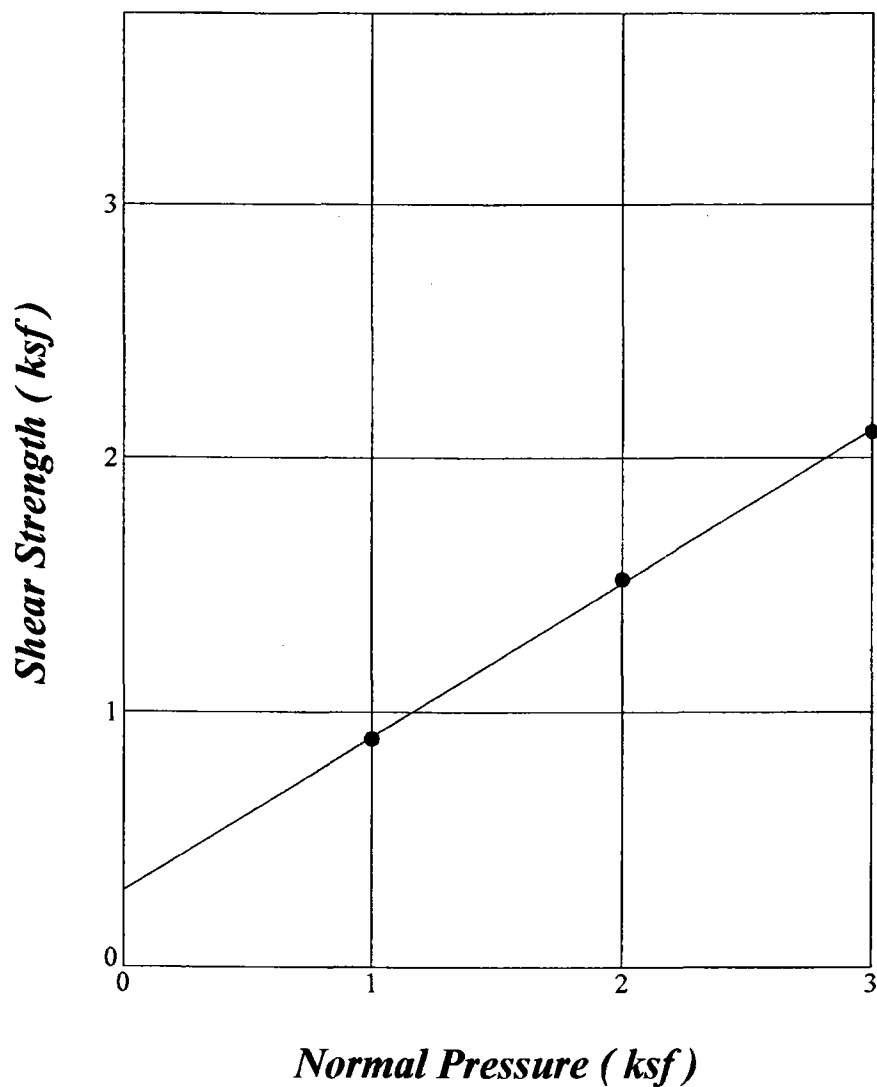
LABORATORY RECAPITULATION

Table I							
Location	Depth (ft)	Material Type	In Situ Dry Density (PCF)	In Situ Water (%)	Expansion Index	Cohesion (ksf)	Friction Angle (deg)
AH 01	2.0	Qal	111.1	6.2			
AH 01	3.0	Qal	Bulk	10.2	34		
AH 01	4.0	Qal	118.3	14.4		0.300	31.0
AH 01	6.0	Qal	125.0	4.9			
AH 01	8.0	Qal	117.1	5.1	5		
AH 01	10.0	Qal	118.2	3.1		0.560	32.0
AH 01	14.0	Qal	122.0	3.1			
AH 01	16.0	Qal	124.7	5.1			
AH 01	18.0	Qal	113.5	3.8			
AH 01	20.0	Qal	120.8	7.0			
TP 01	0.0	ef	Bulk	10.6	15		
TP 01	1.0	Qal	112.7	6.8			
TP 01	1.1	Qal	Bulk	12.2	53	0.225	27.0
TP 01	1.5	Qal	Bulk	7.2	42		
TP 01	3.0	Qal	115.1	16.9		0.510	28.0
TP 01	3.5	Qal	Bulk	15.5	73		
TP 01	4.0	Qal	115.3	16.6			
TP 01	6.5	Qal	Bulk	7.8			
TP 01	7.0	Qal	106.6	9.4			
TP 02	2.0	Qal	118.0	6.2			

Table I							
Location	Depth (ft)	Material Type	In Situ Dry Density (PCF)	In Situ Water (%)	Expansion Index	Cohesion (ksf)	Friction Angle (deg)
TP 02	5.0	Qal	106.2	19.2			
TP 02	6.0	Qal	125.7	10.8			
TP 03	0.0	ef	102.9	9.4			
TP 03	2.0	Qal	112.7	7.8			
TP 03	5.0	Qal	102.4	16.6			
TP 03	6.0	Qal	110.2	12.9			

SHEAR TEST DIAGRAM

PROJECT NAME: 3732 Kelton Avenue, LLC / Kelton Ave.	SAMPLE ID: AH 01 @ 4.00'
PROJECT NUMBER: PIN 6312	MATERIAL DESCRIPTION: Alluvium (Qal)
TEST METHOD: Ultimate Saturated Shear	



MOISTURE CONTENT (%)		DENSITY (pcf)	RESULTS	
In Situ:	14.4		Phi (deg.):	31.0
Saturated:	23.8	Dry Density:	Cohesion (ksf):	0.300

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Figure S.1

SHEAR TEST DIAGRAM

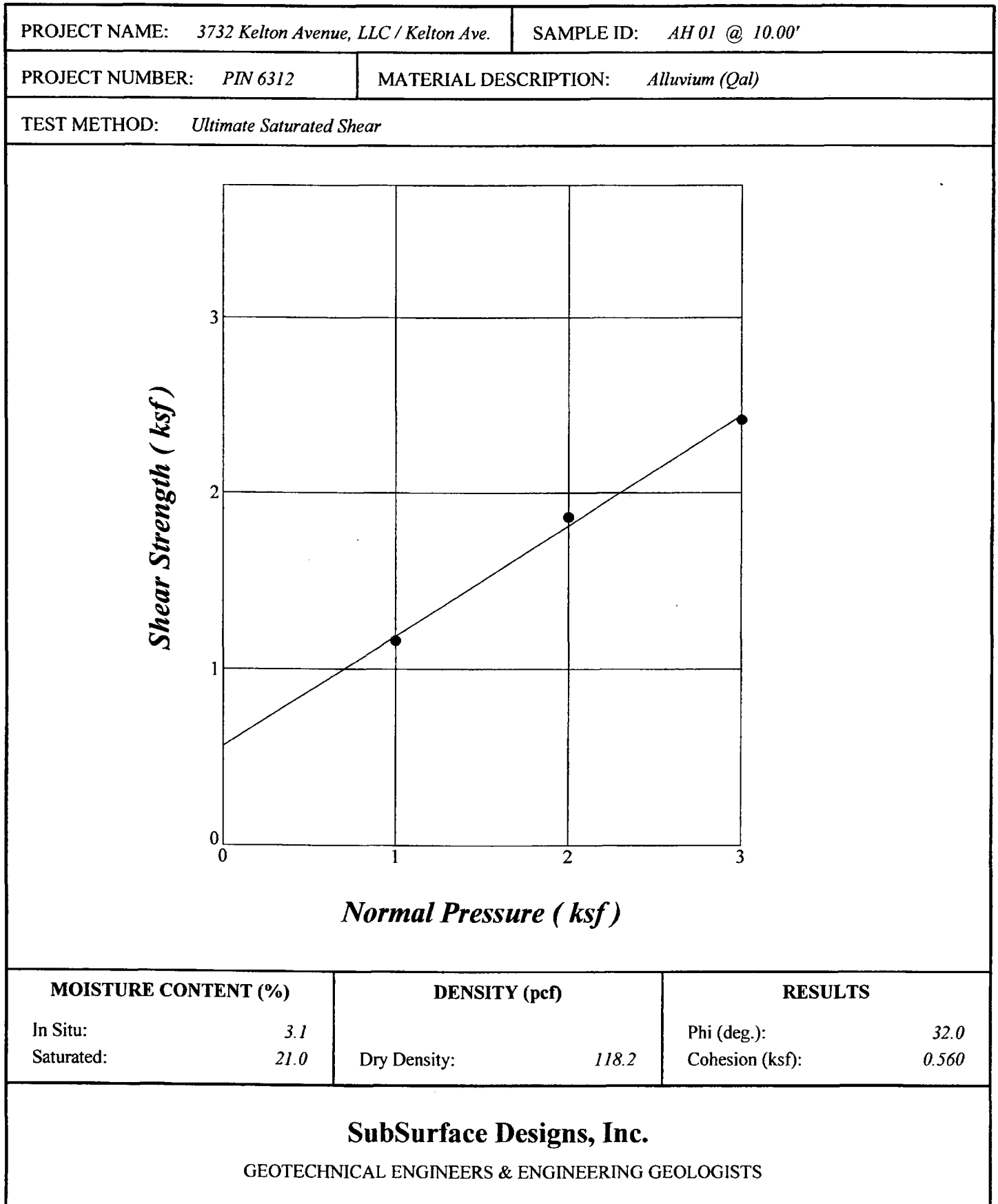
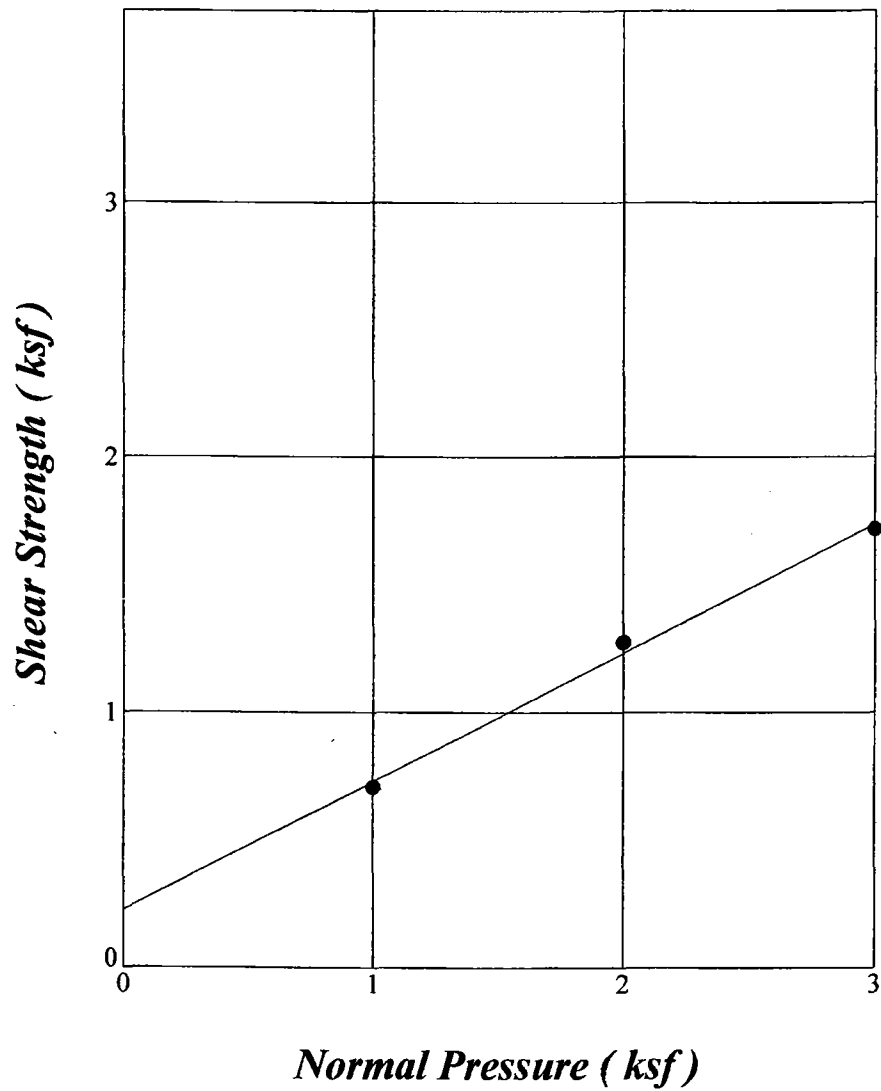


Figure S.2

SHEAR TEST DIAGRAM

PROJECT NAME:	3732 Kelton Avenue, LLC / Kelton Ave.	SAMPLE ID:	TP 01 @ 1.10'
PROJECT NUMBER:	PIN 6312	MATERIAL DESCRIPTION:	Alluvium (Qal)
TEST METHOD:	90% Remolded Ultimate Saturated Shear		



MOISTURE CONTENT (%)		DENSITY (pcf)	RESULTS	
In Situ:	12.2	Dry Density:	Phi (deg.):	27.0
Saturated:	19.7		Cohesion (ksf):	0.225

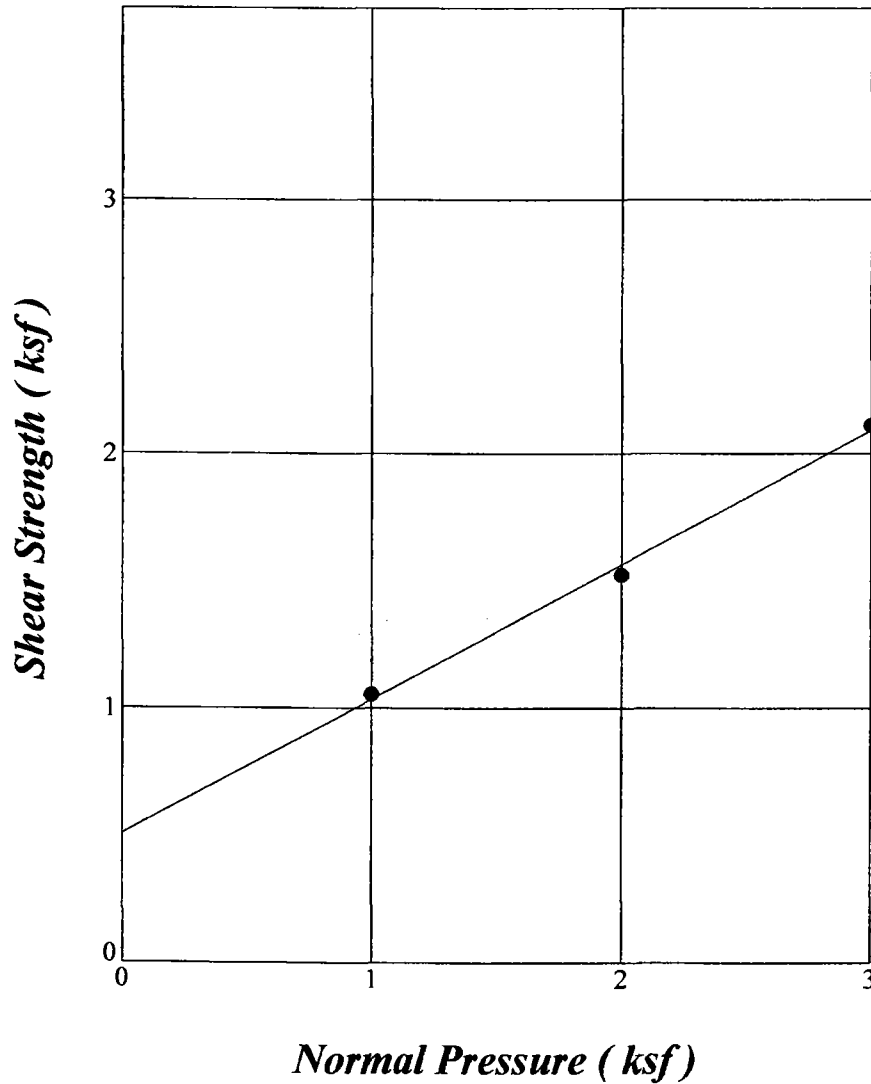
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Figure S.3

