



# DEPARTMENT OF CITY PLANNING

## APPEAL RECOMMENDATION REPORT

### City Planning Commission

**Date:** Thursday, July 28, 2022  
**Time:** After 8:30 A.M.\*  
**Place:** Due to concerns over COVID-19, 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](mailto:cpc@lacity.org)

**Public Hearing:** Required  
**Appeal Status:** Not further appealable  
**Expiration Date:** Sunday, August 28, 2022  
**Multiple Approval:** No

**Case Nos.:** DIR-2021-8567-TOC-HCA-1A  
**CEQA No.:** ENV-2021-8569-CE  
**Incidental Cases:** N/A  
**Related Cases:** N/A  
**Council No.:** 5 – Koretz  
**Plan Area:** West Los Angeles  
**Specific Plan:** West Los Angeles TIMP  
**Certified NC:** Westside  
**GPLU:** Neighborhood Commercial  
**Zone:** C4-1VL-POD  
**Applicant:** Kamran Tavakoli, Westwood Investments 26, LLC  
**Representative:** Shapour Shajirat DCC  
**Appellant:** Westwood Hills Congregational Church  
**Appellant's Representative:** Kent L. Sharp, Esq. La Jolla Law Group

**PROJECT LOCATION:** 1951, 1953 South Westwood Boulevard

**PROPOSED PROJECT:** The proposed project involves the demolition of an existing 3,760 square foot commercial building and the construction, use and maintenance of a new, five-story residential building with 29 dwelling units, three (3) of which will be set aside for Extremely Low-Income Households. The building will include 16,519 square feet in total building area (Floor Area Ratio of 2.45 to 1). The project proposes to provide 23 automobile parking spaces and 32 bicycle parking spaces. A total of 3,052 square feet of open space is provided within the rear yard, a rooftop deck, an outdoor 5<sup>th</sup> floor common open space, and private balconies. The project will reach a maximum height of 67 feet and will maintain a five-foot side yard setback and a 15-foot rear yard setback.

**APPEAL:** A partial Appeal of the of the Director of Planning's determination conditionally approving a Transit Oriented Communities Affordable Housing Incentive Program pursuant to Los Angeles Municipal Code ("LAMC") Sections 12.22 A.31 and 12.22-A,25(g). The appeal is regarding Conditions of Approval numbers 6a (reduced yards) and 6b (increased height) and the Class 32 CEQA Exemption.

### RECOMMENDED ACTIONS:

1. **Determine** based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to 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;

2. **Deny** the appeal of DIR-2021-8567-TOC-HCA and the decision of the Director of Planning to approve the project for the construction, use, and maintenance of a new Transit Oriented Communities Affordable Housing Incentive Program residential-commercial building pursuant to LAMC 12.22 A.31; and
3. **Adopt** the Director of Planning's Conditions of Approval and Findings.

VINCENT P. BERTONI, AICP  
Director of Planning



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Heather Bleemers, Senior City Planner



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Renata Ooms, City Planner



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Sophia Kim, City Planning Associate  
Telephone: (213) 978-1208

**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 *City Planning Commission Secretariat, 200 North Spring Street, Room 272, 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 agendized 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 its 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) 978-1299.

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**Exhibits:**

- A. Approved Project Plans
- B. Director of Planning Decision Letter
- C. Appeal Documentation(s)
- D. Environmental Documents
  - Notice of Exemption and Categorical Exemption Justification for Environmental Case No. ENV-2021-8569-CE
  - Air Quality Study, March 2022
  - Noise Study, June 2022
  - LADOT Transportation Study Assessment Form

## PROJECT ANALYSIS

### **Background**

The project site is located within the West Los Angeles Community Plan and consists of one lot totaling approximately 6,753 square feet (0.16 acre), with 50 feet of frontage along Westwood Boulevard to a depth of approximately 135 feet. The Community Plan designates the subject property for Neighborhood Commercial land use, which accommodates the C4-1VL-POD zone designated for the subject property. The project site is located within the boundaries of the West Los Angeles Transportation Improvement and Mitigation Specific Plan and Westwood/Pico Neighborhood Oriented District.

The Westwood/Pico Neighborhood Oriented District (NOD) was enacted through Ordinance 171,859, effective January 24, 1998. The NOD established the POD suffix on the project site. The NOD is a Supplemental Use District per LAMC Section 13.07. The NOD applies additional development requirements to commercial projects along Westwood Boulevard. Since the subject project does not propose commercial uses, the NOD does not apply.

### **Surrounding Properties:**

Surrounding properties are generally developed with commercial, single-family, and multi-family residential uses. The subject block of Westwood Boulevard is characterized by mostly older one- and two-story multifamily buildings with small commercial businesses and is zoned for commercial uses. Properties directly abutting the subject site to the south and north fronting Westwood Boulevard are zoned C4-1VL-POD. The property to the south is improved with one-story church and preschool and the property to the north is improved with a two-story commercial building. The property to the east across Westwood Boulevard from the subject site is zoned C4-1VL-POD and is developed with a four-story commercial office building. The property abutting the site to rear, fronting Midvale Avenue is zoned R1-1 and is developed with a one-story single-family residential.

### **Project Summary**

On April 26, 2022, the Director of Planning approved a TOC project involving the construction, use, and maintenance of a residential building with 29 dwelling units, reserving one (3) units for Extremely Low Income (ELI) Household occupancy for a period of 55 years with Tier 3 incentives. The project was determined eligible for the following three (3) Base Incentives which are granted by-right for eligible TOC projects, and two (2) Additional Incentives to construct the proposed project, consistent with Tier 3:

### **Base Incentives.**

- a. **Floor Area Ratio.** The C4-1VL Zone permits a maximum FAR of 1.5 to 1. As an eligible Housing Development in a commercial zone, the project is entitled to additional FAR up to a maximum FAR of 3.75 to 1 which is equal to a maximum floor area of 25,324 square feet. The project was approved for total floor area of 16,573 square feet for an FAR of 2.45 to 1.
- b. **Residential Density.** The C4 Zone establishes a by-right density ratio of one (1) dwelling unit per 400 square feet of lot area. The subject site's C4 Zone permits a base density of 17 units by-right. This is calculated by dividing the sum of the property's C4 zone lot area, 6,753 square feet, by 400. As an eligible Housing Development, the project is entitled to, and as approved for, up to a 70 percent density increase for a maximum of 29 total units.

- c. **Parking.** As an Eligible Housing Development in Tier 3, the project is entitled to provide  $\frac{1}{2}$  a parking space per dwelling unit. With the TOC parking incentive, the project may provide a minimum of 15 parking spaces. As proposed, the project is providing 23 parking spaces.

**Additional Incentives.**

- d. **RAS3 Yards.** The C4-1VL Zone requires a minimum side yard setback of eight feet. The project was approved for utilization of RAS3 Zone setbacks to permit a minimum side yard setback of five feet.
- e. **Height.** The project was approved for a height increase of two additional stories, up to 22 feet in building height, allowing for a total of five stories and a maximum building height of 67 feet in lieu of 45 feet otherwise permitted in the C4-1VL Zone. The project was also approved to utilize Tier 3 Transitional Height requirements in which the project's building height limit shall be stepped-back at a 45-degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the rear adjoining lot in the R1 Zone.

## **APPEAL ANALYSIS**

On April 26, 2022, the Director of Planning issued a Determination to conditionally approve Base and Additional Incentives for increased density and Floor Area Ratio and reduced parking, height and setbacks through the TOC Affordable Housing Incentive Program.

The Director of Planning's decision determined, based on the whole of the administrative record, that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that any exception contained in Section 15300.2 of the State CEQA Guidelines regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, hazardous waste sites, or historical resources applies.

On May 6, 2022, an appeal was filed by Kent L. Sharp of La Jolla Law Group on behalf of the Westwood Hills Congregational Church which owns and operates a preschool and a church abutting the project site to the south. The appeal includes grievances against the land use decision (Conditions of Approval Numbers 6-a and 6-b regarding reduced yards and increased height), as well as the Class 32 infill development Categorical Exemption issued for the proposed project (Environmental Case No. ENV-2021-8569-CE). Staff Report addresses the CEQA-related appeal points below.

The following section provides a summary of the appeal points and staff's response. The full appeal application and justification document are provided in "Exhibit C".

### **Appeal Point 1: Material Misrepresentation regarding proximity to preschool.**

**The Applicant did not check the box on the application form indicating that the Subject Property was located within 500 feet of a school. It is Appellant's position that the Applicant's failure to acknowledge the adjacent school in their application is a material misrepresentation.**

**Staff Response** – The proximity to the preschool was fully analyzed and disclosed as part in the project's CEQA approval. The Categorical Exemption Class 32 evaluated proximity to the school in the Air Quality and Noise studies conducted by the Rincon Consultants. Therefore, the proximity to the school was considered.

### **Appeal Point 2: General Plan Consistency.**

**The Project is not consistent with the applicable general plan designation. The five-foot side yard does not comply with C4-1VL-POD Zone. The Project exceeds the 45-foot height limit of the underlying C4-1VL Zone.**

**Staff Response** – The project site is located in a Tier 3 Transit Oriented Communities Affordable Housing Incentive area. Pursuant to the TOC Affordable Housing Incentive Program Guidelines, the applicant may utilize specified base and additional incentives in exchange for providing the requisite number of affordable units. The project received approvals to construct a 29 unit development, reserving three (3) units or 17 percent of the total number of units for Extremely Low Income households and therefore is eligible to utilizing base incentives to grant an increase in density, FAR, and reduced parking. The project also is eligible for two additional incentives (reduced yards and increased height) because the project sets aside the requisite 7% of the base units for ELI households.

With regards to reduced yards, the proposed project is utilizing the Tier 3 additional RAS3 incentive that allows Eligible Housing Developments in a commercial zone to utilize any or all yard requirements of the RAS3 zone. The RAS3 zone allows for five-foot side yards. The project is requesting five-foot side yards in-lieu of the otherwise required eight-foot side yards required for five story buildings in the C4-1VL Zone. The project set aside the requisite affordable units to utilize this incentive.

With regards to increase in height, the proposed project is utilizing the Tier 3 additional height incentive that allows Eligible Housing Developments to request up to 22 additional feet in height. The project is requesting an additional 22 feet for a maximum height of 67 feet. The project is also requesting utilization of Tier 3 Transitional Height requirements in which the project's building height limit shall be stepped-back at a 45-degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive residential zone. The project set aside the requisite affordable units to utilize this incentive.

Therefore, the reduction in yards and the increase in height were granted properly and in conformance with the provision of TOC. The appellant has not present any evidence that these incentives were granted improperly.

### **Appeal Point 3: Construction Concerns.**

**The appellant asserts that during construction, the proposed demolition, excavation, and construction will cause significant dust, noise, and vibration impacting the preschool “just inches away” from the project site. The appellant states that the construction dust, debris, and noise will result in a nuisance that will make the Preschool yard “unusable” resulting in violations of State Licensing regulations. In addition, the anticipated street closures due to Applicant’s construction will obstruct the entry into Appellant’s parking lot wherein parents enter to drop-off and pick-up the children and will also create safety issues for the children.**

**Staff Response** – The project’s Class 32 Categorical Exemption analysis evaluated potential construction impacts and determined that compliance with existing construction regulations would ensure less than significant impacts.

The Air Quality study conducted by Rincon Consultants dated March 2022, determined that the project construction would not exceed SCAQMD regional thresholds and as such the impacts would be less than significant. The project will comply with the local, State, or federal regulatory compliance measures and all applicable standards including: Southern California Air Quality Management District (SCAQMD) Rules 403, 402, and 1113; Section 2485 of Title 13 of the California Code of Regulations; and Section 93115 of Title 17 of the California Code of Regulations. Compliance includes but is not limited implementation of the following best practices for construction:

- 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. 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 dirt/soil shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust.
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions.

- A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- Idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
- Operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

The Noise study conducted by Rincon Consultants analyzed potential construction noise impacts to sensitive receptors including the subject neighboring preschool. As outlined in the Noise study numerous noise reductions techniques must be implemented in order to comply with existing regulations.

The study concluded that with compliance with existing regulation, project construction would not have a significant noise and air quality impact on the preschool.

The project will comply with the local construction regulations as such the project's construction will not obstruct the entry into Appellant's parking lot and will not create safety issues for the children.

Therefore, the project is not expected to result in any significant impact relating to air quality, noise, and safety issues, and the Appellant has not provided any substantial evidence to show that an impact will occur as a result of the proposed project.

#### **Appeal Point 4: Health and Public Safety.**

**The appellant is concerned about the safety and health of the preschool students. The Appellant is concerned that due to the side yard reduction, the project's south facing windows will have a "direct line of sight" into the Preschool playground which would be "just feet away" from the proposed apartment building. The Appellant states that design features for buildings should be made with "considerations for the most vulnerable users, i.e., young children." and that the decisions of the Planning Department should "support strategies that make schools centers of health and well-being by creating environmental and physical conditions around schools that are safe and offer opportunities for physical activity and recreation." The appellant asserts that the project does not promote health and presents "significant health and public safety concerns to the young children in the immediately adjacent Preschool building built in 1936." The appellant notes that noxious particles and activities can negatively impact residents' quality of life, health, and well-being and asserts that the emissions of noise, vapors, and dust from the construction project would detract from a healthy environment and can make it challenging for Appellant's school children to engage in healthy activities, both indoors and outdoors.**

**Staff Response** – The project site is located in a Tier 3 Transit Oriented Communities Affordable Housing Incentive area. Pursuant to the TOC Affordable Housing Incentive Program Guidelines, the applicant may utilize specified base and additional incentives in exchange for providing the requisite number of affordable units. The project received approvals to construct a 29 unit development, reserving three units or 17 percent of the total number of units for Extremely Low Income households, utilizing base incentives to grant an increase in density, FAR, reduced parking, and additional incentives that included reduced yards and increase in height. As discussed under Appeal Point 2, the reduced site yard was granted property.

The Appellant is misguided in citing to a Plan for a Healthy Los Angeles (Policy 2.7 Schools as centers of health and well-being, page 48) as evidence that the subject TOC project is detrimental to health and safety. The TOC project is a much needed project that will provide not only market rate dwelling units, but also affordable housing units. In addition, there is no evidence that a residential apartment project will impact the health and safety of a preschool. Residential uses and schools are common neighboring uses throughout the City and are generally considered to be compatible uses. Regarding health impacts of construction noise, vapors, and dust, the Noise and Air Quality studies conducted for this project analyzed potential impacts as they related to the preschool. As discussed in Appeal Point 3, construction regulations require the project to implement numerous noise reduction and air quality protection techniques at the construction site which will ensure that impacts will be less than significant. There is no substantial evidence or specific information in support of the claims made by the appellant regarding invasion of privacy, health and safety concerns of the children just a generalized conclusion and conjecture.

#### **Appeal Point 5: Noise Element.**

**The Appellant asserts that the proposed project does not comply with the Noise Element. The appellant states that the noise levels associated with “demolition, concrete removal, excavation, and construction of the five-story building” exceed the acceptable decibel levels for schools.**

**Staff Response** – The appellant states that the project is not in compliance with Exhibit I of the Noise Element of the General Plan. Exhibit I offers Guidelines for Noise Compatible Land Uses. The Noise Element, like all elements of the City’s General Plan, is implemented by numerous city ordinances. The city has adopted numerous ordinances regulating operational and construction noise which ensure land use compatibility in terms of noise. Compliance with these regulations ensure that proposed construction and operation of new development projects do not result in a significant impact.

The Noise Study prepared by Rincon Consultants evaluates the construction noise associated with the project, including demolition, concrete removal, excavation and analyzes how the noise levels would be reduced through compliance with existing regulations. For instance, LAMC Section 112.05 limits noise from construction equipment located within 500 feet of a residential zone to 75 decibels (dBA). The study outlines the numerous noise-reducing practices the project would implement to meet this standard. These noise-reducing practices are detailed in the Noise Study and discussed above under Appeal Point 2. Thus, construction-generated noise is considered less than significant and will adhere to legal noise requirements and therefore is also in compliance with the Noise Element.

The appellants have not provided evidence to substantiate their claim that the project’s construction noise will be above legal limits. To the contrary, the record contains substantial evidence that the project will not exceed City noise thresholds during construction.

## STAFF RECOMMENDATION

For the reasons stated herein, and as provided in the Findings in the Director's Determination (Exhibit B), the proposed project does comply with the applicable provisions of the Transit Oriented Communities Affordable Housing Incentive Program and the California Environmental Quality Act and Los Angeles Municipal Code. The appeal of the Director's Determination cannot be substantiated and therefore should be denied.

Staff recommends that the City Planning Commission:

**Determine** that, based on the whole of the administrative record as supported by the justification prepared and found in the environmental case file, the Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines, regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, or hazardous waste sites, or historical resources applies.

**Deny** the appeal DIR-2021-8567-TOC-HCA-1A and **sustain** the decision of the Director of Planning for the construction, use, and maintenance of a new five-story residential building with 29 dwelling units inclusive of three (3) units reserved for ELI Household occupancy for a period of 55 years, with Base and Additional Incentives for an increase in floor area ratio, residential density, and height increase and a reduction in parking requirements and yard setbacks.

**Adopt** the Director of Planning's Conditions of Approval and Findings.

# NEW 5-STORY 29- UNIT APARTMENT BUILDING

PROJECT ADDRESS: 1951 S. WESTWOOD BLVD, LOS ANGELES, CA 90025

DEVELOPER: WESTWOOD INVESTMENTS 26 LLC

4-LEVEL TYPE III-A RESIDENTIAL BUILDING (INCLUDING ROOF-TOP OPEN SPACE) OVER 1-LEVEL STREET LEVEL PARKING/LOBBY SPACE OVER 2-LEVEL SUBTERRANEAN PARKING TYPE I-A FULLY SPRINKLERED NFPA-13 (UNDER SEP. PERMIT)  
(PROPOSED DEVELOPMENTS PER CITY OF LOS ANGELES T.O.C. ORDINANCE )  
(ALL PROPOSED SIGN UNDER SEPARATE PERMIT)

**EXHIBIT "A"**  
Page No. 1 of 17  
Case No. DIR-2021-8567-TOC-HCA

LIST OF ARCHITECTURAL DRAWINGS	
A0.0	COVER PAGE
A0.1	GENERAL NOTES
A0.2A	TITLE-24 ENERGY CALCS
A0.2B	TITLE-24 ENERGY CALCS
A0.3A	PLANNING APPROVAL LETTER
A0.3A	PLANNING APPROVAL LETTER
A0.4	ELEVATOR NOTES
A0.4A	ACCESSIBILITY DETAILS
A0.4B	ACCESSIBILITY DETAILS
A0.4C	ACCESSIBILITY DETAILS
A0.5A	RESIDENTIAL ACCESSIBILITY NOTES
A0.5B	RESIDENTIAL ACCESSIBILITY NOTES
A0.5C	RESIDENTIAL ACCESSIBILITY NOTES
A0.5D	RESIDENTIAL ACCESSIBILITY NOTES
A0.5E	RESIDENTIAL ACCESSIBILITY NOTES
A0.5F	RESIDENTIAL ACCESSIBILITY NOTES
A0.6A	GREEN NOTES
A0.6B	GREEN NOTES
A0.7	SOUND RATING REQUIREMENTS
A1.0	SURVEY
A1.0	SITE PLAN
A2.1	FIRST FLOOR PLAN
A2.2	SUB. PARKING LEVEL-1
A2.3	SUB. PARKING LEVEL-2
A2.4	2ND FLOOR PLAN
A2.5	3RD FLOOR PLAN
A2.6	3RD FLOOR LOFT PLAN
A2.7	4TH FLOOR PLAN
A2.8	5TH FLOOR PLAN
A2.9	ROOF PLAN
A3.1	ELEVATIONS
A3.2	ELEVATIONS
A3.3	ELEVATIONS
A4.1	SECTIONS
A4.2	SECTIONS
A5.1	DOORS SCHEDULE
A5.2	WINDOWS SCHEDULE
A6.1	STAIRS SECTION
A7.1	ARCHITECTURAL DETAILS
A7.2	ARCHITECTURAL DETAILS
A7.3	ARCHITECTURAL DETAILS
A7.4	ARCHITECTURAL DETAILS
A7.5	ARCHITECTURAL DETAILS
A7.6	ARCHITECTURAL DETAILS
A7.7	ARCHITECTURAL DETAILS



### FIRE DEPARTMENT NOTES AND REQUIREMENTS:

- 1- PROVIDE A FIRE ALARM SYSTEM PER LAFC 907
- 2- PROVIDE A TWO-WAY RADIO COMMUNICATION SYSTEM PER LAFC 510.
- 3- PROVIDE ELEVATOR STAND-BY POWER PER CBC 1009.4.

### PROPOSED PROJECT

PROJECT ADDRESS:  
1951 S. WESTWOOD BLVD, LOS ANGELES, CA 90025  
APN: 4323-002-006

PROJECT DESCRIPTION (ZONING CODE):  
NEW 5-STORY 29- UNIT APARTMENT BUILDING

SCOPE OF THIS PERMIT:  
ROOF TOP OPEN SPACE B- OCC. OVER 4-LEVEL RESIDENTIAL (WITH 1-LOFT LEVEL) R-2 OCC. TYPE III-A OVER 1-LEVEL TYPE I-A PARKING/LOBBY (S-2/R-2 OCC.) OVER TWO-LEVEL TYPE I-A SUBTERRANEAN PARKING (S-2) FULLY SPRINKLER NFPA-13 (UNDER SEP. PERMIT)

NOTE:  
THIS PROJECT IS 100% PRIVATELY FUNDED  
THIS PROJECT IS NOT A PUBLIC HOUSING

ZONE: C4-1VL-POD (WESTWOOD/PICO PEDESTRIAN ORIENTED DISTRICT)

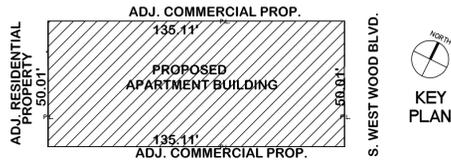
EXISTING USE  
RETAIL/OFFICE

LOT AREA  
LOT AREA= 6,753 SQ.FT.

ALLOWABLE BUILDING AREA (ZONING)

ZONE: C4-1VL-POD (LOS ANGELES T.O.C. TIER-3)

FAR: 3.75XLOT AREA= 3.75X 6,753= 25,323.75 SQ.FT. ALLOWABLE BY TOC INCENTIVES (ZONING)



### PROPOSED BUILDING AREA (ZONING)

STREET LEVEL: 415 SQ.FT. (REC. RM)+ 865 SQ.FT. (LOBBY, STAIRS)=1,285 SQ.FT.  
2ND FLOOR 3,934 SQ.FT. RESIDENTIAL  
3RD FLOOR 3,934 SQ.FT. RESIDENTIAL+866 SQ.FT. RESIDENTIAL LOFT AREA  
4TH FLOOR 3,670 SQ.FT. RESIDENTIAL  
5TH FLOOR 2,835 SQ.FT. RESIDENTIAL  
INCLUDING UNIT AREAS, CORRIDORS AND BALCONIES  
TOTAL PROPOSED RESIDENTIAL SPACE (ZONING): 16,519 SQ.FT.

TOTAL PROPOSED BUILDING AREA:(ZONING)=16,573 SQ.FT. 2.45 FAR <25,323.75 SQ.FT (ALLOWABLE)

PROPOSED UNIT MIX:	REQUIRED OPEN SPACE
6- STUDIO UNITS	6X100=600 SQ.FT.
9- STUDIO UNITS + OPEN LOFT(MEZZANINE) SPACE	9X100=900 SQ.FT.
13- ONE BEDROOM UNITS	13X100=1,300 SQ.FT.
1- THREE BEDROOM UNIT	175 SQ.FT.
<b>TOTAL 29- UNIT</b>	<b>2,975 SQ.FT.</b>
<b>TOTAL REQUIRED OPEN SPACE:</b>	<b>2,975 SQ.FT</b>

### PROVIDED OPEN SPACE

PROVIDED COMMON OPEN SPACE AT ROOF LEVEL=1,700 SQ.FT.  
PROVIDED COMMON OPEN SPACE @ REAR YARD: 622 SQ.FT.  
PROVIDED COMMON OPEN SPACE AT 5TH FLOOR=400 SQ.FT.  
PROVIDED PRIVATE OPEN SPACES= 50 SQ.FT. (UNIT 201)+ 50 SQ.FT. (UNIT 301)+50 SQ.FT. (UNIT 401)  
+50 SQ.FT. (UNIT 501) TOTAL PRIVATE OPEN SPACE:200 SQ.FT.

2,922 SQ.FT. (PROVIDED) > 2,900 SQ.FT. (REQ'D)

REQUIRED LANDSCAPING AREA:1,700 X0.25= 425 SQ.FT. AT ROOF LEVEL  
REQUIRED LANDSCAPING AREA:622 X0.25= 155.5 SQ.FT. AT REAR YARD  
REQUIRED LANDSCAPING AREA:400 X0.25= 100 SQ.FT. AT 5TH FLOOR

PROVIDED LANDSCAPING AREA AT ROOF LEVEL: 460 SQ.FT.  
PROVIDED LANDSCAPING AREA AT REAR YARD: 175 SQ.FT.  
PROVIDED LANDSCAPING AREA AT 5TH FLOOR BALCONY: 120 SQ.FT.  
755 SQ.FT. > 680.50 SQ.FT. (REQ'D)  
REQUIRED TREES: 29:4#2 PROVIDED: 9 INCLUDING 7- ROOF TOP +2- AT STREET TREES

### BUILDING HEIGHT (ZONING CODE)

ALLOWABLE HEIGHT: 45 FEET FOR ZONE C4-1VL-POD (TIER-3 TOC) : 45'+22'= 67 FEET+  
10 FEET FOR STAIR/ELEVATOR SHAFT

PROPOSED HEIGHT:  
67 FEET TO TOP OF PARAPET LINE (AT ROOF LEVEL) +10 FEET FOR STAIRS /ELEVATOR SHAFT

### ALLOWABLE DENSITY (ZONING)

ZONE C4-1VL-POD 400 SF PER DWELLING UNIT  
6,753:400=16.88 OR 17 (T.O.C. BASE UNIT)  
LOT LOCATED ON TIER-3 OF L.A. T.O.C. ORDINANCE  
ALLOWABLE INCREASE IN DENSITY PERCENTAGE (TIER-3) :70%

17X1.70=28.9 OR 29 UNIT ALLOWED (PER T.O.C. 70% INCREASE BONUS)

NUMBER OF PROPOSED RESIDENTIAL UNIT:29  
PROPOSED SET A SIDE UNIT FOR EXTREMELY LOW INCOME (E.L.I.):  
29X0.10=2.9 OR 3 E.L.I. UNITS PERCENTAGE OF SET A SIDE :10% EXTREMELY LOS INCOME

SETBACKS	REQ'D	PROVIDED
	RESIDENTIAL (ZONE C4-1VL-POD)	RESIDENTIAL
EAST (FRONT)	0'	2'
WEST (REAR)	15'+APPLICABLE TRANSITIONAL HEIGHT PROFILE SETBACK	15'+APPLICABLE TRANSITIONAL HEIGHT PROFILE SETBACK
NORTH SIDE	5' (RAS-3) TIER-3 INCENTIVE	5'
SOUTH SIDE	5' (RAS-3) TIER-3 INCENTIVE	5'

### REQUESTED ON MENU INCENTIVES:

BASED ON 10% PROVIDED EXTREMELY LOW INCOME FOR TIER-3 THE PROJECT ELIGIBLE FOR 2-ADDITIONAL INCENTIVES:  
1- APPLYING RESIDENTIAL SETBACKS (2 SIDES) FROM C4-1VL TO RAS-3  
2- 22' INCREASE IN ALLOWABLE BUILDING HEIGHT PER TIER-3 INCENTIVES (45' ALLOWABLE+22' INCENTIVE =67')

### PROPOSED BUILDING AREA (BUILDING CODE)

STREET LEVEL: 415 SQ.FT. (OFFICE SPACE) B-OCC.+ 865 SQ.FT. (LOBBY, STAIRS) R-2 OCC.+ 4,212 SQ.FT. (PARKING) S-2 OCC.  
1ST SUBTERRANEAN PARKING 6,212 SQ.FT. (PARKING) S-2 OCC.  
2ND SUBTERRANEAN PARKING 6,212 SQ.FT. (PARKING) S-2 OCC.  
2ND FLOOR 3,934 SQ.FT. (RESIDENTIAL) R-2 OCC. INCLUDING RECREATION ROOM  
3RD FLOOR 3,930 SQ.FT. (RESIDENTIAL) R-2 OCC. +920 SQ.FT. (RESIDENTIAL LOFT AREA) R-2 OCC.  
4TH FLOOR 3,670 SQ.FT. (RESIDENTIAL) R-2 OCC.  
5TH FLOOR 2,835 SQ.FT. (RESIDENTIAL) R-2 OCC.

TOTAL PROPOSED RESIDENTIAL SPACE (R-2) OCC.: 16,154 SQ.FT.  
TOTAL PROPOSED COMMERCIAL OFFICE SPACE(B-2) OCC.: 415 SQ.FT.  
TOTAL PROPOSED PARKING SPACE(S-2) OCC.: 16,636 SQ.FT.

### PARKING REQUIREMENT:

1/2 PARKING PER RESIDENTIAL UNIT PER TOC TIER-3  
TOTAL PARKING REQUIRED: (29-RESIDENTIAL UNITS)  
29X1/2=14.5 OR 15 PARKING STALLS

### PARKING TABULATIONS

PARKING TABULATIONS	RESIDENTIAL	
	ACCESSIBLE	2 (INCLUDING 1-E.V. ACCESSIBLE)
STREET LEVEL PARKING 4- SPACE PROVIDED	STANDARD COMPACT	- 2
1ST BASEMENT LEVEL (8-SPACES PROVIDED)	ACCESSIBLE STANDARD COMPACT	- 4 4
2ND BASEMENT LEVEL (11-SPACES PROVIDED)	ACCESSIBLE STANDARD COMPACT	- 10 1
TOTAL PARKING PROVIDED 23 SPACES		23- SPACES

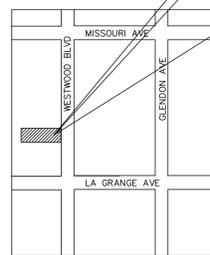
TOTAL RESIDENTIAL NON-COMPACT/ NON-TANDEM SPACE PROVIDED 16 SPACES > 15 (REQUIRED)  
TOTAL E.V. SPACE REQUIRED: 23X30%=6.9 OR 7 SPACE TOTAL E.V. SPACE PROVIDED: 7 SPACE  
EV. WITH CHARGING STATION: 23X10%=2.3 OR 3 SPACE EV. WITH CHARGING STATION: 3 SPACE  
NOTE: 1 ACCESSIBLE E.V. CAPABLE CAR (INCLUDING ONE WITH 12'X18' WITH 5-FEET WIDE LOADING) PROVIDED AT STREET LEVEL  
AND 2- E.V. SPACES CONDUIT READY PROVIDED AT FIRST LEVEL AND BASEMENT PARKING LEVEL.

BICYCLE PARKING SPACE:	LONG TERM	SHORT TERM
REQ'D	25:1+4:1.5=28	25:10+4:1.5=4
PROVIDED	28	4

### TRASH ENCLOSURE AND RECYCLE ROOM

1 SPACE EACH-PROVIDED IN THE FIRST. PARKING LEVEL  
LONG TERMS LOCKERS PROVIDED AT STREET LEVEL PARKING AND REAR SETBACK  
SHORT TERM RACKS PROVIDED AT FRONT SIDE WALK

### VICINITY MAP



### LEGAL DESCRIPTIONS

THE LAND REFERRED TO IN THIS REPORT IS SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 7 IN BLOCK 49 OF TRACT NO. 5609, AS PER MAP RECORDED IN BOOK 65, PAGE 72 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ASSESSOR'S PARCEL NO.: 4323-002-006

### TIER-3 OF T.O.C. BASED ON INTERSECTION OF WESTWOOD AND SANTA MONICA BLVD.



SITE LOCATED ON  
1951 S. WESTWOOD BLVD

NEW 5-STORY 29- UNIT APARTMENT BUILDING  
PROJECT ADDRESS: 1951 WESTWOOD BLVD, LOS ANGELES, CA 90025  
DEVELOPER: WESTWOOD INVESTMENTS 26 LLC

10835 SANTA MONICA BLVD SUITE # 209, LOS ANGELES, CA 90025

REVISIONS		
NO.	DESCRIPTION	BY DATE
Δ		
Δ		
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Δ		
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Δ		

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LOS ANGELES, CA 90025  
TEL:310.430.5565 FAX:310.427.7446  
EMAIL: INFO@CDDARCH.COM  
WWW.CDDARCH.COM



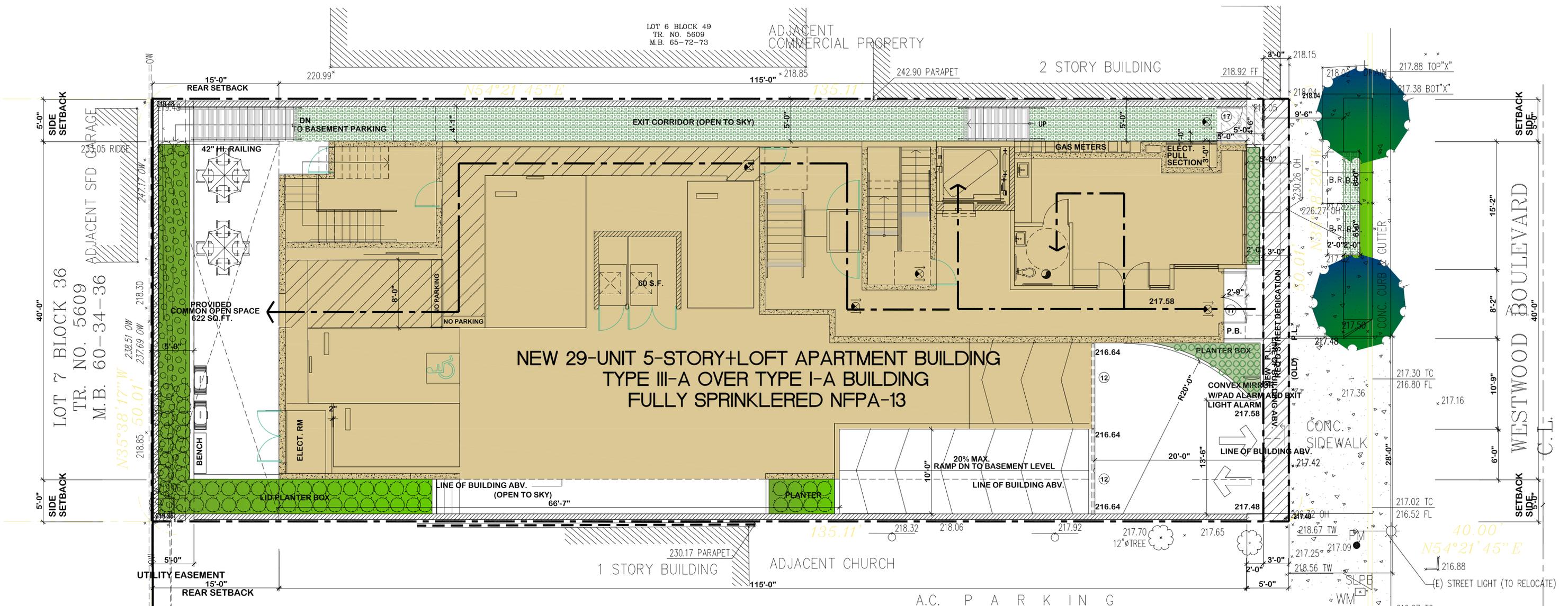
DESIGNED BY:	B.BARDI
CHECKED BY:	
DRAWN BY:	E. SANAJOU
DATE DRAWN:	
JOB NUMBER:	CDD-2021
SCALE:	

COVER PAGE

A0.0

SHEET TITLE:

SHEET NO.



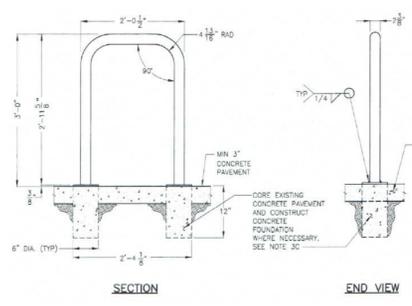
**EXHIBIT "A"**  
 Page No. 2 of 17  
 Case No. DIR-2021-8567-TOC-HCA

**1 SITE PLAN/LANDSCAPING**  
 SC 1/8"=1'-0"

622 SQ.FT. OPEN SPACE PROVIDED AT REAR YARD  
 175 SQ.FT. PROVIDED LANDSCAPING AREA AT REAR YARD

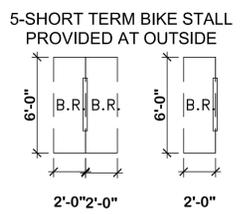
PLANTING LEGEND:

-  CALIFORNIA WILD FLOWER
-  GAMBELIA SPP. AND CVS.
-  2-STREET TREE LAURUS NOBILIS 'SARATOGA' GRECIAN LAUREL 18" X 18' TREE
-  PARKWAY PLANTS PHYLLODENDRON 'KURAPIA' KURAPIA 2' X 3' GROUND COVER



SECTION END VIEW  
 SHORT TERM BIKE RACK

← ACCESSIBLE PATH OF TRAVEL



5-SHORT TERM BIKE STALL PROVIDED AT OUTSIDE

REVISIONS		
NO.	DESCRIPTION	BY DATE
1		
2		
3		
4		
5		

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 LOS ANGELES, CA 90025  
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DRAWN BY:	E. SANAJOU
DATE DRAWN:	
JOB NUMBER:	CDD-2021
SCALE:	

**SITE PLAN /LANDSCAPING**

SHEET TITLE: **A1.0**

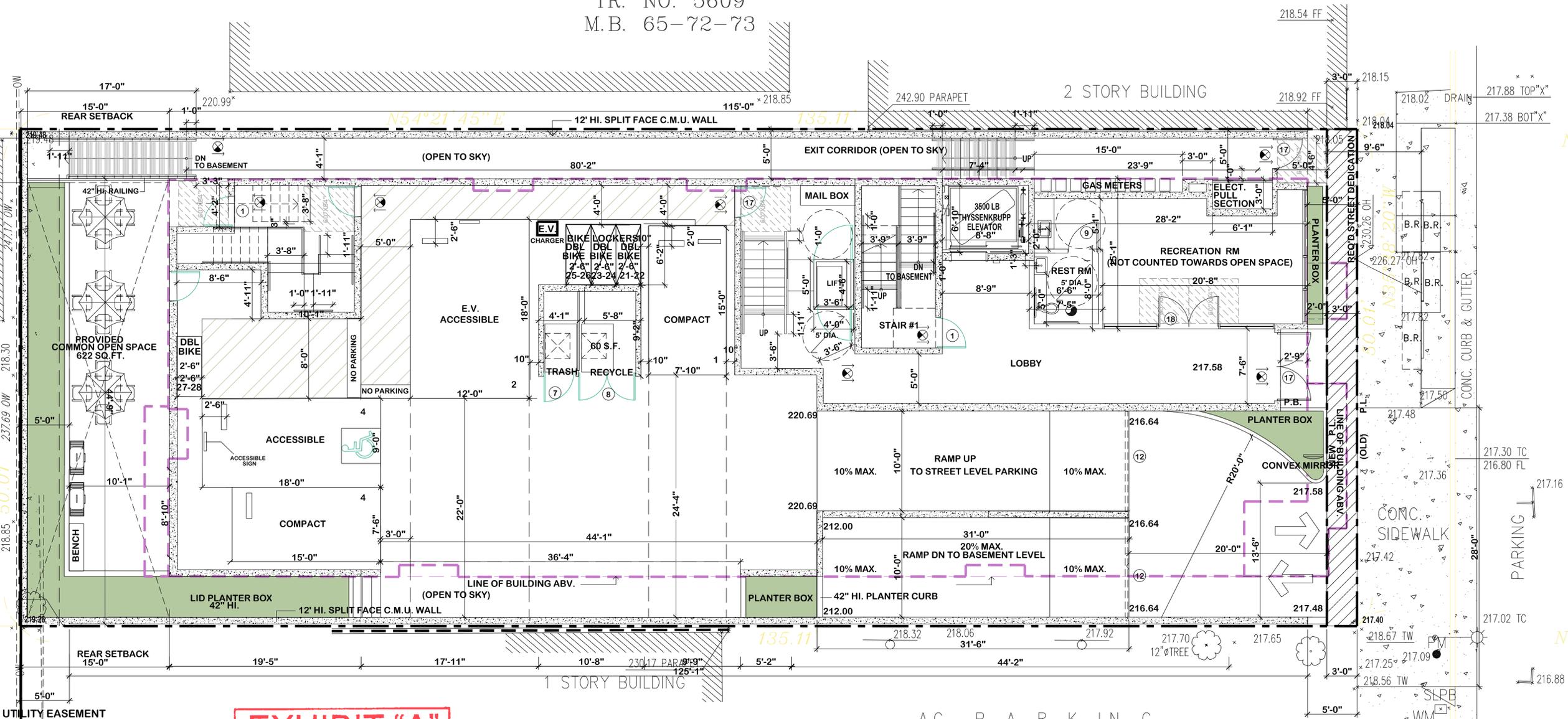
SHEET NO.

**NEW 5-STORY 29- UNIT APARTMENT BUILDING**  
 PROJECT ADDRESS: 1951 WESTWOOD BLVD, LOS ANGELES, CA 90025  
 DEVELOPER: WESTWOOD INVESTMENTS 26 LLC  
 10835 SANTA MONICA BLVD SUITE # 209, LOS ANGELES, CA 90025

TR. NO. 5609  
M.B. 65-72-73

LOT 7 BLOCK 36  
TR. NO. 5609  
M.B. 60-34-36

N35°38'17"W  
218.85  
50.01'



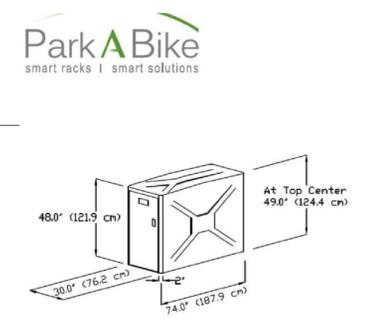
40.00'  
N54°21'45"E

WESTWOOD BOULEVARD  
A.C.

40.00'  
N54°21'45"E

**EXHIBIT "A"**  
Page No. 3 of 17  
Case No. DIR-2021-8567-TOC-HCA

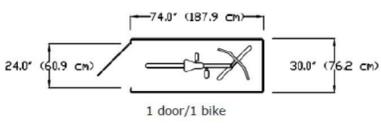
PARKING COUNT AT THIS LEVEL:  
2-ACCESSIBLE SPACE AND 2 COMPACT SPACE



**Bike Locker - ABC-301 Specs**

**MATERIALS**  
Structure: Fiberglass reinforced plastic  
Hardware: 1/2" stainless steel bolts  
3/8" anchors  
Teflon washers  
Heavy gauge stainless steel continuous door hinge  
Zinc plated fasteners and assembly hardware

**FINISH**  
Fiberglass reinforced plastic with a solid color stipple texture finish allows for easy removal of graffiti and is resistant to impact, scratches and UV damage.



Finish does not need painting, resists impact plus chemicals and stains. Materials will withstand extremes in temperature and other weather environmental conditions.

Tan and medium grey colors are available.

**MOUNTING**  
Stand alone or grouped options are available.  
A stacking option is also available for specific models.  
Bottom edge must be a minimum of 1" above ground level

END

A.C. P A R K I N G

**1 1ST FLOOR PLAN**

NOTE: PROVIDE PARKING STRIPPING PER LAMC 12.21A5(L)

- LEGEND :**
- 2 X STUDS INERIOR WALL SEE 17/A7.1
  - FULL HEIGHT ONE HR WALL SEE 2/A7.1
  - TWO-HR WALL SEE 10/A7.1 FOR EXTERIOR AND SEE 7/A7.1 FOR INTERIOR WALLS
  - CONTRAST WARNING STRIPING
  - PARTITION WALL SEE 2/A7.3
  - INDICATES LINE OF BLD'G ABV.
  - EXIT SIGN W/ EMERGENCY LIGHT
  - ACC. PATH OF TRAVEL
  - PARKING SPACE DESIGNATED FOR RESIDENTIAL USE
  - FIRE EXTINGUISHER MIN. OF 2-A OR 2-A10BC
  - EXHAUST VENT FAN ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
  - CLASS 1 STANDPIPE
  - SPRINKLER HEAD FOR WATER CURTAIN WITHIN 10'-0" HI. FROM FIN. FLOOR
- NOTE: PROVIDE PARKING STRIPPING PER LAMC 12.21A5(L)
- FSR A INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'A' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
  - FSR B INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'B' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
  - FSR C INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'C' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
- Ⓢ SMOKE DETECTOR WITH BATTERY BACKUP INTERCONNECTED
  - Ⓢ CARBON MONOXIDE DETECTOR

**NEW 5-STORY 29- UNIT APARTMENT BUILDING**  
PROJECT ADDRESS: 1951 WESTWOOD BLVD, LOS ANGELES, CA 90025  
DEVELOPER: WESTWOOD INVESTMENTS 26 LLC  
10835 SANTA MONICA BLVD SUITE # 209, LOS ANGELES, CA 90025

REVISIONS		
NO.	DESCRIPTION	BY DATE

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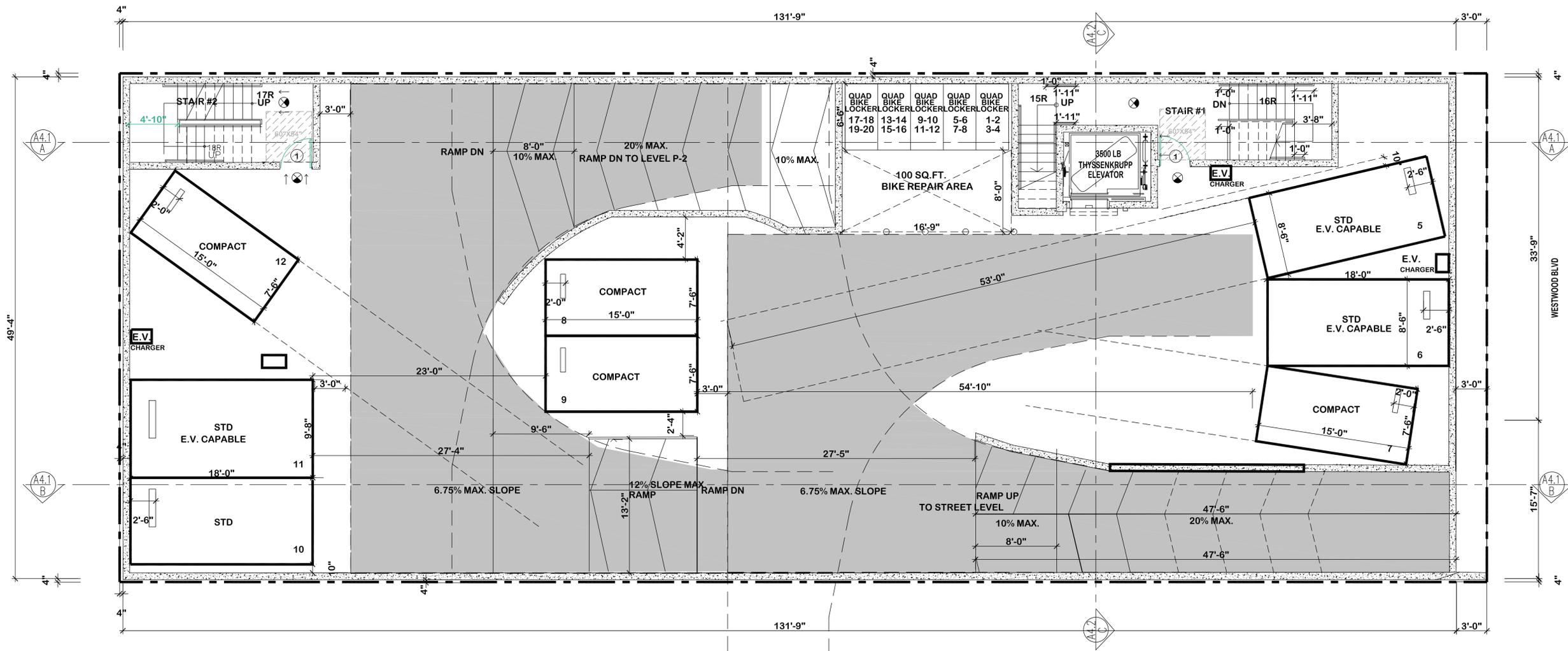


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LOS ANGELES, CA 90029  
TEL: 310.430.5565 FAX: 310.427.7446  
EMAIL: INFO@CDDARCH.COM WWW.CDDARCH.COM

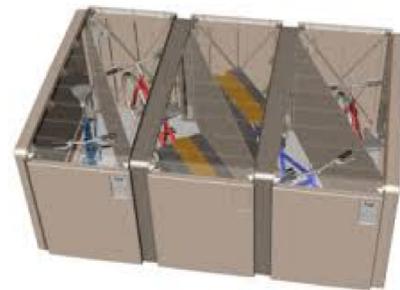
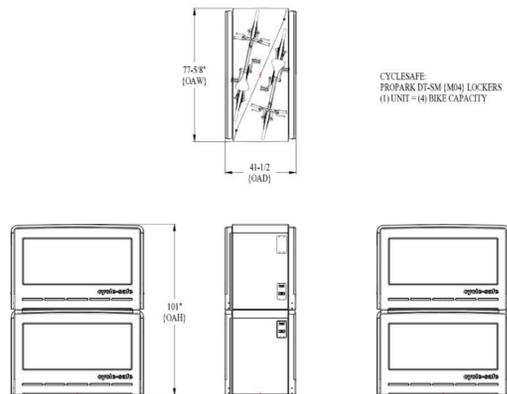


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CHECKED BY:  
DRAWN BY: E. SANAJOU  
DATE DRAWN:  
JOB NUMBER: CDD-2021  
SCALE:

**1ST FLOOR PLAN**  
SHEET TITLE:  
SHEET NO. **A2.1**



**CycleSafe**  
Simple, Strong, Secure.  
616-954-9977  
**DOUBLE TIER QUAD BIKE LOCKER**



**EXHIBIT "A"**  
Page No. 4 of 17  
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**1 BASEMENT PARKING LEVEL-1**  
SCALE: 3/16"=1'-0"

PARKING COUNT AT THIS LEVEL:  
4-STANDARD SPACE AND 4-COMPACT SPACE

**NEW 5-STORY 29- UNIT APARTMENT BUILDING**  
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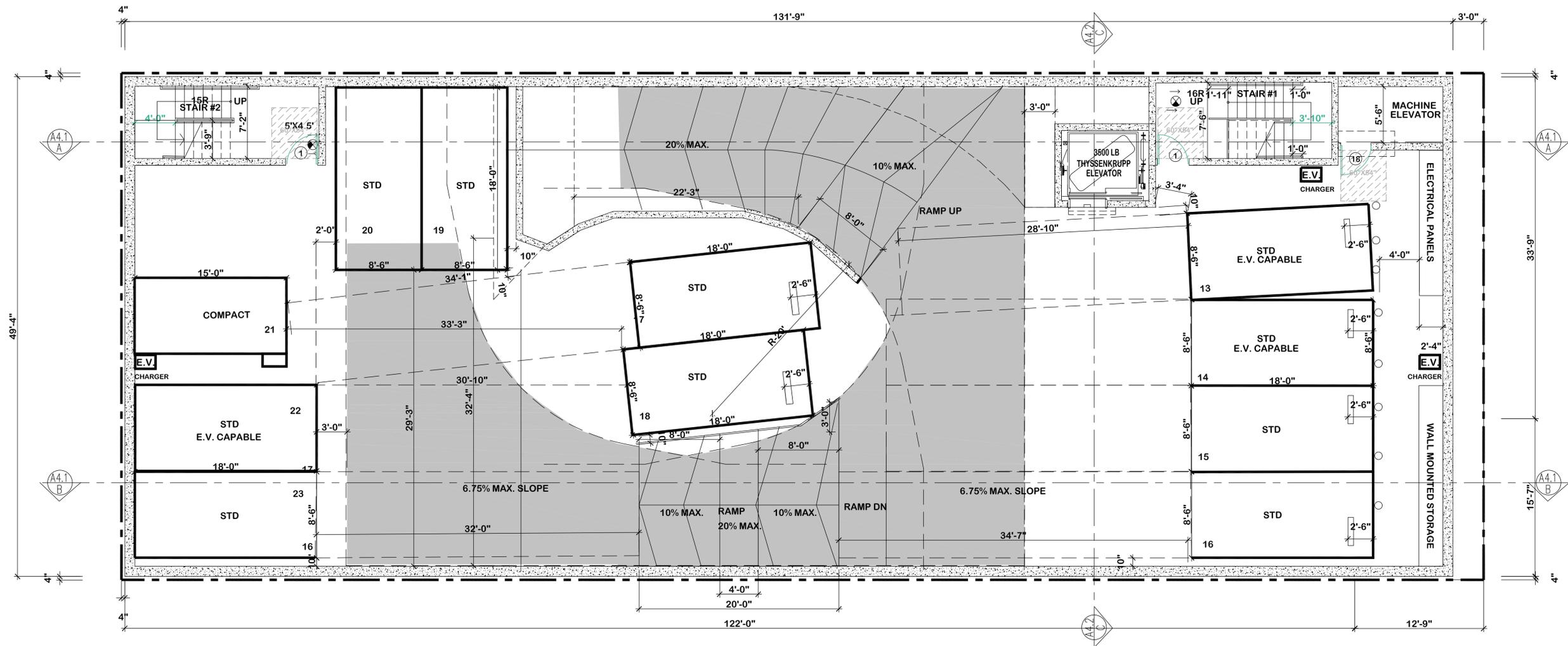


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JOB NUMBER:	CDD-2021
SCALE:	

<b>BASEMENT LEVEL-1</b>	<b>A2.2</b>



**EXHIBIT "A"**  
 Page No. 5 of 17  
 Case No. DIR-2021-8567-TOC-HCA

PARKING COUNT AT THIS LEVEL:  
 10-STANDARD SPACE AND 1-COMPACT SPACE

1
**BASEMENT PARKING LEVEL-2**  
SCALE: 3/16" = 1'-0"

**NEW 5-STORY 29- UNIT APARTMENT BUILDING**  
 PROJECT ADDRESS: 1951 WESTWOOD BLVD, LOS ANGELES, CA 90025  
 DEVELOPER: WESTWOOD INVESTMENTS 26 LLC  
10835 SANTA MONICA BLVD SUITE # 209, LOS ANGELES, CA 90025

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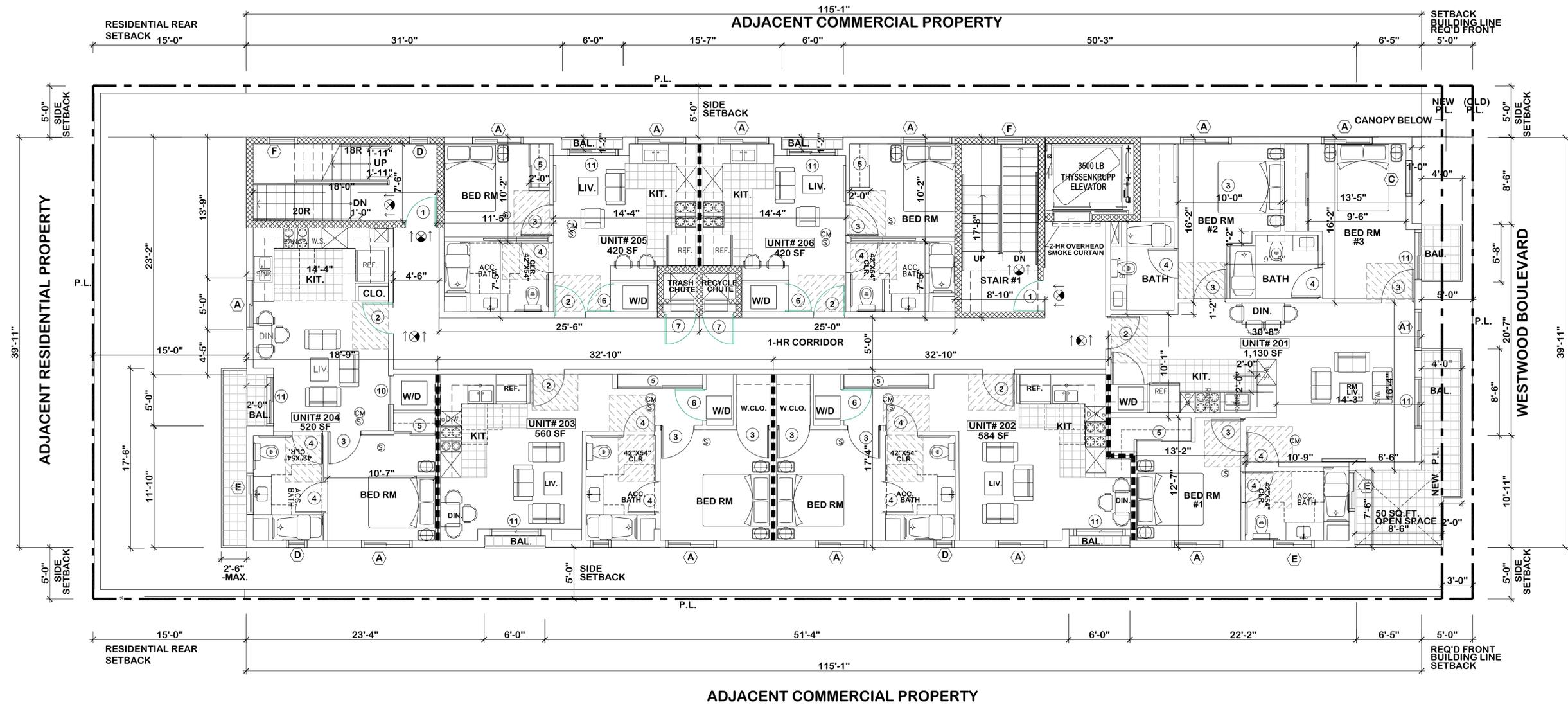


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JOB NUMBER:	CDD-2021
SCALE:	

<b>BASEMENT LEVEL-2</b>	<span style="font-size: 2em; font-weight: bold;">A2.3</span>
SHEET TITLE:	SHEET NO.



**EXHIBIT "A"**  
 Page No. 6 of 17  
 Case No. DIR-2021-8567-TOC-HCA

1 **2ND FLOOR PLAN**  
 SC 3/16"=1'-0"  
 INCLUDING: 5-ONE BEDROOM +1-THREE BEDROOM UNIT

- LEGEND :**
- FSR A INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'A' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
  - FSR B INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'B' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
  - FSR C INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'C' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
  - Ⓢ SMOKE DETECTOR WITH BATTERY BACKUP INTERCONNECTED
  - Ⓜ CARBON MONOXIDE DETECTOR
  - 2 X STUDS INTERIOR WALL SEE 17/A7.1
  - FULL HEIGHT ONE HR WALL SEE 2/A7.1
  - TWO-HR WALL SEE 10/A7.1 FOR EXTERIOR AND SEE 7/A7.1 FOR INTERIOR WALLS
  - CONTRAST WARNING STRIPING
  - PARTITION WALL SEE 2/A7.3
  - EXIT SIGN W/ EMERGENCY LIGHT
  - ACC. PATH OF TRAVEL
  - PARKING SPACE DESIGNATED FOR RESIDENTIAL USE
  - FIRE EXTINGUISHER MIN. OF 2-A OR 2-A10BC
  - EXHAUST VENT FAN ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
  - CLASS I STANDPIPE
  - SPRINKLER HEAD FOR WATER CURTAIN WITHIN 10'-0" HI. FROM FIN. FLOOR

**NEW 5-STORY 29- UNIT APARTMENT BUILDING**  
 PROJECT ADDRESS: 1951 WESTWOOD BLVD, LOS ANGELES, CA 90025  
 DEVELOPER: WESTWOOD INVESTMENTS 26 LLC  
 10835 SANTA MONICA BLVD SUITE # 209, LOS ANGELES, CA 90025

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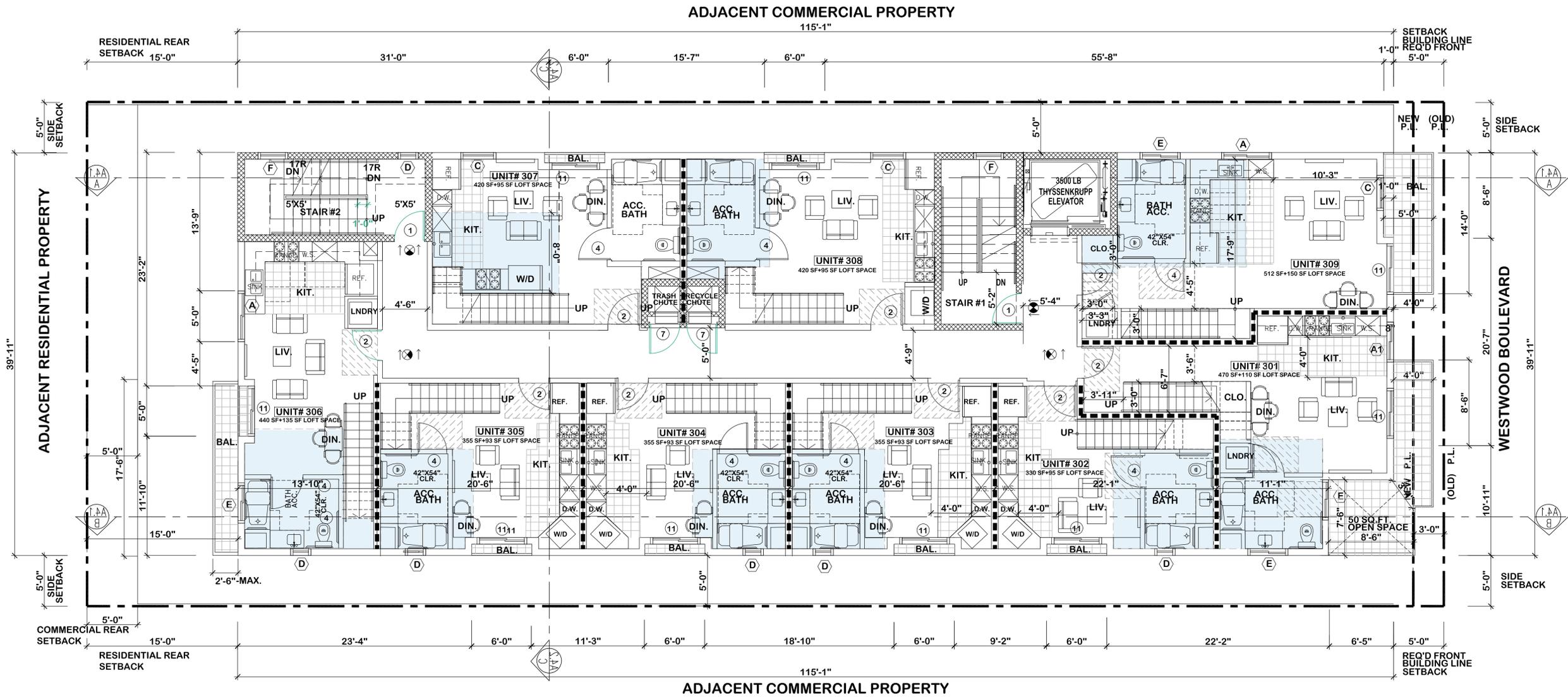
DESIGNED BY: B.BARDI  
 CHECKED BY: E. SANAJOU  
 DRAWN BY: E. SANAJOU  
 DATE DRAWN: CDD-2021  
 JOB NUMBER: CDD-2021  
 SCALE:

**2ND FLOOR PLAN**

SHEET TITLE:

A2.4

SHEET NO.



**EXHIBIT "A"**  
 Page No. 7 of 17  
 Case No. DIR-2021-8567-TOC-HCA

**1 3RD FLOOR PLAN**

SC 3/16"=1'-0"

INCLUDING: 9-SINGLE UNITS WITH LOFT SPACE

- FSR A INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'A' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
- FSR B INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'B' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
- FSR C INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'C' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
- Ⓢ SMOKE DETECTOR WITH BATTERY BACKUP INTERCONNECTED
- Ⓜ CARBON MONOXIDE DETECTOR
- ACC. BATH ACCESSIBLE FULL ADOPTABLE BATHROOM

LEGEND :

- 2 X STUDS INERIOR WALL SEE 17/A7.1
- FULL HEIGHT ONE HR WALL SEE 2/A7.1
- TWO-HR WALL SEE 10/A7.1 FOR EXTERIOR AND SEE 7/A7.1 FOR INTERIOR WALLS
- CONTRAST WARNING STRIPING
- PARTITION WALL SEE 2/A7.3

- EXIT SIGN W/ EMERGENCY LIGHT
- ACC. PATH OF TRAVEL
- PARKING SPACE DESIGNATED FOR RESIDENTIAL USE
- FIRE EXTINGUISHER MIN. OF 2-A OR 2-A10BC
- EXHAUST VENT FAN ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
- CLASS I STANDPIPE
- SPRINKLER HEAD FOR WATER CURTAIN WITHIN 10'-0" HI. FROM FIN. FLOOR

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 PROJECT ADDRESS: 1951 WESTWOOD BLVD, LOS ANGELES, CA 90025  
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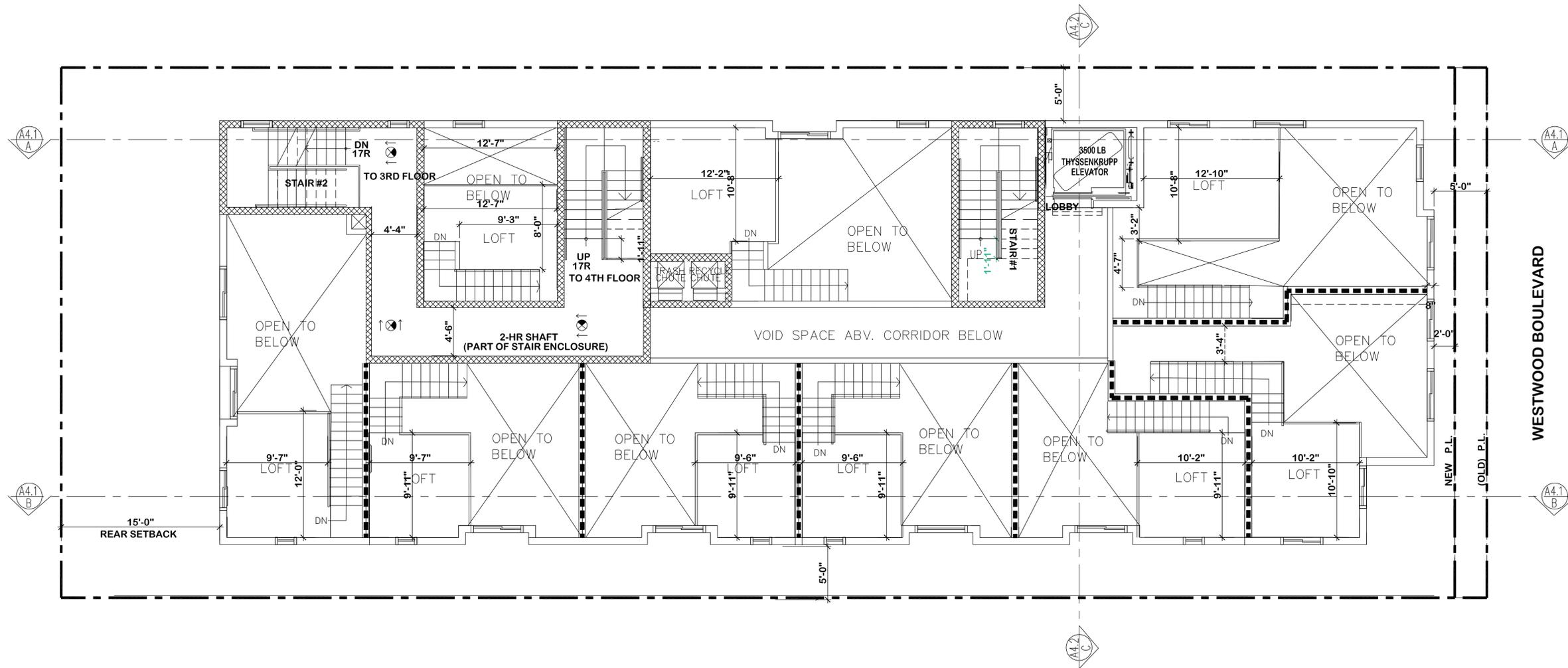
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11022 SANTA MONICA BLVD, SUITE 200  
 LOS ANGELES, CA 90025  
 TEL: 310.430.5565 FAX: 310.427.7446  
 EMAIL: INFO@CDDARCH.COM  
 WWW.CDDARCH.COM



DESIGNED BY:	B.BARDI
CHECKED BY:	E. SANAJOU
DATE DRAWN:	
JOB NUMBER:	CDD-2021
SCALE:	

<b>3RD FLOOR PLAN</b>	<b>A2.5</b>
SHEET TITLE:	SHEET NO.