SHEAR TEST DIAGRAM

PROJECT NAME: 3732 Kelton Avenue, LLC / Kelton Ave.	SAMPLE ID: TP 01 @ 3.00'
PROJECT NUMBER: PIN 6312	MATERIAL DESCRIPTION: Alluvium (Qal)
TEST METHOD: Ultimate Saturated Shear	



MOISTURE CONTENT (%)		DENSITY (pcf)	RESULTS	
In Situ:	16.9		Phi (deg.):	28.0
Saturated:	24.9	Dry Density:	Cohesion (ksf):	0.510

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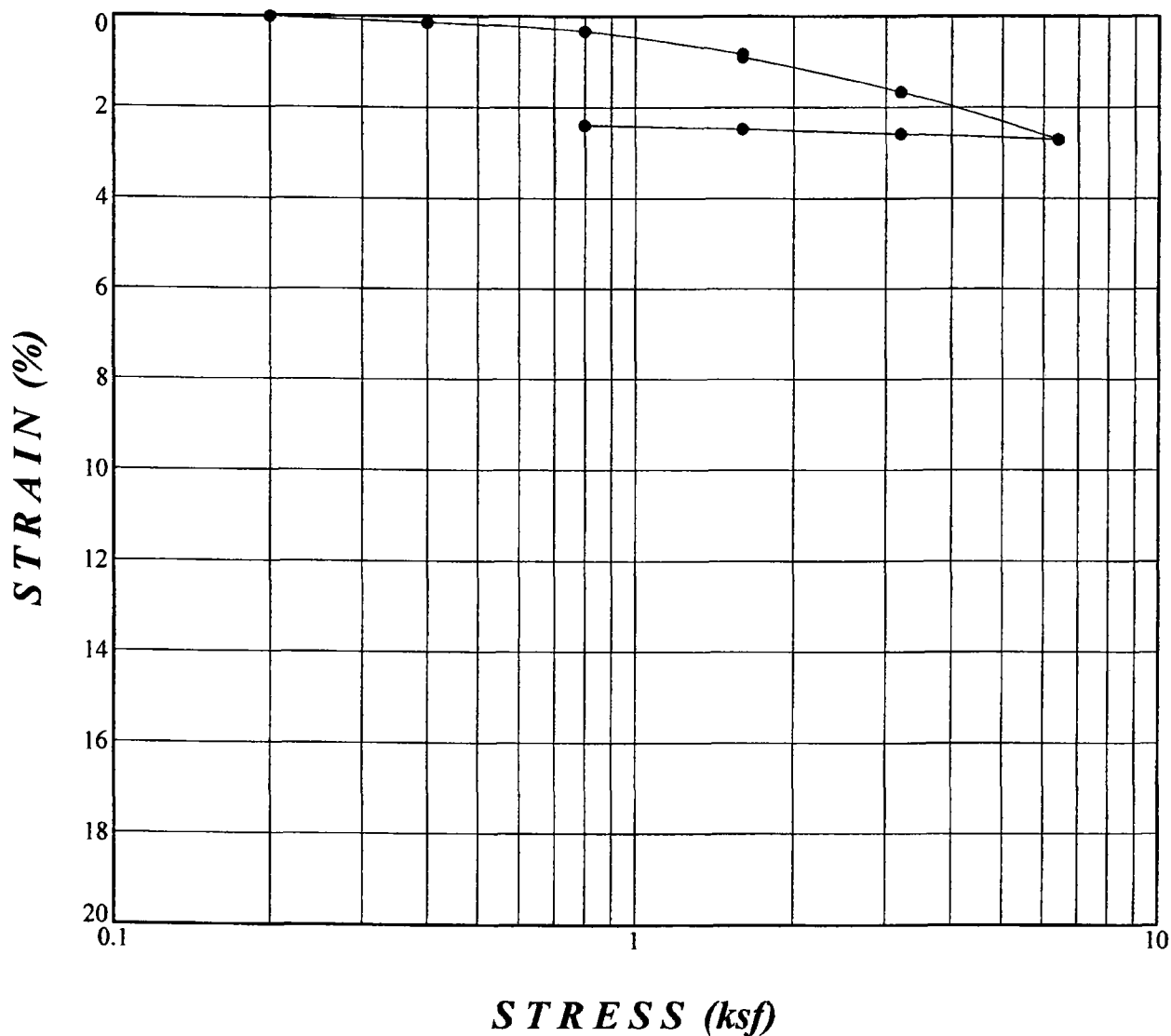
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Figure S.4

CONSOLIDATION TEST

PROJECT NAME: 3732 Kelton Avenue, LLC / Kelton Ave.	SAMPLE ID: AH 01 @ 10.00'
PROJECT NUMBER: PIN 6312	MATERIAL DESCRIPTION: Alluvium (Qal)

Load (psf) water added to test at: 1600



MOISTURE CONTENT (%)	DRY DENSITY (pcf)	RESULTS
In Situ: 3.1	Before Test: 118.2	Initial Void Ratio: 0.5110

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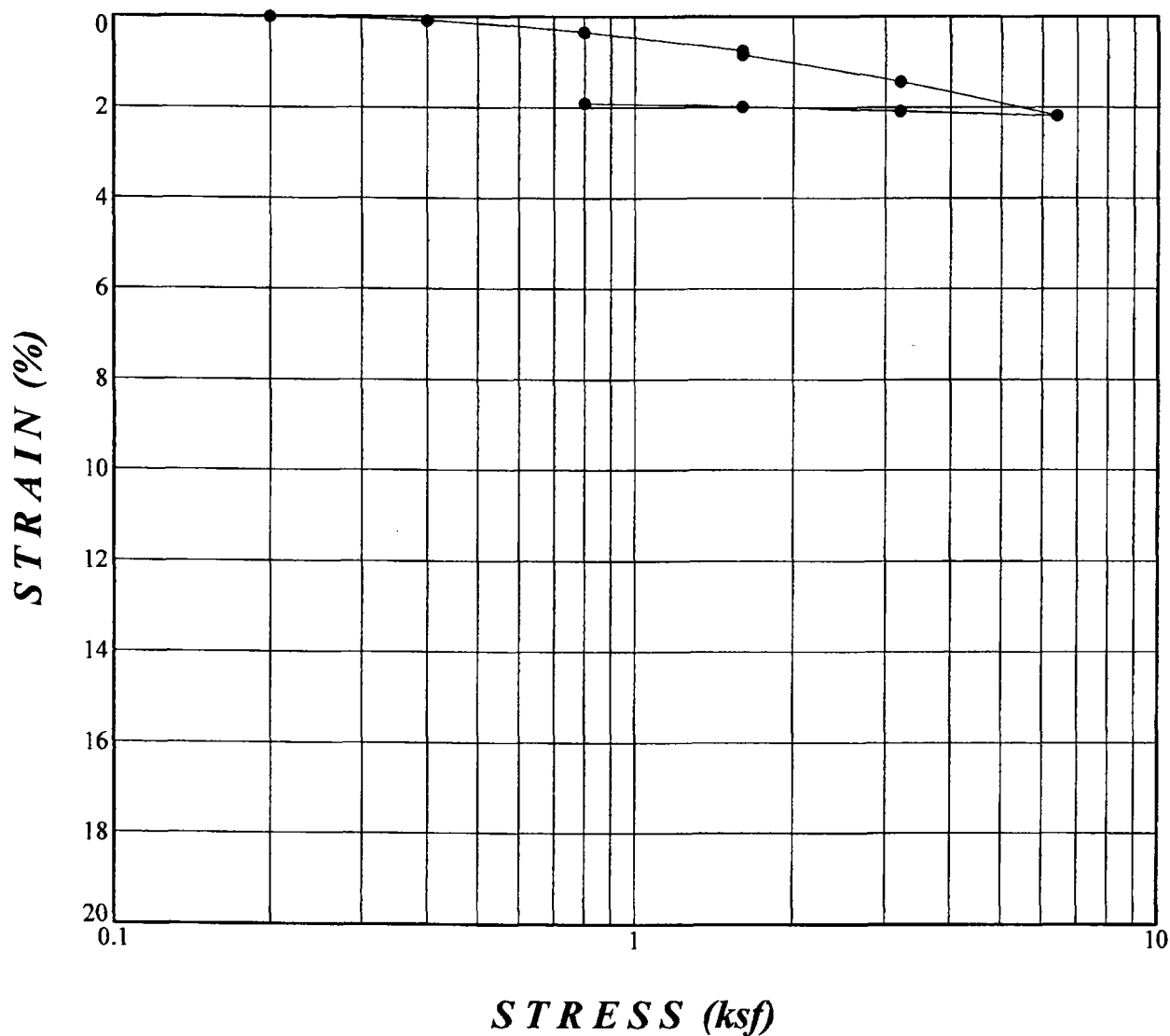
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Figure C.1

CONSOLIDATION TEST

PROJECT NAME: 3732 Kelton Avenue, LLC / Kelton Ave.	SAMPLE ID: AH 01 @ 14.00'
PROJECT NUMBER: PIN 6312	MATERIAL DESCRIPTION: Alluvium (Qal)

Load (psf) water added to test at: 1600



MOISTURE CONTENT (%)	DRY DENSITY (pcf)	RESULTS
In Situ: 3.1	Before Test: 122.0	Initial Void Ratio: 0.5771

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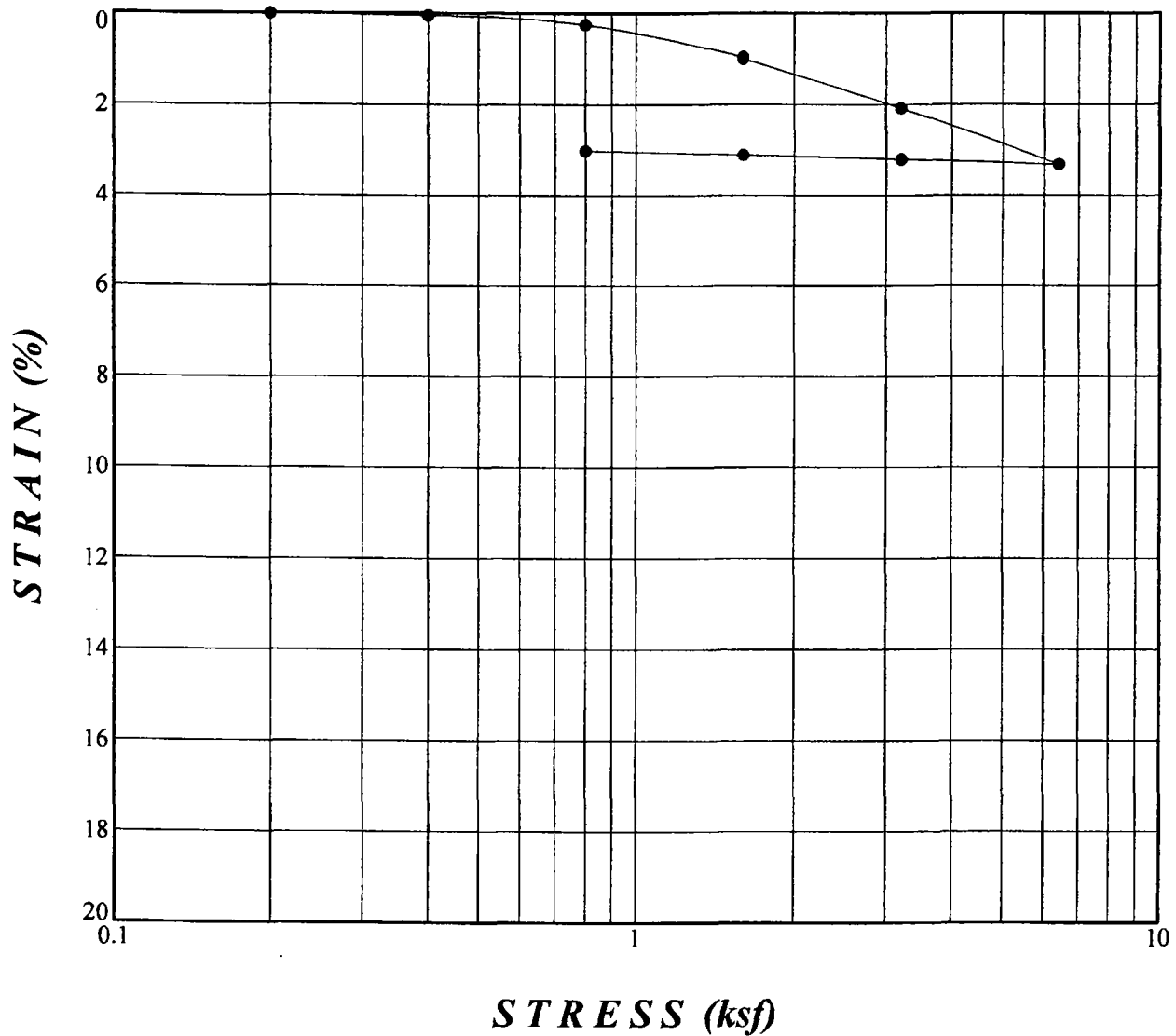
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Figure C.2

CONSOLIDATION TEST

PROJECT NAME: 3732 Kelton Avenue, LLC / Kelton Ave.	SAMPLE ID: AH 01 @ 16.00'
PROJECT NUMBER: PIN 6312	MATERIAL DESCRIPTION: Alluvium (Qal)

Load (psf) water added to test at: 1600



MOISTURE CONTENT (%)	DRY DENSITY (pcf)	RESULTS
In Situ: 5.1	Before Test: 124.7	Initial Void Ratio: 0.5183