**EXHIBIT "A"**  
 Page No. 8 of 17  
 Case No. DIR-2021-8567-TOC-HCA

1
**3RD FLOOR LOFT PLAN**

SC 3/16"=1'-0"

- FSR A INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'A' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
- FSR B INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'B' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
- FSR C INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'C' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)

- Ⓢ SMOKE DETECTOR WITH BATTERY BACKUP INTERCONNECTED
- ⓄM CARBON MONOXIDE DETECTOR

**LEGEND :**

- 2 X STUDS INFERIOR WALL SEE 17/A7.1
- FULL HEIGHT ONE HR WALL SEE 2/A7.1
- TWO-HR WALL SEE 10/A7.1 FOR EXTERIOR AND SEE 7/A7.1 FOR INTERIOR WALLS
- CONTRAST WARNING STRIPING
- PARTITION WALL SEE 2/A7.3

- EXIT SIGN W/ EMERGENCY LIGHT
- ACC. PATH OF TRAVEL
- PARKING SPACE DESIGNATED FOR RESIDENTIAL USE
- FIRE EXTINGUISHER MIN. OF 2-A OR 2-A10BC
- EXHAUST VENT FAN ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
- CLASS I STANDPIPE
- SPRINKLER HEAD FOR WATER CURTAIN WITHIN 10'-0" HI. FROM FIN. FLOOR

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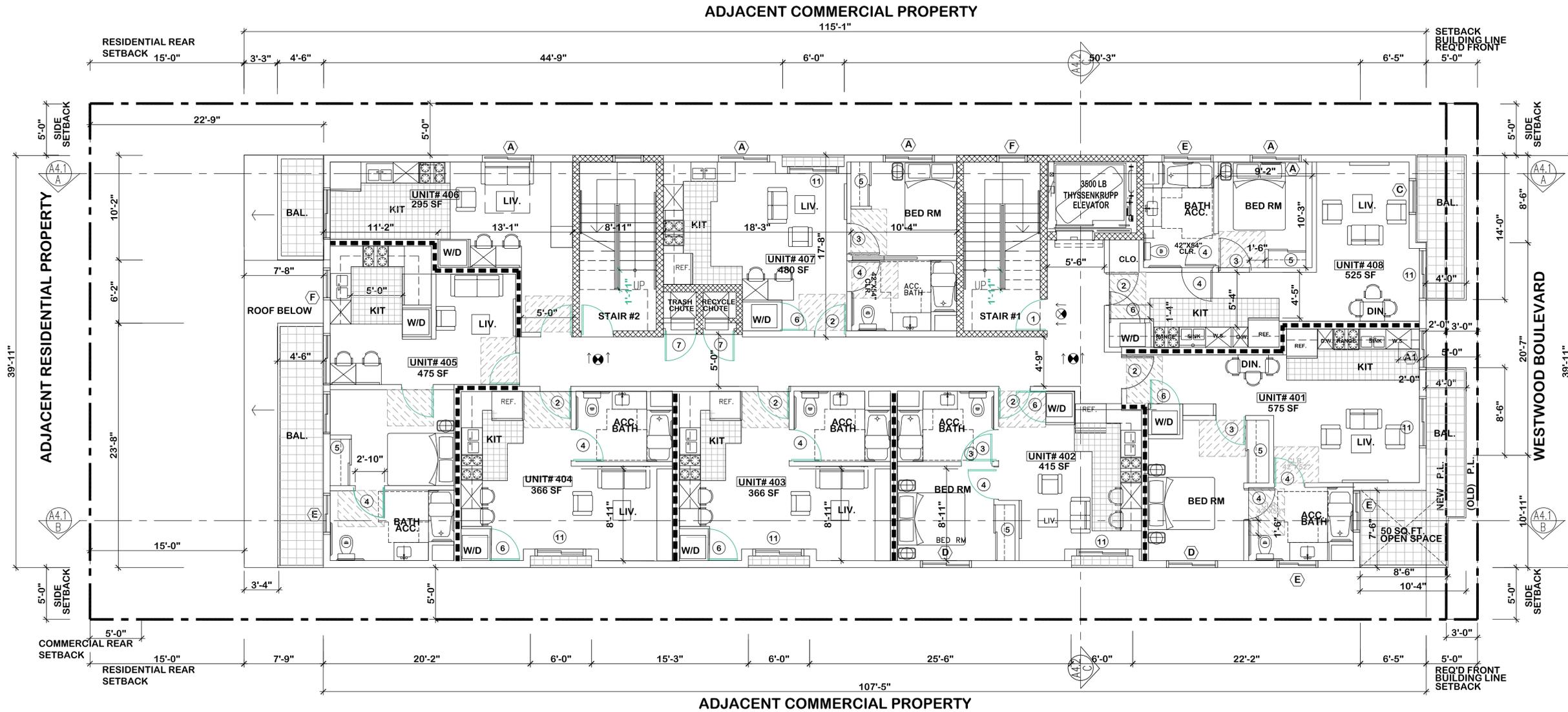
DESIGNED BY:	B.BARDI
CHECKED BY:	
DRAWN BY:	E. SANAJOU
DATE DRAWN:	
JOB NUMBER:	CDD-2021
SCALE:	

**3RD FLOOR LOFT PLAN**

A2.6

SHEET TITLE:

SHEET NO.



1 4TH FLOOR PLAN

SC 3/16"=1'-0"

INCLUDING 5-ONE BEDROOM + 3-SINGLE UNIT

**EXHIBIT "A"**  
 Page No. 9 of 17  
 Case No. DIR-2021-8567-TOC-HCA

- FSR A INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'A' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
- FSR B INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'B' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
- FSR C INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'C' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
- Ⓢ SMOKE DETECTOR WITH BATTERY BACKUP INTERCONNECTED
- Ⓜ CARBON MONOXIDE DETECTOR

LEGEND :

- 2 X STUDS INTERIOR WALL SEE 17/A7.1
- FULL HEIGHT ONE HR WALL SEE 2/A7.1
- TWO-HR WALL SEE 10/A7.1 FOR EXTERIOR AND SEE 7/A7.1 FOR INTERIOR WALLS
- CONTRAST WARNING STRIPING
- PARTITION WALL SEE 2/A7.3
- EXIT SIGN W/ EMERGENCY LIGHT
- ACC. PATH OF TRAVEL
- PARKING SPACE DESIGNATED FOR RESIDENTIAL USE
- FIRE EXTINGUISHER MIN. OF 2-A OR 2-A10BC
- EXHAUST VENT FAN ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
- CLASS I STANDPIPE
- SPRINKLER HEAD FOR WATER CURTAIN WITHIN 10'-0" HI. FROM FIN. FLOOR

NEW 5-STORY 29- UNIT APARTMENT BUILDING  
 PROJECT ADDRESS: 1951 WESTWOOD BLVD, LOS ANGELES, CA 90025  
 DEVELOPER: WESTWOOD INVESTMENTS 26 LLC  
 10835 SANTA MONICA BLVD SUITE # 209, LOS ANGELES, CA 90025

REVISIONS		
NO.	DESCRIPTION	BY DATE
1		
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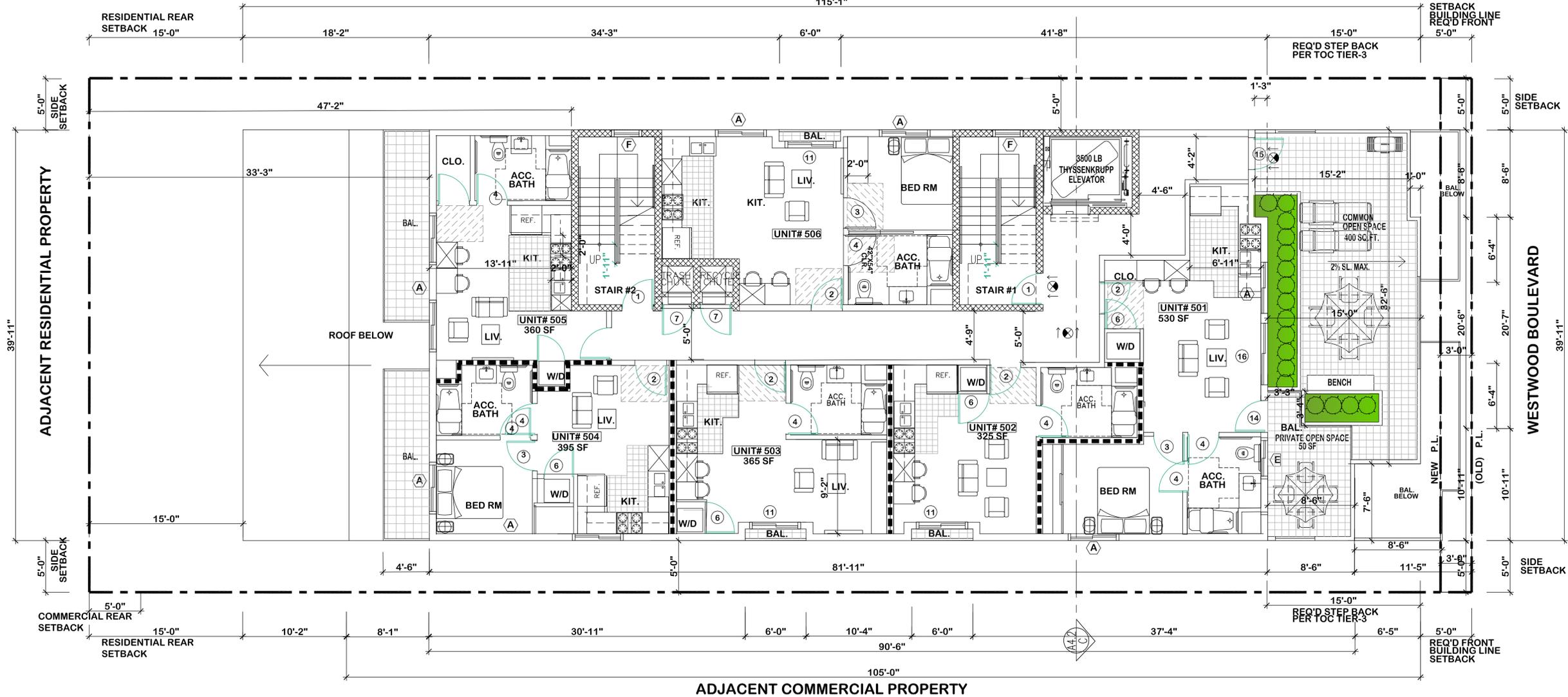


DESIGNED BY: B.BARDI  
 CHECKED BY:  
 DRAWN BY: E. SANAJOU  
 DATE DRAWN:  
 JOB NUMBER: CDD-2021  
 SCALE:

<p>4TH FLOOR PLAN</p>	<p>A2.7</p>
<p>SHEET TITLE:</p>	<p>SHEET NO.</p>

ADJACENT COMMERCIAL PROPERTY

115'-1"



**EXHIBIT "A"**  
 Page No. 10 of 17  
 Case No. DIR-2021-8567-TOC-HCA

**1 5TH FLOOR PLAN**  
 110 SF LANDSCAPING AREA PROVIDED AT THIS LEVEL  
 SC 3/16"=1'-0"  
 INCLUDING: 3-ONE BEDROOM+3-SINGLE UNITS

PLANTING LEGEND:



GAMBELIA SPP. AND CVS.

- FSR A INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'A' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
- FSR B INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'B' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
- FSR C INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'C' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)

- Ⓢ SMOKE DETECTOR WITH BATTERY BACKUP INTERCONNECTED
- Ⓜ CARBON MONOXIDE DETECTOR

LEGEND :

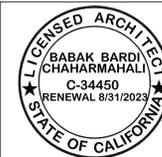
- 2 X STUDS INERIOR WALL SEE 17/A7.1
- FULL HEIGHT ONE HR WALL SEE 2/A7.1
- TWO-HR WALL SEE 10/A7.1 FOR EXTERIOR AND SEE 7/A7.1 FOR INTERIOR WALLS
- CONTRAST WARNING STRIPING
- PARTITION WALL SEE 2/A7.3

- EXIT SIGN W/ EMERGENCY LIGHT
- ACC. PATH OF TRAVEL
- PARKING SPACE DESIGNATED FOR RESIDENTIAL USE
- FIRE EXTINGUISHER MIN. OF 2-A OR 2-A10BC
- EXHAUST VENT FAN ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
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- SPRINKLER HEAD FOR WATER CURTAIN WITHIN 10'-0" HI. FROM FIN. FLOOR

NEW 5-STORY 29- UNIT APARTMENT BUILDING  
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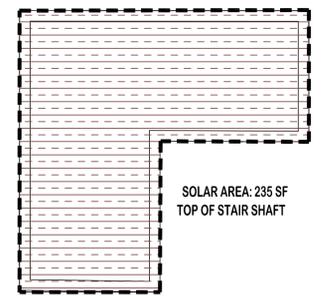
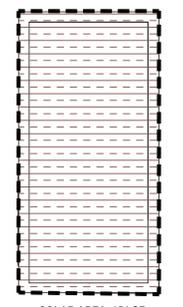
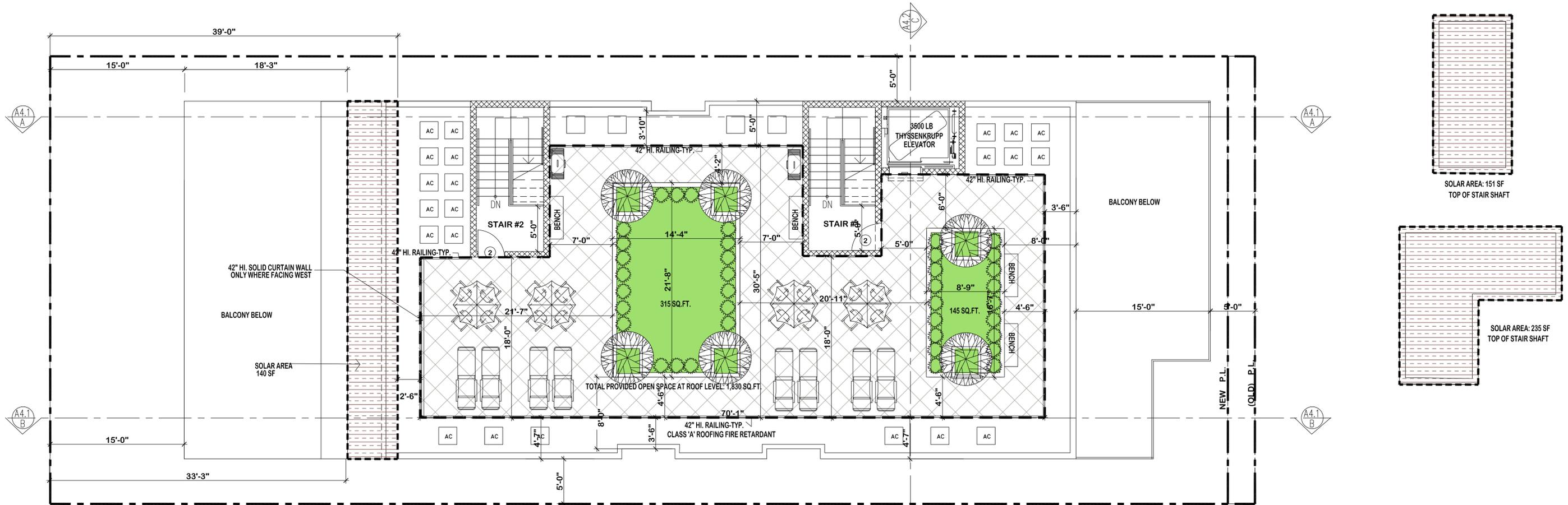


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 LOS ANGELES, CA 90025  
 TEL: 310.430.5565 FAX: 310.427.7446  
 EMAIL: INFO@CDDARCH.COM  
 WWW.CDDARCH.COM



DESIGNED BY: B.BARDI  
 CHECKED BY:  
 DRAWN BY: E. SANAJOU  
 DATE DRAWN:  
 JOB NUMBER: CDD-2021  
 SCALE:

**5TH FLOOR PLAN**  
**A2.8**  
 SHEET TITLE: SHEET NO.



# 1 ROOF PLAN

OPEN SPACES PROVIDED AT ROOF LEVEL:  
805 SQ.FT. + 565 SQ.FT. + 460 SQ.FT.  
TOTAL PROVIDED OPEN SPACE AT ROOF LEVEL: 1,700 SQ.FT.

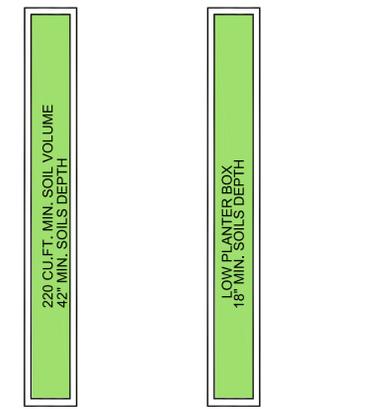
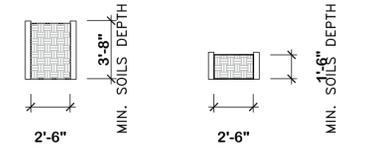
ROOF AREA: 3,370  
REQUIRED LID AREA: 340  
REQUIRED SOLAR PANEL AREA: 505 SF  
PROVIDED SOLAR PANEL AREA: 526 SF

TOTAL REQUIRED LANDSCAPE AREA AT ROOF LEVEL: 1,700 X25%=425 SQ.FT.  
TOTAL PROVIDED LANDSCAPE AREA AT ROOF LEVEL: 460 SQ.FT.  
REQUIRED TREES: 8  
PROVIDED TREES: 6- AT ROOF LEVEL AND 2- AT STREET LEVEL

- LEGEND:
- EXIT SIGN W/ EMERGENCY LIGHT
  - ACC. PATH OF TRAVEL
  - PARKING SPACE DESIGNATED FOR RESIDENTIAL USE
  - FIRE EXTINGUISHER MIN. OF 2-A OR 2-A10BC
  - EXHAUST VENT FAN ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
  - CLASS I STANDPIPE
  - SPRINKLER HEAD FOR WATER CURTAIN WITHIN 10'-0" HI. FROM FIN. FLOOR



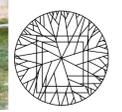
EXTENSIVE PLANTER BOX 15" HI. WITH



TREE PLANTER BOX  
LOW PLANTER BOX (OTHER THAN TREES)



PLANTING LEGEND:



COMMON NAME	SIZE AT 5 YRS	REQUIRED SOILS DEPTH	REQUIREMENTS
CERCIS OCCIDENTALIS	DECIDUOUS TREE WITH SHOWY SPRING FLOWER	24" X 24" MIN. BOX.	8 TREES



AGAVE ATTENUATA



GAMBELIA SPP. AND CVS.

PLANTING LEGEND:

**EXHIBIT "A"**  
Page No. 11 of 17  
Case No. DIR-2021-8567-TOC-HCA

**APOC** Cool Roof Specification SPECIFICATION AM-ES-252

**Sunwhite Cool Elastomeric Coating Systems**  
Existing BUR and Modified Membrane

**Approvals:** AIA, CCR, Energy Star Title 24, Metro-Code

**General:** APOC Specification AM-ES-252 is a highly reflective Elastomeric Coating specification designed to provide a "Cool" energy efficient surface... (text continues)

**Surface Preparation:** Roof shall be completely cleaned prior to system application... (text continues)

**Flashings & Repairs:** All repairs and flashings shall be three coated using APOC #201... (text continues)

**Reflective Coating:** APOC coating shall be applied over entire roof surface... (text continues)

**COOL ROOF SPECIFICATIONS:**

FOR USE OVER EXISTING ROOF SURFACES

Materials (per 100 sq. ft.)

ITEM DESCRIPTION	QUANTITY
Primer / Base Coat	1/2 gal.
POC #201 Gray Elastomeric	1 1/2 gal.
POC #202 White Elastomeric	1 1/2 gal.
Approximate Dry Weight	22 lbs.

NEW 5-STORY 29- UNIT APARTMENT BUILDING  
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EMAIL: CALDDING@AOL.COM  
WWW.DESIGNBUILDER.US

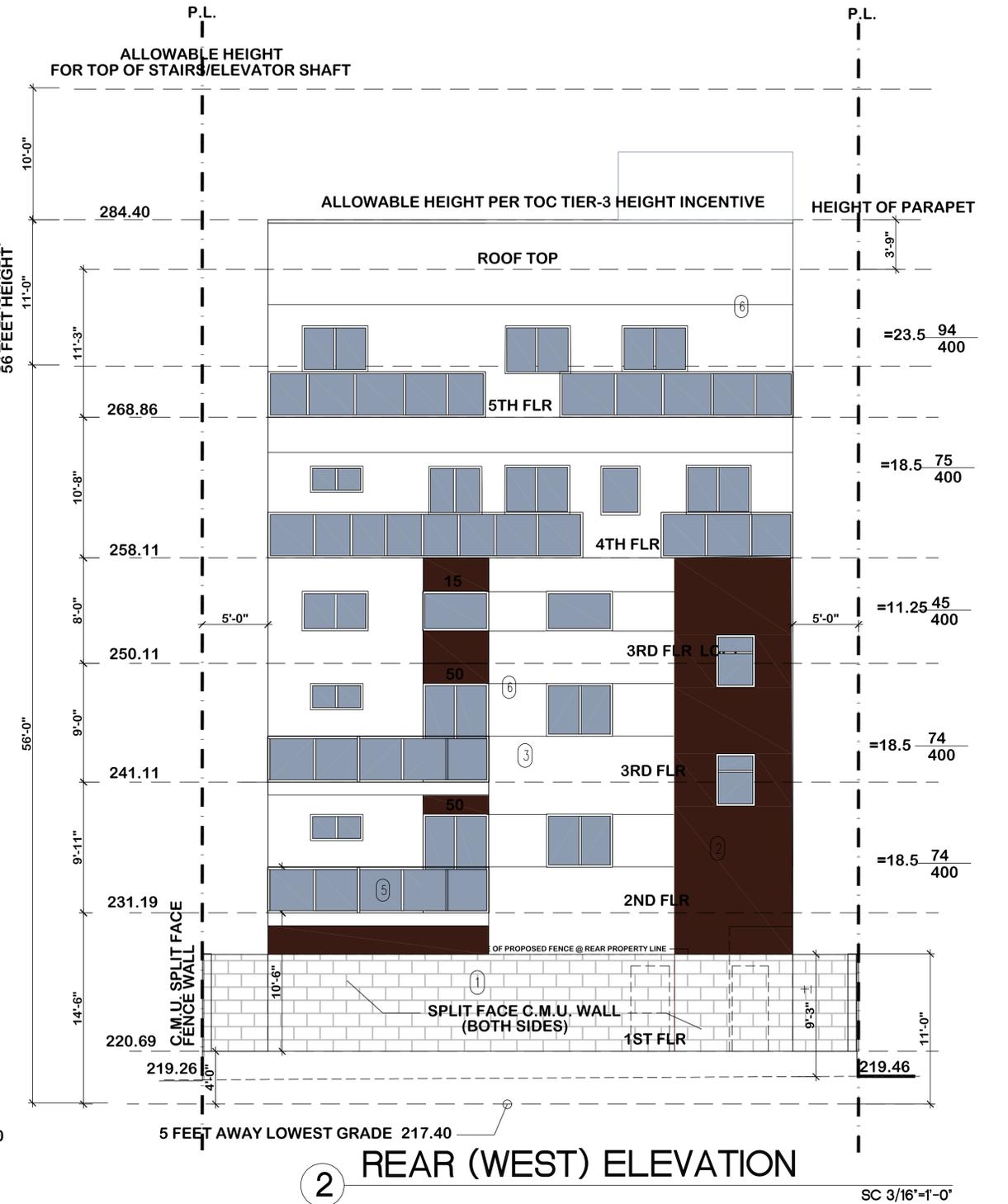


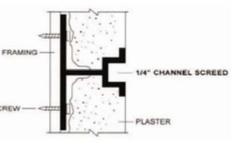
DESIGNED BY:	B.BARDI
CHECKED BY:	
DRAWN BY:	R.AZAD
DATE DRAWN:	
JOB NUMBER:	CDD-1413
SCALE:	

SHEET TITLE: **ROOF PLAN**

SHEET NO. **A2.9**

**EXHIBIT "A"**  
 Page No. 12 of 17  
 Case No. DIR-2021-8567-TOC-HCA



 SPLIT FACE C.M.U. BLOCK WALL ①	 COUNTRY WOOD Explore the continuous patterns on a collection of panels. Trespa's unique production techniques avoid pattern repetition and ensure a natural look. TRESPA EXTERIOR PANELS	 9240 INVORY STUCCO COLOR BY OMEGA ②	 9240 INVORY STUCCO COLOR BY OMEGA ③	 METEON LUMEN EXTERIOR CLADDING BY TRESPA ④	 GLASS RAILING ⑤	 STUCCO FRY REGLET ⑥
--	--	---	--	--	---	---

NEW 5-STORY 29- UNIT APARTMENT BUILDING  
 PROJECT ADDRESS: 1951 WESTWOOD BLVD, LOS ANGELES, CA 90025  
 DEVELOPER: WESTWOOD INVESTMENTS 26 LLC  
 10835 SANTA MONICA BLVD SUITE # 209, LOS ANGELES, CA 90025

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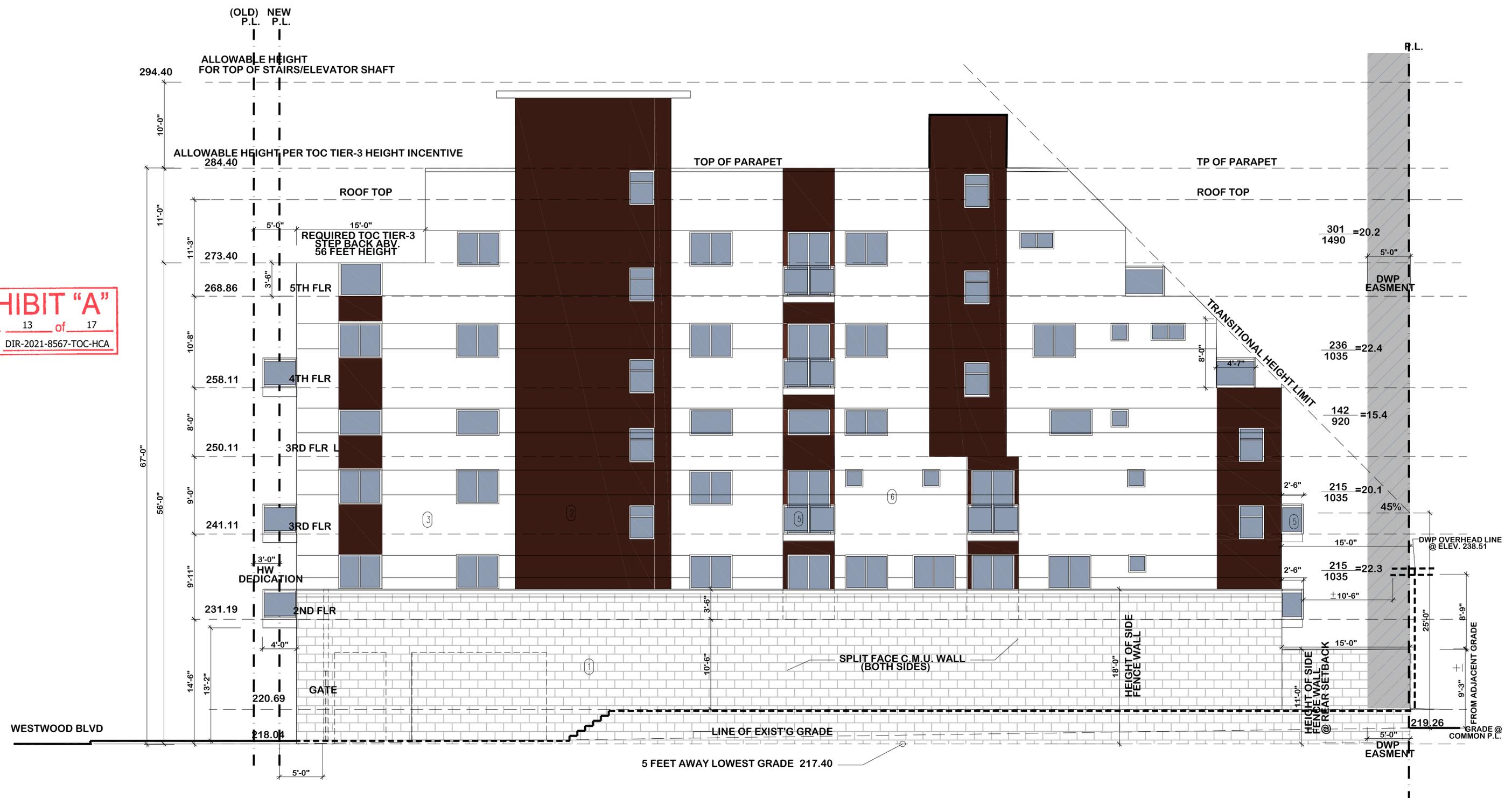
**CALIFORNIA DEVELOPMENT AND DESIGN INC.**  
 11022 SANTA MONICA BLVD, SUITE 200  
 LOS ANGELES, CA 90025  
 TEL:310.430.5565 FAX:310.427.7446  
 EMAIL: INFO@CDDARCH.COM  
 WWW.CDDARCH.COM



DESIGNED BY:	B.BARDI
CHECKED BY:	
DRAWN BY:	E. SANAJOU
DATE DRAWN:	
JOB NUMBER:	CDD-2021
SCALE:	

**ELEVATIONS A3.1**  
 SHEET TITLE: SHEET NO.

**EXHIBIT "A"**  
 Page No. 13 of 17  
 Case No. DIR-2021-8567-TOC-HCA



**COUNTRY WOOD**  
 Explore the continuous patterns on a collection of panels. Trespa's unique production techniques avoid pattern repetition and ensure a natural look.

**TRESPA EXTERIOR PANELS**

**OMEGA**  
 9240 INVORY STUCCO COLOR BY OMEGA

**9240 INVORY STUCCO COLOR BY OMEGA**

**METEON LUMEN EXTERIOR CLADDING BY TRESPA**

**TRESPA FINISHES**  
 MS1.0.1 Aluminium Grey  
 SATIN

**GLASS RAILING**

**STUCCO FRY REGLET**

**SPLIT FACE C.M.U. BLOCK WALL** ①

**9240 INVORY STUCCO COLOR BY OMEGA** ②

**9240 INVORY STUCCO COLOR BY OMEGA** ③

**METEON LUMEN EXTERIOR CLADDING BY TRESPA** ④

**GLASS RAILING** ⑤

**STUCCO FRY REGLET** ⑥

① NORTH ELEVATION  
 SC 3/16"-1'-0"

**NEW 5-STORY 29- UNIT APARTMENT BUILDING**  
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 10835 SANTA MONICA BLVD SUITE # 209, LOS ANGELES, CA 90025

REVISIONS		
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DESIGNED BY:	B.BARDI
CHECKED BY:	
DRAWN BY:	E. SANAJOU
DATE DRAWN:	
JOB NUMBER:	CDD-2021
SCALE:	

**ELEVATIONS**

SHEET TITLE:

**A3.2**

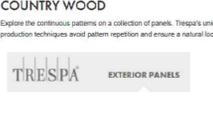
SHEET NO.