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Figure C.3

CONSOLIDATION TEST

PROJECT NAME: 3732 Kelton Avenue, LLC / Kelton Ave.		SAMPLE ID: TP 01 @ 3.00'	
PROJECT NUMBER: PIN 6312	MATERIAL DESCRIPTION: Alluvium (Qal)		

Load (psf) water added to test at: 1100

STRESS (ksf)

MOISTURE CONTENT (%)	DRY DENSITY (pcf)	RESULTS
In Situ: 16.9	Before Test: 115.1	Initial Void Ratio: 0.4891

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Figure C.4

CONSOLIDATION TEST

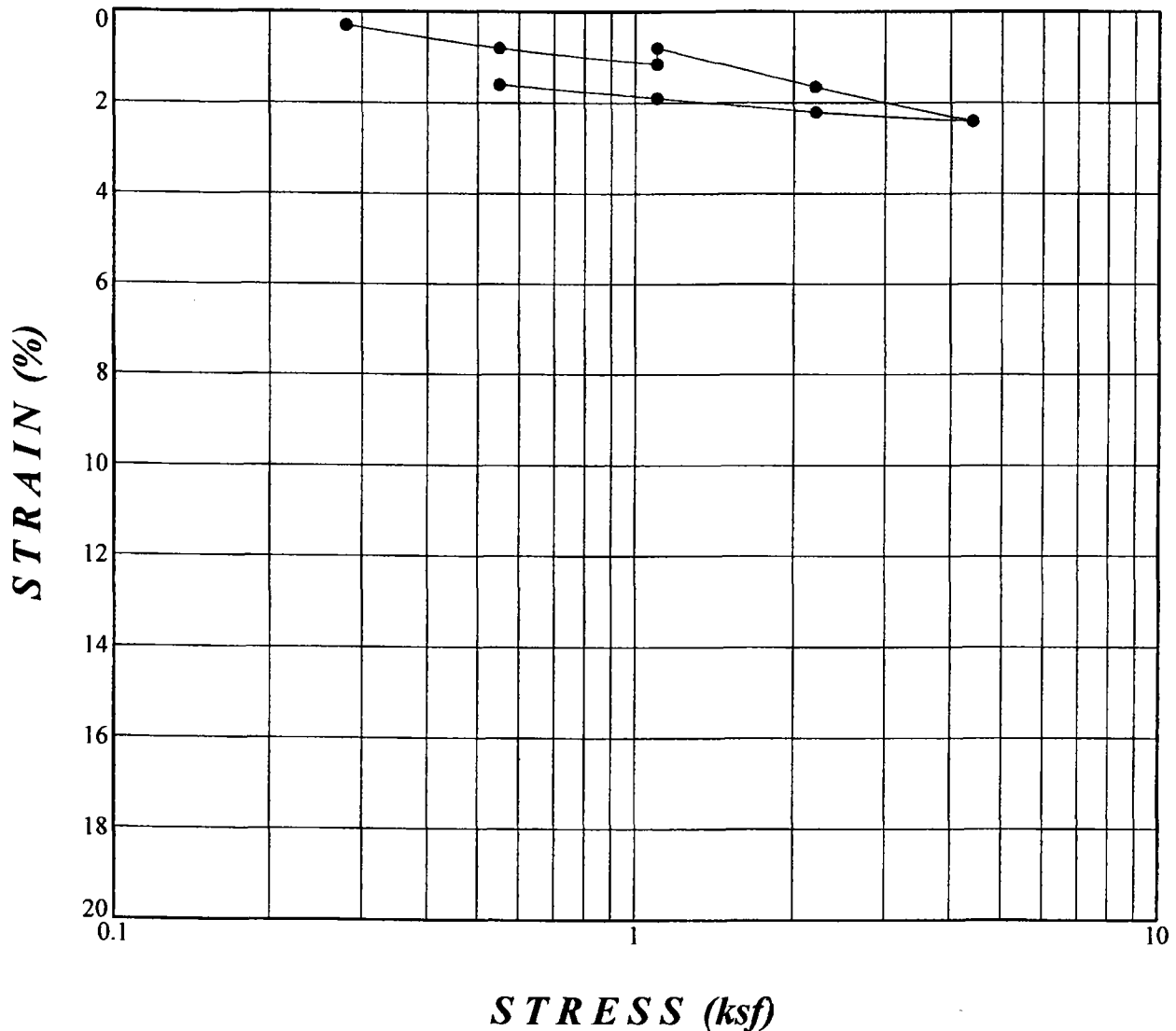
PROJECT NAME: 3732 Kelton Avenue, LLC / Kelton Ave.

SAMPLE ID: TP 02 @ 2.00'

PROJECT NUMBER: PIN 6312

MATERIAL DESCRIPTION: Alluvium (Qal)

Load (psf) water added to test at: 1100



MOISTURE CONTENT (%)

DRY DENSITY (pcf)

RESULTS

In Situ: 6.2

Before Test: 118.0

Initial Void Ratio: 0.5565

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Figure C.5

CONSOLIDATION TEST

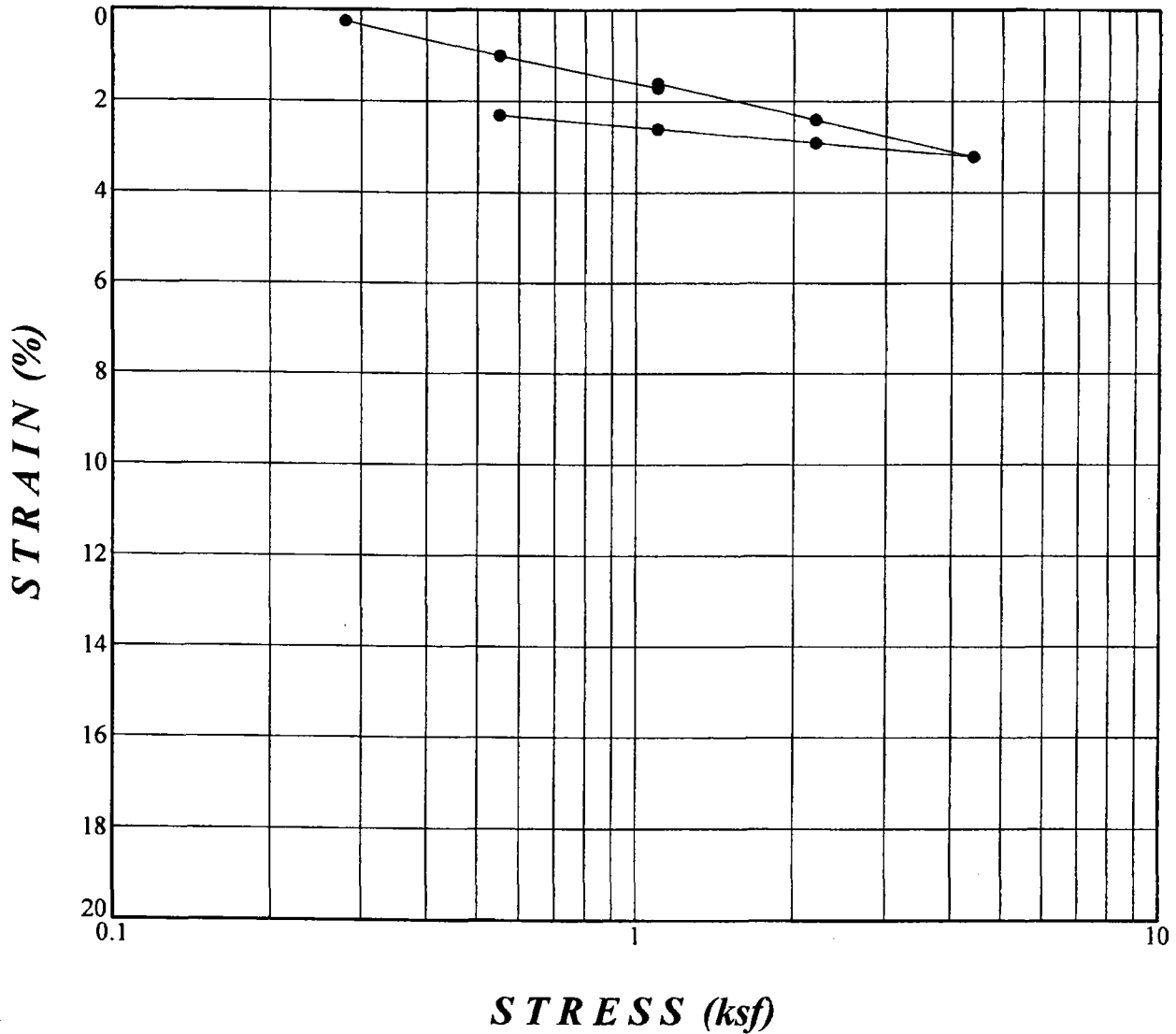
PROJECT NAME: 3732 Kelton Avenue, LLC / Kelton Ave.

SAMPLE ID: TP 02 @ 5.00'

PROJECT NUMBER: PIN 6312

MATERIAL DESCRIPTION: Alluvium (Qal)

Load (psf) water added to test at: 1100



MOISTURE CONTENT (%)

DRY DENSITY (pcf)

RESULTS

In Situ:

19.2

Before Test:

106.2

Initial Void Ratio:

0.5715

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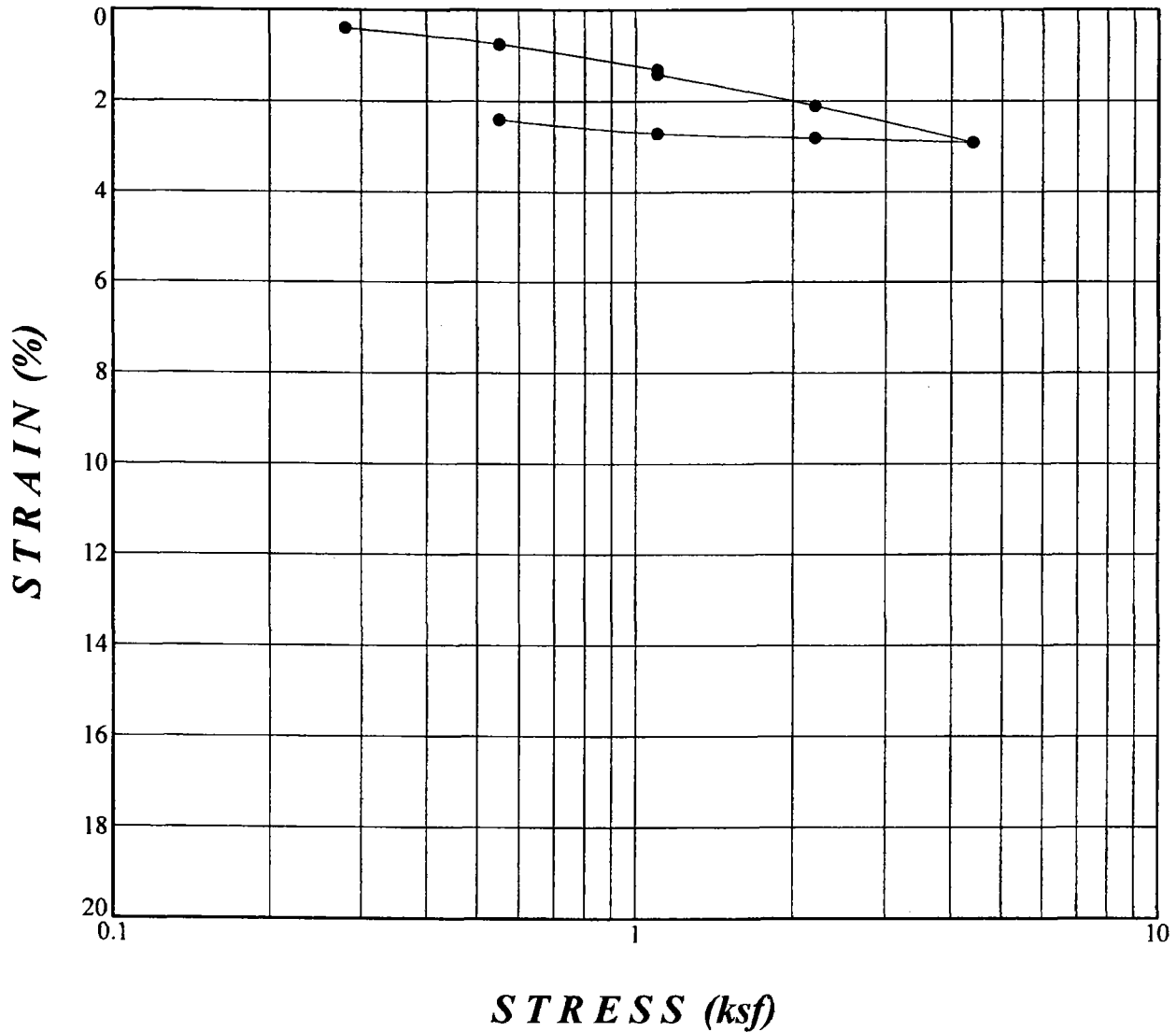
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Figure C.6

CONSOLIDATION TEST

PROJECT NAME: 3732 Kelton Avenue, LLC / Kelton Ave.	SAMPLE ID: TP 03 @ 6.00'
PROJECT NUMBER: PIN 6312	MATERIAL DESCRIPTION: Alluvium (Qal)

Load (psf) water added to test at: 1100



MOISTURE CONTENT (%)	DRY DENSITY (pcf)	RESULTS
In Situ: 12.9	Before Test: 110.2	Initial Void Ratio: 0.5492

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Figure C.7

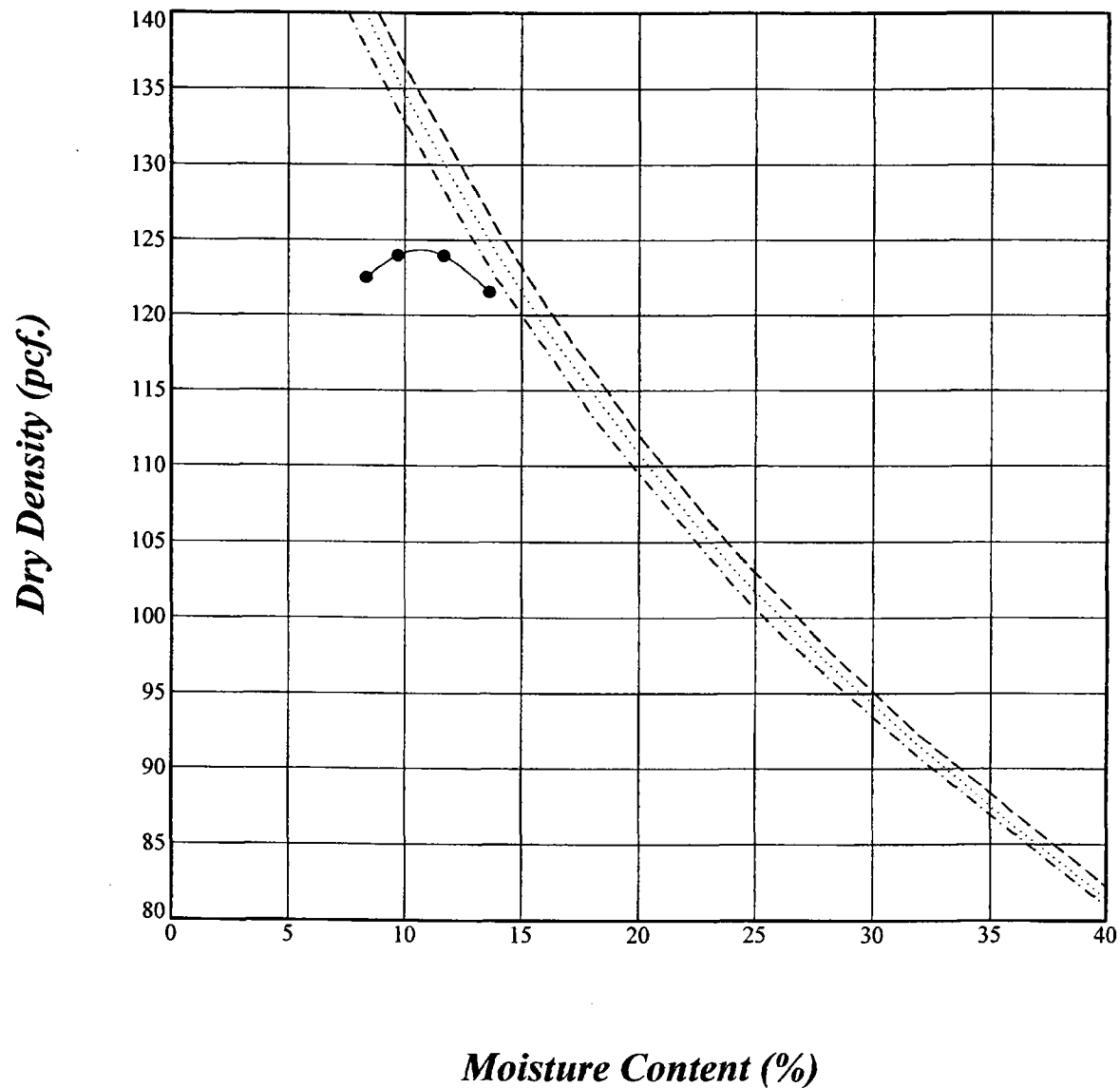
MOISTURE CONTENT - DRY DENSITY CURVE (ASTM D1557)

PROJECT NAME: 3732 Kelton Avenue, LLC / Kelton Ave.

SAMPLE ID: TP 01 @ 1.10'

PROJECT NUMBER: PIN 6312

MATERIAL DESCRIPTION: Alluvium (Qal)



Maximum Dry Density (pcf.) : 125.0

Optimum Moisture Content (%) : 10.5

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Figure M.1

APPENDIX III

CALCULATIONS

Bearing Value

Temporary Stability Calculations

Shoring Pile Calculations

Retaining Wall Calculations

Seismic Design Values

PIN # **6312**
CLIENT: **3732 Kelton LLC**

CALCULATE THE ULTIMATE AND ALLOWABLE BEARING CAPACITIES OF THE BEARING MATERIAL LISTED BELOW USING HANSEN'S METHOD. (REFERENCE: J. BOWLES, *FOUNDATION ANALYSIS AND DESIGN*, 1988, p. 188-194).

CALCULATION PARAMETERS

EARTH MATERIAL:	ALLUVIUM	EMBEDMENT DEPTH:	1 feet
SHEAR DIAGRAM:	0	FOOTING LENGTH:	100 feet
COHESION:	300 psf	FOOTING WIDTH:	1 feet
PHI ANGLE:	31 degrees	SLOPE ANGLE:	0 degrees
DENSITY:	125 pcf	FOOTING INCLINATION:	0 degrees
SAFETY FACTOR:	3		
FOOTING TYPE:	S Strip		

CALCULATED RESULTS**HANSEN'S SHAPE, DEPTH, AND INCLINATION FACTORS**

Nq =	20.63	Dq =	1.28	Sy =	1.00
Nc =	32.67	Gc =	1.00	Dy =	1.00
Ny =	17.69	Bc =	1.00	ly =	1.00
Sc =	1.01	lq =	1.00	Gy =	1.00
Sq =	1.01	lc =	1.00	Gq =	1.00
Dc =	1.40	Bq =	1.00	By =	1.00

CALCULATED ULTIMATE BEARING CAPACITY (Qult)	18,237.5 pounds
ALLOWABLE BEARING CAPACITY (Qa = Qult / fs)	6,079.2 pounds
PERCENT INCREASE FOR EMBEDMENT DEPTH	21.4%

CONCLUSIONS:

THE ULTIMATE AND ALLOWABLE BEARING CAPACITIES OF THE BEARING MATERIAL WERE CALCULATED USING HANSEN'S METHOD. THE RECOMMENDED DESIGN BEARING PRESSURE IS 2000 POUNDS PER SQUARE FOOT.

PIN # **6312**
CLIENT: **3732 Kelton LLC**

CALCULATE THE ULTIMATE AND ALLOWABLE BEARING CAPACITIES OF THE BEARING MATERIAL LISTED BELOW USING HANSEN'S METHOD. (REFERENCE: J. BOWLES, *FOUNDATION ANALYSIS AND DESIGN*, 1988, p. 188-194).

CALCULATION PARAMETERS

EARTH MATERIAL:	ALLUVIUM	EMBEDMENT DEPTH:	1 foot
SHEAR DIAGRAM:	0	PAD LENGTH:	2 feet
COHESION:	300 psf	PAD WIDTH:	1 foot
PHI ANGLE:	31 degrees	SLOPE ANGLE:	0 degrees
DENSITY:	125 pcf	PAD INCLINATION:	0 degrees
SAFETY FACTOR:	3		
FOOTING TYPE:	P Pad		

CALCULATED RESULTS

HANSEN'S SHAPE, DEPTH, AND INCLINATION FACTORS

Nq =	20.63	Dq =	1.28	Sy =	0.80
Nc =	32.67	Gc =	1.00	Dy =	1.00
Ny =	17.69	Bc =	1.00	ly =	1.00
Sc =	1.32	lq =	1.00	Gy =	1.00
Sq =	1.30	lc =	1.00	Gq =	1.00
Dc =	1.40	Bq =	1.00	By =	1.00

CALCULATED ULTIMATE BEARING CAPACITY (Qult)	23,240.4 pounds
ALLOWABLE BEARING CAPACITY (Qa = Qult / fs)	7,746.8 pounds
PERCENT INCREASE FOR EMBEDMENT DEPTH	21.8%

CONCLUSIONS:

THE ULTIMATE AND ALLOWABLE BEARING CAPACITIES OF THE BEARING MATERIAL WERE CALCULATED USING HANSEN'S METHOD. THE RECOMMENDED DESIGN BEARING PRESSURE IS 2500 POUNDS PER SQUARE FOOT.

PIN # **6312**
CLIENT: **3732 Kelton LLC**

CALCULATE THE HEIGHT TO WHICH TEMPORARY EXCAVATIONS ARE STABLE (NEGATIVE THRUST).
THE EXCAVATION HEIGHT AND BACKSLOPE AND SURCHARGE CONDITIONS ARE LISTED BELOW.
ASSUME THE EARTH MATERIAL IS SATURATED WITH NO EXCESS HYDROSTATIC PRESSURE.

CALCULATION PARAMETERS

EARTH MATERIAL:	ALLUVIUM	HEIGHT:	5 feet
SHEAR DIAGRAM:	0	BACKSLOPE ANGLE:	45 degrees
COHESION:	300 psf	SURCHARGE:	0 pounds
PHI ANGLE:	31 degrees	SURCHARGE TYPE:	U Uniform
DENSITY:	125 pcf	INITIAL FAILURE ANGLE:	5 degrees
SAFETY FACTOR:	1.25	FINAL FAILURE ANGLE:	85 degrees
WALL FRICTION:	0 degrees	INITIAL TENSION CRACK:	1 feet
CD (C/FS):	240.0 psf	FINAL TENSION CRACK:	20 feet
PHID = $\text{ATAN}(\text{TAN}(\text{PHI})/\text{FS}) =$	25.7 degrees		

CALCULATED RESULTS

CRITICAL FAILURE ANGLE	52 degrees
AREA OF TRIAL FAILURE WEDGE	4.9 square feet
TOTAL EXTERNAL SURCHARGE	0.0 pounds
WEIGHT OF TRIAL FAILURE WEDGE	607.5 pounds
NUMBER OF TRIAL WEDGES ANALYZED	1620 trials
LENGTH OF FAILURE PLANE	1.6 feet
DEPTH OF TENSION CRACK	4.7 feet
HORIZONTAL DISTANCE TO UPSLOPE TENSION CRACK	1.0 feet
CALCULATED HORIZONTAL THRUST	-91.4 pounds
CALCULATED EQUIVALENT FLUID PRESSURE	-7.3 pcf
MAXIMUM HEIGHT OF TEMPORARY EXCAVATION	5.0 feet

CONCLUSIONS:

THE CALCULATION INDICATES THAT THE TEMPORARY
EXCAVATIONS UP TO 5 FEET HIGH WITH A 1:1 BACKSLOPE HAVE A
NEGATIVE THRUST AND ARE TEMPORARILY STABLE.

PIN # **6312**
CLIENT: **3732 Kelton LLC**

CALCULATE THE DESIGN MINIMUM EQUIVALENT FLUID PRESSURE (EFP) FOR PROPOSED RETAINING SYSTEM.. THE HEIGHT, BACKSLOPE AND SURCHARGE CONDITIONS ARE LISTED BELOW. ASSUME THE BACKFILL IS SATURATED WITH NO EXCESS HYDROSTATIC PRESSURE. USE THE MONONOB-OKABE METHOD FOR SEISMIC FORCES.

CALCULATION PARAMETERS

EARTH MATERIAL:	ALLUVIUM	RETAINED LENGTH	12 feet
SHEAR DIAGRAM:	0	BACKSLOPE ANGLE:	0 degrees
COHESION:	300 psf	SURCHARGE:	1000 pounds
PHI ANGLE:	31 degrees	SURCHARGE TYPE:	P Point
DENSITY	125 pcf	INITIAL FAILURE ANGLE:	5 degrees
SAFETY FACTOR:	1.25	FINAL FAILURE ANGLE:	85 degrees
PILE FRICTION	0 degrees	INITIAL TENSION CRACK:	1 feet
CD (C/FS):	240.0 psf	FINAL TENSION CRACK:	100 feet
PHID = ATAN(TAN(PHI)/FS) =	25.7 degrees		
HORIZONTAL PSEUDO STATIC SEISMIC COEFFICIENT (k _h)	0.000 %g		
VERTICAL PSEUDO STATIC SEISMIC COEFFICIENT (k _v)	%g		

CALCULATED RESULTS

CRITICAL FAILURE ANGLE	63 degrees
AREA OF TRIAL FAILURE WEDGE	27.2 square feet
TOTAL EXTERNAL SURCHARGE	1000.0 pounds
WEIGHT OF TRIAL FAILURE WEDGE	4396.0 pounds
NUMBER OF TRIAL WEDGES ANALYZED	8100 trials
LENGTH OF FAILURE PLANE	6.6 feet
DEPTH OF TENSION CRACK	6.1 feet
HORIZONTAL DISTANCE TO UPSLOPE TENSION CRACK	3.0 feet
CALCULATED THRUST ON PILE	1554.6 pounds
CALCULATED EQUIVALENT FLUID PRESSURE	21.6 pcf
DESIGN EQUIVALENT FLUID PRESSURE	25.0 pcf

THE CALCULATION INDICATES THAT THE PROPOSED SHORING PILES MAY MAY BE DESIGNED FOR AN EQUIVALENT FLUID PRESSURE OF 25 POUNDS PER CUBIC FOOT. THE FLUID PRESSURE SHOULD BE MULTIPLIED BY THE PILE SPACING.

**SubSurface
Designs
Inc.**

RETAINING WALL

PIN # **6312**
CLIENT: **3732 Kelton LLC**

CALCULATE THE DESIGN MINIMUM EQUIVALENT FLUID PRESSURE (EFP) FOR PROPOSED RETAINING SYSTEM.. THE HEIGHT, BACKSLOPE AND SURCHARGE CONDITIONS ARE LISTED BELOW. ASSUME THE BACKFILL IS SATURATED WITH NO EXCESS HYDROSTATIC PRESSURE. USE THE MONONOB-OKABE METHOD FOR SEISMIC FORCES.

CALCULATION PARAMETERS

EARTH MATERIAL:	ALLUVIUM	WALL HEIGHT	12 feet
SHEAR DIAGRAM:	0	BACKSLOPE ANGLE:	0 degrees
COHESION:	300 psf	SURCHARGE:	1000 pounds
PHI ANGLE:	31 degrees	SURCHARGE TYPE:	P Point
DENSITY	125 pcf	INITIAL FAILURE ANGLE:	5 degrees
SAFETY FACTOR:	1.5	FINAL FAILURE ANGLE:	85 degrees
WALL FRICTION	0 degrees	INITIAL TENSION CRACK:	1 feet
CD (C/FS):	200.0 psf	FINAL TENSION CRACK:	100 feet
PHID = ATAN(TAN(PHI)/FS) =	21.8 degrees		
HORIZONTAL PSEUDO STATIC SEISMIC COEFFICIENT (k_h)			0.000 %g
VERTICAL PSEUDO STATIC SEISMIC COEFFICIENT (k_v)			%g

CALCULATED RESULTS

CRITICAL FAILURE ANGLE	61 degrees
AREA OF TRIAL FAILURE WEDGE	33.6 square feet
TOTAL EXTERNAL SURCHARGE	1000.0 pounds
WEIGHT OF TRIAL FAILURE WEDGE	5196.0 pounds
NUMBER OF TRIAL WEDGES ANALYZED	8100 trials
LENGTH OF FAILURE PLANE	8.3 feet
DEPTH OF TENSION CRACK	4.8 feet
HORIZONTAL DISTANCE TO UPSLOPE TENSION CRACK	4.0 feet
CALCULATED HORIZONTAL THRUST ON WALL	2257.4 pounds
CALCULATED EQUIVALENT FLUID PRESSURE	31.4 pcf
DESIGN EQUIVALENT FLUID PRESSURE	35.0 pcf

THE CALCULATION INDICATES THAT THE PROPOSED RETAINING WALL MAY BE DESIGNED FOR AN EQUIVALENT FLUID PRESSURE OF 35 POUNDS PER CUBIC FOOT.