**EXHIBIT "A"**  
 Page No. 14 of 17  
 Case No. DIR-2021-8567-TOC-HCA



**1 SOUTH ELEVATION**

SC 3/16"-1'-0"

						
SPLIT FACE C.M.U. BLOCK WALL ①	COUNTRY WOOD TRESPA EXTERIOR PANELS	9240 INVORY STUCCO COLOR BY OMEGA ②	9240 INVORY STUCCO COLOR BY OMEGA ③	METEON LUMEN EXTERIOR CLADDING BY TRESPA ④	GLASS RAILING ⑤	STUCCO FRY REGLET ⑥

**NEW 5-STORY 29- UNIT APARTMENT BUILDING**  
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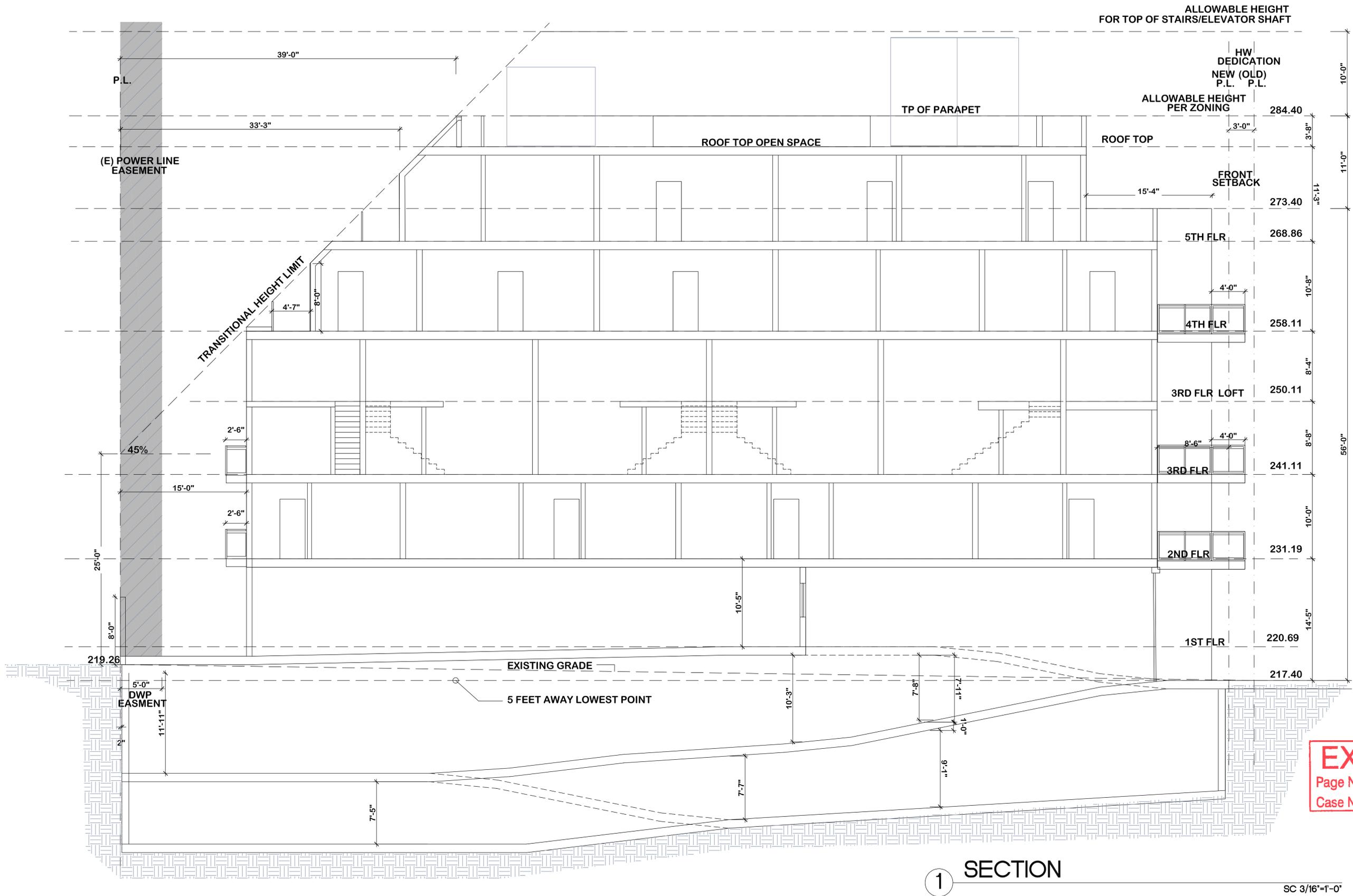
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DESIGNED BY:	B.BARDI
CHECKED BY:	E. SANAJOU
DRAWN BY:	E. SANAJOU
DATE DRAWN:	
JOB NUMBER:	CDD-2021
SCALE:	

**ELEVATIONS**

**A3.3**

SHEET TITLE: ELEVATIONS SHEET NO. A3.3



**EXHIBIT "A"**  
 Page No. 15 of 17  
 Case No. DIR-2021-8567-TOC-HCA

1 SECTION

SC 3/16"=1'-0"

**NEW 5-STORY 29- UNIT APARTMENT BUILDING**  
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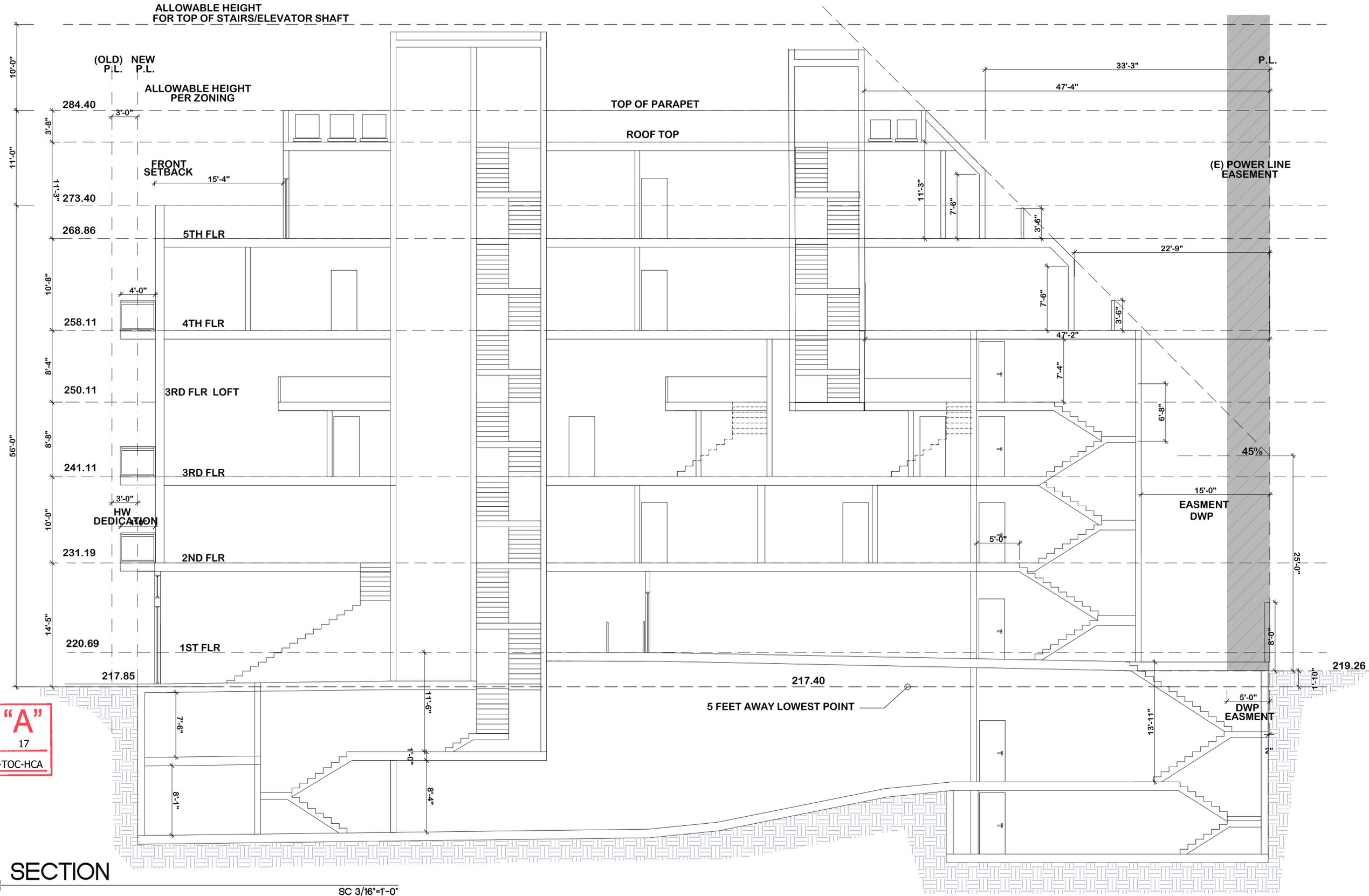


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 EMAIL: INFO@CDDARCH.COM WWW.CDDARCH.COM



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CHECKED BY:	
DRAWN BY:	E. SANAJOU
DATE DRAWN:	
JOB NUMBER:	CDD-2021
SCALE:	

SHEET TITLE:	SECTIONS
	A4.1
SHEET NO.:	



**EXHIBIT "A"**  
 Page No. 16 of 17  
 Case No. DIR-2021-8567-TOC-HCA

**1 SECTION**

SC 3/16"=1'-0"

NEW 5-STORY 29- UNIT APARTMENT BUILDING  
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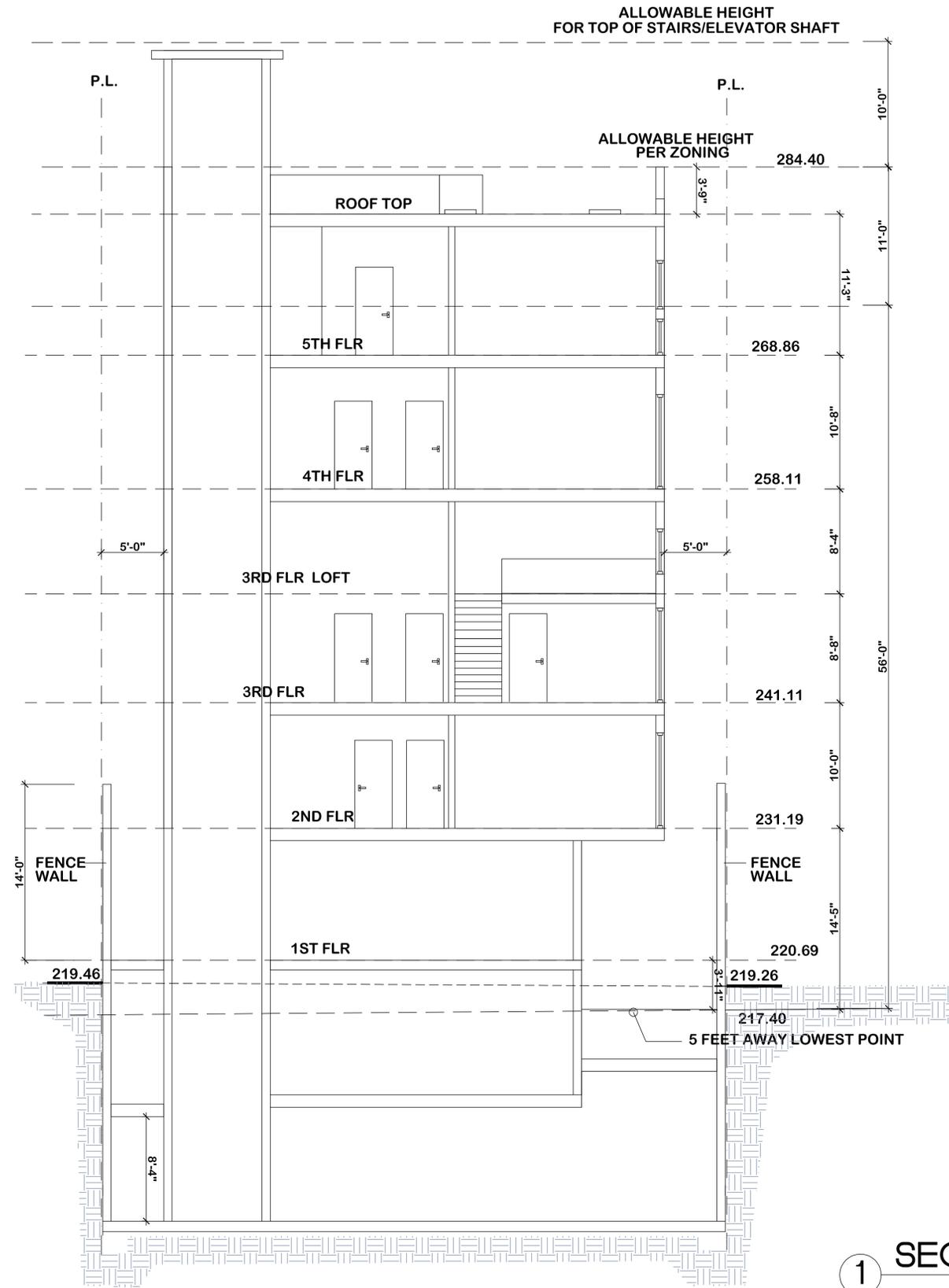


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DESIGNED BY:	B.BARDI
CHECKED BY:	
DRAWN BY:	E. SANAJOU
DATE DRAWN:	
JOB NUMBER:	CDD-2021
SCALE:	

SHEET TITLE:	SECTIONS
	A4.2
SHEET NO.:	



**EXHIBIT "A"**  
 Page No. 17 of 17  
 Case No. DIR-2021-8567-TOC-HCA

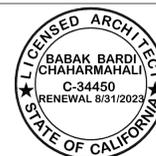
**1 SECTION**

SC 3/16"=1'-0"

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DESIGNED BY:	B.BARDI
CHECKED BY:	
DRAWN BY:	E. SANAJOU
DATE DRAWN:	
JOB NUMBER:	CDD-2021
SCALE:	

SECTIONS	A4.3

**DEPARTMENT OF  
CITY PLANNING**

COMMISSION OFFICE  
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN  
PRESIDENT

CAROLINE CHOE  
VICE-PRESIDENT

HELEN LEUNG  
KAREN MACK

DANA M. PERLMAN  
YVETTE LOPEZ-LEDESMA  
JENNA HORNSTOCK  
RENEE DAKE WILSON  
VACANT

**CITY OF LOS ANGELES  
CALIFORNIA**



ERIC GARCETTI  
MAYOR

**EXECUTIVE OFFICES**

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

VINCENT P. BERTONI, AICP  
DIRECTOR

SHANA M.M. BONSTIN  
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP  
DEPUTY DIRECTOR

LISA M. WEBBER, AICP  
DEPUTY DIRECTOR

**DIRECTOR'S DETERMINATION  
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM**

April 26, 2022

**Applicant / Owner**

Kamran Tavakoli, Westwood  
Investments 26, LLC  
524 North Foothill Road Unit 209  
Beverly Hills, CA 90210

**Representative**

Shapour Shajirat  
DCC  
13725 Ventura Boulevard Unit 200  
Sherman Oaks, CA 91423

**Case No.** DIR-2021-8567-TOC-HCA

**CEQA:** ENV-2021-8569-CE

**Location:** 1951-1953 South  
Westwood Boulevard

**Council District:** 5 – Koretz

**Neighborhood Council:** Westside

**Community Plan Area:** West Los Angeles

**Land Use Designation:** Neighborhood Commercial

**Zone:** C4-1VL-POD

**Legal Description:** Lot 7, Block 49, Tract TR  
5609

**Last Day to File an Appeal:** May, 11 2022

**DETERMINATION – Transit Oriented Communities Affordable Housing Incentive Program**

Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 A.31, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

- 1. Determine** based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to 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;
- 2. Approve with Conditions** up to a 70 percent increase in density, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program along with the following two incentives for a qualifying Tier 3 project totaling 29 dwelling units, reserving three (3) units for Extremely Low Income (ELI) Household occupancy for a period of 55 years:

- a. **RAS3 Setbacks.** Utilization of the side yard setback requirements of the RAS3 Zone to permit a five foot side yard in lieu of the otherwise required eight foot side yard of the C4-1VL-POD Zone;
- b. **Increased Height and Transitional Height.** A height increase 22 additional feet to permit a maximum building height of 67 feet in-lieu of 45 feet otherwise permitted in the C4-1VL Zone. Utilization of Tier 3 Transitional Height requirements in which the project's building height limit shall be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the R1 Zone; and

3. **Adopt** the attached Findings.

### CONDITIONS OF APPROVAL

Pursuant to Section 12.22 A.31 of the LAMC, the following conditions are hereby imposed upon the use of the subject property:

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. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the project conditions. Changes beyond minor deviations required by other City Departments or the LAMC may not be made without prior review by the Department of City Planning, Expedited Processing Section, and written approval by the Director of Planning. Each change shall be identified and justified in writing.
2. **On-site Restricted Affordable Units.** Three (3) units, or units equal to 10 percent of the total number of dwelling units, shall be designated for Extremely Low Income Households, as defined by the Los Angeles Department of Housing (LAHD) and California Government Code Section 65915(c)(2).
3. **Changes in On-site Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.31.
4. **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) to make 10 percent of the total number of dwelling units affordable to Extremely Low Income Households, for sale or rental as determined to be affordable to such households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with the Transit Oriented Communities Guidelines, to the satisfaction of LAHD, and in consideration of the project's Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination, dated August 12, 2020. 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 with any monitoring requirements established by the LAHD. Refer to the Density Bonus Legislation Background section of this determination. Additionally, the project shall comply with any other requirements stated in project's Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination, dated August 12, 2020, including but not limited to

replacement unit requirements and requirements regarding relocation, right of return, and right to remain for occupants of protected units.

## 5. **Base Incentives.**

- a. **Residential Density.** The project shall be limited to a maximum density of 29 residential dwelling units (equal to a maximum density increase of 70 percent), including On-site Restricted Affordable Units.
- b. **Floor Area Ratio (FAR).** The project shall be permitted a maximum FAR of 3.75 to 1 for a Tier 3 project in a commercial zone and a maximum floor area of 16,519 square feet.
- c. **Parking.**
  - i. **Automotive Parking.** Automobile parking shall be provided consistent with LAMC Section 12.22 A.31. The proposed development, a Tier 3 project, shall not be required to exceed 0.5 automobile parking space per bedroom. A greater number may be provided at the applicant's discretion.
  - ii. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21 A.16. In the event that the number of On-Site Restricted Affordable Units should increase or the composition of such units should change, then no modification of this determination shall be necessary and the number of bicycle parking spaces shall be re-calculated consistent with LAMC Section 12.21 A.16.
  - iii. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth pursuant to LAMC Section 12.22-A,25.
  - iv. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable units which shall include any required parking in the base rent or sales price, as verified by HCIDLA.
  - v. **Electric Vehicle Charging.** 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.

## 6. **Additional Incentives.**

- a. **RAS3 Setbacks.** The project shall be permitted to utilize the side yard setbacks requirements of the RAS3 Zone for a project in a commercial zone.
- b. **Increased Height and Transitional Height.** The project shall be permitted an additional 22 feet in building height, allowing for a maximum of 67 feet in building height. The project shall be permitted to utilize Tier 3 Transitional Height requirements in which the project's building height limit shall be stepped-back at a 45 degree angle as measured from a

horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive residential zone.

### **Design Conformance Conditions**

7. **Entrances.** The pedestrian entrances to the residential lobby shall be oriented along Westwood Boulevard as shown in “Exhibit A.”
8. **Window Treatments.** Architectural window framing elements that project or recess shall be at a minimum of 3-inches from the exterior façade on 75 percent of the windows of each elevation of the structure. The architectural window framing element projection or recess may exceed the 3-inch minimum as permitted by the LAMC.
9. **Building Materials.** Each façade of the building shall incorporate a minimum of three (3) different building materials. Windows, doors, balcony/deck railings, and fixtures (such as lighting, signs, etc.) shall not count towards this requirement.
10. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer(s), if located at-grade and facing the public right-of-way, shall be screened with landscaping consistent with LADWP access requirements.
11. **Landscaping.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. 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.
12. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above night skies.
13. **Parking / Driveway Plan.** Prior to the issuance of any building permit, the applicant shall submit a parking and driveway plan to the Department of Transportation for approval.
14. **Parking Screening.** With the exception of vehicle and pedestrian entrances and/or fresh air intake grilles, all vehicle parking shall be completely enclosed along all sides of the building.
15. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, walkways, common open space and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
16. **Trash.** All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.
17. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

## **Administrative Conditions**

18. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building & Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building & 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 & Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
19. **Notations on Plans.** Plans submitted to the Department of Building & 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.
20. **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.
21. **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.
22. **Department of Building & Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the LAMC, Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building & 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 & 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.
23. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, 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.
24. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
25. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.

26. **Expedited Processing Section Fee.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

27. **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, of 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.

## **PROJECT BACKGROUND**

The project site is located within the West Los Angeles Plan and consists of one lot totaling approximately 6,753 square feet (0.16 acre), with 50 feet of frontage along Westwood Boulevard to a depth of approximately 135 feet. The Community Plan designates the subject property for Neighborhood Commercial land use, which accommodates the C4-1VL-POD zone designated for the subject property. The project site is located within the boundaries of the West Los Angeles Transportation Improvement and Mitigation Specific Plan and Westwood/Pico Neighborhood Oriented District.

The Westwood/Pico Neighborhood Oriented District (NOD) was enacted through Ordinance 171,859, effective January 24, 1998. The NOD established the POD suffix on the project site. The NOD is a Supplemental Use District per LAMC Section 13.07. The NOD applies additional development requirements to commercial projects along Westwood Boulevard. The subject project does not propose commercial uses and thus the NOD does not apply.

The subject property is located within a Tier 3 TOC Affordable Housing Incentive Area, qualified by its proximity to a Major Transit Stop, involving the Metro Rapid Bus 704 and UCLA/Westwood to Expo Rapid Bus 12.

The proposed project involves the demolition of 3,760 square feet and the construction, use and maintenance of a new, five-story residential building with 29 multi-family dwelling units. Of the 29 units proposed, three (3) will be set aside for Extremely Low-Income Households. The proposed building will encompass approximately 16,519 square feet in total building area, resulting in a Floor Area Ratio of 2.45 to 1. The project proposes to provide 23 automobile parking spaces, 32 bicycle parking spaces, and 3,052 square feet of open space. Open space areas include the rear yard, a rooftop deck, and an outdoor 5<sup>th</sup> floor common open space, and private balconies. The project will reach a maximum height of 67 feet to the top of the building parapet, not inclusive of limited permitted exceptions for rooftop structures pursuant to LAMC Section 12.21.1-B.3. The project will maintain a five-foot side yard setbacks, and a 15-foot rear yard setback.

## **TRANSIT ORIENTED COMMUNITIES**

Pursuant to the voter-approved Measure JJJ, Los Angeles Municipal Code (LAMC) 12.22-A,31 was added to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Program). The Measure requires the Department of City Planning to create TOC

Affordable Housing Incentive Program Guidelines (TOC Guidelines) for all Housing Developments located within a ½-mile (or 2,640-foot) radius of a Major Transit Stop. These Guidelines provide the eligibility standards, incentives, and other necessary components of the TOC Program consistent with LAMC 12.22-A,31.

A qualifying TOC Project shall be granted Base Incentives with regard to increased residential density, increased floor area ratio, and reduced automobile parking requirements. In addition to these Base Incentives, an eligible project may be granted Additional Incentives with regard to yards and setbacks, open space, lot coverage, lot width, averaging, density calculation, height, and developments in public facilities zones. Up to three (3) Additional Incentives may be granted in exchange for providing the requisite set aside of affordable housing as enumerated in the TOC Guidelines.

The proposed project is located within ½-mile of a Major Transit Stop. The Metro Rapid Line 704 and the Santa Monica Big Blue Bus Rapid 12 both have stops at the intersection of Olympic Boulevard and Westwood Boulevard, 1,500 feet south of the project site. The project qualifies for Tier 3 base incentives as it proposes to set aside 10% of the total units for Extremely Low-Income Households. The project meets the TOC Guideline requirements of providing at least seven (7) percent of the base units for Extremely Low-Income Households in exchange for being granted two (2) requested Additional Incentives. The project's three units set aside for Extremely Low-Income Households equates to 17 percent of the 17 base units permitted through the underlying zoning of the site.

The proposed project includes the following Base and Additional Incentives for a qualifying Tier 1 Project:

Tier 3 Base Incentives:

- a. **Density.** The C4 Zone establishes a by-right density ratio of one (1) dwelling unit per 400 square feet of lot area. The subject site's C4 Zone permits a base density of 17 units by-right. This is calculated by dividing the sum of the property's C4 zone lot area, 6,753 square feet, by 400. As an eligible Housing Development, the project is entitled to up to a 70 percent density increase for a maximum of 29 total units. The project proposes a 70 percent density increase for a total of 29 units.
- b. **Floor Area Ratio (FAR).** The permitted FAR is 1.5 to 1 in the C4-1VL Zone. As an eligible Housing Development in a commercial zone, the project is entitled to additional FAR up to a maximum FAR of 3.75 to 1 which is equal to a maximum floor area of 25,324 square feet. As proposed, the project has total floor area of 16,573 square feet for an FAR of 2.45 to 1.
- c. **Parking.** As an Eligible Housing Development in Tier 3, the project is entitled to provide ½ a parking space per dwelling unit. With the TOC parking incentive, the project may provide a minimum of 15 parking spaces. As proposed, the project is providing 23 parking spaces.

Tier 3 Additional Incentives:

- a) **RAS3 Yards.** Eligible Housing Developments in a commercial zone may utilize any or all yard requirements of the RAS3 zone. The RAS3 zone allows for five-foot side yards. The project is requesting five-foot side yards in-lieu of the otherwise required eight-foot side yards required for five story buildings in the C4-1VL Zone.

- b) **Height and Transitional Height.** Eligible Housing Developments in Tier 3 may request up to 22 additional feet in height. The project is requesting an additional 22 feet for a maximum height of 67 feet. The project is also requesting utilization of Tier 3 Transitional Height requirements in which the project's building height limit shall be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive residential zone.

## HOUSING REPLACEMENT

Pursuant to LAMC Section 12.22-A,31(b)(1), a Housing Development located within a Transit Oriented Communities (TOC) Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets any applicable replacement requirements of California Government Code Section 65915(c)(3) (California State Density Bonus Law).

Assembly Bill 2222 (AB 2222) amended the State Density Bonus Law to require applicants of density bonus projects filed as of January 1, 2015 to demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households.

On September 28, 2016, the Governor signed Assembly Bill 2556 (AB 2556) which further amended the State Density Bonus Law. The amendments took effect on January 1, 2017. AB 2556 clarifies the implementation of the required replacement of affordable units in Density Bonus projects, first introduced by AB 2222. AB 2556 further defines "equivalent size" to mean that as a whole, the new units must contain at least the same total number of bedrooms as the units being replaced.

In addition to the requirements of California State Density Bonus Law, 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 Department of Housing (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination dated August 12, 2020, that there is one unit subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330). The project is required to replace **one (1) unit restricted to Extremely Low-Income Households**. The one total unit required by the SB 330 Determination is satisfied by the three units set aside for habitation by Extremely Low-Income Households proposed through the Transit Oriented Communities Affordable Housing Incentive Project.

As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Sections 65915(c)(3) (State Density Bonus Law) and 66300 (Housing Crisis Act of 2019). Additionally, all the new units may be subject to Rent Stabilization Ordinance requirements.

## TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS AND APPLICATION AND APPROVALS

To be an eligible Transit Oriented Communities (TOC) Housing Development, a project must meet the Eligibility criteria set forth in Section IV of the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines). A Housing Development located within a TOC Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets all of the following requirements, which the request herein does:

1. **On-Site Restricted Affordable Units.** *In each Tier, a Housing Development shall provide On-Site Restricted Affordable Units at a rate of at least the minimum percentages described below. The minimum number of On-Site Restricted Affordable Units shall be calculated based upon the total number of units in the final project.*
  - a. *Tier 1 - 8% of the total number of dwelling units shall be affordable to Extremely Low Income (ELI) income households, 11% of the total number of dwelling units shall be affordable to Very Low (VL) income households, or 20% of the total number of dwelling units shall be affordable to Lower Income households.*
  - b. *Tier 2 - 9% ELI, 12% VL or 21% Lower.*
  - c. *Tier 3 - 10% ELI, 14% VL or 23% Lower.*
  - d. *Tier 4 - 11% ELI, 15% VL or 25% Lower.*

The project site is located within a Tier 3 TOC Affordable Housing Incentive Area. As part of the proposed Tier 3 development, the project is required to reserve ten percent of the total number of on-site dwelling units for Extremely Low-Income Households. The project will reserve a total of three (3) on-site dwelling units for Extremely Low-Income Households, which equates to ten percent of the 29 total dwelling units proposed as part of the Housing Development, and thus meets the eligibility requirement for On-Site Restricted Affordable Units.

2. **Major Transit Stop.** *A Housing Development shall be located on a lot, any portion of which must be located within 2,640 feet of a Major Transit Stop, as defined in Section II and according to the procedures in Section III.2 of the TOC Guidelines.*

As defined in the TOC Guidelines, a Major Transit Stop means a site with an existing rail transit station or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The subject property is located within a Tier 3 TOC Affordable Housing Incentive Area, qualified by its proximity to a Major Transit Stop, involving the Metro Rapid Bus 704 and UCLA/Westwood to Expo Rapid Bus 12.

3. **Housing Replacement.** *A Housing Development must meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by HCIDLA 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.*

The Los Angeles Department of Housing (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination, dated August 12, 2020, that there is one unit subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330), including one unit restricted to an Extremely Low-Income Household. The one total unit required by the SB 330 Determination is satisfied by the three (3) units

set aside for habitation by Extremely Low-Income Households proposed through the Transit Oriented Communities Affordable Housing Incentive Project, and the project will further be required to comply with all applicable regulations set forth by LAHD. As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Sections 65915(c)(3) (State Density Bonus Law) and 66300 (Housing Crisis Act of 2019).

4. ***Other Density or Development Bonus Provisions.*** *A Housing Development shall not seek and receive a density or development bonus under the provisions of California Government Code Section 65915 (state Density Bonus law) or any other State or local program that provides development bonuses. This includes any development bonus or other incentive granting additional residential units or floor area provided through a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Plan Implementation Overlay (CPIO), Specific Plan, or overlay district.*

The project is not seeking any additional density or development bonuses under the provisions of the State Density Bonus Law or any other State or local program that provides development bonuses, including, but not limited to a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Implementation Overlay (CPIO), Specific Plan, or overlay district. As such, the project meets this eligibility requirement.

5. ***Base Incentives and Additional Incentives.*** *All Eligible Housing Developments are eligible to receive the Base Incentives listed in Section VI of the TOC Guidelines. Up to three Additional Incentives listed in Section VII of the TOC Guidelines may be granted based upon the affordability requirements described below. For the purposes of this section below “base units” refers to the maximum allowable density allowed by the zoning, prior to any density increase provided through these Guidelines. The affordable housing units required per this section may also count towards the On-Site Restricted Affordable Units requirement in the Eligibility Requirement No. 1 above (except Moderate Income units).*
  - a. *One Additional Incentive may be granted for projects that include at least 4% of the base units for Extremely Low Income Households, at least 5% of the base units for Very Low Income Households, at least 10% of the base units for Lower Income Households, or at least 10% of the base units for persons and families of Moderate Income in a common interest development.*
  - b. *Two Additional Incentives may be granted for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units for Very Low Income Households, at least 20% of the base units for Lower Income Households, or at least 20% of the base units for persons and families of Moderate Income in a common interest development.*
  - c. *Three Additional Incentives may be granted for projects that include at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units for Very Low Income Households, at least 30% of the base units for Lower Income Households, or at least 30% of the base units for persons and families of Moderate Income in a common interest development.*

As an eligible housing development, the project is eligible to receive the Base Incentives listed in the TOC Guidelines. The project is also seeking two Additional Incentives: 1) utilization of the side yard setback requirements of the RAS3 Zone for a project in a commercial zone; and 2) a maximum height increase of two additional stories up to 22 additional feet and the utilization of Tier 3 Transitional Height requirements in which the project's building height limit shall be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive residential zone. The project may be granted two Additional Incentives for reserving at least seven (7) percent of the base units for Extremely Low-Income Households. The project is setting aside three units for Extremely Low-Income Households, which equates to approximately 17 percent of the 17 base units permitted through the underlying zoning of the site. As such, the project meets the eligibility requirements for both on-site restricted affordable units and Base and Additional Incentives.

6. ***Projects Adhering to Labor Standards.*** *Projects that adhere to the labor standards required in LAMC 11.5.11 may be granted two Additional Incentives from the menu in Section VII of these Guidelines (for a total of up to five Additional Incentives).*

The project is not seeking any Additional Incentives beyond the two permitted in exchange for reserving at least seven (7) percent of the base units for Extremely Low-Income Households. The project is setting aside three (3) units for Extremely Low-Income Households, which equates to approximately 17 percent of the 17 base units permitted through the underlying zoning of the site. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11, and this eligibility requirement does not apply.

7. ***Multiple Lots.*** *A building that crosses one or more lots may request the TOC Incentives that correspond to the lot with the highest Tier permitted by Section III above.*

The subject property consists of one existing lot, which is located within a Tier 3 TOC Affordable Housing Incentive Area. As such, this eligibility requirement does not apply.

8. ***Request for a Lower Tier.*** *Even though an applicant may be eligible for a certain Tier, they may choose to select a Lower Tier by providing the percentage of On-Site Restricted Affordable Housing units required for any lower Tier and be limited to the Incentives available for the lower Tier.*

The project site is located within Tier 3 and is providing the percentage of On-Site Restricted Affordable Housing units required for Tier 3.

9. ***100% Affordable Housing Projects.*** *Buildings that are Eligible Housing Developments that consist of 100% On-Site Restricted Affordable units, exclusive of a building manager's unit or units shall, for purposes of these Guidelines, be eligible for one increase in Tier than otherwise would be provided.*

The project does not consist of 100% On-Site Restricted Affordable units, and thus it is not eligible for or seeking an increase in Tier. As such, this eligibility requirement does not apply.

10. **Design Conformance.** *Projects seeking to obtain Additional Incentives shall be subject to any applicable design guidelines, including any Community Plan design guidelines, Specific Plan design guidelines, and/or Citywide Design Guidelines and may be subject to conditions to meet design performance. The conditions shall not preclude the ability to construct the building with the residential density permitted by Section VI of the TOC Guidelines.*

The project seeks two Additional Incentives. The proposed development conforms to the Citywide Design Guidelines and has been conditioned to ensure a well-designed development and compliance with the Design Guidelines. The project has been conditioned to incorporate a variety of building materials and to provide a more pedestrian-friendly and oriented streetscape through the planting of new landscaping. Additionally, the project has been conditioned to provide buffers around rooftop mechanical equipment and to completely enclose any visible automobile parking to minimize impacts on surrounding properties. In addition, the proposed development complies with the Los Angeles Department of Transportation recommendations to include a driveway merge area at a continuous slope or a covenant agreement to install signalization if a merge area is not feasible.

#### **TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM / AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS**

Pursuant to Section 12.22 A.31(e) of the LAMC, the Director shall review a Transit Oriented Communities Affordable Housing Incentive Program project application in accordance with the procedures outlined in LAMC Section 12.22 A.25(g).

1. **Pursuant to Section 12.22 A.25(g)(2)(i)(c) of the LAMC and Section 65915(3) of the California Government Code, the Director shall approve a density bonus and requested incentive(s) unless the director 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 Director to make a finding that the requested incentives are not necessary 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 extremely low, very low, and low 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.

The list of Additional Incentives in the Transit Oriented Communities Guidelines were pre-evaluated at the time the Transit Oriented Communities Affordable Housing Incentive Program Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the Additional Incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

**Yards/Setbacks.** The requested incentive to utilize setback requirements of the RAS3 Zone for a project in a commercial zone is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate the creation of affordable housing. In this case, the applicant has requested to utilize the setback requirements of the RAS3 Zone for the eastern and western side yards of the proposed development. Utilizing this incentive, the proposed development would observe an easterly and westerly side yard setback of five (5) feet in lieu of the 11 feet otherwise required per the subject site's underlying C4-1VL zoning. The requested incentive enables the developer to expand the building footprint and allow for the construction of more units, including affordable units, while remaining in compliance with all other applicable zoning regulations. The incentive further supports the applicant's decision to reserve three dwelling units for Extremely Low-Income Households and facilitates the creation of affordable housing units.

**Height and Transitional Height.** The requested incentive for an increase in building height is expressed in the Menu of Incentives in the TOC Guidelines which permit exceptions to zoning requirements that results in building design or construction efficiencies that facilitate the creation of affordable housing. Specifically, a Tier 3 project is permitted a maximum increase of 22 feet in building height. The applicant is requesting a total building height of 67 feet and five stories in lieu of the maximum 45 feet otherwise permitted by the underlying C4-1VL Zone. This requested incentive provides for two additional levels of dwelling units, increasing the overall space dedicated to residential uses and allowing some units to be reserved for affordable housing. This incentive supports the applicant's decision to reserve three units for affordable housing. The requested incentive for transitional height is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. Per LAMC, projects developed in a commercial zone with portions of buildings within 50 – 99 feet of a RW1 or more restrictive Zone shall not exceed 33 feet in height. The project is adjoining an R1 zone, and therefore would be subject to this requirement. However, the applicant has requested to utilize the Transitional Height requirements for TOC projects in their qualified Tier. The applicant is electing to utilize Tier 3 Transitional Height requirements which allows the building height limit to be stepped-back at a 45 degree angle measured from the horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the R1 Zone. The maximum proposed height of the project will be 67 feet, encompassing five stories, which is within the maximum height limit established by the transitional height incentive. This increase in transitional height supports the inclusion of units reserved for Extremely Low Income Households with the addition of residential levels. The incentive supports the applicant's proposal to reserve three units for Extremely Low-Income Households.

Therefore, the two Additional Incentives are necessary to provide for affordable housing costs.

- b. The incentives would have a specific adverse impact upon public health and safety or the physical environment 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 low-income 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)(B) and 65589.5(d)).*

There is no evidence that the proposed incentives will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. 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. According to ZIMAS, 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 incentive. Therefore, there is no substantial evidence that the project's proposed incentives will have a specific adverse impact on the physical environment, 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 law.*

There is no substantial evidence in the record indicating that the requested incentives are contrary to any state or federal law.

## **ADDITIONAL MANDATORY FINDINGS**

2. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C4-1VL, areas determined to be outside a 0.2% annual chance flood plain.
3. It has been determined based on the whole of the administrative record that the project is exempt from CEQA pursuant to State CEQA Guidelines, 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 proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "In-fill Projects". The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting five established conditions and if it is not subject to an Exception that would disqualify it. The Categorical Exception document dated April 20, 2022 and attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption.

## **TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND**

Measure JJJ was adopted by the Los Angeles City Council on December 13, 2016. Section 6 of the Measure instructed the Department of City Planning to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, a transit-based affordable housing incentive program. The measure required that the Department adopt a set of TOC Guidelines,

which establish incentives for residential or mixed-use projects located within 1/2 mile of a major transit stop. Major transit stops are defined under existing State law.