**SubSurface
Designs
Inc.****RETAINING WALL**

PIN # **6312**
CLIENT: **3732 Kelton LLC**

CALCULATE THE DESIGN MINIMUM EQUIVALENT FLUID PRESSURE (EFP) FOR PROPOSED RETAINING SYSTEM.. THE HEIGHT, BACKSLOPE AND SURCHARGE CONDITIONS ARE LISTED BELOW. ASSUME THE BACKFILL IS SATURATED WITH NO EXCESS HYDROSTATIC PRESSURE. USE THE MONONOB-OKABE METHOD FOR SEISMIC FORCES.

CALCULATION PARAMETERS

EARTH MATERIAL:	ALLUVIUM	WALL HEIGHT	12 feet
SHEAR DIAGRAM:	0	BACKSLOPE ANGLE:	0 degrees
COHESION:	300 psf	SURCHARGE:	1000 pounds
PHI ANGLE:	31 degrees	SURCHARGE TYPE:	P Point
DENSITY	125 pcf	INITIAL FAILURE ANGLE:	5 degrees
SAFETY FACTOR:	1	FINAL FAILURE ANGLE:	85 degrees
WALL FRICTION	0 degrees	INITIAL TENSION CRACK:	1 feet
CD (C/FS):	300.0 psf	FINAL TENSION CRACK:	100 feet
PHID = ATAN(TAN(PHI)/FS) =	31.0 degrees		
HORIZONTAL PSEUDO STATIC SEISMIC COEFFICIENT (k_h)		0.310 %g	
VERTICAL PSEUDO STATIC SEISMIC COEFFICIENT (k_v)		%g	

CALCULATED RESULTS

CRITICAL FAILURE ANGLE	54 degrees
AREA OF TRIAL FAILURE WEDGE	42.8 square feet
TOTAL EXTERNAL SURCHARGE	1000.0 pounds
WEIGHT OF TRIAL FAILURE WEDGE	6349.4 pounds
NUMBER OF TRIAL WEDGES ANALYZED	8100 trials
LENGTH OF FAILURE PLANE	8.5 feet
DEPTH OF TENSION CRACK	5.1 feet
HORIZONTAL DISTANCE TO UPSLOPE TENSION CRACK	5.0 feet
CALCULATED HORIZONTAL THRUST ON WALL	2286.3 pounds

THE CALCULATION INDICATES THAT THE PROPOSED RETAINING WALL MAY BE DESIGNED FOR AN EQUIVALENT FLUID PRESSURE OF 35 POUNDS PER CUBIC FOOT, PLUS AN ADDITIONAL SEISMIC LOAD OF 10 PCF.



Latitude, Longitude: 34.0173, -118.4125



Date	3/16/2021, 3:40:52 PM
Design Code Reference Document	ASCE7-16
Risk Category	III
Site Class	D - Stiff Soil

Type	Value	Description
S _S	1.966	MCE _R ground motion. (for 0.2 second period)
S ₁	0.697	MCE _R ground motion. (for 1.0s period)
S _{MS}	1.966	Site-modified spectral acceleration value
S _{M1}	null -See Section 11.4.8	Site-modified spectral acceleration value
S _{DS}	1.31	Numeric seismic design value at 0.2 second SA
S _{D1}	null -See Section 11.4.8	Numeric seismic design value at 1.0 second SA

Type	Value	Description
SDC	null -See Section 11.4.8	Seismic design category
F _a	1	Site amplification factor at 0.2 second
F _v	null -See Section 11.4.8	Site amplification factor at 1.0 second
PGA	0.841	MCE _G peak ground acceleration
F _{PGA}	1.1	Site amplification factor at PGA
PGA _M	0.925	Site modified peak ground acceleration
T _L	8	Long-period transition period in seconds
SsRT	1.966	Probabilistic risk-targeted ground motion. (0.2 second)
SsUH	2.175	Factored uniform-hazard (2% probability of exceedance in 50 years) spectral acceleration
SsD	2.442	Factored deterministic acceleration value. (0.2 second)
S1RT	0.697	Probabilistic risk-targeted ground motion. (1.0 second)
S1UH	0.774	Factored uniform-hazard (2% probability of exceedance in 50 years) spectral acceleration.
S1D	0.82	Factored deterministic acceleration value. (1.0 second)
PGAd	0.986	Factored deterministic acceleration value. (Peak Ground Acceleration)
C _{RS}	0.904	Mapped value of the risk coefficient at short periods
C _{R1}	0.9	Mapped value of the risk coefficient at a period of 1 s

DISCLAIMER

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Unified Hazard Tool

Please do not use this tool to obtain ground motion parameter values for the design code reference documents covered by the [U.S. Seismic Design Maps web tools](#) (e.g., the International Building Code and the ASCE 7 or 41 Standard). The values returned by the two applications are not identical.

^ Input

Edition

Dynamic: Conterminous U.S. 2014 (u...

Spectral Period

Peak Ground Acceleration

Latitude

Decimal degrees

34.0173

Time Horizon

Return period in years

475

Longitude

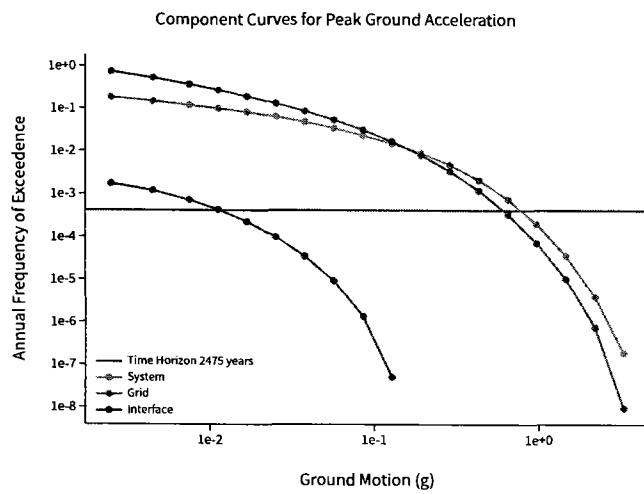
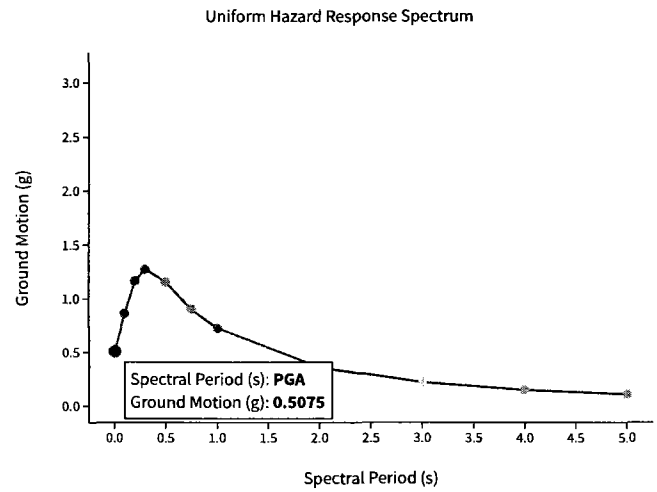
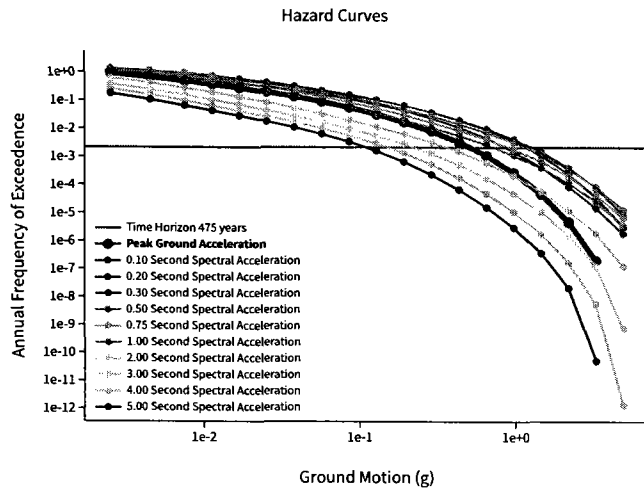
Decimal degrees, negative values for western longitudes

-118.4125

Site Class

259 m/s (Site class D)

^ Hazard Curve

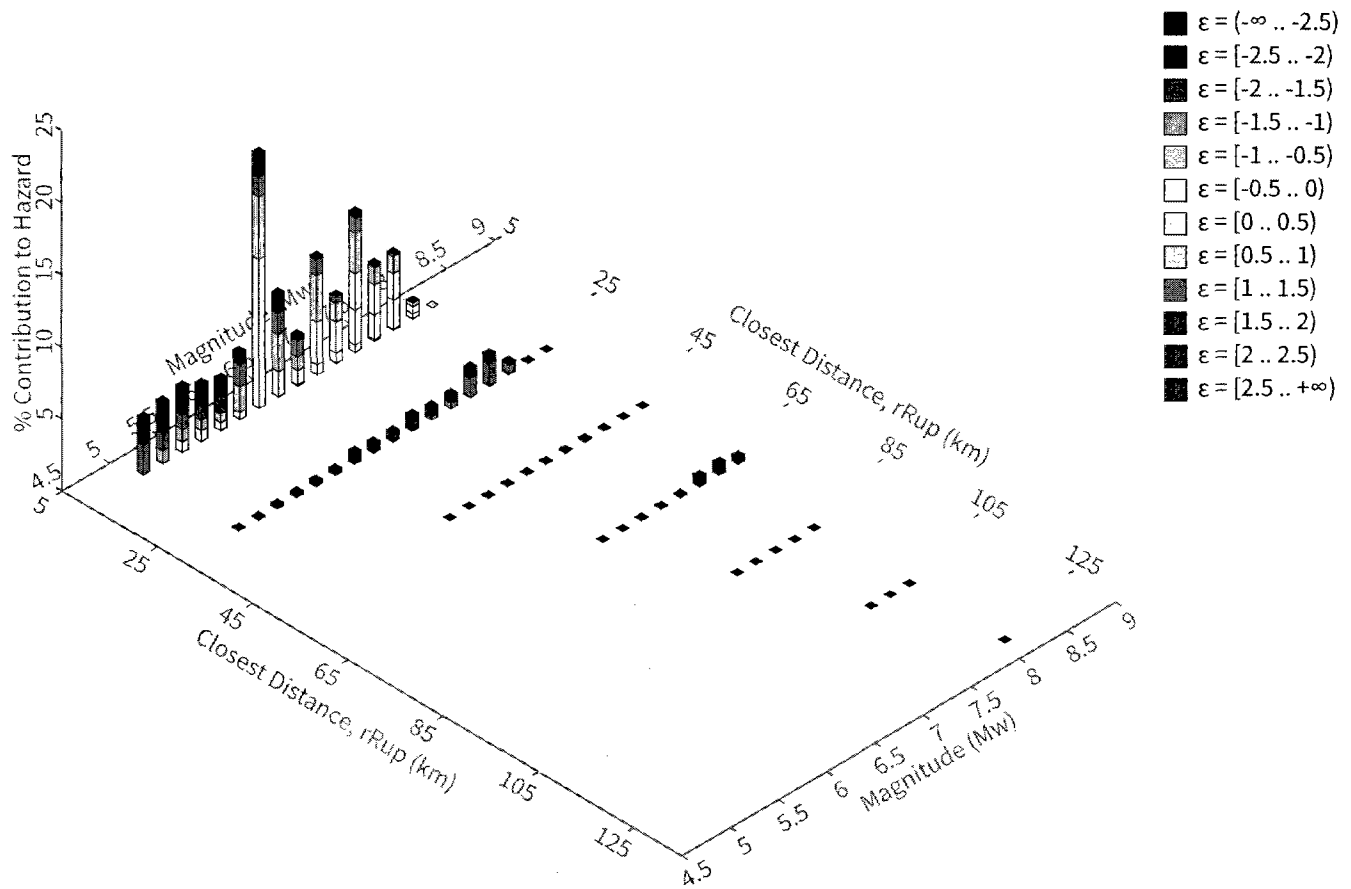


[View Raw Data](#)

^ Deaggregation

Component

Total



Summary statistics for, Deaggregation: Total

Deaggregation targets

Return period: 475 yrs
Exceedance rate: 0.0021052632 yr⁻¹
PGA ground motion: 0.50745398 g

Recovered targets

Return period: 505.30237 yrs
Exceedance rate: 0.0019790131 yr⁻¹

Totals

Binned: 100 %
Residual: 0 %
Trace: 0.14 %

Mean (over all sources)

m: 6.63
r: 11.91 km
ε₀: 0.9 σ

Mode (largest m-r bin)

m: 6.35
r: 5.89 km
ε₀: 0.63 σ
Contribution: 17.58 %

Mode (largest m-r-ε₀ bin)

m: 6.36
r: 3.67 km
ε₀: 0.33 σ
Contribution: 10.29 %

Discretization

r: min = 0.0, max = 1000.0, Δ = 20.0 km
m: min = 4.4, max = 9.4, Δ = 0.2
ε: min = -3.0, max = 3.0, Δ = 0.5 σ

Epsilon keys

ε0: [-∞ .. -2.5)
ε1: [-2.5 .. -2.0)
ε2: [-2.0 .. -1.5)
ε3: [-1.5 .. -1.0)
ε4: [-1.0 .. -0.5)
ε5: [-0.5 .. 0.0)
ε6: [0.0 .. 0.5)
ε7: [0.5 .. 1.0)
ε8: [1.0 .. 1.5)
ε9: [1.5 .. 2.0)
ε10: [2.0 .. 2.5)
ε11: [2.5 .. +∞]

Deaggregation Contributors

Source Set	Source	Type	r	m	ϵ_0	lon	lat	az	%
UC33brAvg_FM31		System							33.66
	Newport-Inglewood alt 1 [8]		3.51	6.55	0.33	118.381°W	34.029°N	66.33	9.59
	Santa Monica alt 1 [0]		5.35	7.16	0.27	118.445°W	34.054°N	323.81	4.79
	Compton [3]		11.00	7.37	-0.04	118.508°W	33.908°N	215.95	3.67
	Palos Verdes [15]		13.89	6.97	1.17	118.532°W	33.943°N	233.07	3.11
	Santa Susana East (connector) [1]		26.59	7.27	1.54	118.419°W	34.292°N	358.83	1.03
UC33brAvg_FM32		System							33.17
	Newport-Inglewood alt 2 [8]		3.60	6.60	0.31	118.380°W	34.029°N	66.64	7.19
	Hollywood [2]		7.68	6.98	0.57	118.422°W	34.084°N	352.98	4.70
	Santa Monica alt 2 [2]		5.14	7.14	0.29	118.452°W	34.049°N	313.96	3.60
	Palos Verdes [15]		13.89	6.99	1.20	118.532°W	33.943°N	233.07	2.97
	Compton [3]		11.00	7.37	-0.05	118.508°W	33.908°N	215.95	2.49
	San Vicente [1]		7.26	6.75	0.61	118.402°W	34.075°N	8.79	1.31
	Puente Hills (LA) [1]		9.62	7.03	0.69	118.325°W	34.054°N	63.01	1.04
UC33brAvg_FM31 (opt)		Grid							16.96
	PointSourceFinite: -118.413, 34.040		5.66	5.63	0.79	118.412°W	34.040°N	0.00	3.07
	PointSourceFinite: -118.413, 34.040		5.66	5.63	0.79	118.412°W	34.040°N	0.00	3.07
	PointSourceFinite: -118.413, 34.094		9.27	5.80	1.25	118.412°W	34.094°N	0.00	1.25
	PointSourceFinite: -118.413, 34.094		9.27	5.80	1.25	118.412°W	34.094°N	0.00	1.25
UC33brAvg_FM32 (opt)		Grid							16.22
	PointSourceFinite: -118.413, 34.040		5.65	5.64	0.78	118.412°W	34.040°N	0.00	2.73
	PointSourceFinite: -118.413, 34.040		5.65	5.64	0.78	118.412°W	34.040°N	0.00	2.73
	PointSourceFinite: -118.413, 34.094		9.23	5.82	1.24	118.412°W	34.094°N	0.00	1.08
	PointSourceFinite: -118.413, 34.094		9.23	5.82	1.24	118.412°W	34.094°N	0.00	1.08

APPENDIX IV

REFERENCES

Site References

Area References

Geotechnical References

REFERENCES

Site References

1. City of Los Angeles, June 23, 2015, Soils Report Approval Letter, Tract 5848, Lot 11, 3736 S. Kelton Avenue, Log# 88712.
2. SubSurface Designs, Inc., December 10, 2014, Soils Engineering Investigation, Proposed Apartment Building, Tract 5848, Lot 11, 3736 S. Kelton Avenue, Los Angeles, California

Area References

3726 S. Kelton Avenue

1. City of Los Angeles, February 14, 2017, Soils Report Approval Letter, Tract: 5848, Lot: 13 arb (2), 3726 S. Kelton Avenue. Log# 96786
2. Byer Geotechnical, Inc., December 5, 2016, Geotechnical Engineering Exploration, Proposed Three-Story Apartment Building over Subterranean Parking, Arb. 2, Lot 13, Tract 5848, 3726 and 3728 S. Kelton Avenue, Los Angeles, California.