The TOC Guidelines, adopted September 22, 2017, establish a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit; a project in closer proximity to significant rail stops or the intersection of major bus rapid transit lines is rated a higher tier. The largest bonuses are reserved for those projects in the highest tiers. Required percentages of affordable housing are also increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

## **TIME LIMIT – OBSERVANCE OF CONDITIONS**

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. Pursuant to LAMC Section 12.25 A.2, the instant authorization is further conditional upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the LAMC, or the approval may be revoked.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles or the Marvin Braude Constituent Service Center in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either by calling (213) 482-7077, (818) 374-5050, (310) 231-2901, or through the Department of City Planning website at <http://cityplanning.lacity.org>. The applicant is further advised to notify any consultant representing you of this requirement as well.

Section 11.00 of the LAMC states in part (m): "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

## **TRANSFERABILITY**

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other

conditions and requirements set forth herein become immediately operative and must be strictly observed.

### **APPEAL PERIOD - EFFECTIVE DATE**

**The Determination in this matter will become effective after May 11, 2022** unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at [www.cityplanning.lacity.org](http://www.cityplanning.lacity.org).

Planning Department public offices are located at:

**Downtown**  
Figueroa Plaza  
201 North Figueroa Street,  
Fourth Floor  
Los Angeles, CA 90012  
(213) 482-7077  
[planning.figcounter@lacity.org](mailto:planning.figcounter@lacity.org)

**San Fernando Valley**  
Marvin Braude San Fernando  
Valley Constituent Service Center  
6262 Van Nuys Boulevard,  
Room 251  
Van Nuys, CA 91401  
(818) 374-5050  
[planning.mbc2@lacity.org](mailto:planning.mbc2@lacity.org)

**West Los Angeles**  
West Los Angeles Development  
Services Center  
1828 Sawtelle Boulevard,  
Second Floor  
Los Angeles, CA 90025  
(310) 231-2598  
[planning.westla@lacity.org](mailto:planning.westla@lacity.org)

**Pursuant to LAMC Section 12.22-A.25(g)(2)(i)(f), only an applicant, abutting property owners, and abutting tenants can appeal this Determination.** Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits, increase in FAR, and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Sections 12.22-A.25 and 12.22-A.31 of the LAMC, appeals of Transit Oriented Communities Affordable Housing Incentive Program cases are heard by the City Planning Commission.

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

**Note of Instruction Regarding the Notice of Exemption:** Applicant is hereby advised to file the Notice of Exemption for the associated categorical exemption after the issuance of this letter. If filed, the form shall be filed with the County of Los Angeles, 12400 Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). More information on the associated fees can be found online here: <https://www.lavote.net/home/county-clerk/environmental-notices-fees>. The best practice is to go in person and photograph the posted notice in order to ensure compliance. Pursuant to Public Resources Code Section 21167 (d), the filing of this notice of exemption starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations, **and the possibility of a CEQA appeal**, being extended to 180 days.

VINCENT P. BERTONI, AICP  
Director of Planning

Approved by:



---

Heather Bleemers  
Senior City Planner

Reviewed by:



---

Renata Ooms  
City Planner

Prepared by:



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Sophia Kim  
City Planning Associate

Attachments:  
Exhibit A: Architectural Plans



APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

- Area Planning Commission, City Planning Commission, City Council, Director of Planning, Zoning Administrator

Regarding Case Number: DIR-2021-8567-TOC-HCA

Project Address: 1951-1953 South Westwood Boulevard, Los Angeles, CA 90025

Final Date to Appeal: 05/11/2022

2. APPELLANT

- Appellant Identity: Representative, Applicant, Property Owner, Operator of the Use/Site

Person, other than the Applicant, Owner or Operator claiming to be aggrieved

Person affected by the determination made by the Department of Building and Safety

- Representative, Applicant, Owner, Operator, Aggrieved Party

3. APPELLANT INFORMATION

Appellant's Name: Westwood Hills Congregational Church

Company/Organization: Westwood Hills Congregational Church

Mailing Address: 1989 Westwood Boulevard

City: Los Angeles State: CA Zip: 90025

Telephone: (310) 474-7327 E-mail: office@westwooducc.org

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?

Self, Other: Westwood Hills Congregational Church

b. Is the appeal being filed to support the original applicant's position? Yes, No

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): Kent L. Sharp, Esq.

Company: La Jolla Law Group

Mailing Address: 9404 Genesee Avenue, Suite 300

City: La Jolla State: CA Zip: 92037

Telephone: (858) 202-1321 E-mail: kent@lajollalawgroup.com

5. JUSTIFICATION/REASON FOR APPEAL

a. Is the entire decision, or only parts of it being appealed?  Entire  Part

b. Are specific conditions of approval being appealed?  Yes  No

If Yes, list the condition number(s) here: 6. Additional Incentives - 6(a) and 6(b) and the CEQA exemption

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

6. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: Maggie Stone Date: 5/6/2022

GENERAL APPEAL FILING REQUIREMENTS

B. ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES

1. Appeal Documents

a. **Three (3) sets** - The following documents are required for each appeal filed (1 original and 2 duplicates) Each case being appealed is required to provide three (3) sets of the listed documents.

- Appeal Application (form CP-7769)
- Justification/Reason for Appeal
- Copies of Original Determination Letter

b. **Electronic Copy**

Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

c. **Appeal Fee**

- Original Applicant - A fee equal to 85% of the original application fee, provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.
- Aggrieved Party - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

d. **Notice Requirement**

- Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC
- Mailing Fee - The appeal notice mailing fee is paid by the project applicant, payment is made to the City Planning's mailing contractor (BTC), a copy of the receipt must be submitted as proof of payment.

**SPECIFIC CASE TYPES - APPEAL FILING INFORMATION****C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)****1. Density Bonus/TOC**

Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

**NOTE:**

- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.
- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.
- Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

**D. WAIVER OF DEDICATION AND OR IMPROVEMENT**

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

**NOTE:**

- Waivers for By-Right Projects, can only be appealed by the owner.
- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

**E. TENTATIVE TRACT/VESTING****1. Tentative Tract/Vesting** - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

- Provide a copy of the written determination letter from Commission.

**F. BUILDING AND SAFETY DETERMINATION**

- 1.** Appeal of the Department of Building and Safety determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

**a. Appeal Fee**

- Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)

**b. Notice Requirement**

- Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.

- 2.** Appeal of the Director of City Planning determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.

**a. Appeal Fee**

- Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

**b. Notice Requirement**

- Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
- Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

**G. NUISANCE ABATEMENT**

**1. Nuisance Abatement** - Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

**NOTE:**

- Nuisance Abatement is only appealable to the City Council.

**a. Appeal Fee**

Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

**2. Plan Approval/Compliance Review**

Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

**a. Appeal Fee**

Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.

Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

**NOTES**

*A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.*

***Please note** that the appellate body must act on your appeal within a time period specified in the Section(s) of the Los Angeles Municipal Code (LAMC) pertaining to the type of appeal being filed. The Department of City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.*

This Section for City Planning Staff Use Only		
Base Fee:	Reviewed & Accepted by (DSC Planner):	Date:
Receipt No:	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

EXHIBIT “A”

2021

# ANNUAL SECURED PROPERTY TAX BILL

CITIES, COUNTY, SCHOOLS AND ALL OTHER TAXING AGENCIES IN LOS ANGELES COUNTY  
**SECURED PROPERTY TAX FOR FISCAL YEAR JULY 1, 2021 TO JUNE 30, 2022**  
 KEITH KNOX, TREASURER AND TAX COLLECTOR

2021

FOR ASSISTANCE, CALL 1(213) 974-2111 OR 1(888) 807-2111, ON THE WEB AT [propertytax.lacounty.gov](http://propertytax.lacounty.gov)

ASSESSOR'S ID. NO. YR SEQ CK

**PROPERTY IDENTIFICATION**  
 ASSESSOR'S ID. NO.: 4323 002 023 21 000  
 OWNER OF RECORD AS OF JANUARY 1, 2021  
 SAME AS BELOW

AGENCY	AGENCY PHONE NO.	RATE	AMOUNT
<b>DETAIL OF TAXES DUE FOR</b>			<b>4323 002 023 21 000 15</b>
DIRECT ASSESSMENTS			
CITY LT MAINT	(213) 847-1821		\$ 283.38
TRAUMA/EMERG SRV	(866) 587-2862		504.98
LACITY PARK DIST	(213) 485-4402		61.61
LA STORMWATER	(213) 485-2464		233.73
LA WEST MOSQ AB	(310) 915-7370		11.65
FLOOD CONTROL	(626) 458-5165		293.18

**MAILING ADDRESS**  
 0125245-0125245 SNGL 003 1234-- 343458  
  
 WESTWOOD HILLS CONGREGATIONAL CH  
 1989 WESTWOOD BLVD  
 LOS ANGELES CA 90025-4613



Save Money – Save Time – Pay Online  
[ftc.lacounty.gov](http://ftc.lacounty.gov)

**Electronic Payment Information**  
 (Required for Online and Telephone Payments)  
 ID#:19 4323 002 023 0 YEAR:21 SEQUENCE:000 5  
**Personal Identification Number (PIN)**  
 PIN: 7Vw9VL

**SPECIAL INFORMATION**

**PROPERTY LOCATION AND/OR PROPERTY DESCRIPTION**  
 1959 WESTWOOD BLVD LOS ANGELE  
 TRACT NO 5609 LOTS 8, 9, 10, 11 AND  
 LOT 12 BLK 49

ROLL YEAR 21-22	CURRENT ASSESSED VALUE	TAXABLE VALUE
LAND	826,700	826,700
IMPROVEMENTS	214,692	214,692

**ASSESSOR'S REGIONAL OFFICE**  
 REGION #25 INDEX: TRA:00067  
 WEST DISTRICT OFFICE  
 6120 BRISTOL PARKWAY  
 CULVER CITY CA 90230  
 (310)665-5300

TOTAL 1,041,392  
 LESS EXEMPTION: RELG 1,041,392  
**NET TAXABLE VALUE**

ACCT. NO.: PRINT NO.: 104424 BILL ID.:

<b>1ST</b>	<b>\$694.27</b>	<b>2ND</b>	<b>\$694.26</b>	<b>1ST</b>	<b>\$1,388.53</b>
	DUE NOVEMBER 1, 2021 (After December 10, 2021, add 10% penalty)		DUE FEBRUARY 1, 2022 (After April 10, 2022, add 10% penalty and \$10 cost)	+	IF PAYING BOTH BY DECEMBER 10, 2021 (Include 1st & 2nd stubs if paying by mail)
			<b>2ND</b>		

ANY RETURNED PAYMENT MAY BE SUBJECT TO A FEE UP TO \$50.00.

SEE REVERSE SIDE FOR MORE INFORMATION.

159453801



187

# EXHIBIT “B”

**DEPARTMENT OF  
CITY PLANNING**

COMMISSION OFFICE  
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN  
PRESIDENT

CAROLINE CHOE  
VICE-PRESIDENT

HELEN LEUNG  
KAREN MACK  
DANA M. PERLMAN  
YVETTE LOPEZ-LEDESMA  
JENNA HORNSTOCK  
RENEE DAKE WILSON  
VACANT

**CITY OF LOS ANGELES**  
CALIFORNIA



ERIC GARCETTI  
MAYOR

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

VINCENT P. BERTONI, AICP  
DIRECTOR

SHANA M.M. BONSTIN  
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP  
DEPUTY DIRECTOR

LISA M. WEBBER, AICP  
DEPUTY DIRECTOR

**DIRECTOR'S DETERMINATION  
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM**

April 26, 2022

**Applicant / Owner**

Kamran Tavakoli, Westwood  
Investments 26, LLC  
524 North Foothill Road Unit 209  
Beverly Hills, CA 90210

**Representative**

Shapour Shajirat  
DCC  
13725 Ventura Boulevard Unit 200  
Sherman Oaks, CA 91423

**Case No.** DIR-2021-8567-TOC-HCA

**CEQA:** ENV-2021-8569-CE

**Location:** 1951-1953 South  
Westwood Boulevard

**Council District:** 5 – Koretz

**Neighborhood Council:** Westside

**Community Plan Area:** West Los Angeles

**Land Use Designation:** Neighborhood Commercial

**Zone:** C4-1VL-POD

**Legal Description:** Lot 7, Block 49, Tract TR  
5609

**Last Day to File an Appeal:** May, 11 2022

**DETERMINATION – Transit Oriented Communities Affordable Housing Incentive Program**

Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 A.31, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

1. **Determine** based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to 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;
2. **Approve with Conditions** up to a 70 percent increase in density, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program along with the following two incentives for a qualifying Tier 3 project totaling 29 dwelling units, reserving three (3) units for Extremely Low Income (ELI) Household occupancy for a period of 55 years:

- a. **RAS3 Setbacks.** Utilization of the side yard setback requirements of the RAS3 Zone to permit a five foot side yard in lieu of the otherwise required eight foot side yard of the C4-1VL-POD Zone;
- b. **Increased Height and Transitional Height.** A height increase 22 additional feet to permit a maximum building height of 67 feet in-lieu of 45 feet otherwise permitted in the C4-1VL Zone. Utilization of Tier 3 Transitional Height requirements in which the project's building height limit shall be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the R1 Zone; and

3. **Adopt the attached Findings.**

### CONDITIONS OF APPROVAL

Pursuant to Section 12.22 A.31 of the LAMC, the following conditions are hereby imposed upon the use of the subject property:

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. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the project conditions. Changes beyond minor deviations required by other City Departments or the LAMC may not be made without prior review by the Department of City Planning, Expedited Processing Section, and written approval by the Director of Planning. Each change shall be identified and justified in writing.
2. **On-site Restricted Affordable Units.** Three (3) units, or units equal to 10 percent of the total number of dwelling units, shall be designated for Extremely Low Income Households, as defined by the Los Angeles Department of Housing (LAHD) and California Government Code Section 65915(c)(2).
3. **Changes in On-site Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.31.
4. **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) to make 10 percent of the total number of dwelling units affordable to Extremely Low Income Households, for sale or rental as determined to be affordable to such households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with the Transit Oriented Communities Guidelines, to the satisfaction of LAHD, and in consideration of the project's Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination, dated August 12, 2020. 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 with any monitoring requirements established by the LAHD. Refer to the Density Bonus Legislation Background section of this determination. Additionally, the project shall comply with any other requirements stated in project's Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination, dated August 12, 2020, including but not limited to

replacement unit requirements and requirements regarding relocation, right of return, and right to remain for occupants of protected units.

5. **Base Incentives.**

- a. **Residential Density.** The project shall be limited to a maximum density of 29 residential dwelling units (equal to a maximum density increase of 70 percent), including On-site Restricted Affordable Units.
- b. **Floor Area Ratio (FAR).** The project shall be permitted a maximum FAR of 3.75 to 1 for a Tier 3 project in a commercial zone and a maximum floor area of 16,519 square feet.
- c. **Parking.**
  - i. **Automotive Parking.** Automobile parking shall be provided consistent with LAMC Section 12.22 A.31. The proposed development, a Tier 3 project, shall not be required to exceed 0.5 automobile parking space per bedroom. A greater number may be provided at the applicant's discretion.
  - ii. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21 A.16. In the event that the number of On-Site Restricted Affordable Units should increase or the composition of such units should change, then no modification of this determination shall be necessary and the number of bicycle parking spaces shall be re-calculated consistent with LAMC Section 12.21 A.16.
  - iii. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth pursuant to LAMC Section 12.22-A,25.
  - iv. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable units which shall include any required parking in the base rent or sales price, as verified by HCIDLA.
  - v. **Electric Vehicle Charging.** 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.

6. **Additional Incentives.**

- a. **RAS3 Setbacks.** The project shall be permitted to utilize the side yard setbacks requirements of the RAS3 Zone for a project in a commercial zone.
- b. **Increased Height and Transitional Height.** The project shall be permitted an additional 22 feet in building height, allowing for a maximum of 67 feet in building height. The project shall be permitted to utilize Tier 3 Transitional Height requirements in which the project's building height limit shall be stepped-back at a 45 degree angle as measured from a

horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive residential zone.

### **Design Conformance Conditions**

7. **Entrances.** The pedestrian entrances to the residential lobby shall be oriented along Westwood Boulevard as shown in "Exhibit A."
8. **Window Treatments.** Architectural window framing elements that project or recess shall be at a minimum of 3-inches from the exterior façade on 75 percent of the windows of each elevation of the structure. The architectural window framing element projection or recess may exceed the 3-inch minimum as permitted by the LAMC.
9. **Building Materials.** Each façade of the building shall incorporate a minimum of three (3) different building materials. Windows, doors, balcony/deck railings, and fixtures (such as lighting, signs, etc.) shall not count towards this requirement.
10. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer(s), if located at-grade and facing the public right-of-way, shall be screened with landscaping consistent with LADWP access requirements.
11. **Landscaping.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. 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.
12. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above night skies.
13. **Parking / Driveway Plan.** Prior to the issuance of any building permit, the applicant shall submit a parking and driveway plan to the Department of Transportation for approval.
14. **Parking Screening.** With the exception of vehicle and pedestrian entrances and/or fresh air intake grilles, all vehicle parking shall be completely enclosed along all sides of the building.
15. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, walkways, common open space and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
16. **Trash.** All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.
17. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

## **Administrative Conditions**

18. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building & Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building & 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 & Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
19. **Notations on Plans.** Plans submitted to the Department of Building & 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.
20. **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.
21. **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.
22. **Department of Building & Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the LAMC, Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building & 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 & 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.
23. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, 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.
24. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
25. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.

26. **Expedited Processing Section Fee.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

**27. 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, of 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.

## **PROJECT BACKGROUND**

The project site is located within the West Los Angeles Plan and consists of one lot totaling approximately 6,753 square feet (0.16 acre), with 50 feet of frontage along Westwood Boulevard to a depth of approximately 135 feet. The Community Plan designates the subject property for Neighborhood Commercial land use, which accommodates the C4-1VL-POD zone designated for the subject property. The project site is located within the boundaries of the West Los Angeles Transportation Improvement and Mitigation Specific Plan and Westwood/Pico Neighborhood Oriented District.

The Westwood/Pico Neighborhood Oriented District (NOD) was enacted through Ordinance 171,859, effective January 24, 1998. The NOD established the POD suffix on the project site. The NOD is a Supplemental Use District per LAMC Section 13.07. The NOD applies addition development requirements to commercial projects along Westwood Boulevard. The subject project does not propose commercial uses and thus the NOD does not apply.

The subject property is located within a Tier 3 TOC Affordable Housing Incentive Area, qualified by its proximity to a Major Transit Stop, involving the Metro Rapid Bus 704 and UCLA/Westwood to Expo Rapid Bus 12.

The proposed project involves the demolition of 3,760 square feet and the construction, use and maintenance of a new, five-story residential building with 29 multi-family dwelling units. Of the 29 units proposed, three (3) will be set aside for Extremely Low-Income Households. The proposed building will encompass approximately 16,519 square feet in total building area, resulting in a Floor Area Ratio of 2.45 to 1. The project proposes to provide 23 automobile parking spaces, 32 bicycle parking spaces, and 3,052 square feet of open space. Open space areas include the rear yard, a rooftop deck, and an outdoor 5<sup>th</sup> floor common open space, and private balconies. The project will reach a maximum height of 67 feet to the top of the building parapet, not inclusive of limited permitted exceptions for rooftop structures pursuant to LAMC Section 12.21.1-B.3. The project will maintain a five-foot side yard setbacks, and a 15-foot rear yard setback.

## **TRANSIT ORIENTED COMMUNITIES**

Pursuant to the voter-approved Measure JJJ, Los Angeles Municipal Code (LAMC) 12.22-A,31 was added to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Program). The Measure requires the Department of City Planning to create TOC

Affordable Housing Incentive Program Guidelines (TOC Guidelines) for all Housing Developments located within a ½-mile (or 2,640-foot) radius of a Major Transit Stop. These Guidelines provide the eligibility standards, incentives, and other necessary components of the TOC Program consistent with LAMC 12.22-A,31.

A qualifying TOC Project shall be granted Base Incentives with regard to increased residential density, increased floor area ratio, and reduced automobile parking requirements. In addition to these Base Incentives, an eligible project may be granted Additional Incentives with regard to yards and setbacks, open space, lot coverage, lot width, averaging, density calculation, height, and developments in public facilities zones. Up to three (3) Additional Incentives may be granted in exchange for providing the requisite set aside of affordable housing as enumerated in the TOC Guidelines.

The proposed project is located within ½-mile of a Major Transit Stop. The Metro Rapid Line 704 and the Santa Monica Big Blue Bus Rapid 12 both have stops at the intersection of Olympic Boulevard and Westwood Boulevard, 1,500 feet south of the project site. The project qualifies for Tier 3 base incentives as it proposes to set aside 10% of the total units for Extremely Low-Income Households. The project meets the TOC Guideline requirements of providing at least seven (7) percent of the base units for Extremely Low-Income Households in exchange for being granted two (2) requested Additional Incentives. The project's three units set aside for Extremely Low-Income Households equates to 17 percent of the 17 base units permitted through the underlying zoning of the site.

The proposed project includes the following Base and Additional Incentives for a qualifying Tier 1 Project:

Tier 3 Base Incentives:

- a. **Density.** The C4 Zone establishes a by-right density ratio of one (1) dwelling unit per 400 square feet of lot area. The subject site's C4 Zone permits a base density of 17 units by-right. This is calculated by dividing the sum of the property's C4 zone lot area, 6,753 square feet, by 400. As an eligible Housing Development, the project is entitled to up to a 70 percent density increase for a maximum of 29 total units. The project proposes a 70 percent density increase for a total of 29 units.
- b. **Floor Area Ratio (FAR).** The permitted FAR is 1.5 to 1 in the C4-1VL Zone. As an eligible Housing Development in a commercial zone, the project is entitled to additional FAR up to a maximum FAR of 3.75 to 1 which is equal to a maximum floor area of 25,324 square feet. As proposed, the project has total floor area of 16,573 square feet for an FAR of 2.45 to 1.
- c. **Parking.** As an Eligible Housing Development in Tier 3, the project is entitled to provide ½ a parking space per dwelling unit. With the TOC parking incentive, the project may provide a minimum of 15 parking spaces. As proposed, the project is providing 23 parking spaces.

Tier 3 Additional Incentives:

- a) **RAS3 Yards.** Eligible Housing Developments in a commercial zone may utilize any or all yard requirements of the RAS3 zone. The RAS3 zone allows for five-foot side yards. The project is requesting five-foot side yards in-lieu of the otherwise required eight-foot side yards required for five story buildings in the C4-1VL Zone.

- b) **Height and Transitional Height.** Eligible Housing Developments in Tier 3 may request up to 22 additional feet in height. The project is requesting an additional 22 feet for a maximum height of 67 feet. The project is also requesting utilization of Tier 3 Transitional Height requirements in which the project's building height limit shall be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive residential zone.

## HOUSING REPLACEMENT

Pursuant to LAMC Section 12.22-A,31(b)(1), a Housing Development located within a Transit Oriented Communities (TOC) Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets any applicable replacement requirements of California Government Code Section 65915(c)(3) (California State Density Bonus Law).

Assembly Bill 2222 (AB 2222) amended the State Density Bonus Law to require applicants of density bonus projects filed as of January 1, 2015 to demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households.

On September 28, 2016, the Governor signed Assembly Bill 2556 (AB 2556) which further amended the State Density Bonus Law. The amendments took effect on January 1, 2017. AB 2556 clarifies the implementation of the required replacement of affordable units in Density Bonus projects, first introduced by AB 2222. AB 2556 further defines "equivalent size" to mean that as a whole, the new units must contain at least the same total number of bedrooms as the units being replaced.

In addition to the requirements of California State Density Bonus Law, 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 Department of Housing (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination dated August 12, 2020, that there is one unit subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330). The project is required to replace **one (1) unit restricted to Extremely Low-Income Households**. The one total unit required by the SB 330 Determination is satisfied by the three units set aside for habitation by Extremely Low-Income Households proposed through the Transit Oriented Communities Affordable Housing Incentive Project.

As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Sections 65915(c)(3) (State Density Bonus Law) and 66300 (Housing Crisis Act of 2019). Additionally, all the new units may be subject to Rent Stabilization Ordinance requirements.

## TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS AND APPLICATION AND APPROVALS

To be an eligible Transit Oriented Communities (TOC) Housing Development, a project must meet the Eligibility criteria set forth in Section IV of the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines). A Housing Development located within a TOC Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets all of the following requirements, which the request herein does:

1. **On-Site Restricted Affordable Units.** *In each Tier, a Housing Development shall provide On-Site Restricted Affordable Units at a rate of at least the minimum percentages described below. The minimum number of On-Site Restricted Affordable Units shall be calculated based upon the total number of units in the final project.*
  - a. *Tier 1 - 8% of the total number of dwelling units shall be affordable to Extremely Low Income (ELI) income households, 11% of the total number of dwelling units shall be affordable to Very Low (VL) income households, or 20% of the total number of dwelling units shall be affordable to Lower Income households.*
  - b. *Tier 2 - 9% ELI, 12% VL or 21% Lower.*
  - c. *Tier 3 - 10% ELI, 14% VL or 23% Lower.*
  - d. *Tier 4 - 11% ELI, 15% VL or 25% Lower.*

The project site is located within a Tier 3 TOC Affordable Housing Incentive Area. As part of the proposed Tier 3 development, the project is required to reserve ten percent of the total number of on-site dwelling units for Extremely Low-Income Households. The project will reserve a total of three (3) on-site dwelling units for Extremely Low-Income Households, which equates to ten percent of the 29 total dwelling units proposed as part of the Housing Development, and thus meets the eligibility requirement for On-Site Restricted Affordable Units.

2. **Major Transit Stop.** *A Housing Development shall be located on a lot, any portion of which must be located within 2,640 feet of a Major Transit Stop, as defined in Section II and according to the procedures in Section III.2 of the TOC Guidelines.*

As defined in the TOC Guidelines, a Major Transit Stop means a site with an existing rail transit station or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The subject property is located within a Tier 3 TOC Affordable Housing Incentive Area, qualified by its proximity to a Major Transit Stop, involving the Metro Rapid Bus 704 and UCLA/Westwood to Expo Rapid Bus 12.

3. **Housing Replacement.** *A Housing Development must meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by HCIDLA 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.*

The Los Angeles Department of Housing (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination, dated August 12, 2020, that there is one unit subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330), including one unit restricted to an Extremely Low-Income Household. The one total unit required by the SB 330 Determination is satisfied by the three (3) units

set aside for habitation by Extremely Low-Income Households proposed through the Transit Oriented Communities Affordable Housing Incentive Project, and the project will further be required to comply with all applicable regulations set forth by LAHD. As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Sections 65915(c)(3) (State Density Bonus Law) and 66300 (Housing Crisis Act of 2019).

4. **Other Density or Development Bonus Provisions.** *A Housing Development shall not seek and receive a density or development bonus under the provisions of California Government Code Section 65915 (state Density Bonus law) or any other State or local program that provides development bonuses. This includes any development bonus or other incentive granting additional residential units or floor area provided through a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Plan Implementation Overlay (CPIO), Specific Plan, or overlay district.*

The project is not seeking any additional density or development bonuses under the provisions of the State Density Bonus Law or any other State or local program that provides development bonuses, including, but not limited to a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Implementation Overlay (CPIO), Specific Plan, or overlay district. As such, the project meets this eligibility requirement.

5. **Base Incentives and Additional Incentives.** *All Eligible Housing Developments are eligible to receive the Base Incentives listed in Section VI of the TOC Guidelines. Up to three Additional Incentives listed in Section VII of the TOC Guidelines may be granted based upon the affordability requirements described below. For the purposes of this section below "base units" refers to the maximum allowable density allowed by the zoning, prior to any density increase provided through these Guidelines. The affordable housing units required per this section may also count towards the On-Site Restricted Affordable Units requirement in the Eligibility Requirement No. 1 above (except Moderate Income units).*
  - a. *One Additional Incentive may be granted for projects that include at least 4% of the base units for Extremely Low Income Households, at least 5% of the base units for Very Low Income Households, at least 10% of the base units for Lower Income Households, or at least 10% of the base units for persons and families of Moderate Income in a common interest development.*
  - b. *Two Additional Incentives may be granted for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units for Very Low Income Households, at least 20% of the base units for Lower Income Households, or at least 20% of the base units for persons and families of Moderate Income in a common interest development.*
  - c. *Three Additional Incentives may be granted for projects that include at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units for Very Low Income Households, at least 30% of the base units for Lower Income Households, or at least 30% of the base units for persons and families of Moderate Income in a common interest development.*

As an eligible housing development, the project is eligible to receive the Base Incentives listed in the TOC Guidelines. The project is also seeking two Additional Incentives: 1) utilization of the side yard setback requirements of the RAS3 Zone for a project in a commercial zone; and 2) a maximum height increase of two additional stories up to 22 additional feet and the utilization of Tier 3 Transitional Height requirements in which the project's building height limit shall be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive residential zone. The project may be granted two Additional Incentives for reserving at least seven (7) percent of the base units for Extremely Low-Income Households. The project is setting aside three units for Extremely Low-Income Households, which equates to approximately 17 percent of the 17 base units permitted through the underlying zoning of the site. As such, the project meets the eligibility requirements for both on-site restricted affordable units and Base and Additional Incentives.

6. ***Projects Adhering to Labor Standards.*** *Projects that adhere to the labor standards required in LAMC 11.5.11 may be granted two Additional Incentives from the menu in Section VII of these Guidelines (for a total of up to five Additional Incentives).*

The project is not seeking any Additional Incentives beyond the two permitted in exchange for reserving at least seven (7) percent of the base units for Extremely Low-Income Households. The project is setting aside three (3) units for Extremely Low-Income Households, which equates to approximately 17 percent of the 17 base units permitted through the underlying zoning of the site. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11, and this eligibility requirement does not apply.

7. ***Multiple Lots.*** *A building that crosses one or more lots may request the TOC Incentives that correspond to the lot with the highest Tier permitted by Section III above.*

The subject property consists of one existing lot, which is located within a Tier 3 TOC Affordable Housing Incentive Area. As such, this eligibility requirement does not apply.

8. ***Request for a Lower Tier.*** *Even though an applicant may be eligible for a certain Tier, they may choose to select a Lower Tier by providing the percentage of On-Site Restricted Affordable Housing units required for any lower Tier and be limited to the Incentives available for the lower Tier.*

The project site is located within Tier 3 and is providing the percentage of On-Site Restricted Affordable Housing units required for Tier 3.

9. ***100% Affordable Housing Projects.*** *Buildings that are Eligible Housing Developments that consist of 100% On-Site Restricted Affordable units, exclusive of a building manager's unit or units shall, for purposes of these Guidelines, be eligible for one increase in Tier than otherwise would be provided.*

The project does not consist of 100% On-Site Restricted Affordable units, and thus it is not eligible for or seeking an increase in Tier. As such, this eligibility requirement does not apply.

10. **Design Conformance.** *Projects seeking to obtain Additional Incentives shall be subject to any applicable design guidelines, including any Community Plan design guidelines, Specific Plan design guidelines, and/or Citywide Design Guidelines and may be subject to conditions to meet design performance. The conditions shall not preclude the ability to construct the building with the residential density permitted by Section VI of the TOC Guidelines.*

The project seeks two Additional Incentives. The proposed development conforms to the Citywide Design Guidelines and has been conditioned to ensure a well-designed development and compliance with the Design Guidelines. The project has been conditioned to incorporate a variety of building materials and to provide a more pedestrian-friendly and oriented streetscape through the planting of new landscaping. Additionally, the project has been conditioned to provide buffers around rooftop mechanical equipment and to completely enclose any visible automobile parking to minimize impacts on surrounding properties. In addition, the proposed development complies with the Los Angeles Department of Transportation recommendations to include a driveway merge area at a continuous slope or a covenant agreement to install signalization if a merge area is not feasible.

#### **TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM / AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS**

Pursuant to Section 12.22 A.31(e) of the LAMC, the Director shall review a Transit Oriented Communities Affordable Housing Incentive Program project application in accordance with the procedures outlined in LAMC Section 12.22 A.25(g).

1. **Pursuant to Section 12.22 A.25(g)(2)(i)(c) of the LAMC and Section 65915(3) of the California Government Code, the Director shall approve a density bonus and requested incentive(s) unless the director 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 Director to make a finding that the requested incentives are not necessary 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 extremely low, very low, and low 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.

The list of Additional Incentives in the Transit Oriented Communities Guidelines were pre-evaluated at the time the Transit Oriented Communities Affordable Housing Incentive Program Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the Additional Incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

**Yards/Setbacks.** The requested incentive to utilize setback requirements of the RAS3 Zone for a project in a commercial zone is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate the creation of affordable housing. In this case, the applicant has requested to utilize the setback requirements of the RAS3 Zone for the eastern and western side yards of the proposed development. Utilizing this incentive, the proposed development would observe an easterly and westerly side yard setback of five (5) feet in lieu of the 11 feet otherwise required per the subject site's underlying C4-1VL zoning. The requested incentive enables the developer to expand the building footprint and allow for the construction of more units, including affordable units, while remaining in compliance with all other applicable zoning regulations. The incentive further supports the applicant's decision to reserve three dwelling units for Extremely Low-Income Households and facilitates the creation of affordable housing units.

**Height and Transitional Height.** The requested incentive for an increase in building height is expressed in the Menu of Incentives in the TOC Guidelines which permit exceptions to zoning requirements that results in building design or construction efficiencies that facilitate the creation of affordable housing. Specifically, a Tier 3 project is permitted a maximum increase of 22 feet in building height. The applicant is requesting a total building height of 67 feet and five stories in lieu of the maximum 45 feet otherwise permitted by the underlying C4-1VL Zone. This requested incentive provides for two additional levels of dwelling units, increasing the overall space dedicated to residential uses and allowing some units to be reserved for affordable housing. This incentive supports the applicant's decision to reserve three units for affordable housing. The requested incentive for transitional height is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. Per LAMC, projects developed in a commercial zone with portions of buildings within 50 – 99 feet of a RW1 or more restrictive Zone shall not exceed 33 feet in height. The project is adjoining an R1 zone, and therefore would be subject to this requirement. However, the applicant has requested to utilize the Transitional Height requirements for TOC projects in their qualified Tier. The applicant is electing to utilize Tier 3 Transitional Height requirements which allows the building height limit to be stepped-back at a 45 degree angle measured from the horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the R1 Zone. The maximum proposed height of the project will be 67 feet, encompassing five stories, which is within the maximum height limit established by the transitional height incentive. This increase in transitional height supports the inclusion of units reserved for Extremely Low Income Households with the addition of residential levels. The incentive supports the applicant's proposal to reserve three units for Extremely Low-Income Households.

Therefore, the two Additional Incentives are necessary to provide for affordable housing costs.

- b. *The incentives would have a specific adverse impact upon public health and safety or the physical environment 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 low-income 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)(B) and 65589.5(d)).*

There is no evidence that the proposed incentives will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. 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. According to ZIMAS, 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 incentive. Therefore, there is no substantial evidence that the project's proposed incentives will have a specific adverse impact on the physical environment, 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 law.*

There is no substantial evidence in the record indicating that the requested incentives are contrary to any state or federal law.

#### **ADDITIONAL MANDATORY FINDINGS**

2. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C4-1VL, areas determined to be outside a 0.2% annual chance flood plain.
3. It has been determined based on the whole of the administrative record that the project is exempt from CEQA pursuant to State CEQA Guidelines, 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 proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "In-fill Projects". The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting five established conditions and if it is not subject to an Exception that would disqualify it. The Categorical Exception document dated April 20, 2022 and attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption.

#### **TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND**

Measure JJJ was adopted by the Los Angeles City Council on December 13, 2016. Section 6 of the Measure instructed the Department of City Planning to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, a transit-based affordable housing incentive program. The measure required that the Department adopt a set of TOC Guidelines,

which establish incentives for residential or mixed-use projects located within 1/2 mile of a major transit stop. Major transit stops are defined under existing State law.

The TOC Guidelines, adopted September 22, 2017, establish a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit; a project in closer proximity to significant rail stops or the intersection of major bus rapid transit lines is rated a higher tier. The largest bonuses are reserved for those projects in the highest tiers. Required percentages of affordable housing are also increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

## **TIME LIMIT – OBSERVANCE OF CONDITIONS**

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. Pursuant to LAMC Section 12.25 A.2, the instant authorization is further conditional upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the LAMC, or the approval may be revoked.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles or the Marvin Braude Constituent Service Center in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either by calling (213) 482-7077, (818) 374-5050, (310) 231-2901, or through the Department of City Planning website at <http://cityplanning.lacity.org>. The applicant is further advised to notify any consultant representing you of this requirement as well.

Section 11.00 of the LAMC states in part (m): "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

## **TRANSFERABILITY**

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other

conditions and requirements set forth herein become immediately operative and must be strictly observed.

#### APPEAL PERIOD - EFFECTIVE DATE

The Determination in this matter will become effective after May 11, 2022 unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at [www.cityplanning.lacity.org](http://www.cityplanning.lacity.org).

Planning Department public offices are located at:

<b>Downtown</b>	<b>San Fernando Valley</b>	<b>West Los Angeles</b>
Figuroa Plaza 201 North Figuroa Street, Fourth Floor Los Angeles, CA 90012 (213) 482-7077 <a href="mailto:planning.figcounter@lacity.org">planning.figcounter@lacity.org</a>	Marvin Braude San Fernando Valley Constituent Service Center 6262 Van Nuys Boulevard, Room 251 Van Nuys, CA 91401 (818) 374-5050 <a href="mailto:planning.mbc2@lacity.org">planning.mbc2@lacity.org</a>	West Los Angeles Development Services Center 1828 Sawtelle Boulevard, Second Floor Los Angeles, CA 90025 (310) 231-2598 <a href="mailto:planning.westla@lacity.org">planning.westla@lacity.org</a>

**Pursuant to LAMC Section 12.22-A.25(g)(2)(i)(f), only an applicant, abutting property owners, and abutting tenants can appeal this Determination.** Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits, increase in FAR, and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Sections 12.22-A.25 and 12.22-A.31 of the LAMC, appeals of Transit Oriented Communities Affordable Housing Incentive Program cases are heard by the City Planning Commission.

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

**Note of Instruction Regarding the Notice of Exemption:** Applicant is hereby advised to file the Notice of Exemption for the associated categorical exemption after the issuance of this letter. If filed, the form shall be filed with the County of Los Angeles, 12400 Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). More information on the associated fees can be found online here: <https://www.lavote.net/home/county-clerk/environmental-notices-fees>. The best practice is to go in person and photograph the posted notice in order to ensure compliance. Pursuant to Public Resources Code Section 21167 (d), the filing of this notice of exemption starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations, **and the possibility of a CEQA appeal**, being extended to 180 days.

VINCENT P. BERTONI, AICP  
Director of Planning

Approved by:



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Heather Bleemers  
Senior City Planner

Reviewed by:



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Renata Ooms  
City Planner

Prepared by:



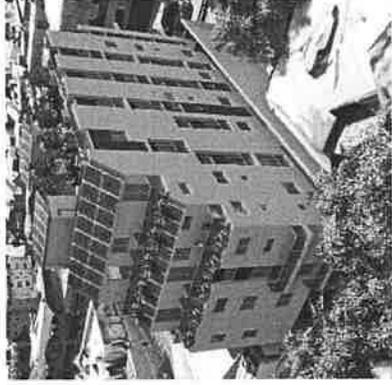
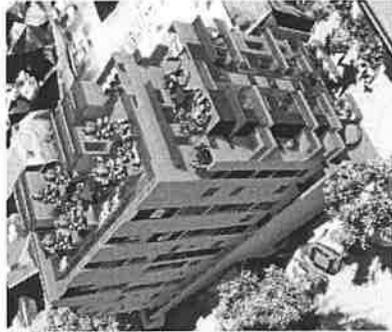
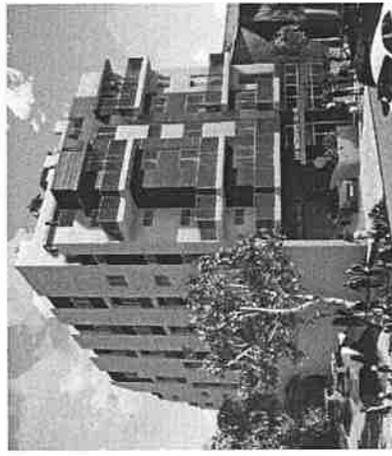
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Sophia Kim  
City Planning Associate

Attachments:  
Exhibit A: Architectural Plans

# NEW 5-STORY 29- UNIT APARTMENT BUILDING

PROJECT ADDRESS: 1951 S. WESTWOOD BLVD., LOS ANGELES, CA 90025  
 DEVELOPER: WESTWOOD INVESTMENTS 26 LLC  
 4-LEVEL, TYPE II-A RESIDENTIAL BUILDING (INCLUDING ROOF-TOP OPEN SPACE OVER 1-LEVEL STREET LEVEL PARKING) LOBBY SPACE OVER 2-LEVEL SUBTERRANEAN PARKING TYPE I-A FULLY SPRINKLERED NTPA-D (UNDER SEPT. PERMIT)  
 (ALL PROPOSED ROOMS UNDER SEPARATE PERMIT)



**EXHIBIT 'A'**  
 Page No. 1 of 17  
 Case No. DIR-2021-8567-TOC-HDA

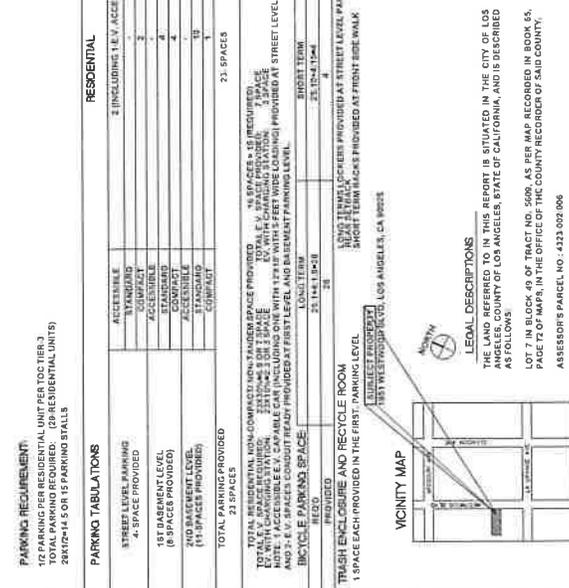
**FIRE DEPARTMENT NOTES AND REQUIREMENTS**  
 1- PROVIDE A FIRE ALARM SYSTEM PER LADC 807  
 2- PROVIDE CAVAROR STAND-BY TOWER PER CDC 1008.4  
 3- PROVIDE CAVAROR STAND-BY TOWER PER CDC 1008.4

**LIST OF ARCHITECTURAL DRAWINGS**

A00	COVER PAGE	A01	11% TITLE SHEET
A02	GENERAL NOTES	A03	11% TITLE SHEET
A04	GENERAL NOTES	A05	11% TITLE SHEET
A06	GENERAL NOTES	A07	11% TITLE SHEET
A08	GENERAL NOTES	A09	11% TITLE SHEET
A10	GENERAL NOTES	A11	11% TITLE SHEET
A12	GENERAL NOTES	A13	11% TITLE SHEET
A14	GENERAL NOTES	A15	11% TITLE SHEET
A16	GENERAL NOTES	A17	11% TITLE SHEET
A18	GENERAL NOTES	A19	11% TITLE SHEET
A20	GENERAL NOTES	A21	11% TITLE SHEET
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A28	GENERAL NOTES	A29	11% TITLE SHEET
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A32	GENERAL NOTES	A33	11% TITLE SHEET
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A36	GENERAL NOTES	A37	11% TITLE SHEET
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A40	GENERAL NOTES	A41	11% TITLE SHEET
A42	GENERAL NOTES	A43	11% TITLE SHEET
A44	GENERAL NOTES	A45	11% TITLE SHEET
A46	GENERAL NOTES	A47	11% TITLE SHEET
A48	GENERAL NOTES	A49	11% TITLE SHEET
A50	GENERAL NOTES	A51	11% TITLE SHEET
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A96	GENERAL NOTES	A97	11% TITLE SHEET
A98	GENERAL NOTES	A99	11% TITLE SHEET
A100	GENERAL NOTES	A101	11% TITLE SHEET

**RESIDENTIAL**

112	PARKING PER RESIDENTIAL UNIT PER TOC TIER 3	2
113	TOTAL PARKING PROVIDED FOR RESIDENTIAL UNITS	2
114	SHORT-TERM OR 15 MINUTE SPACES	0
115	TOTAL PARKING PROVIDED	2
116	STREET LEVEL PARKING	2
117	4-SPACE PROVIDED	2
118	1ST BASEMENT LEVEL (8 SPACES PROVIDED)	0
119	2ND BASEMENT LEVEL (15 SPACES PROVIDED)	0
120	TOTAL PARKING PROVIDED	2
121	SPACES	2



**PROVIDED OPEN SPACE**

1	ROOF TOP OPEN SPACE (TYPICAL) 100 SQ FT	100
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100	ROOF TOP OPEN SPACE (TYPICAL) 100 SQ FT	100

**PROPOSED BUILDING AREA (ZONING)**

1	PROPOSED BUILDING AREA (ZONING)	16,519 SQ FT
2	ALLOWABLE BY TOC INCENTIVES (ZONING)	16,519 SQ FT
3	TOTAL PROPOSED RESIDENTIAL SPACE (ZONING)	16,519 SQ FT
4	TOTAL PROPOSED OPEN SPACE (ZONING)	16,519 SQ FT
5	TOTAL PROPOSED RESIDENTIAL SPACE (ZONING)	16,519 SQ FT
6	TOTAL PROPOSED OPEN SPACE (ZONING)	16,519 SQ FT
7	TOTAL PROPOSED RESIDENTIAL SPACE (ZONING)	16,519 SQ FT
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97	TOTAL PROPOSED RESIDENTIAL SPACE (ZONING)	16,519 SQ FT
98	TOTAL PROPOSED OPEN SPACE (ZONING)	16,519 SQ FT
99	TOTAL PROPOSED RESIDENTIAL SPACE (ZONING)	16,519 SQ FT
100	TOTAL PROPOSED OPEN SPACE (ZONING)	16,519 SQ FT

**COVER PAGE**  
 SHEET TITLE: A0.0  
 SHEET NO.: 1

**CDD**  
 CALIFORNIA DEVELOPMENT AND DESIGN INC.  
 1951 S. WESTWOOD BLVD., SUITE 200  
 LOS ANGELES, CA 90025  
 TEL: 310.440.1111  
 WWW.CDDDESIGN.COM

DESIGNED BY: E. BARNES  
 CHECKED BY: E. SHAW  
 DATE: 03/20/21  
 JOB NUMBER: CDD-2021

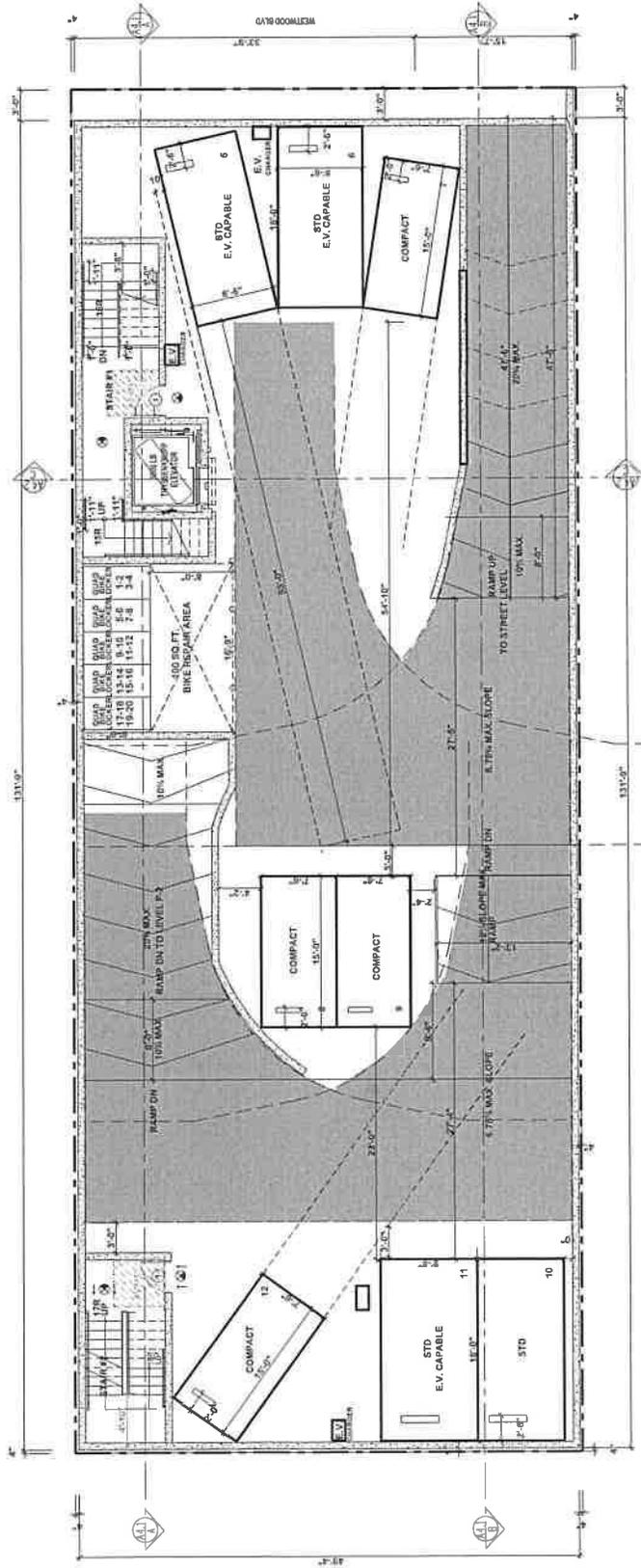
SCALE:  
 1" = 10'-0"

**REVISIONS**

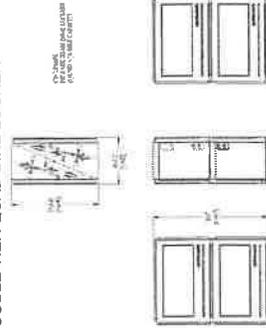
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14	ISSUED FOR PERMIT	03/20/21
15	ISSUED FOR PERMIT	03/20/21
16	ISSUED FOR PERMIT	03/20/21
17		







**CycloSore**  
81634477  
DOUBLE TIER QUAD BIKE LOCKER



**EXHIBIT "A"**  
Page No. 4 of 17  
Case No. DIR-2021-8557-TOCH-CA

**1** SCALE: 3/16"=1'-0"  
**BASEMENT PARKING LEVEL-1**

PARKING COUNT AT THIS LEVEL:  
4-STANDARD SPACE AND 4-COMPACT SPACE

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	11/15/21
2	FOR REVIEW	11/15/21
3	FOR REVIEW	11/15/21
4	FOR REVIEW	11/15/21
5	FOR REVIEW	11/15/21
6	FOR REVIEW	11/15/21

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**CALIFORNIA DEVELOPMENT AND DESIGN INC**  
1000 S. MAIN ST., SUITE 200  
TULARE, CALIFORNIA 93274  
TEL: 559-932-1111  
WWW.CDDDESIGN.COM



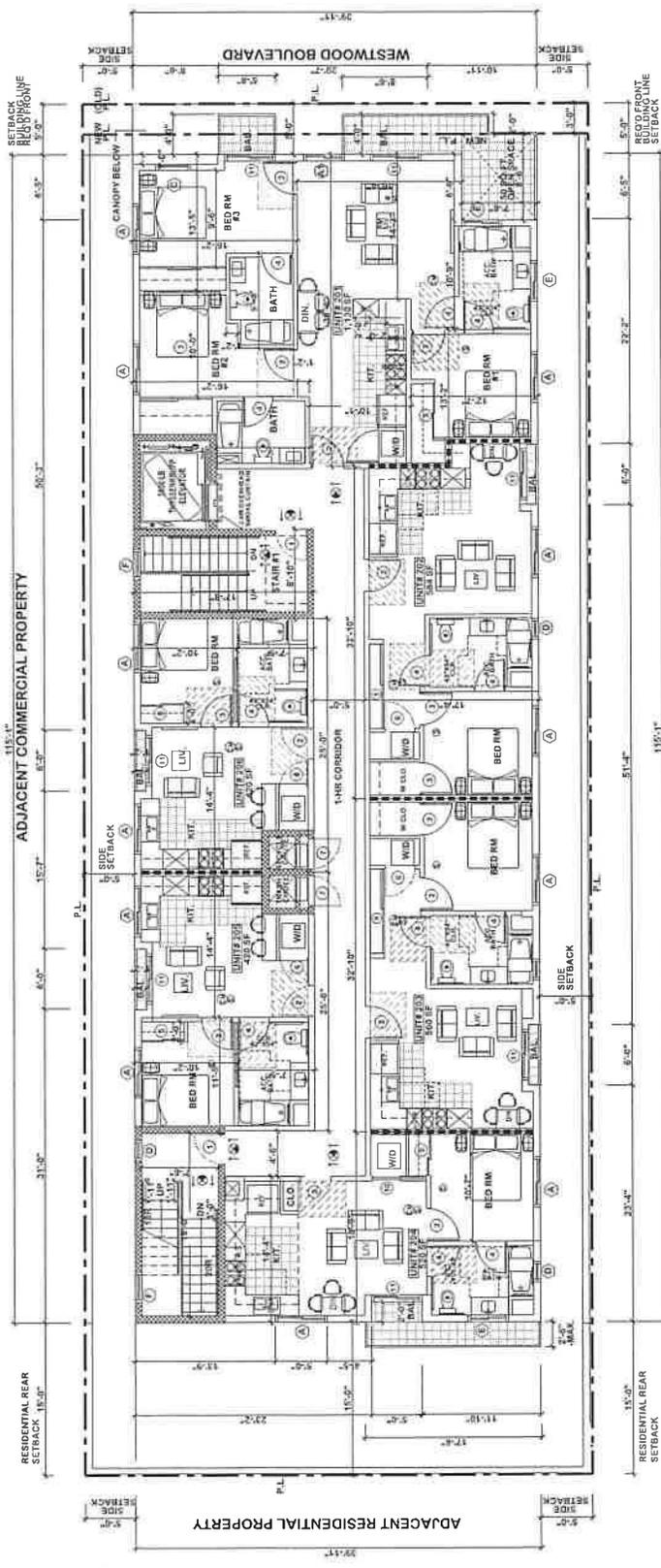
DESIGNED BY:	B. BARRY
CHECKED BY:	L. SULLOUD
DRAWN BY:	J. SULLOUD
JOB NUMBER:	020-2211
SCALE:	

**BASEMENT LEVEL-1**  
SHEET TITLE:

**A2.2**  
SHEET NO.

**NEW 5-STORY 29- UNIT APARTMENT BUILDING**  
PROJECT ADDRESS: 1951 WESTWOOD BLVD, LOS ANGELES, CA 90025  
DEVELOPER: WESTWOOD INVESTMENTS 26 LLC  
8005 SANTA ANITA BLVD SUITE # 221, LOS ANGELES, CA 90028





# 2ND FLOOR PLAN

INCLUDING: 5-ONE BEDROOM +1-THREE BEDROOM UNIT

**EXHIBIT "A"**  
 Page No. 6 of 17  
 Case No. DIR-2021-8557-TOC-HCA

- 3 X STUDS IN EXTERIOR WALL
- FULL HEIGHT ONE HR WALL
- 2 X 2" X 4" FOR EXTERIOR AND 2 X 2" X 4" FOR INTERIOR WALLS
- CONTRAST WARNING STUPE
- 3 X STUDS IN EXTERIOR WALL
- FULL HEIGHT ONE HR WALL
- 2 X 2" X 4" FOR EXTERIOR AND 2 X 2" X 4" FOR INTERIOR WALLS
- CONTRAST WARNING STUPE

- EXIT SIGN W/ EMERGENCY LIGHT
- ACC. PATH OF TRAVEL
- PARKING SPACE DESIGNATED FOR RESIDENTIAL USE
- CLASS 1 STANDPIPE
- SPRINKLER HEAD FOR WATER CURTAIN WITHIN 10'-0" HI. FROM FIN. FLOOR

- INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'A' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
- INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'B' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
- INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'C' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
- SMOKE DETECTOR WITH BATTERY BACKUP INTERCONNECTED
- CARBON MONOXIDE DETECTOR

**A2.4**  
 SHEET NO.

**2ND FLOOR PLAN**  
 SHEET TITLE:

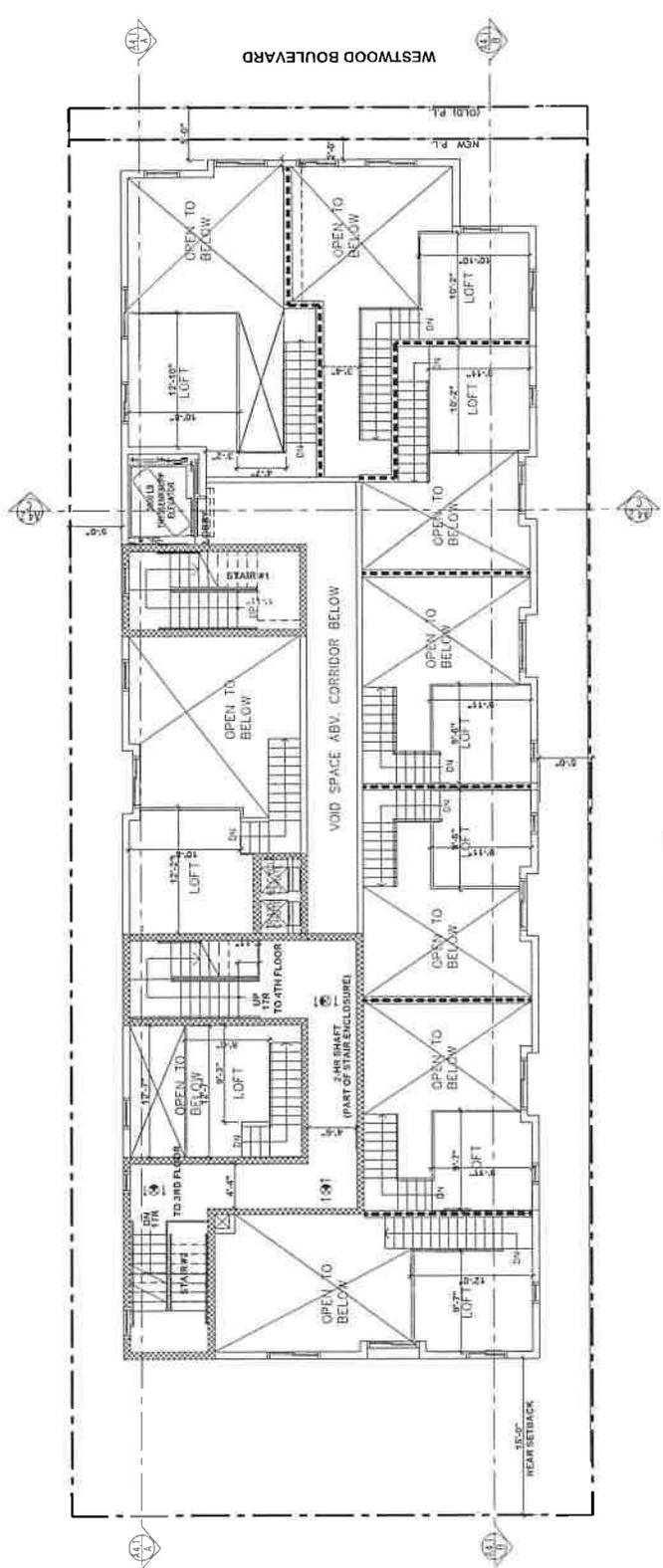
DESIGNED BY: [NAME]  
 CHECKED BY: [NAME]  
 DRAWN BY: [NAME]  
 DATE: [DATE]  
 JOB NUMBER: [NUMBER]  
 CDD-2021- [NUMBER]  
 SCALE:



NO.	DATE	REVISIONS
1		CONDITIONAL STATEMENTS
2		REVISIONS
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**NEW 5-STORY 29-UNIT APARTMENT BUILDING**  
 PROJECT ADDRESS: 1951 WESTWOOD BLVD., LOS ANGELES, CA 90025  
 DEVELOPER: WESTWOOD INVESTMENTS 26 LLC  
1951 WESTWOOD BLVD. 26 LLC • 1951 WESTWOOD BLVD., LOS ANGELES, CA 90025





1 3RD FLOOR LOFT PLAN

SC-3/18-17-07

**EXHIBIT "A"**  
 Page No. 8 of 17  
 Case No. DIR-2021-8557-TOC-HCA

- LEASUR
- INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'A' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
- INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'B' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
- INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'C' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
- SMOKE DETECTOR WITH BATTERY BACKUP INTERCONNECTED
- CARBON MONOXIDE DETECTOR
- 3/2" INTERIOR WALL
- 2" FULL HEIGHT ONE HR WALL
- 3/4" WALL FOR EXTERIOR AND INTERIOR WALLS
- CONCRETE FINISHING STEERING
- 2" PARTITION WALL
- EXIT SIGN W/ EMERGENCY LIGHT
- ACC. PATH OF TRAVEL
- FINISHING SPECIFICATION CLASS 1 STANDPIPE
- FIRE EXTINGUISHER MIN. OF 2-A OR 2-A10BC
- EXHAUST VENT FAN ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
- SPRINKLER HEAD FOR WATER CURTAIN WITHIN 10'-0" IN FROM FIRE FLOOR

REVISIONS	DATE	BY	DESCRIPTION
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CONSULTING ARCHITECTS  
 1931 SOUTH WILSON AVENUE, SUITE 200  
 LOS ANGELES, CALIFORNIA 90025  
 (310) 415-1111  
 WWW.CADDDESIGN.COM

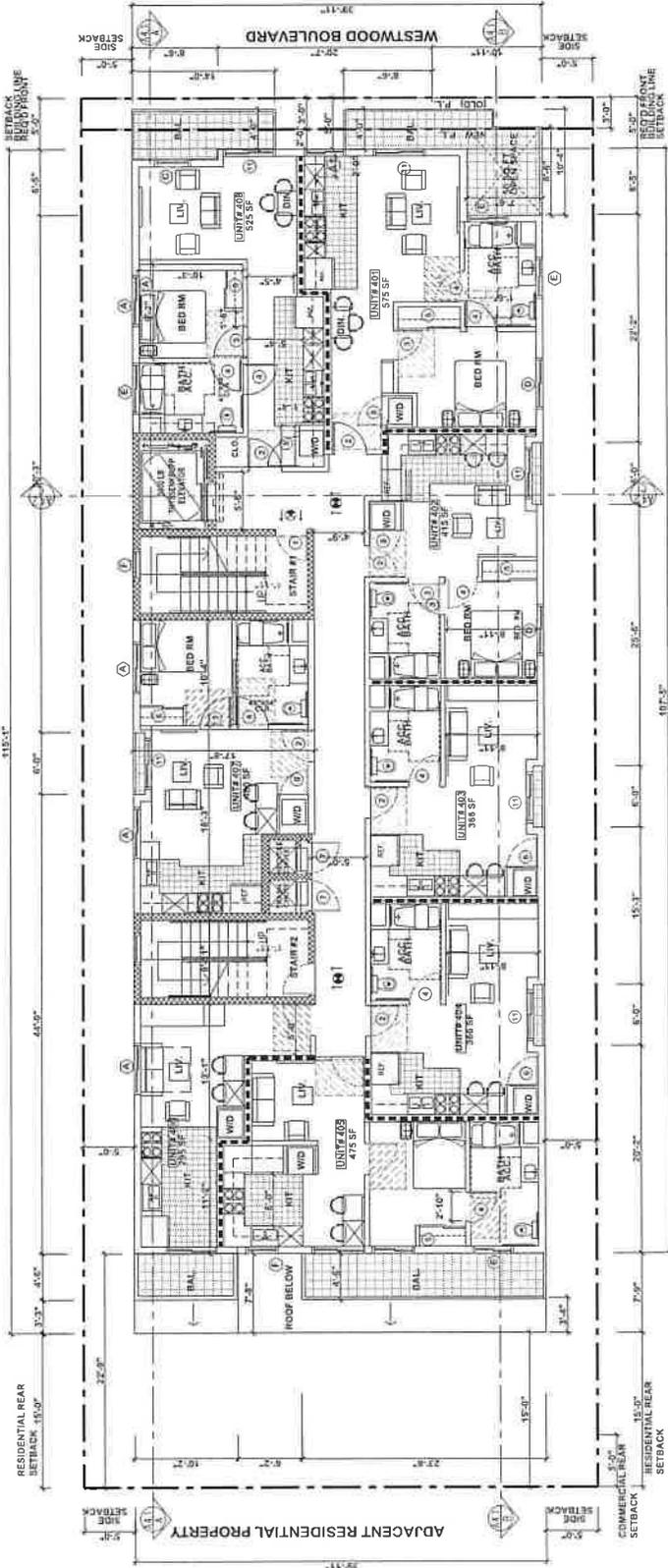
**CDD**  
 CALIFORNIA DEVELOPMENT AND DESIGN INC.  
 1931 SOUTH WILSON AVENUE, SUITE 200  
 LOS ANGELES, CALIFORNIA 90025  
 (310) 415-1111  
 WWW.CADDDESIGN.COM

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3RD FLOOR LOFT PLAN  
 SHEET TITLE: A2.6  
 SHEET NO.

NEW 5-STORY 29- UNIT APARTMENT BUILDING  
 PROJECT ADDRESS: 1951 WESTWOOD BLVD., LOS ANGELES, CA 90025  
 DEVELOPER: WESTWOOD INVESTMENTS 26 LLC  
 1951 WESTWOOD BLVD SUITE 200 LOS ANGELES, CA 90025

ADJACENT COMMERCIAL PROPERTY



WESTWOOD BLVD

4TH FLOOR PLAN

SC 3/16-1'-0"

INCLUDING 5-ONE BEDROOM + 3-SINGLE UNIT

**EXHIBIT "A"**  
 Page No. 9 of 17  
 Case No. DIR-2021-8567-TOC-HCA

- LEGEND:
  - 2 X STUDS INTERIOR WALL
  - 1/2" GYPSUM BOARD
  - FULL HEIGHT ONE HR WALL
  - SEE 7/4.1.1
  - SEE 7/4.1.1 FOR EXTERIOR AND INTERIOR WALLS
  - CONTRACT MARKING STRIPING
  - SEE 7/4.1.3
- INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'X' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
  - INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'B' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
  - INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'C' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
  - SMOKE DETECTOR WITH BATTERY BACKUP INTERCONNECTED
  - CARBON MONOXIDE DETECTOR
- EXIT SIGN W/ EMERGENCY LIGHT
  - ACC. PATH OF TRAVEL
  - PARKING SPACE DESIGNATED FOR RESIDENTIAL USE
  - CLASS 1 STANDOFF
  - SPRINKLER HEAD FOR WATER CURTAIN WITHIN 10'-0" HL FROM FM. FLOOR
- FIRE CONTINGENCIES
  - MIN. OF 2" OR 2-1/8" O.C.
  - EXHAUST VENT FOR ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
  - CLASS 1 STANDOFF
  - SPRINKLER HEAD FOR WATER CURTAIN WITHIN 10'-0" HL FROM FM. FLOOR

NEW 5-STORY 29-UNIT APARTMENT BUILDING  
 PROJECT ADDRESS: 1951 WESTWOOD BLVD, LOS ANGELES, CA 90025  
 DEVELOPER: WESTWOOD INVESTMENTS 26 LLC  
 19425 SANTA MONICA BLVD SUITE # 200, LOS ANGELES, CA 90025

REVISIONS

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**CDD** CALIFORNIA DEVELOPMENT AND DESIGN INC.  
 1935 SANTA MONICA BLVD, SUITE 200  
 LOS ANGELES, CA 90025  
 TEL: 310.441.1111 FAX: 310.441.1112  
 WWW.CDDDESIGN.COM

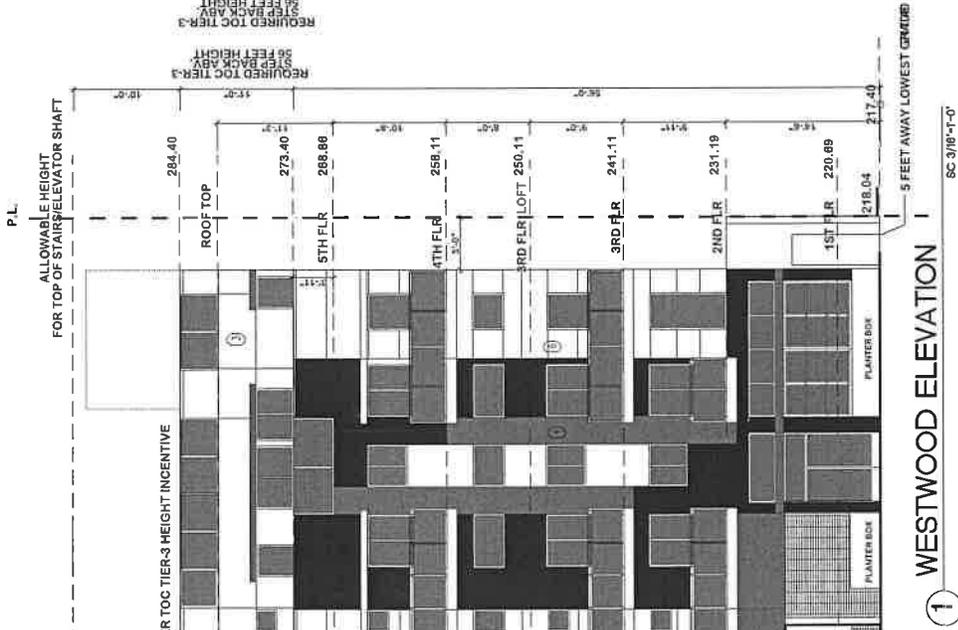
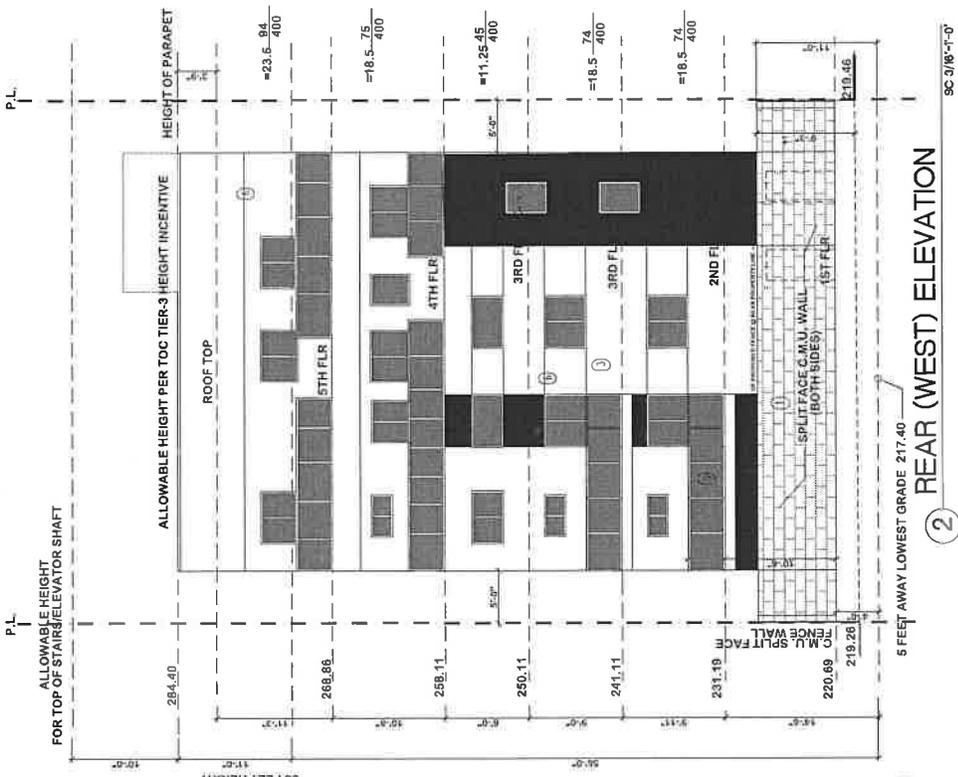
REVISIONS

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4TH FLOOR PLAN  
 SHEET TITLE: A2.7  
 SHEET NO.