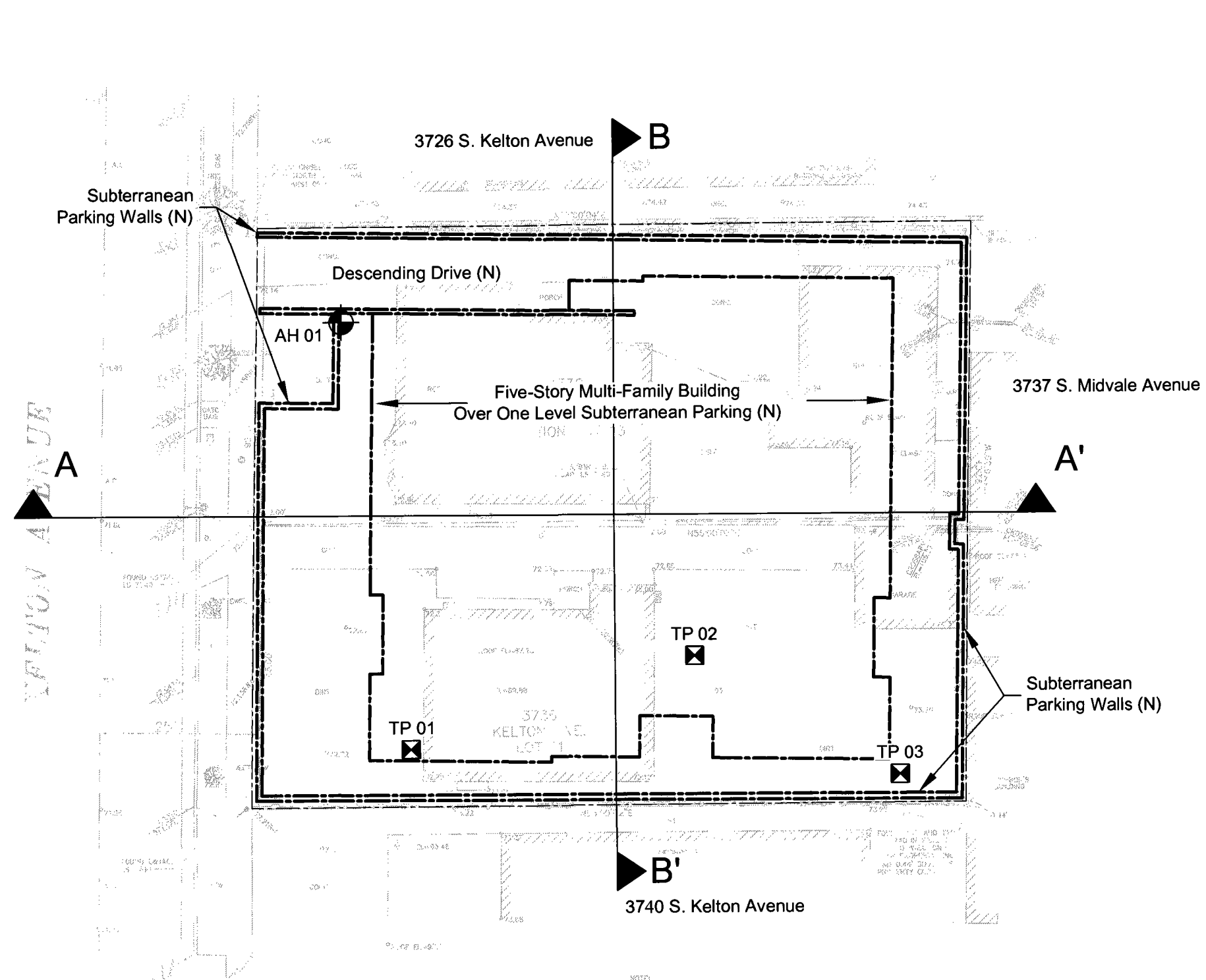
3744-3750 Kelton Avenue

1. City of Los Angeles, October, 14, 1987, Approval Letter, Tract 5848, Lots 7, 8, and 9, 3744-3750 Kelton Avenue, Los Angeles, California.
2. Chang & Associates, September 8, 1987, Soils Investigation Report, Proposed Apartment Building, 3744-3750 Kelton Avenue, Los Angeles, California.




Geotechnical References

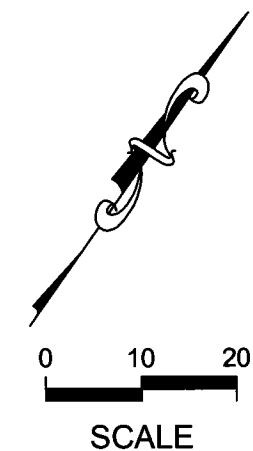
1. Bowles, Joseph, E., Foundation Analysis and Design (McGraw-Hill, New York : 1968)
2. California Geological Survey, Special Publication 117A - Guidelines for Evaluation and Mitigating Seismic Hazards in California, 2008.
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4. California Division of Mines and Geology, Seismic Hazard Zone Report of the Beverly Hills 7.5 Minute Quadrangle, Los Angeles County, California.
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7. Naval Facilities Engineering Command Foundations and Earth Structures - Design Manual 7.02 (Naval Publications and Forms Center, Philadelphia : 1986)
8. Poulos, H. G., and Davis, E. H., Pile Foundation Analysis and Design (Wiley & Sons, New York : 1980)
9. Taylor, Donald W., Fundamentals of Soil Mechanics (Wiley & Sons, New York : 1948)
10. Terzaghi, Karl and Peck, Ralph B., Soil Mechanics in Engineering Practice (Wiley & Sons, New York : 1948)
11. Tschebotarioff, Gregory P., Foundations, Retaining and Earth Structures - 2nd (McGraw Hill, New York : 1979)



LEGEND

-  = Hollow-stem auger boring
-  = Hand-dug test pit
-  = Geologic cross-section



**SubSurface
Designs
Inc.**

12848 Foothill Boulevard, Sylmar, CA 91342
(818) 898-1595 or (Fax) 898-4003

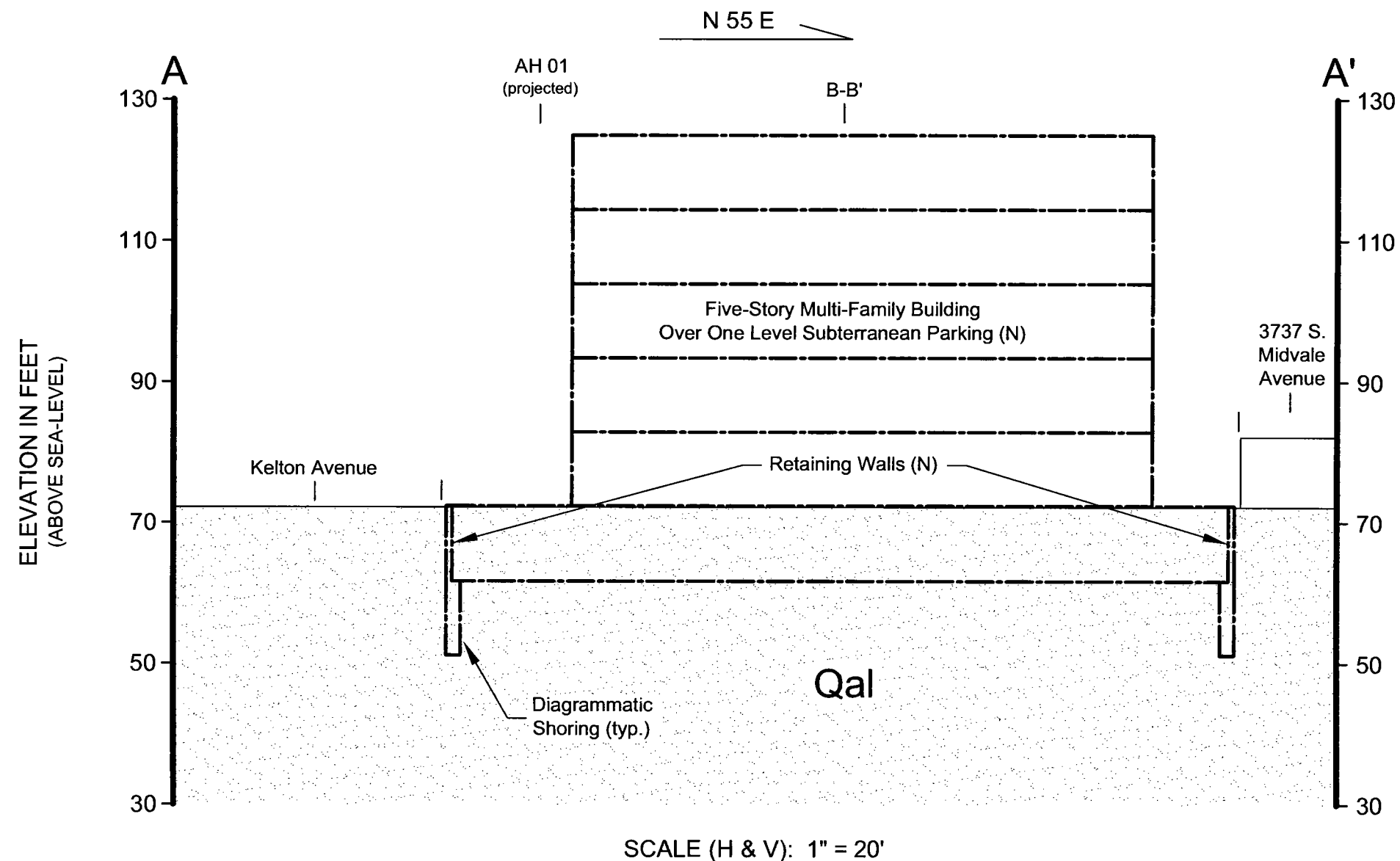
3732 Kelton Avenue, LLC
3730 - 3736 S. Kelton Ave., Los Angeles
Pin# 6312.04S

Site Plan

NOTE: This document has been created from a digital topographic base map prepared by Lawrence J. Schmahl, dated April, 2020 and plans prepared by Mika Design Group, dated May 16, 2020. Analyses and/or professional opinions generated from this plan are only as accurate as the plan(s) provided to this office. If discrepancies are found to exist between the plan(s) and the actual site conditions, they should be brought to our immediate attention so that revisions may be made as required.

March, 2021

Plate A



The foundation depths shown on Geologic Cross Sections are minimum embedment depths required by this office. However, the project structural engineer may need to make the foundation depths deeper to accommodate specific structural loads.

NOTE: This document has been created from a digital topographic base map prepared by Lawrence J. Schmahl, dated April, 2020 and plans prepared by Mika Design Group, dated May 16, 2020. Analyses and/or professional opinions generated from this plan are only as accurate as the plan(s) provided to this office. If discrepancies are found to exist between the plan(s) and the actual site conditions, they should be brought to our immediate attention so that revisions may be made as required.