**EXHIBIT "A"**  
 Page No. 12 of 17  
 Case No. DIR-2021-8567-TOC-HCA

1 SPLIT FACE CMU BLOCK WALL ① 9240 INVOYR STUCCO COLOR BY OMEGA ② 9240 INVOYR STUCCO COLOR BY OMEGA ③ 9240 INVOYR STUCCO COLOR BY OMEGA ④ 9240 INVOYR STUCCO COLOR BY OMEGA ⑤ 9240 INVOYR STUCCO COLOR BY OMEGA ⑥ 9240 INVOYR STUCCO COLOR BY OMEGA ⑦ 9240 INVOYR STUCCO COLOR BY OMEGA ⑧ 9240 INVOYR STUCCO COLOR BY OMEGA ⑨ 9240 INVOYR STUCCO COLOR BY OMEGA ⑩ 9240 INVOYR STUCCO COLOR BY OMEGA ⑪ 9240 INVOYR STUCCO COLOR BY OMEGA ⑫ 9240 INVOYR STUCCO COLOR BY OMEGA ⑬ 9240 INVOYR STUCCO COLOR BY OMEGA ⑭ 9240 INVOYR STUCCO COLOR BY OMEGA ⑮ 9240 INVOYR STUCCO COLOR BY OMEGA ⑯ 9240 INVOYR STUCCO COLOR BY OMEGA ⑰ 9240 INVOYR STUCCO COLOR BY OMEGA ⑱ 9240 INVOYR STUCCO COLOR BY OMEGA ⑲ 9240 INVOYR STUCCO COLOR BY OMEGA ⑳ 9240 INVOYR STUCCO COLOR BY OMEGA ㉑ 9240 INVOYR STUCCO COLOR BY OMEGA ㉒ 9240 INVOYR STUCCO COLOR BY OMEGA ㉓ 9240 INVOYR STUCCO COLOR BY OMEGA ㉔ 9240 INVOYR STUCCO COLOR BY OMEGA ㉕ 9240 INVOYR STUCCO COLOR BY OMEGA ㉖ 9240 INVOYR STUCCO COLOR BY OMEGA ㉗ 9240 INVOYR STUCCO COLOR BY OMEGA ㉘ 9240 INVOYR STUCCO COLOR BY OMEGA ㉙ 9240 INVOYR STUCCO COLOR BY OMEGA ㉚ 9240 INVOYR STUCCO COLOR BY OMEGA ㉛ 9240 INVOYR STUCCO COLOR BY OMEGA ㉜ 9240 INVOYR STUCCO COLOR BY OMEGA ㉝ 9240 INVOYR STUCCO COLOR BY OMEGA ㉞ 9240 INVOYR STUCCO COLOR BY OMEGA ㉟ 9240 INVOYR STUCCO COLOR BY OMEGA ㊱ 9240 INVOYR STUCCO COLOR BY OMEGA ㊲ 9240 INVOYR STUCCO COLOR BY OMEGA ㊳ 9240 INVOYR STUCCO COLOR BY OMEGA ㊴ 9240 INVOYR STUCCO COLOR BY OMEGA ㊵ 9240 INVOYR STUCCO COLOR BY OMEGA ㊶ 9240 INVOYR STUCCO COLOR BY OMEGA ㊷ 9240 INVOYR STUCCO COLOR BY OMEGA ㊸ 9240 INVOYR STUCCO COLOR BY OMEGA ㊹ 9240 INVOYR STUCCO COLOR BY OMEGA ㊺ 9240 INVOYR STUCCO COLOR BY OMEGA ㊻ 9240 INVOYR STUCCO COLOR BY OMEGA ㊼ 9240 INVOYR STUCCO COLOR BY OMEGA ㊽ 9240 INVOYR STUCCO COLOR BY OMEGA ㊾ 9240 INVOYR STUCCO COLOR BY OMEGA ㊿ 9240 INVOYR STUCCO COLOR BY OMEGA

**NEW 5-STORY 29- UNIT APARTMENT BUILDING**  
 PROJECT ADDRESS: 1951 WESTWOOD BLVD., LOS ANGELES, CA 90025  
 DEVELOPER: WESTWOOD INVESTMENTS 26 LLC  
 1951 SANTA ANTONIA BLVD SUITE # 200 LOS ANGELES, CA 90025

**EXHIBIT "A"**

NO.	DESCRIPTION	BY	DATE
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3	ISSUED FOR PERMIT	EDWARD	11/15/2021
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29	ISSUED FOR PERMIT	EDWARD	11/15/2021
30	ISSUED FOR PERMIT	EDWARD	11/15/2021



**CDD**  
 CALIFORNIA DEVELOPMENT AND DESIGN INC.  
 1180 SANTA ANTONIA BLVD SUITE 200  
 LOS ANGELES, CA 90025  
 TEL: 310.407.2000 FAX: 310.407.2001  
 WWW.CDDDESIGN.COM

DESIGNED BY:	B. BARD
CHECKED BY:	E. SANJOSE
DATE DRAWN:	11/15/2021
JOB NUMBER:	CDD-2021
SCALE:	

**ELEVATIONS**  
**A3.1**  
 SHEET TITLE: SHEET NO.

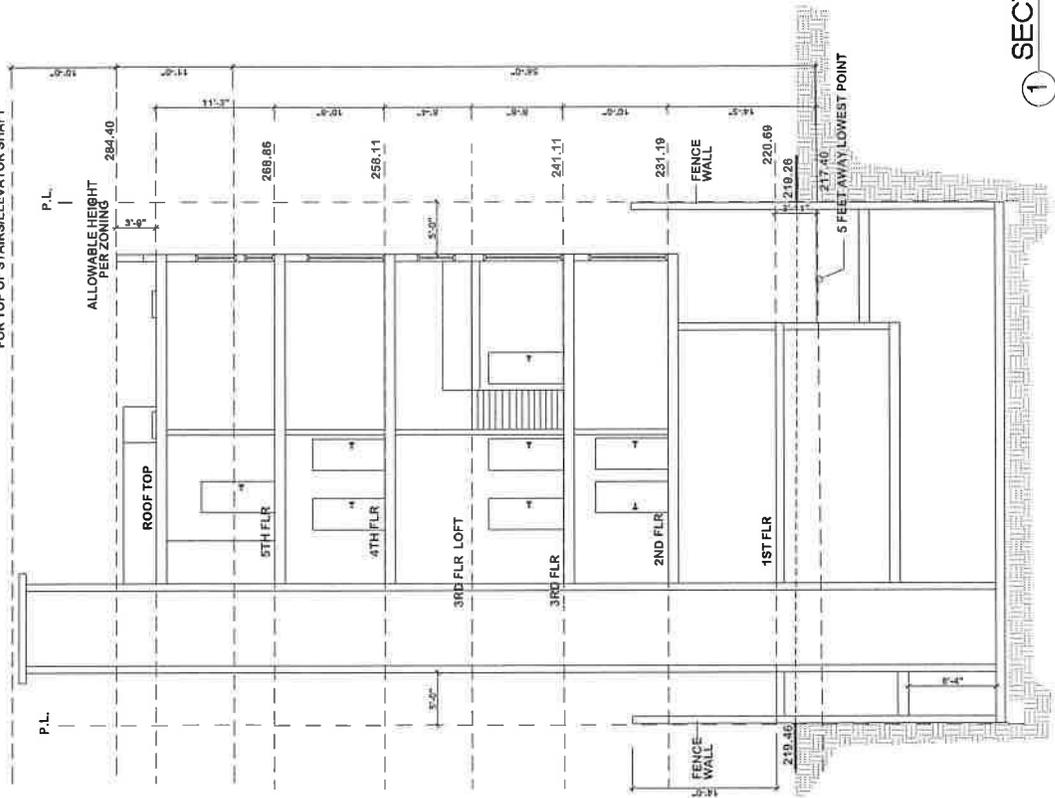








ALLOWABLE HEIGHT FOR TOP OF STAIR/ELEVATOR SHAFT



**EXHIBIT "A"**  
 Page No. 17 of 17  
 Case No. DIR-2021-9567-TOC-HCA

SECTION 1

SC 3/16'-0"

**A4.3**  
 SECTIONS  
 SHEET TITLE: SHEET NO.

SCALE:	DATE:	PROJECT:
SCALE:	DATE:	PROJECT:

**CDD**  
 CALIFORNIA DEVELOPMENT AND DESIGN INC.  
 11871 SAN VICENTE BLVD, SUITE 200  
 VAN NUYS, CA 91411  
 TEL: 818.358.1111 FAX: 818.712.7448  
 WWW.CDDARCHITECTS.COM



CONFORMANCE STATEMENT:  
 I, THE UNDERSIGNED, AS ARCHITECT, ENGINEER OR PROFESSIONAL LANDSCAPE ARCHITECT, HEREBY CERTIFY THAT I AM A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF CALIFORNIA, LICENSE NO. 44587, AND THAT I AM THE DESIGN PROFESSIONAL RESPONSIBLE FOR THE DESIGN OF THE PROJECT DESCRIBED HEREON.

NO.	DATE	DESCRIPTION
1	11/11/2021	ISSUED FOR PERMITS
2	11/11/2021	ISSUED FOR PERMITS
3	11/11/2021	ISSUED FOR PERMITS
4	11/11/2021	ISSUED FOR PERMITS
5	11/11/2021	ISSUED FOR PERMITS

NEW 5-STORY 29- UNIT APARTMENT BUILDING  
 PROJECT ADDRESS: 1851 WESTWOOD BLVD, LOS ANGELES, CA 90025  
 DEVELOPER: WESTWOOD INVESTMENTS 26 LLC  
 1851 SANTA MONICA BLVD SUITE # 200, LOS ANGELES, CA 90025

# COVID-19 UPDATE

## Interim Appeal Filing Procedures

Fall 2020



Consistent with Mayor Eric Garcetti's "Safer At Home" directives to help slow the spread of COVID-19, City Planning has implemented new procedures for the filing of appeals for non-applicants that eliminate or minimize in-person interaction.

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### OPTION 1: Online Appeal Portal

([planning.lacity.org/development-services/appeal-application-online](http://planning.lacity.org/development-services/appeal-application-online))

Entitlement and CEQA appeals can be submitted online and payment can be made by credit card or e-check. The online appeal portal allows appellants to fill out and submit the appeal application directly to the Development Services Center (DSC). Once the appeal is accepted, the portal allows for appellants to submit a credit card payment, enabling the appeal and payment to be submitted entirely electronically. A 2.7% credit card processing service fee will be charged - there is no charge for paying online by e-check. **Appeals should be filed early to ensure DSC staff has adequate time to review and accept the documents and to allow Appellants time to submit payment.** On the final day to file an appeal, the application must be submitted and paid for by 4:30PM (PT). Should the final day fall on a weekend or legal holiday, the time for filing an appeal shall be extended to 4:30PM (PT) on the next succeeding working day. Building and Safety appeals (LAMC Section 12.26K) can only be filed using Option 2 below.

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### OPTION 2: Drop off at DSC

An appellant may continue to submit an appeal application and payment at any of the three Development Services Center (DSC) locations. City Planning established drop off areas at the DSCs with physical boxes where appellants can drop.

**Metro DSC**  
(213) 482-7077  
201 N. Figueroa Street  
Los Angeles, CA 90012

**Van Nuys DSC**  
(818) 374-5050  
6262 Van Nuys Boulevard  
Van Nuys, CA 91401

**West Los Angeles DSC**  
(310) 231-2901  
1828 Sawtelle Boulevard  
West Los Angeles, CA 90025

City Planning staff will follow up with the Appellant via email and/or phone to:

- Confirm that the appeal package is complete and meets the applicable LAMC provisions
- Provide a receipt for payment

# EXHIBIT “C”



APPLICATIONS:

DEPARTMENT OF CITY PLANNING APPLICATION

THIS BOX FOR CITY PLANNING STAFF USE ONLY

Case Number DIR-2021-8567-TOG HCA

Env. Case Number ENV-2021-8569-EAF

Application Type TRANSIT-ORIENTED COMMUNITIES

Case Filed With (Print Name) MINDY NGUYEN Date Filed 10/13/21

Application includes letter requesting:

- Waived hearing       Concurrent hearing       Hearing not be scheduled on a specific date (e.g. vacation hold)
- Related Case Number \_\_\_\_\_

Provide all information requested. Missing, incomplete or inconsistent information will cause delays.

All terms in this document are applicable to the singular as well as the plural forms of such terms.

Detailed filing instructions are found on form CP-7810

1. PROJECT LOCATION

Street Address<sup>1</sup> 1951 - 1957 S. Westwood Blvd., Los Angeles, CA 90025 Unit/Space Number \_\_\_\_\_

Legal Description<sup>2</sup> (Lot, Block, Tract) Lot 7, Block 49, Tract TR 5609

Assessor Parcel Number 4323002006 Total Lot Area 6,753.0

2. PROJECT DESCRIPTION

Present Use Retail / Office

Proposed Use Office / Apartment building

Project Name (if applicable) \_\_\_\_\_

Describe in detail the characteristics, scope and/or operation of the proposed project New, 5 story, 29 unit, Apartment Building

Additional information attached       YES       NO

Complete and check all that apply:

Existing Site Conditions

- Site is undeveloped or unimproved (i.e. vacant)       Site is located within 500 feet of a freeway or railroad
- Site has existing buildings (provide copies of building permits)       Site is located within 500 feet of a sensitive use (e.g. school, park)
- Site is/was developed with use that could release hazardous materials on soil and/or groundwater (e.g. dry cleaning, gas station, auto repair, industrial)       Site has special designation (e.g. National Historic Register, Survey LA)

<sup>1</sup> Street Addresses must include all addresses on the subject/application site (as identified in ZIMAS—<http://zimas.lacity.org>)

<sup>2</sup> Legal Description must include all contiguously owned properties (even if they are not a part of the proposed project site)

**Proposed Project Information**

(Check all that apply or could apply)

- Demolition of existing buildings/structures
- Relocation of existing buildings/structures
- Interior tenant improvement
- Additions to existing buildings
- Grading
- Removal of any on-site tree
- Removal of any street tree

- Removal of protected trees on site or in the public right of way
- New construction: 16,519 square feet
- Accessory use (fence, sign, wireless, carport, etc.)
- Exterior renovation or alteration
- Change of use and/or hours of operation
- Haul Route
- Uses or structures in public right-of-way
- Phased project

**Housing Component Information**

Number of Residential Units: Existing 0 – Demolish(ed)<sup>3</sup> 0 + Adding 29 = Total 29  
 Number of Affordable Units<sup>4</sup> Existing 0 – Demolish(ed) 0 + Adding 3 = Total 3  
 Number of Market Rate Units Existing 0 – Demolish(ed) 0 + Adding 26 = Total 26  
 Mixed Use Projects, Amount of Non-Residential Floor Area: \_\_\_\_\_ square feet

**Public Right-of-Way Information**

Have you submitted the Planning Case Referral Form to BOE? (required)  YES  NO  
 Is your project required to dedicate land to the public right-of-way?  YES  NO  
 If so, what is/are your dedication requirement(s)? \_\_\_\_\_ ft.  
 If you have dedication requirements on multiple streets, please indicate: \_\_\_\_\_

**3. ACTION(S) REQUESTED**

Provide the Los Angeles Municipal Code (LAMC) Section that authorizes the request and (if applicable) the LAMC Section or the Specific Plan/Overlay Section from which relief is sought; follow with a description of the requested action.

Does the project include Multiple Approval Requests per LAMC 12.36?  YES  NO

Authorizing Code Section 12.22.A.31

Code Section from which relief is requested (if any): N/A

Action Requested, Narrative: Requesting additional incentives. 1) Using RAS-3 setback for C-2 zone.  
2) Height increase

Authorizing Code Section \_\_\_\_\_

Code Section from which relief is requested (if any): \_\_\_\_\_

Action Requested, Narrative: \_\_\_\_\_

Additional Requests Attached  YES  NO

<sup>3</sup> Number of units to be demolished and/or which have been demolished within the last five (5) years.  
<sup>4</sup> As determined by the Housing and Community Investment Department

**4. RELATED DEPARTMENT OF CITY PLANNING CASES**

Are there previous or pending cases/decisions/environmental clearances on the project site?  YES  NO

If YES, list all case number(s) \_\_\_\_\_

If the application/project is directly related to one of the above cases, list the pertinent case numbers below and complete/check all that apply (provide copy).

Case No. \_\_\_\_\_ Ordinance No.: \_\_\_\_\_

- |   |  |
|---|--|
| <input type="checkbox"/> Condition compliance review                        | <input type="checkbox"/> Clarification of Q (Qualified) classification               |
| <input type="checkbox"/> Modification of conditions                         | <input type="checkbox"/> Clarification of D (Development Limitations) classification |
| <input type="checkbox"/> Revision of approved plans                         | <input type="checkbox"/> Amendment to T (Tentative) classification                   |
| <input type="checkbox"/> Renewal of entitlement                             |  |
| <input type="checkbox"/> Plan Approval subsequent to Master Conditional Use |  |

For purposes of environmental (CEQA) analysis, is there intent to develop a larger project?  YES  NO

Have you filed, or is there intent to file, a Subdivision with this project?  YES  NO

If YES, to either of the above, describe the other parts of the projects or the larger project below, whether or not currently filed with the City:

\_\_\_\_\_

**5. RELATED DOCUMENTS / REFERRALS**

To help assigned staff coordinate with other Departments that may have a role in the proposed project, please provide a copy of any applicable form and reference number if known.

- a. Specialized Requirement Form N/A
- b. Geographic Project Planning Referral NOD - Provided
- c. Citywide Design Guidelines Compliance Review Form N/A
- d. Affordable Housing Referral Form Provided
- e. Mello Form N/A
- f. Unpermitted Dwelling Unit (UDU) Inter-Agency Referral Form N/A
- g. HPOZ Authorization Form N/A
- h. Management Team Authorization N/A
- i. Expedite Fee Agreement Provided
- j. Department of Transportation (DOT) Referral Form N/A
- k. Preliminary Zoning Assessment Referral Form Provided
- l. SB330 Preliminary Application Provided
- m. Bureau of Engineering (BOE) Planning Case Referral Form (PCRF) Provided
- n. Order to Comply N/A
- o. Building Permits and Certificates of Occupancy Provided
- p. Hillside Referral Form (BOE) N/A
- q. Low Impact Development (LID) Referral Form (Storm water Mitigation) Provided
- r. SB330 Determination Letter from Housing and Community Investment Department Provided
- s. Are there any recorded Covenants, affidavits or easements on this property?  YES (provide copy)  NO

**PROJECT TEAM INFORMATION** (Complete all applicable fields)

**Applicant<sup>5</sup> name** Kamran Tavakoli  
Company/Firm Westwood Investments 26, LLC  
Address: 524 N Foothill Rd. Unit/Space Number 209  
City Beverly Hills State CA Zip Code: 90210  
Telephone 310-430-8099 E-mail: Kevin@Save-oninsurance.com  
Are you in escrow to purchase the subject property?  YES  NO

**Property Owner of Record**  Same as applicant  Different from applicant  
Name (if different from applicant) \_\_\_\_\_  
Address \_\_\_\_\_ Unit/Space Number \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip Code: \_\_\_\_\_  
Telephone \_\_\_\_\_ E-mail: \_\_\_\_\_

**Agent/Representative name** Shapour Shajirat  
Company/Firm DCC  
Address: 13725 Ventura Blvd. Unit/Space Number 200  
City Sherman Oaks State CA Zip: 91423  
Telephone (818) 755 - 9000 E-mail: shapour@ladcc.com

**Other** (Specify Architect, Engineer, CEQA Consultant etc.) \_\_\_\_\_  
Name \_\_\_\_\_  
Company/Firm \_\_\_\_\_  
Address: \_\_\_\_\_ Unit/Space Number \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip Code: \_\_\_\_\_  
Telephone \_\_\_\_\_ E-mail: \_\_\_\_\_

**Primary Contact for Project Information**  Owner  Applicant  
(select only one)  Agent/Representative  Other

To ensure notification of any public hearing as well as decisions on the project, make sure to include an individual mailing label for each member of the project team in both the Property Owners List, and the Abutting Property Owners List.

<sup>5</sup> 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 the case on behalf of a client (i.e. usually not the agent/representative).

**PROPERTY OWNER**

7. **PROPERTY OWNER AFFIDAVIT.** Before the application can be accepted, the owner of each property involved must provide a notarized signature to verify the application is being filed with their knowledge. Staff will confirm ownership based on the records of the City Engineer or County Assessor. In the case of partnerships, corporations, LLCs or trusts the agent for service of process or an officer of the ownership entity so authorized may sign as stipulated below.

- **Ownership Disclosure.** If the property is owned by a partnership, corporation, LLC or trust, a disclosure identifying the agent for service of process or an officer of the ownership entity must be submitted. The disclosure must list the names and addresses of the principal owners (25% interest or greater). The signatory must appear in this list of names. A letter of authorization, as described below, may be submitted provided the signatory of the letter is included in the Ownership Disclosure. Include a copy of the current partnership agreement, corporate articles, or trust document as applicable.
- **Letter of Authorization (LOA).** A LOA from a property owner granting someone else permission to sign the application form may be provided if the property is owned by a partnership, corporation, LLC or trust or in rare circumstances when an individual property owner is unable to sign the application form. To be considered for acceptance, the LOA must indicate the name of the person being authorized the file, their relationship to the owner or project, the site address, a general description of the type of application being filed and must also include the language in items A-D below. In the case of partnerships, corporations, LLCs or trusts the LOA must be signed and notarized by the authorized signatory as shown on the Ownership Disclosure or in the case of private ownership by the property owner. Proof of Ownership for the signatory of the LOA must be submitted with said letter.
- **Grant Deed.** Provide a Copy of the Grant Deed If the ownership of the property does not match City Records and/or if the application is for a Coastal Development Permit. The Deed must correspond exactly with the ownership listed on the application.
- **Multiple Owners.** If the property is owned by more than one individual (e.g. John and Jane Doe or Mary Smith and Mark Jones) notarized signatures are required of all owners.

- a. I hereby certify that I am the owner of record of the herein previously described property located in the City of Los Angeles which is involved in this application or have been empowered to sign as the owner on behalf of a partnership, corporation, LLC or trust as evidenced by the documents attached hereto.
- b. I hereby consent to the filing of this application on my property for processing by the Department of City Planning.
- c. I understand if the application is approved, as a part of the process the City will apply conditions of approval which may be my responsibility to satisfy including, but not limited to, recording the decision and all conditions in the County Deed Records for the property.
- d. By my signature below, I declare under penalty of perjury under the laws of the State of California that the foregoing statements are true and correct.

*Property Owner's signatures must be signed/notarized in the presence of a Notary Public.  
The City requires an original signature from the property owner with the "wet" notary stamp.  
A Notary Acknowledgement is available for your convenience on following page.*

Signature \_\_\_\_\_

Date \_\_\_\_\_

Print Name \_\_\_\_\_

Signature \_\_\_\_\_

Date \_\_\_\_\_

Print Name \_\_\_\_\_

Space Below For Notary's Use

California All-Purpose Acknowledgement

Civil Code ' 1189

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

State of California

County of \_\_\_\_\_

On \_\_\_\_\_ before me, \_\_\_\_\_  
(Insert Name of Notary Public and Title)

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

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

WITNESS my hand and official seal.

\_\_\_\_\_  
Signature (Seal)

**APPLICANT**

- 8. APPLICANT DECLARATION.** A separate signature from the applicant, whether they are the property owner or not, attesting to the following, is required before the application can be accepted.
- a. I hereby certify that the information provided in this application, including plans and other attachments, is accurate and correct to the best of my knowledge. Furthermore, should the stated information be found false or insufficient to fulfill the requirements of the Department of City Planning, I agree to revise the information as appropriate.
  - b. I hereby certify that I have fully informed the City of the nature of the project for purposes of the California Environmental Quality Act (CEQA) and have not submitted this application with the intention of segmenting a larger project in violation of CEQA. I understand that should the City determine that the project is part of a larger project for purposes of CEQA, the City may revoke any approvals and/or stay any subsequent entitlements or permits (including certificates of occupancy) until a full and complete CEQA analysis is reviewed and appropriate CEQA clearance is adopted or certified.
  - c. I understand that the environmental review associated with this application is preliminary, and that after further evaluation, additional reports, studies, applications and/or fees may be required.
  - d. I understand and agree that any report, study, map or other information submitted to the City in furtherance of this application will be treated by the City as public records which may be reviewed by any person and if requested, that a copy will be provided by the City to any person upon the payment of its direct costs of duplication.
  - e. I understand that the burden of proof to substantiate the request is the responsibility of the applicant. Additionally, I understand that planning staff are not permitted to assist the applicant or opponents of the project in preparing arguments for or against a request.
  - f. I understand that there is no guarantee, expressed or implied, that any permit or application will be granted. I understand that each matter must be carefully evaluated and that the resulting recommendation or decision may be contrary to a position taken or implied in any preliminary discussions.
  - g. I understand that if this application is denied, there is no refund of fees paid.
  - i. I understand and agree to defend, indemnify, and hold harmless, the City, its officers, agents, employees, and volunteers (collectively "City"), from any and all legal actions, claims, or proceedings (including administrative or alternative dispute resolution (collectively "actions"), arising out of any City process or approval prompted by this Action, either in whole or in part. Such actions include but are not limited to: actions to attack, set aside, void, or otherwise modify, an entitlement approval, environmental review, or subsequent permit decision; actions for personal or property damage; actions based on an allegation of an unlawful pattern and practice; inverse condemnation actions; and civil rights or an action based on the protected status of the petitioner or claimant under state or federal law (e.g. ADA or Unruh Act). I understand and agree to reimburse the City for any and all costs incurred in defense of such actions. This includes, but it not limited to, the payment of all court costs and attorneys' fees, all judgments or awards, damages, and settlement costs. The indemnity language in this paragraph is intended to be interpreted to the broadest extent permitted by law and shall be in addition to any other indemnification language agreed to by the applicant.
  - i. By my signature below, I declare under penalty of perjury, under the laws of the State of California, that all statements contained in this application and any accompanying documents are true and correct, with full knowledge that all statements made in this application are subject to investigation and that any false or dishonest answer to any question may be grounds for denial or subsequent revocation of license or permit.

*The City requires an original signature from the applicant. The applicant's signature below does not need to be notarized.*

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Print Name: \_\_\_\_\_

**OPTIONAL  
NEIGHBORHOOD CONTACT SHEET**

9. **SIGNATURES** of adjoining or neighboring property owners in support of the request are not required but are helpful, especially for projects in single-family residential areas. Signatures may be provided below (attach additional sheets if necessary).

NAME (PRINT)	SIGNATURE	ADDRESS	KEY # ON MAP

**REVIEW** of the project by the applicable Neighborhood Council is not required, but is helpful. If applicable, describe, below or separately, any contact you have had with the Neighborhood Council or other community groups, business associations and/or officials in the area surrounding the project site (attach additional sheets if necessary).

# EXHIBIT “D”



# State of California

## Department of Social Services

Facility Number: 191600754

Effective Date: 05/24/1993

Total Capacity: 77

In accordance with applicable provisions of the Health and Safety Code of California, and its rules and regulations; the Department of Social Services hereby issues

### this License to

WESTWOOD HILLS CONGREGATIONAL CHURCH

to operate and maintain a

DAY CARE CENTER

### Name of Facility

WESTWOOD HILLS PRESCHOOL  
1989 WESTWOOD BOULEVARD  
LOS ANGELES, CA 90025

This License is not transferable and is granted solely upon the following:

MAXIMUM CAPACITY:(69) PRESCHOOL CHILDREN AGES 2 YEARS OLD THROUGH ENTRY INTO FIRST GRADE.WAIVER FOR OUTSIDE PLAYGROUND(57)MAXIMUM.TODDLER COMPONET(8)TODDLERS AGES 18 MONTHS THROUGH 2 YEARS OLD.

Client Groups Served:

CHILDREN

Complaints regarding services provided in this facility should be directed to:

CCLD Regional Office

(310) 337-4333

Pamela Dickfoss  
Deputy Director,  
Community Care Licensing Division

\_\_\_\_\_  
Authorized Representative of Licensing Agency

**POST IN A PROMINENT PLACE**

**Attachment Re 5(b) to the Appeal Application of Westwood Hills Congregational Church**

Appellant Westwood Hills Congregational Church and Preschool (“Appellant”) is the owner of the real property located at 1959 Westwood Boulevard in Los Angeles, California 90025, APN 4323-002-023 (hereinafter “Westwood Church Property”; see Exhibit “A” attached hereto, Los Angeles County Property Tax Bill for APN 4323 002 023, the Westwood Church Property).

The Westwood Church Property is immediately adjacent to Kamran Tavakoli/Westwood Investments 26, LLC’s (hereafter “Applicant”) real property located at 1951 Westwood Boulevard in Los Angeles, California 90025, APN# 4323-002-006 (the “Subject Property”) at issue in this Appeal of the Director’s Determination dated April 26, 2022 in the City of Los Angeles, Department of City Planning Case No. DIR-2021-8587-TOC-HCA (see Exhibit “B” attached hereto, Director’s Determination Transit Oriented Communities Affordable Housing Incentive Program, Case No. DIR-2021-8567-TOC-HCA dated April 26, 2022.)

On October 13, 2021, Applicant filed an Application with the City of Los Angeles Department of City Planning seeking approval for the Transit Oriented Communities Affordable Housing Incentive Program (see Exhibit “C” attached hereto, Applicant’s Application). Pursuant to the directions on the said Application, the Applicant is required to “Provide all information requested.”

Under Section 2 of the Application, “Existing Site Conditions,” the Applicant was queried: “\_\_ Site is located within 500 feet of a sensitive use (e.g. school, park).” The Applicant did not check the box indicating that the Subject Property was located within 500 feet of a school. This is of concern as the Applicant was aware there is a Preschool adjacent to the Subject Property in that Kamran Tavakoli’s child attended the said Preschool. It is Appellant’s position that the Applicant’s failure to acknowledge the adjacent school in their Application is a material misrepresentation.

Specifically, Appellant appeals the Director’s Determination as to the determination that the subject Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32). The Project is not consistent with the applicable general plan designation in that the Project five-foot side yard does not comply with C4-1VL-POD Zone and the Project exceeds the height limit of 45 feet of the underlying C4-1VL Zone.

Appellant also appeals the Director’s Determination as to the determination conditions numbered 6(a) and 6(b) in the Director’s April 26, 2022, letter attached as Exhibit “B.”

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Condition 6(a) is as follows:

**“RAS Setbacks.** The project shall be permitted to utilize the side yard setbacks requirement of the RAS3 Zone for a project in a commercial zone.” [Which results in the set back between the Applicant’s proposed structure and Appellant’s preschool structure being reduced from 8 feet to 5 feet.]

Condition 6(b) is as follows:

**“Increased Height and Transitional Height.** The project shall be permitted an additional 22 feet in building height, allowing for a maximum of 67 feet in building height. The project shall be permitted to utilize Tier 3 Transitional Height requirements in which the project’s building height limit shall be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the RWI Zone or more restrictive residential zone.”

(See Exhibit “B” attached hereto, Director’s Determination Transit Oriented Communities Affordable Housing Incentive Program, Case No. DIR-2021-8567-TOC-HCA dated April 26, 2022.)

Applicant’s Subject Property is 50 feet wide and 135 feet deep. After the setback’s allowed for in the Director’s Determination, Applicant proposes to build an Apartment building on the Subject Property that is five stories high (67 ft.) on a foot print of 40 feet by 120 (minus the front setback). Of serious concern is the reduction of the setback from 8 feet to 5 feet from the lot line with the Appellant’s Westwood Church Property, especially in light of the fact that Appellant operates a Preschool in a building that abuts the said lot line (see Exhibit “D” attached hereto, State of California, Department of Social Services License for Westwood Hills Congregational Church to Operate a Day Care Center, Facility Number 191600754.)

Appellant began its Church in 1925. In 1926, Appellant bought the Westwood Church Property and in 1928 the sanctuary was built, now called Roy Hall. The Church has continually worshipped in the said building since January 29, 1928. Subsequently, 80 years ago, Appellant began to operate a Preschool for young children at the Westwood Church Property. Appellant has continually operated the Preschool at the Westwood Church Property immediately adjacent to, and up to the property line dividing the Westwood Church Property and the Subject Property since 1936.

The Applicant has advised Appellant that the construction for the proposed apartment building will take at least a year. During this said time period, the proposed demolition, excavation, and construction will cause significant dust, noise, and vibration in the Preschool just

inches away from the proposed construction at the Project. In addition, the construction dust, debris, and noise will result in a nuisance that will make the Preschool yard unusable resulting in violations of State Licensing regulations. In addition, the anticipated street closures due to Applicant's construction will obstruct the entry into Appellant's parking lot wherein parents enter to drop-off and pick-up the children and will also create safety issues for the children.

Further, after the proposed Apartment building is constructed as currently planned, its South facing windows will have a direct line of sight into the playground of the Preschool which again would be just feet away from the proposed Apartment building.