**SubSurface
Designs
Inc.**

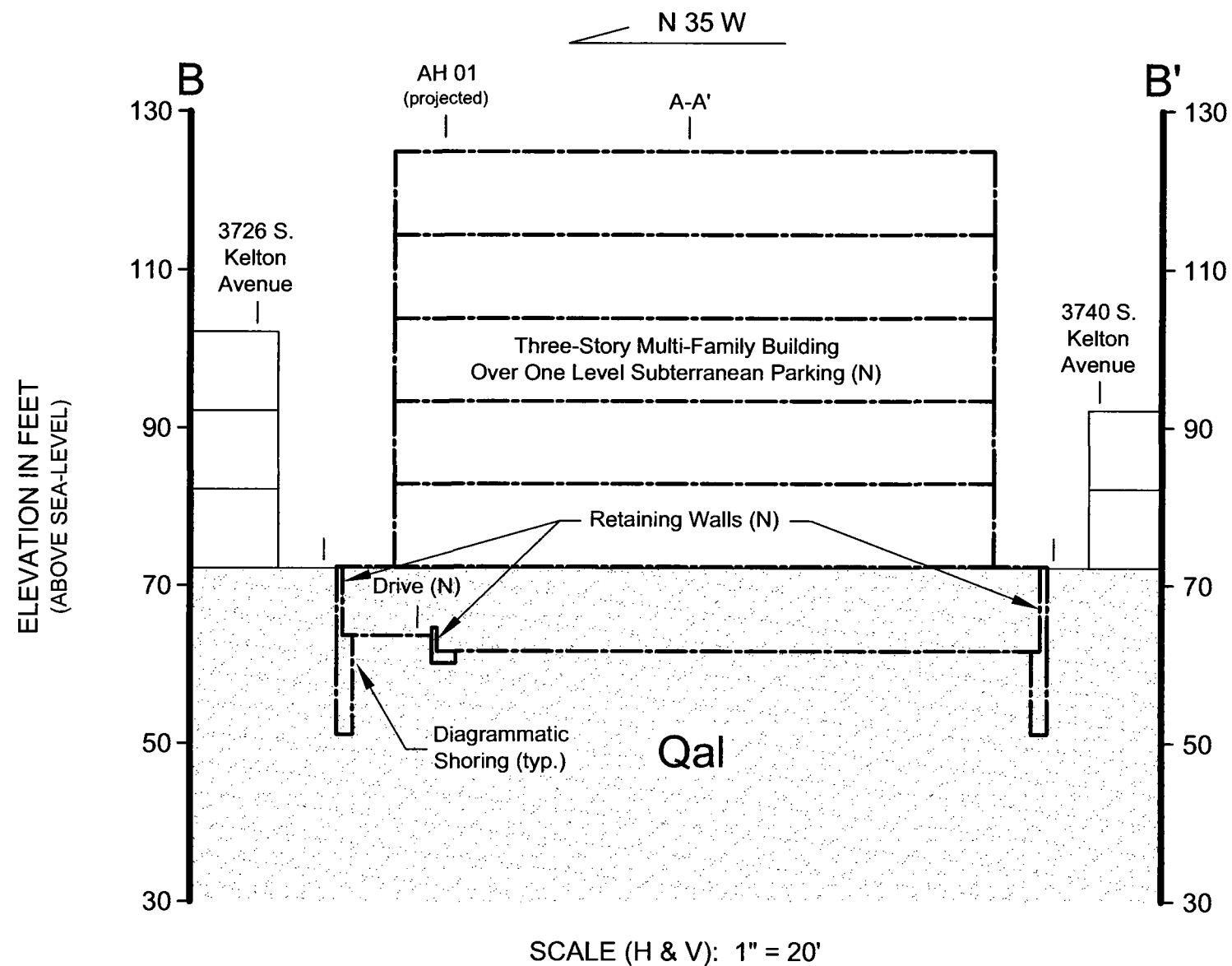
12848 Foothill Boulevard, Sylmar, CA 91342
(818) 898-1595 or (Fax) 898-4003

3732 Kelton Avenue, LLC
3730 - 3736 S. Kelton Ave., Los Angeles
Pin# 6312.04S

Geotechnical Cross Section A-A'

March, 2021

Plate B-1



The foundation depths shown on Geologic Cross Sections are minimum embedment depths required by this office. However, the project structural engineer may need to make the foundation depths deeper to accommodate specific structural loads.

NOTE: This document has been created from a digital topographic base map prepared by Lawrence J. Schmahl, dated April, 2020 and plans prepared by Mika Design Group, dated May 16, 2020. Analyses and/or professional opinions generated from this plan are only as accurate as the plan(s) provided to this office. If discrepancies are found to exist between the plan(s) and the actual site conditions, they should be brought to our immediate attention so that revisions may be made as required.

**SubSurface
Designs
Inc.**

12848 Foothill Boulevard, Sylmar, CA 91342
(818) 898-1595 or (Fax) 898-4003

3732 Kelton Avenue, LLC
3730 - 3736 S. Kelton Ave., Los Angeles
Pin# 6312.04S

Geotechnical Cross Section B-B'

March, 2021

Plate B-2

SECTION 91.7006.7.5, REQUIRES A PUBLIC HEARING BEFORE THE BOARD OF BUILDING AND SAFETY COMMISSIONERS (BBSC) FOR ANY IMPORT OR EXPORT OF MORE THAN 1,000 CUBIC YARDS OF EARTH MATERIAL IN A GRADING HILLSIDE AREA.

THE FOLLOWING SHALL BE SUBMITTED BY THE APPLICANT TO THE COMMISSION OFFICE:

1. A completed “APPLICATION FOR REVIEW OF TECHNICAL REPORTS AND IMPORT-EXPORT ROUTES” form with a filing fee of \$529.00 for the first 1,000 cubic yards and \$100.00 additional for each 1,000 cubic yard or portion of 1,000 cubic yards, plus surcharges (22% + \$10.00)
2. A copy of the grading plan, showing the location and amounts of cut and/or fill, and export/import amounts.
3. A copy of the Department letter approving soils/engineering/geology reports, when such reports are required pursuant to L.A.M.C. Section 91.7006.2
4. A completed **Haul Route Questionnaire**. The questionnaire shall include the location of borrow and/or dispersal sites, all streets included in the route, the proposed staging area and the maximum gross weight of the trucks when loaded. (ATTACHMENT 1)
5. A completed **City of Los Angeles Environmental Review Questionnaire**. Note: If the Department determines that the proposed grading may not be categorically exempt, then an environmental assessment form (EAF) shall be filed with the Department of City Planning for appropriate action. If your project has received a Mitigated Negative Declaration (MND) or if an Environmental Impact Report (EIR) has been prepared, please provide a copy. (ATTACHMENT 2)

Footnotes:

1. The department shall not accept an application for “import-export” nor shall a grading permit be used until the appropriate agency has filed a “Notice of Determination” approving the project.
 2. The ND, MND or EIR must specifically address the temporary impacts (temporary or cumulative) of the hauling and grading work.
6. One (1) copy of a **300-foot vicinity map** showing all lots within 300 feet of the subject property boundaries. Indicate the location of significant physical features which might have bearing on the proposed hauling and show public facilities such as schools, hospitals, libraries and city parks which are in the vicinity of the project site. (ATTACHMENT 3)
 7. A **list of property owners and three (3) sets of gummed labels** for all parcels shown on the 300-foot vicinity map. The list shall be cross-referenced onto the vicinity map.
 8. An **information accuracy certificate**. (ATTACHMENT 4)
 9. An **8-1/2" x 11" haul route map** of appropriate scale which indicates the location of the project site, showing streets and direction of hauling up to and including the end of the route.

The associated grading permit must be secured within 12 months from the date of Board approval and hauling must commence within 18 months from the date of Board approval. Otherwise, a new Haul Route application and hearing will be required.

If you have any questions regarding the status of your haul route application, after it has been accepted, you may contact the Commission Office, (213) 482-0466.

District	Log No.
----------	---------

INSTRUCTIONS

- ## 1. LEGAL DESCRIPTION

2. PROJECT ADDRESS:

6. PLAN CHECK #:

- Dates:

Position:

[illegible]

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY

ATTACHMENT 1

HAUL ROUTE QUESTIONNAIRE

JOB ADDRESS: 3730-3736 S Kelton Ave, LA, CA 90034

LEGAL DESCRIPTION Tract: TR 5848 Block: None Lot(s): 11, 12, part of 13

☐ IMPORT: 0 cubic yards; ☒ EXPORT: 2,644 cubic yards

From: 3730-3736 S Kelton Ave, LA, CA 90034 To: 3001 Scholl Canyon Road, Glendale, CA 91206
(Address) (Address)

LOADED TRUCK ROUTE: From Kelton Ave, right on Venice Blvd, left on Sepulveda, right onto I-405 N, to US-101 S, to Rte 134 E, to Scholl Canyon Rd to 3001 Scholl Canyon Road, Glendale, CA 91206

EMPTY TRUCK ROUTE: From Scholl Canyon Rd to Rte 134 W, to US-101 N, to I-405 S, to I-10 E, to National Blvd, left on Overland Ave, right on Palms Blvd, left on Kelton

LOCATION OF STAGING AREA: 3732 Kelton Ave; Max # of trucks staged: 1
(i.e. street name, on site, etc.)

Type of Truck: ☐ Bottom Dump; ☐ 18-Wheeler; ☒ 5-Axle; ☐ Truck and Trailer; ☐ 10-Wheeler Dump
Total # of trips per day: 5; Truck capacity: 25.0 cubic yards; Total amount of 125
(a) (b) cubic yards per day (a) x (b) = (c)

Total number of 20; Total Export/ 2,644 cubic yards; Max Gross 81,193 lb.s
hauling days: (d) Import (c) x (d) Truck Wt.:

Proposed Hauling Days: M T W Th F Sat Sun Hours: From 7 a.m., To 5 p.m.
(check) ☒ ☒ ☒ ☒ ☒ ☐ ☐

Owner's Name: 3732 Kelton Avenue, LLC Telephone: _____ (alt): _____

Address: 3730-3736 Kelton Ave Los Angeles 90034
Street City Zip Code

Applicant's Name: Jesi Harris Telephone: 704-277-7332 (alt): _____

Address: 150.5 Cabrillo Ave Venice 90291
Street City Zip Code

Hauling Contractor's Name: Jimenez Demolition, Inc. Telephone: 323.550.1153

Address: 6419 Elder St Los Angeles 90042
Street City Zip Code

Applicant's Signature

Print Name

Date

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY

ATTACHMENT 2

ENVIRONMENTAL REVIEW QUESTIONNAIRE

JOB ADDRESS: 3730-3736 S Kelton Ave, LA, CA 90034

Briefly describe the complete project and include the proposed amount of Import/Export of soil for hauling and the number of residential units, if applicable:

The project includes demolition of the 2 existing structures and construction of 27 apartment units with 1 level of subterranean parking which will require a soil export of approximately 2,644 cubic yards.

DEPARTMENT OF CITY PLANNING OR PUBLIC WORKS USE ONLY:

- ☐ The Department of City Planning has analyzed this project, which includes the import/export of soil and hauling, and pursuant to State and City Environmental Quality Act (CEQA) Guidelines, has determined it qualifies for a Categorical Exemption (CE) per the attached Notice of Exemption. (Case No. _____)

The Notice of Exemption references the following amount of import/export of soil to be hauled: _____ cubic yards

- ☐ The Department of City Planning or Public Works has analyzed this project, which includes the import/export of soil and hauling, and pursuant to State and City Environmental Quality Act (CEQA) Guidelines, has prepared or has had another agency prepare the ATTACHED Mitigated Negative Declaration (MND). (Case No. _____)

The circulation end date for the above mentioned MND is: _____

The MND references the following amount of import/export of soil to be hauled: _____ cubic yards

Mitigated measures for hauling are found on the following MND pages : _____

Check one of the following boxes:

- ☐ No Comments were received during the circulation period.
- ☐ Yes, Comments were received during the circulation period. These comments and written responses from the agency that prepared the MND are ATTACHED with the MND referenced above.

- ☐ The Department of City Planning or Public Works has analyzed this project, which includes the import/export of soil and hauling, and pursuant to State and City Environmental Quality Act (CEQA) Guidelines, has prepared or has had another agency prepare the ATTACHED Environmental Impact Report (EIR). (Case No. _____)

The circulation end date for the above mentioned EIR: _____

The EIR references the following amount of import/export of soil to be hauled: _____ cubic yards

Mitigated measures for hauling are found on the following EIR pages: _____

Check one of the following boxes:

- ☐ No Comments were received during the circulation period.
- ☐ Yes, Comments were received during the circulation period. These comments and written responses from the agency that prepared the EIR are ATTACHED with the EIR referenced above.

Print: Name of Planning/Public Works staff

Signature

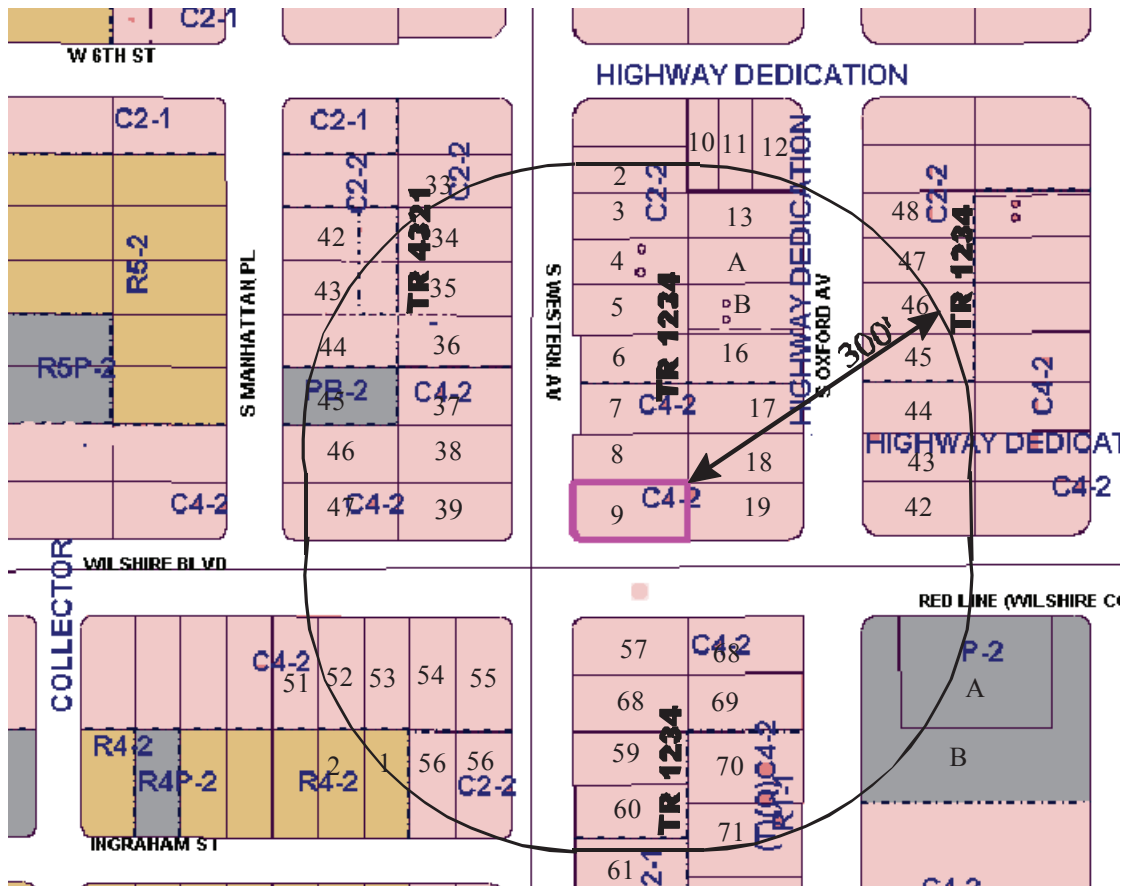
Date

Telephone Number

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY

ATTACHMENT 3

300 FEET RADIUS MAP SAMPLE



Indicate the location of significant physical features which might have bearing on the proposed hauling and show public facilities such as schools, hospitals, libraries and city parks which are in the vicinity of the project site.

RADIUS MAP: Identifies all the properties within 300 feet of the property.

THREE SETS OF LABELS: Labels must contain the current owner's name and mailing address of each lot within the area circumscribed by the 300' radius. Labels must be cross-referenced to the radius map so the owner of each lot can be identified in relationship to the map.

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY

ATTACHMENT 4

INFORMATION ACCURACY STATEMENT

I hereby certify that, to the best of my knowledge, the attached vicinity map correctly depicts the notification area required by Section 91.7006.7.5 of the Los Angeles Municipal Code. Further, I hereby certify that, to the best of my knowledge, as of _____, the attached list correctly identifies the names and addresses of the latest owners of the properties indicated on the attached vicinity map.
*(date list was obtained *)*

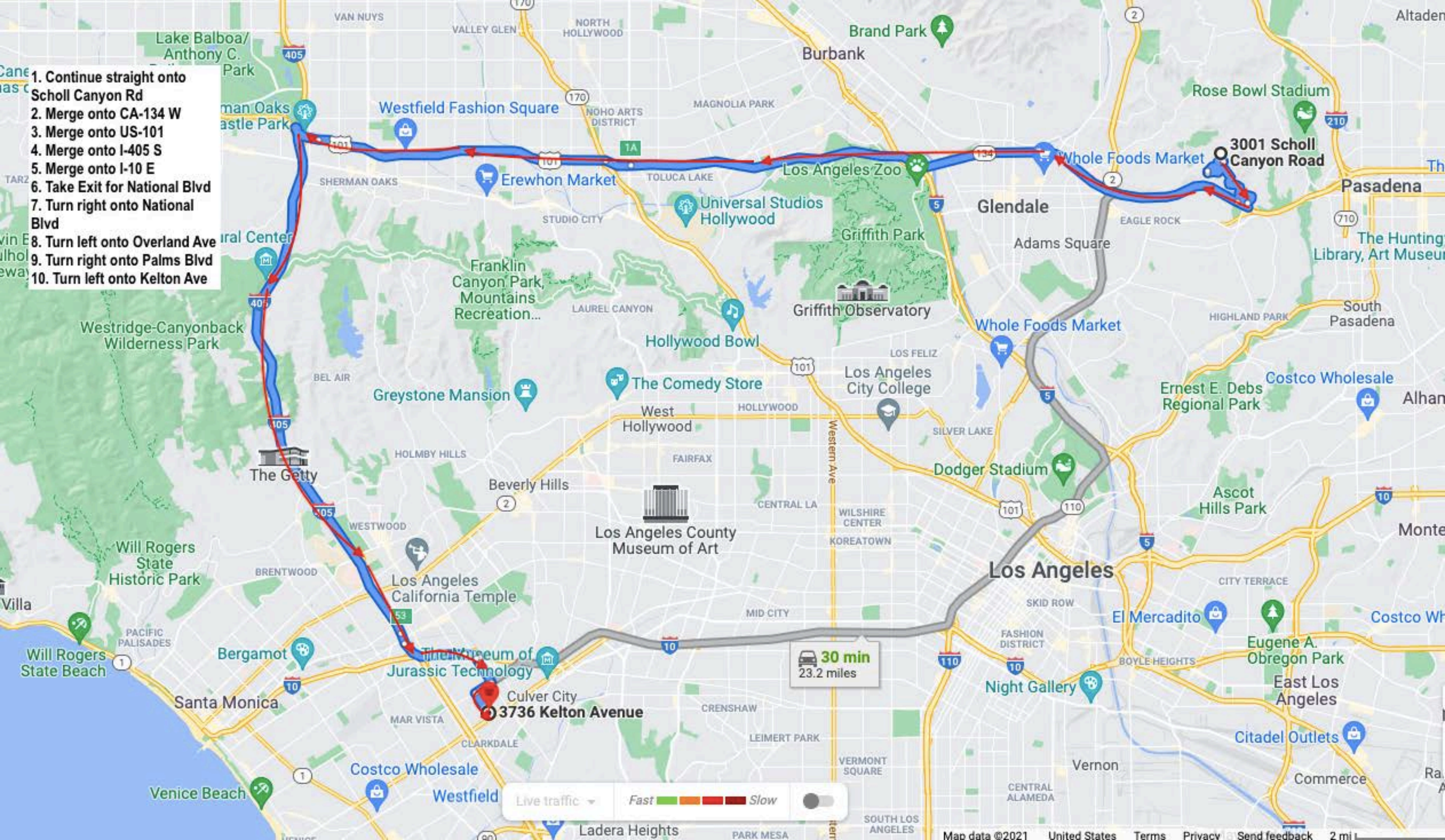
Signature

Print Name

Date

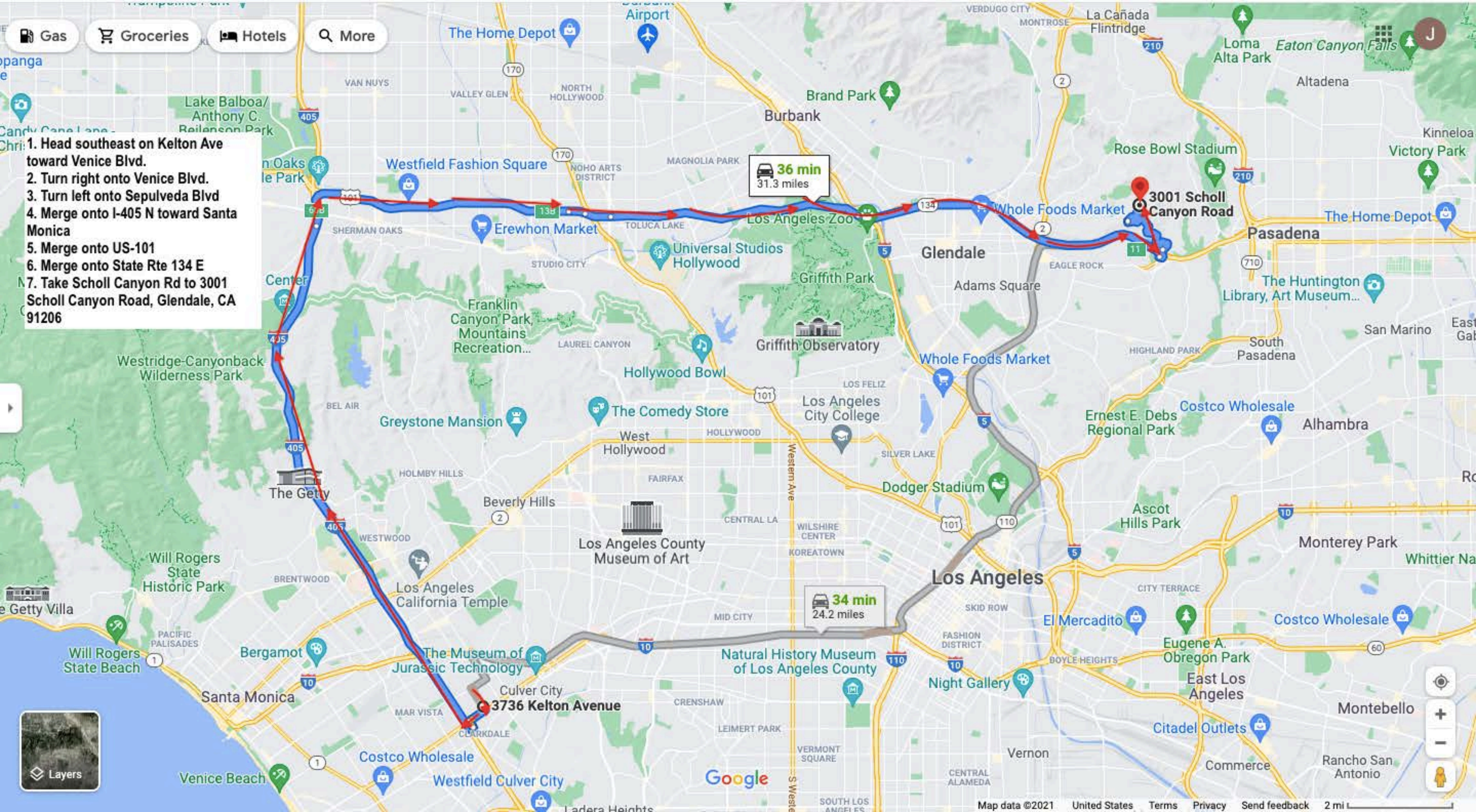
* The list must be no older than six months at the time of application.

1. Continue straight onto Scholl Canyon Rd
2. Merge onto CA-134 W
3. Merge onto US-101
4. Merge onto I-405 S
5. Merge onto I-10 E
6. Take Exit for National Blvd
7. Turn right onto National Blvd
8. Turn left onto Overland Ave
9. Turn right onto Palms Blvd
10. Turn left onto Kelton Ave



30 min
23.2 miles

Live traffic Fast Slow



Gas Groceries Hotels More

1. Head southeast on Kelton Ave toward Venice Blvd.
2. Turn right onto Venice Blvd.
3. Turn left onto Sepulveda Blvd
4. Merge onto I-405 N toward Santa Monica
5. Merge onto US-101
6. Merge onto State Rte 134 E
7. Take Scholl Canyon Rd to 3001 Scholl Canyon Road, Glendale, CA 91206

36 min
31.3 miles

34 min
24.2 miles



EXHIBIT E

PUBLIC CORRESPONDENCE



PALMS NEIGHBORHOOD COUNCIL

March 10, 2022

RE: APPROVAL OF 3736 Kelton Avenue DEVELOPMENT WITH CONDITIONS

Dear Los Angeles City Planning Department,

The Palms Neighborhood Council approves the 3736 Kelton Avenue Development under the following conditions:

1. The PLUM committee receives the landscape plans before the City approves the project.
2. Extermination is done at demolition
3. Resolve parking off-site during construction
4. Provide 6-month TAP cards for all units
5. Maintain building line setback of 20 feet

Sincerely,

Randell Erving
President, Palms Neighborhood Council



Dylan Sittig <dylan.sittig@lacity.org>

3730-3736 south Kelton Ave La,Ca90034

1 message

Fay Fata <fayfata@gmail.com>

Wed, Feb 16, 2022 at 7:31 AM

To: "dylan.sittig@lacity.org" <dylan.sittig@lacity.org>

Good Morning Dylan

As per our conversations and my voice mail regarding my concerns and objections to the above subject project .

Objections : the building is too tall relative to all other multi units on the street.

Number of units are too many(27).

Number of parking spaces too little (19).

The street is already overwhelmed with too many cars and always issues for parking in the street and a 27 additional units with such small numbers of parking will add more issues for all residents in the area.

Set backs : set backs should be as other buildings set backs.

I would like these important concerns and objections regarding this project to be noted and I would like to receive all future changes and or communications.

Thank you

--

Fay Fata

CA BRE # 01130647, Previews Estates Agent

Coldwell Banker

(818) 620-2627 | Cell

(818) 540-4076 | Direct

FayFata@gmail.com | [Website](#)



Dylan Sittig <dylan.sittig@lacity.org>

Concerns with 3732 Kelton Ave (CASE# CPC-2021-6888-CU-DB-HCA)

1 message

Eloisa Julio <soyhoolio@gmail.com>

Wed, Feb 16, 2022 at 6:49 PM

To: dylan.sittig@lacity.org

Cc: rob.fisher@lacity.org

Hi Dylan,

I live across the street from the proposed development on Kelton Avenue - CASE# CPC-2021-6888-CU-DB-HCA

I attended the hearing on Feb 9 for this project. I have lived on this street for about 12 years and wanted to voice my concerns with the proposal.

- **Parking availability & pressure** - this building will only have 19 spaces in lieu of 42. Kelton Avenue is a very tight street with already very difficult-to-find parking. Visibility from existing driveways is already very difficult with the amount of cars parallel parked on the street. Throughout the hearing, Jesi referred to the lack of parking spaces as "progressive." I disagree with that - the lack of parking in this building is not realistic to the current car-centric nature of West Los Angeles. I can imagine that a number of new residents will want to utilize a car for transportation, have multiple cars per unit, or have visitors. Where can they possibly park on this already congested street?
- **Only 5 "Low Income Units"** - This project is *not* promoting diversity in this neighborhood. I suspect the remaining units for this building will be well above market rate; I worry this is actually going to drive up the average rent / purchase cost in this neighborhood and displace community members who have lived here for years.
- **Lack of community outreach** - I don't feel the proposers of this project adequately informed the community about this. Jesi Harris mentioned knocking on doors and speaking to 1 community member about this project. Until this notice for the public hearing which I received in the mail, I have *never* received any communications that this project was going to occur this year. I work from home and am pretty much available throughout the week here, so had the luxury to attend the hearings. That said, I imagine many others on this street may have opinions about this project that weren't able to be voiced because they do not have the same availability to attend the hearings, nor the knowledge this project was happening in the first place.
- **Construction impact** - I am worried about how long this project would take to develop, and the impact of construction - e.g. loud noises early in the morning and throughout the day, even more lack of parking due to construction vehicles, etc.
- **Size of building** - this will be the tallest building on this entire street currently, packed in a tiny area where currently single level houses reside. This is already a tight street with a large volume of residents.

I hope these concerns get taken into consideration when proceeding with this property build. By far, the biggest immediate impact will be the 19 parking spaces vs. 42 - where will the 30+ cars go?

Thanks,
Eloisa Julio



Dylan Sittig <dylan.sittig@lacity.org>

Kelton Ave Resident's Concerns with Proposed Project on 3730 - 3736 Kelton Ave

1 message

Berren Salcedo <berrendg@gmail.com>
To: dylan.sittig@lacity.org

Tue, Mar 1, 2022 at 6:52 PM

Hello Dylan -

I attended the hearing on 2/9 regarding the proposed development project on [3730 - 3736 Kelton Ave](#) in Los Angeles (CASE# CPC-2021-6888-CU-DB-HCA). I live across the street from where this building will potentially stand.

I wanted to pass along my concerns with the proposed project:

- **Parking Availability:** Kelton Avenue is a very, very tight street with minimal street parking to begin with. Exiting my own driveway is already a dangerous maneuver with so many cars blocking visibility. To think that a new 27 unit building with ONLY 19 parking spaces, could be on my street, where will all these cars park? On the call, Jesi Harris called this a progressive development, because of the access to public transportation in our area. At the end of a normal working day during the week, Kelton Avenue is used as a major thoroughfare as numerous cars pass by. Most of the time, because of the narrow and congested manner of Kelton Avenue, there is only space for one car to fit on the street. I can't imagine folks in a 27-unit building not having dedicated parking.
- **Poor community outreach:** From what Jesi Harris mentioned in the hearing, it sounded like she knocked on a few doors and talked to ONE person who happened to be walking by on the street. How is this an adequate representation of the community living near the proposed project? I never received any type of communication regarding this proposal, until the notice of the hearing on 2/9. I am fortunate to work from home and was able to attend the hearing via Zoom, however, I'd imagine there's a lot more people who would have wanted to be present during the call to express their disdain for the proposal.
- **Low Income Units:** Jesi Harris kept harping on how the Low Income Units within the building will diversify the types of people who live in the area. How can this be true if the Low Income accommodations only count for 18.5% of the units that will be available? And what would the rates be for the remaining units? To be frank, this just sounds like a cash grab while checking off a few boxes to make their agenda happen - not about serving the underserved.

I hope my concerns are considered regarding this project.

Thank you,
Berren Salcedo