The City of Los Angeles General Plan serves as a blueprint for the future and prescribes policies and goals to guide the physical development of the City. (See General Plan Overview, from Los Angeles City Planning Department.) The City of Los Angeles Planning Department is responsible for overseeing all land use decisions in the City and thus has a critical role in improving residents' health and wellness. As communities evolve in response to economic investments it is important to consider the possible unintended consequences that can result due to the influx of investment. While communities naturally change over time, major revitalization efforts that have the potential to cause displacement should be evaluated and mitigated.

Design features for buildings should be made with considerations for the most vulnerable users, i.e., young children. The decisions of the Planning Department should support strategies that make schools centers of health and well-being by creating environmental and physical conditions around schools that are safe and offer opportunities for physical activity and recreation. (See the City's General Plan Overview and the element of health "Plan for a Healthy Los Angeles," Page 48.) The Applicant's Project is not promoting health and presents significant health and public safety concerns to the young children in the immediately adjacent Preschool building built in 1936.

Noxious particles and activities can negatively impact residents' quality of life, health, and well-being. The emissions of noise, vapors, and dust from the Applicant's construction project would detract from a healthy environment and can make it challenging for Appellant's school children to engage in healthy activities, both indoors and outdoors.

One of the City's guiding principles is for the City to incorporate health as a goal in all policies, programs, procedures, and actions by working across departments to ensure that City actions support healthy outcomes. (See the City's "Guiding Principles Appendix 1" to the City's Health Element of the General Plan, "Plan for a Healthy Los Angeles.") There should be an understanding of the role that community design plays in creating health opportunities and obstacles, and the City should make land use and design decisions that will promote short-term and long-term health improvements.

In addition, the "Noise Element" of the City's General Plan applies to the City as a whole and addresses noise mitigation regulations and sets forth guidelines, objectives, and policies

related thereto. In fact, in 1971 the State of California required cities to include a noise element in their general plans. (Gov. Code, § 65302 et seq.) One of the most basic noise management measures is the setback which serves as a noise buffer. (See Department of City Planning “Noise Element” to the City’s General Plan, Pages 2-4.) Nuisance Noise is intermittent noise that exceeds the City’s ambient noise levels. (*Id.* at Pages 2-5.) Exhibit I to the “Noise Element” is a Guideline for Noise Compatible Land Use. Within said Guideline, an average decibel of 60 at a school is only conditionally acceptable with new construction only after a detailed analysis of noise mitigation is made and needed noise insulation features are included in the project design. Further in the said Guideline, decibel levels of 70 are considered, “Normally Unacceptable. New construction or development should be discouraged.” For decibel levels of 80 at a school, the Guideline provides “Clearly unacceptable. New Construction or development generally should not be undertaken.” (*Ibid.*)

It is difficult to believe that the demolition, concrete removal, excavation, and construction of the five-story building which is immediately and directly adjacent to the Preschool building would not result in a decibel level of 80.

Considering the Applicant’s failure to file a proper Application acknowledging the Preschool that is adjacent to the Subject Property, and well within 500 feet, and that schools are afforded special consideration by the Planning Department in its decision processes by “creating environmental and physical conditions around schools that are safe and offer opportunities for physical activity,” the Appellant prays that the Planning Department reconsider the Applicant’s Application for a Tier 1 and deny the Applicant’s Application as to the CEQA exemption and Conditions 6(a) and 6(b) as referenced above.

EXHIBIT “A”

2021

# ANNUAL SECURED PROPERTY TAX BILL

CITIES, COUNTY, SCHOOLS AND ALL OTHER TAXING AGENCIES IN LOS ANGELES COUNTY  
**SECURED PROPERTY TAX FOR FISCAL YEAR JULY 1, 2021 TO JUNE 30, 2022**  
 KEITH KNOX, TREASURER AND TAX COLLECTOR

2021

FOR ASSISTANCE, CALL 1(213) 974-2111 OR 1(888) 807-2111, ON THE WEB AT [propertytax.lacounty.gov](http://propertytax.lacounty.gov)

ASSESSOR'S ID. NO. YR SEQ CK

**PROPERTY IDENTIFICATION**  
 ASSESSOR'S ID. NO.: 4323 002 023 21 000  
 OWNER OF RECORD AS OF JANUARY 1, 2021  
 SAME AS BELOW

AGENCY	AGENCY PHONE NO.	RATE	AMOUNT
<b>DETAIL OF TAXES DUE FOR</b>			<b>4323 002 023 21 000 15</b>
DIRECT ASSESSMENTS			
CITY LT MAINT	(213) 847-1821	\$	283.38
TRAUMA/EMERG SRV	(866) 587-2862		504.98
LACITY PARK DIST	(213) 485-4402		61.61
LA STORMWATER	(213) 485-2464		233.73
LA WEST MOSQ AB	(310) 915-7370		11.65
FLOOD CONTROL	(626) 458-5165		293.18

**MAILING ADDRESS**  
 0125245-0125245 SNGL 003 1234-- 343458  
  
 WESTWOOD HILLS CONGREGATIONAL CH  
 1989 WESTWOOD BLVD  
 LOS ANGELES CA 90025-4613



Save Money – Save Time – Pay Online  
[ftc.lacounty.gov](http://ftc.lacounty.gov)

**Electronic Payment Information**  
 (Required for Online and Telephone Payments)  
 ID#:19 4323 002 023 0 YEAR:21 SEQUENCE:000 5  
**Personal Identification Number (PIN)**  
 PIN: 7VW9VL

**SPECIAL INFORMATION**

**PROPERTY LOCATION AND/OR PROPERTY DESCRIPTION**  
 1959 WESTWOOD BLVD LOS ANGELE  
 TRACT NO 5609 LOTS 8, 9, 10, 11 AND  
 LOT 12 BLK 49

ROLL YEAR 21-22	CURRENT ASSESSED VALUE	TAXABLE VALUE
LAND	826,700	826,700
IMPROVEMENTS	214,692	214,692

**ASSESSOR'S REGIONAL OFFICE**  
 REGION #25 INDEX: TRA:00067  
 WEST DISTRICT OFFICE  
 6120 BRISTOL PARKWAY  
 CULVER CITY CA 90230  
 (310)665-5300

TOTAL 1,041,392  
 LESS EXEMPTION: RELG 1,041,392  
**NET TAXABLE VALUE**

ACCT. NO.: PRINT NO.: 104424 BILL ID.:

<b>1ST</b>	<b>\$694.27</b>	<b>2ND</b>	<b>\$694.26</b>	<b>1ST</b>	<b>\$1,388.53</b>
	DUE NOVEMBER 1, 2021 (After December 10, 2021, add 10% penalty)		DUE FEBRUARY 1, 2022 (After April 10, 2022, add 10% penalty and \$10 cost)	+	IF PAYING BOTH BY DECEMBER 10, 2021 (Include 1st & 2nd stubs if paying by mail)
			<b>2ND</b>		

ANY RETURNED PAYMENT MAY BE SUBJECT TO A FEE UP TO \$50.00.

SEE REVERSE SIDE FOR MORE INFORMATION.

198453801



27

187

# EXHIBIT “B”

**DEPARTMENT OF  
CITY PLANNING**

COMMISSION OFFICE  
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN  
PRESIDENT

CAROLINE CHOE  
VICE-PRESIDENT

HELEN LEUNG  
KAREN MACK  
DANA M. PERLMAN  
YVETTE LOPEZ-LEDESMA  
JENNA HORNSTOCK  
RENEE DAKE WILSON  
VACANT

**CITY OF LOS ANGELES**  
CALIFORNIA



ERIC GARCETTI  
MAYOR

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

VINCENT P. BERTONI, AICP  
DIRECTOR

SHANA M.M. BONSTIN  
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP  
DEPUTY DIRECTOR

LISA M. WEBBER, AICP  
DEPUTY DIRECTOR

**DIRECTOR'S DETERMINATION  
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM**

April 26, 2022

**Applicant / Owner**

Kamran Tavakoli, Westwood  
Investments 26, LLC  
524 North Foothill Road Unit 209  
Beverly Hills, CA 90210

**Representative**

Shapour Shajirat  
DCC  
13725 Ventura Boulevard Unit 200  
Sherman Oaks, CA 91423

**Case No.** DIR-2021-8567-TOC-HCA

**CEQA:** ENV-2021-8569-CE

**Location:** 1951-1953 South  
Westwood Boulevard

**Council District:** 5 – Koretz

**Neighborhood Council:** Westside

**Community Plan Area:** West Los Angeles

**Land Use Designation:** Neighborhood Commercial

**Zone:** C4-1VL-POD

**Legal Description:** Lot 7, Block 49, Tract TR  
5609

**Last Day to File an Appeal:** May, 11 2022

**DETERMINATION – Transit Oriented Communities Affordable Housing Incentive Program**

Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 A.31, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

1. **Determine** based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to 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;
2. **Approve with Conditions** up to a 70 percent increase in density, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program along with the following two incentives for a qualifying Tier 3 project totaling 29 dwelling units, reserving three (3) units for Extremely Low Income (ELI) Household occupancy for a period of 55 years:

- a. **RAS3 Setbacks.** Utilization of the side yard setback requirements of the RAS3 Zone to permit a five foot side yard in lieu of the otherwise required eight foot side yard of the C4-1VL-POD Zone;
- b. **Increased Height and Transitional Height.** A height increase 22 additional feet to permit a maximum building height of 67 feet in-lieu of 45 feet otherwise permitted in the C4-1VL Zone. Utilization of Tier 3 Transitional Height requirements in which the project's building height limit shall be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the R1 Zone; and

3. **Adopt the attached Findings.**

### CONDITIONS OF APPROVAL

Pursuant to Section 12.22 A.31 of the LAMC, the following conditions are hereby imposed upon the use of the subject property:

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. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the project conditions. Changes beyond minor deviations required by other City Departments or the LAMC may not be made without prior review by the Department of City Planning, Expedited Processing Section, and written approval by the Director of Planning. Each change shall be identified and justified in writing.
2. **On-site Restricted Affordable Units.** Three (3) units, or units equal to 10 percent of the total number of dwelling units, shall be designated for Extremely Low Income Households, as defined by the Los Angeles Department of Housing (LAHD) and California Government Code Section 65915(c)(2).
3. **Changes in On-site Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.31.
4. **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) to make 10 percent of the total number of dwelling units affordable to Extremely Low Income Households, for sale or rental as determined to be affordable to such households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with the Transit Oriented Communities Guidelines, to the satisfaction of LAHD, and in consideration of the project's Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination, dated August 12, 2020. 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 with any monitoring requirements established by the LAHD. Refer to the Density Bonus Legislation Background section of this determination. Additionally, the project shall comply with any other requirements stated in project's Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination, dated August 12, 2020, including but not limited to

replacement unit requirements and requirements regarding relocation, right of return, and right to remain for occupants of protected units.

5. **Base Incentives.**

- a. **Residential Density.** The project shall be limited to a maximum density of 29 residential dwelling units (equal to a maximum density increase of 70 percent), including On-site Restricted Affordable Units.
- b. **Floor Area Ratio (FAR).** The project shall be permitted a maximum FAR of 3.75 to 1 for a Tier 3 project in a commercial zone and a maximum floor area of 16,519 square feet.
- c. **Parking.**
  - i. **Automotive Parking.** Automobile parking shall be provided consistent with LAMC Section 12.22 A.31. The proposed development, a Tier 3 project, shall not be required to exceed 0.5 automobile parking space per bedroom. A greater number may be provided at the applicant's discretion.
  - ii. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21 A.16. In the event that the number of On-Site Restricted Affordable Units should increase or the composition of such units should change, then no modification of this determination shall be necessary and the number of bicycle parking spaces shall be re-calculated consistent with LAMC Section 12.21 A.16.
  - iii. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth pursuant to LAMC Section 12.22-A,25.
  - iv. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable units which shall include any required parking in the base rent or sales price, as verified by HCIDLA.
  - v. **Electric Vehicle Charging.** 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.

6. **Additional Incentives.**

- a. **RAS3 Setbacks.** The project shall be permitted to utilize the side yard setbacks requirements of the RAS3 Zone for a project in a commercial zone.
- b. **Increased Height and Transitional Height.** The project shall be permitted an additional 22 feet in building height, allowing for a maximum of 67 feet in building height. The project shall be permitted to utilize Tier 3 Transitional Height requirements in which the project's building height limit shall be stepped-back at a 45 degree angle as measured from a

horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive residential zone.

### **Design Conformance Conditions**

7. **Entrances.** The pedestrian entrances to the residential lobby shall be oriented along Westwood Boulevard as shown in "Exhibit A."
8. **Window Treatments.** Architectural window framing elements that project or recess shall be at a minimum of 3-inches from the exterior façade on 75 percent of the windows of each elevation of the structure. The architectural window framing element projection or recess may exceed the 3-inch minimum as permitted by the LAMC.
9. **Building Materials.** Each façade of the building shall incorporate a minimum of three (3) different building materials. Windows, doors, balcony/deck railings, and fixtures (such as lighting, signs, etc.) shall not count towards this requirement.
10. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer(s), if located at-grade and facing the public right-of-way, shall be screened with landscaping consistent with LADWP access requirements.
11. **Landscaping.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. 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.
12. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above night skies.
13. **Parking / Driveway Plan.** Prior to the issuance of any building permit, the applicant shall submit a parking and driveway plan to the Department of Transportation for approval.
14. **Parking Screening.** With the exception of vehicle and pedestrian entrances and/or fresh air intake grilles, all vehicle parking shall be completely enclosed along all sides of the building.
15. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, walkways, common open space and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
16. **Trash.** All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.
17. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

## **Administrative Conditions**

18. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building & Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building & 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 & Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
19. **Notations on Plans.** Plans submitted to the Department of Building & 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.
20. **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.
21. **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.
22. **Department of Building & Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the LAMC, Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building & 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 & 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.
23. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, 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.
24. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
25. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.

26. **Expedited Processing Section Fee.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

**27. 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, of 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.

## **PROJECT BACKGROUND**

The project site is located within the West Los Angeles Plan and consists of one lot totaling approximately 6,753 square feet (0.16 acre), with 50 feet of frontage along Westwood Boulevard to a depth of approximately 135 feet. The Community Plan designates the subject property for Neighborhood Commercial land use, which accommodates the C4-1VL-POD zone designated for the subject property. The project site is located within the boundaries of the West Los Angeles Transportation Improvement and Mitigation Specific Plan and Westwood/Pico Neighborhood Oriented District.

The Westwood/Pico Neighborhood Oriented District (NOD) was enacted through Ordinance 171,859, effective January 24, 1998. The NOD established the POD suffix on the project site. The NOD is a Supplemental Use District per LAMC Section 13.07. The NOD applies addition development requirements to commercial projects along Westwood Boulevard. The subject project does not propose commercial uses and thus the NOD does not apply.

The subject property is located within a Tier 3 TOC Affordable Housing Incentive Area, qualified by its proximity to a Major Transit Stop, involving the Metro Rapid Bus 704 and UCLA/Westwood to Expo Rapid Bus 12.

The proposed project involves the demolition of 3,760 square feet and the construction, use and maintenance of a new, five-story residential building with 29 multi-family dwelling units. Of the 29 units proposed, three (3) will be set aside for Extremely Low-Income Households. The proposed building will encompass approximately 16,519 square feet in total building area, resulting in a Floor Area Ratio of 2.45 to 1. The project proposes to provide 23 automobile parking spaces, 32 bicycle parking spaces, and 3,052 square feet of open space. Open space areas include the rear yard, a rooftop deck, and an outdoor 5<sup>th</sup> floor common open space, and private balconies. The project will reach a maximum height of 67 feet to the top of the building parapet, not inclusive of limited permitted exceptions for rooftop structures pursuant to LAMC Section 12.21.1-B.3. The project will maintain a five-foot side yard setbacks, and a 15-foot rear yard setback.

## **TRANSIT ORIENTED COMMUNITIES**

Pursuant to the voter-approved Measure JJJ, Los Angeles Municipal Code (LAMC) 12.22-A,31 was added to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Program). The Measure requires the Department of City Planning to create TOC

Affordable Housing Incentive Program Guidelines (TOC Guidelines) for all Housing Developments located within a ½-mile (or 2,640-foot) radius of a Major Transit Stop. These Guidelines provide the eligibility standards, incentives, and other necessary components of the TOC Program consistent with LAMC 12.22-A,31.

A qualifying TOC Project shall be granted Base Incentives with regard to increased residential density, increased floor area ratio, and reduced automobile parking requirements. In addition to these Base Incentives, an eligible project may be granted Additional Incentives with regard to yards and setbacks, open space, lot coverage, lot width, averaging, density calculation, height, and developments in public facilities zones. Up to three (3) Additional Incentives may be granted in exchange for providing the requisite set aside of affordable housing as enumerated in the TOC Guidelines.

The proposed project is located within ½-mile of a Major Transit Stop. The Metro Rapid Line 704 and the Santa Monica Big Blue Bus Rapid 12 both have stops at the intersection of Olympic Boulevard and Westwood Boulevard, 1,500 feet south of the project site. The project qualifies for Tier 3 base incentives as it proposes to set aside 10% of the total units for Extremely Low-Income Households. The project meets the TOC Guideline requirements of providing at least seven (7) percent of the base units for Extremely Low-Income Households in exchange for being granted two (2) requested Additional Incentives. The project's three units set aside for Extremely Low-Income Households equates to 17 percent of the 17 base units permitted through the underlying zoning of the site.

The proposed project includes the following Base and Additional Incentives for a qualifying Tier 1 Project:

Tier 3 Base Incentives:

- a. **Density.** The C4 Zone establishes a by-right density ratio of one (1) dwelling unit per 400 square feet of lot area. The subject site's C4 Zone permits a base density of 17 units by-right. This is calculated by dividing the sum of the property's C4 zone lot area, 6,753 square feet, by 400. As an eligible Housing Development, the project is entitled to up to a 70 percent density increase for a maximum of 29 total units. The project proposes a 70 percent density increase for a total of 29 units.
- b. **Floor Area Ratio (FAR).** The permitted FAR is 1.5 to 1 in the C4-1VL Zone. As an eligible Housing Development in a commercial zone, the project is entitled to additional FAR up to a maximum FAR of 3.75 to 1 which is equal to a maximum floor area of 25,324 square feet. As proposed, the project has total floor area of 16,573 square feet for an FAR of 2.45 to 1.
- c. **Parking.** As an Eligible Housing Development in Tier 3, the project is entitled to provide ½ a parking space per dwelling unit. With the TOC parking incentive, the project may provide a minimum of 15 parking spaces. As proposed, the project is providing 23 parking spaces.

Tier 3 Additional Incentives:

- a) **RAS3 Yards.** Eligible Housing Developments in a commercial zone may utilize any or all yard requirements of the RAS3 zone. The RAS3 zone allows for five-foot side yards. The project is requesting five-foot side yards in-lieu of the otherwise required eight-foot side yards required for five story buildings in the C4-1VL Zone.

- b) **Height and Transitional Height.** Eligible Housing Developments in Tier 3 may request up to 22 additional feet in height. The project is requesting an additional 22 feet for a maximum height of 67 feet. The project is also requesting utilization of Tier 3 Transitional Height requirements in which the project's building height limit shall be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive residential zone.

## HOUSING REPLACEMENT

Pursuant to LAMC Section 12.22-A,31(b)(1), a Housing Development located within a Transit Oriented Communities (TOC) Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets any applicable replacement requirements of California Government Code Section 65915(c)(3) (California State Density Bonus Law).

Assembly Bill 2222 (AB 2222) amended the State Density Bonus Law to require applicants of density bonus projects filed as of January 1, 2015 to demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households.

On September 28, 2016, the Governor signed Assembly Bill 2556 (AB 2556) which further amended the State Density Bonus Law. The amendments took effect on January 1, 2017. AB 2556 clarifies the implementation of the required replacement of affordable units in Density Bonus projects, first introduced by AB 2222. AB 2556 further defines "equivalent size" to mean that as a whole, the new units must contain at least the same total number of bedrooms as the units being replaced.

In addition to the requirements of California State Density Bonus Law, 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 Department of Housing (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination dated August 12, 2020, that there is one unit subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330). The project is required to replace **one (1) unit restricted to Extremely Low-Income Households**. The one total unit required by the SB 330 Determination is satisfied by the three units set aside for habitation by Extremely Low-Income Households proposed through the Transit Oriented Communities Affordable Housing Incentive Project.

As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Sections 65915(c)(3) (State Density Bonus Law) and 66300 (Housing Crisis Act of 2019). Additionally, all the new units may be subject to Rent Stabilization Ordinance requirements.

## TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS AND APPLICATION AND APPROVALS

To be an eligible Transit Oriented Communities (TOC) Housing Development, a project must meet the Eligibility criteria set forth in Section IV of the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines). A Housing Development located within a TOC Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets all of the following requirements, which the request herein does:

1. **On-Site Restricted Affordable Units.** *In each Tier, a Housing Development shall provide On-Site Restricted Affordable Units at a rate of at least the minimum percentages described below. The minimum number of On-Site Restricted Affordable Units shall be calculated based upon the total number of units in the final project.*
  - a. *Tier 1 - 8% of the total number of dwelling units shall be affordable to Extremely Low Income (ELI) income households, 11% of the total number of dwelling units shall be affordable to Very Low (VL) income households, or 20% of the total number of dwelling units shall be affordable to Lower Income households.*
  - b. *Tier 2 - 9% ELI, 12% VL or 21% Lower.*
  - c. *Tier 3 - 10% ELI, 14% VL or 23% Lower.*
  - d. *Tier 4 - 11% ELI, 15% VL or 25% Lower.*

The project site is located within a Tier 3 TOC Affordable Housing Incentive Area. As part of the proposed Tier 3 development, the project is required to reserve ten percent of the total number of on-site dwelling units for Extremely Low-Income Households. The project will reserve a total of three (3) on-site dwelling units for Extremely Low-Income Households, which equates to ten percent of the 29 total dwelling units proposed as part of the Housing Development, and thus meets the eligibility requirement for On-Site Restricted Affordable Units.

2. **Major Transit Stop.** *A Housing Development shall be located on a lot, any portion of which must be located within 2,640 feet of a Major Transit Stop, as defined in Section II and according to the procedures in Section III.2 of the TOC Guidelines.*

As defined in the TOC Guidelines, a Major Transit Stop means a site with an existing rail transit station or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The subject property is located within a Tier 3 TOC Affordable Housing Incentive Area, qualified by its proximity to a Major Transit Stop, involving the Metro Rapid Bus 704 and UCLA/Westwood to Expo Rapid Bus 12.

3. **Housing Replacement.** *A Housing Development must meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by HCIDLA 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.*

The Los Angeles Department of Housing (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination, dated August 12, 2020, that there is one unit subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330), including one unit restricted to an Extremely Low-Income Household. The one total unit required by the SB 330 Determination is satisfied by the three (3) units

set aside for habitation by Extremely Low-Income Households proposed through the Transit Oriented Communities Affordable Housing Incentive Project, and the project will further be required to comply with all applicable regulations set forth by LAHD. As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Sections 65915(c)(3) (State Density Bonus Law) and 66300 (Housing Crisis Act of 2019).

4. **Other Density or Development Bonus Provisions.** *A Housing Development shall not seek and receive a density or development bonus under the provisions of California Government Code Section 65915 (state Density Bonus law) or any other State or local program that provides development bonuses. This includes any development bonus or other incentive granting additional residential units or floor area provided through a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Plan Implementation Overlay (CPIO), Specific Plan, or overlay district.*

The project is not seeking any additional density or development bonuses under the provisions of the State Density Bonus Law or any other State or local program that provides development bonuses, including, but not limited to a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Implementation Overlay (CPIO), Specific Plan, or overlay district. As such, the project meets this eligibility requirement.

5. **Base Incentives and Additional Incentives.** *All Eligible Housing Developments are eligible to receive the Base Incentives listed in Section VI of the TOC Guidelines. Up to three Additional Incentives listed in Section VII of the TOC Guidelines may be granted based upon the affordability requirements described below. For the purposes of this section below "base units" refers to the maximum allowable density allowed by the zoning, prior to any density increase provided through these Guidelines. The affordable housing units required per this section may also count towards the On-Site Restricted Affordable Units requirement in the Eligibility Requirement No. 1 above (except Moderate Income units).*
  - a. *One Additional Incentive may be granted for projects that include at least 4% of the base units for Extremely Low Income Households, at least 5% of the base units for Very Low Income Households, at least 10% of the base units for Lower Income Households, or at least 10% of the base units for persons and families of Moderate Income in a common interest development.*
  - b. *Two Additional Incentives may be granted for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units for Very Low Income Households, at least 20% of the base units for Lower Income Households, or at least 20% of the base units for persons and families of Moderate Income in a common interest development.*
  - c. *Three Additional Incentives may be granted for projects that include at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units for Very Low Income Households, at least 30% of the base units for Lower Income Households, or at least 30% of the base units for persons and families of Moderate Income in a common interest development.*

As an eligible housing development, the project is eligible to receive the Base Incentives listed in the TOC Guidelines. The project is also seeking two Additional Incentives: 1) utilization of the side yard setback requirements of the RAS3 Zone for a project in a commercial zone; and 2) a maximum height increase of two additional stories up to 22 additional feet and the utilization of Tier 3 Transitional Height requirements in which the project's building height limit shall be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive residential zone. The project may be granted two Additional Incentives for reserving at least seven (7) percent of the base units for Extremely Low-Income Households. The project is setting aside three units for Extremely Low-Income Households, which equates to approximately 17 percent of the 17 base units permitted through the underlying zoning of the site. As such, the project meets the eligibility requirements for both on-site restricted affordable units and Base and Additional Incentives.

6. ***Projects Adhering to Labor Standards.*** *Projects that adhere to the labor standards required in LAMC 11.5.11 may be granted two Additional Incentives from the menu in Section VII of these Guidelines (for a total of up to five Additional Incentives).*

The project is not seeking any Additional Incentives beyond the two permitted in exchange for reserving at least seven (7) percent of the base units for Extremely Low-Income Households. The project is setting aside three (3) units for Extremely Low-Income Households, which equates to approximately 17 percent of the 17 base units permitted through the underlying zoning of the site. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11, and this eligibility requirement does not apply.

7. ***Multiple Lots.*** *A building that crosses one or more lots may request the TOC Incentives that correspond to the lot with the highest Tier permitted by Section III above.*

The subject property consists of one existing lot, which is located within a Tier 3 TOC Affordable Housing Incentive Area. As such, this eligibility requirement does not apply.

8. ***Request for a Lower Tier.*** *Even though an applicant may be eligible for a certain Tier, they may choose to select a Lower Tier by providing the percentage of On-Site Restricted Affordable Housing units required for any lower Tier and be limited to the Incentives available for the lower Tier.*

The project site is located within Tier 3 and is providing the percentage of On-Site Restricted Affordable Housing units required for Tier 3.

9. ***100% Affordable Housing Projects.*** *Buildings that are Eligible Housing Developments that consist of 100% On-Site Restricted Affordable units, exclusive of a building manager's unit or units shall, for purposes of these Guidelines, be eligible for one increase in Tier than otherwise would be provided.*

The project does not consist of 100% On-Site Restricted Affordable units, and thus it is not eligible for or seeking an increase in Tier. As such, this eligibility requirement does not apply.

10. **Design Conformance.** *Projects seeking to obtain Additional Incentives shall be subject to any applicable design guidelines, including any Community Plan design guidelines, Specific Plan design guidelines, and/or Citywide Design Guidelines and may be subject to conditions to meet design performance. The conditions shall not preclude the ability to construct the building with the residential density permitted by Section VI of the TOC Guidelines.*

The project seeks two Additional Incentives. The proposed development conforms to the Citywide Design Guidelines and has been conditioned to ensure a well-designed development and compliance with the Design Guidelines. The project has been conditioned to incorporate a variety of building materials and to provide a more pedestrian-friendly and oriented streetscape through the planting of new landscaping. Additionally, the project has been conditioned to provide buffers around rooftop mechanical equipment and to completely enclose any visible automobile parking to minimize impacts on surrounding properties. In addition, the proposed development complies with the Los Angeles Department of Transportation recommendations to include a driveway merge area at a continuous slope or a covenant agreement to install signalization if a merge area is not feasible.

#### **TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM / AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS**

Pursuant to Section 12.22 A.31(e) of the LAMC, the Director shall review a Transit Oriented Communities Affordable Housing Incentive Program project application in accordance with the procedures outlined in LAMC Section 12.22 A.25(g).

1. **Pursuant to Section 12.22 A.25(g)(2)(i)(c) of the LAMC and Section 65915(3) of the California Government Code, the Director shall approve a density bonus and requested incentive(s) unless the director 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 Director to make a finding that the requested incentives are not necessary 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 extremely low, very low, and low 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.

The list of Additional Incentives in the Transit Oriented Communities Guidelines were pre-evaluated at the time the Transit Oriented Communities Affordable Housing Incentive Program Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the Additional Incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

**Yards/Setbacks.** The requested incentive to utilize setback requirements of the RAS3 Zone for a project in a commercial zone is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate the creation of affordable housing. In this case, the applicant has requested to utilize the setback requirements of the RAS3 Zone for the eastern and western side yards of the proposed development. Utilizing this incentive, the proposed development would observe an easterly and westerly side yard setback of five (5) feet in lieu of the 11 feet otherwise required per the subject site's underlying C4-1VL zoning. The requested incentive enables the developer to expand the building footprint and allow for the construction of more units, including affordable units, while remaining in compliance with all other applicable zoning regulations. The incentive further supports the applicant's decision to reserve three dwelling units for Extremely Low-Income Households and facilitates the creation of affordable housing units.

**Height and Transitional Height.** The requested incentive for an increase in building height is expressed in the Menu of Incentives in the TOC Guidelines which permit exceptions to zoning requirements that results in building design or construction efficiencies that facilitate the creation of affordable housing. Specifically, a Tier 3 project is permitted a maximum increase of 22 feet in building height. The applicant is requesting a total building height of 67 feet and five stories in lieu of the maximum 45 feet otherwise permitted by the underlying C4-1VL Zone. This requested incentive provides for two additional levels of dwelling units, increasing the overall space dedicated to residential uses and allowing some units to be reserved for affordable housing. This incentive supports the applicant's decision to reserve three units for affordable housing. The requested incentive for transitional height is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. Per LAMC, projects developed in a commercial zone with portions of buildings within 50 – 99 feet of a RW1 or more restrictive Zone shall not exceed 33 feet in height. The project is adjoining an R1 zone, and therefore would be subject to this requirement. However, the applicant has requested to utilize the Transitional Height requirements for TOC projects in their qualified Tier. The applicant is electing to utilize Tier 3 Transitional Height requirements which allows the building height limit to be stepped-back at a 45 degree angle measured from the horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the R1 Zone. The maximum proposed height of the project will be 67 feet, encompassing five stories, which is within the maximum height limit established by the transitional height incentive. This increase in transitional height supports the inclusion of units reserved for Extremely Low Income Households with the addition of residential levels. The incentive supports the applicant's proposal to reserve three units for Extremely Low-Income Households.

Therefore, the two Additional Incentives are necessary to provide for affordable housing costs.

- b. *The incentives would have a specific adverse impact upon public health and safety or the physical environment 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 low-income 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)(B) and 65589.5(d)).*

There is no evidence that the proposed incentives will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. 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. According to ZIMAS, 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 incentive. Therefore, there is no substantial evidence that the project's proposed incentives will have a specific adverse impact on the physical environment, 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 law.*

There is no substantial evidence in the record indicating that the requested incentives are contrary to any state or federal law.

#### **ADDITIONAL MANDATORY FINDINGS**

2. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C4-1VL, areas determined to be outside a 0.2% annual chance flood plain.
3. It has been determined based on the whole of the administrative record that the project is exempt from CEQA pursuant to State CEQA Guidelines, 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 proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "In-fill Projects". The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting five established conditions and if it is not subject to an Exception that would disqualify it. The Categorical Exception document dated April 20, 2022 and attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption.

#### **TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND**

Measure JJJ was adopted by the Los Angeles City Council on December 13, 2016. Section 6 of the Measure instructed the Department of City Planning to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, a transit-based affordable housing incentive program. The measure required that the Department adopt a set of TOC Guidelines,

which establish incentives for residential or mixed-use projects located within 1/2 mile of a major transit stop. Major transit stops are defined under existing State law.

The TOC Guidelines, adopted September 22, 2017, establish a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit; a project in closer proximity to significant rail stops or the intersection of major bus rapid transit lines is rated a higher tier. The largest bonuses are reserved for those projects in the highest tiers. Required percentages of affordable housing are also increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

## **TIME LIMIT – OBSERVANCE OF CONDITIONS**

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. Pursuant to LAMC Section 12.25 A.2, the instant authorization is further conditional upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the LAMC, or the approval may be revoked.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles or the Marvin Braude Constituent Service Center in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either by calling (213) 482-7077, (818) 374-5050, (310) 231-2901, or through the Department of City Planning website at <http://cityplanning.lacity.org>. The applicant is further advised to notify any consultant representing you of this requirement as well.

Section 11.00 of the LAMC states in part (m): "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

## **TRANSFERABILITY**

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other

conditions and requirements set forth herein become immediately operative and must be strictly observed.

#### **APPEAL PERIOD - EFFECTIVE DATE**

**The Determination in this matter will become effective after May 11, 2022** unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at [www.cityplanning.lacity.org](http://www.cityplanning.lacity.org).

Planning Department public offices are located at:

<b>Downtown</b>	<b>San Fernando Valley</b>	<b>West Los Angeles</b>
Figuroa Plaza 201 North Figuroa Street, Fourth Floor Los Angeles, CA 90012 (213) 482-7077 <a href="mailto:planning.figcounter@lacity.org">planning.figcounter@lacity.org</a>	Marvin Braude San Fernando Valley Constituent Service Center 6262 Van Nuys Boulevard, Room 251 Van Nuys, CA 91401 (818) 374-5050 <a href="mailto:planning.mbc2@lacity.org">planning.mbc2@lacity.org</a>	West Los Angeles Development Services Center 1828 Sawtelle Boulevard, Second Floor Los Angeles, CA 90025 (310) 231-2598 <a href="mailto:planning.westla@lacity.org">planning.westla@lacity.org</a>

**Pursuant to LAMC Section 12.22-A.25(g)(2)(i)(f), only an applicant, abutting property owners, and abutting tenants can appeal this Determination.** Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits, increase in FAR, and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Sections 12.22-A.25 and 12.22-A.31 of the LAMC, appeals of Transit Oriented Communities Affordable Housing Incentive Program cases are heard by the City Planning Commission.

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

**Note of Instruction Regarding the Notice of Exemption:** Applicant is hereby advised to file the Notice of Exemption for the associated categorical exemption after the issuance of this letter. If filed, the form shall be filed with the County of Los Angeles, 12400 Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). More information on the associated fees can be found online here: <https://www.lavote.net/home/county-clerk/environmental-notices-fees>. The best practice is to go in person and photograph the posted notice in order to ensure compliance. Pursuant to Public Resources Code Section 21167 (d), the filing of this notice of exemption starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations, **and the possibility of a CEQA appeal**, being extended to 180 days.

VINCENT P. BERTONI, AICP  
Director of Planning

Approved by:



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Heather Bleemers  
Senior City Planner

Reviewed by:



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Renata Ooms  
City Planner

Prepared by:



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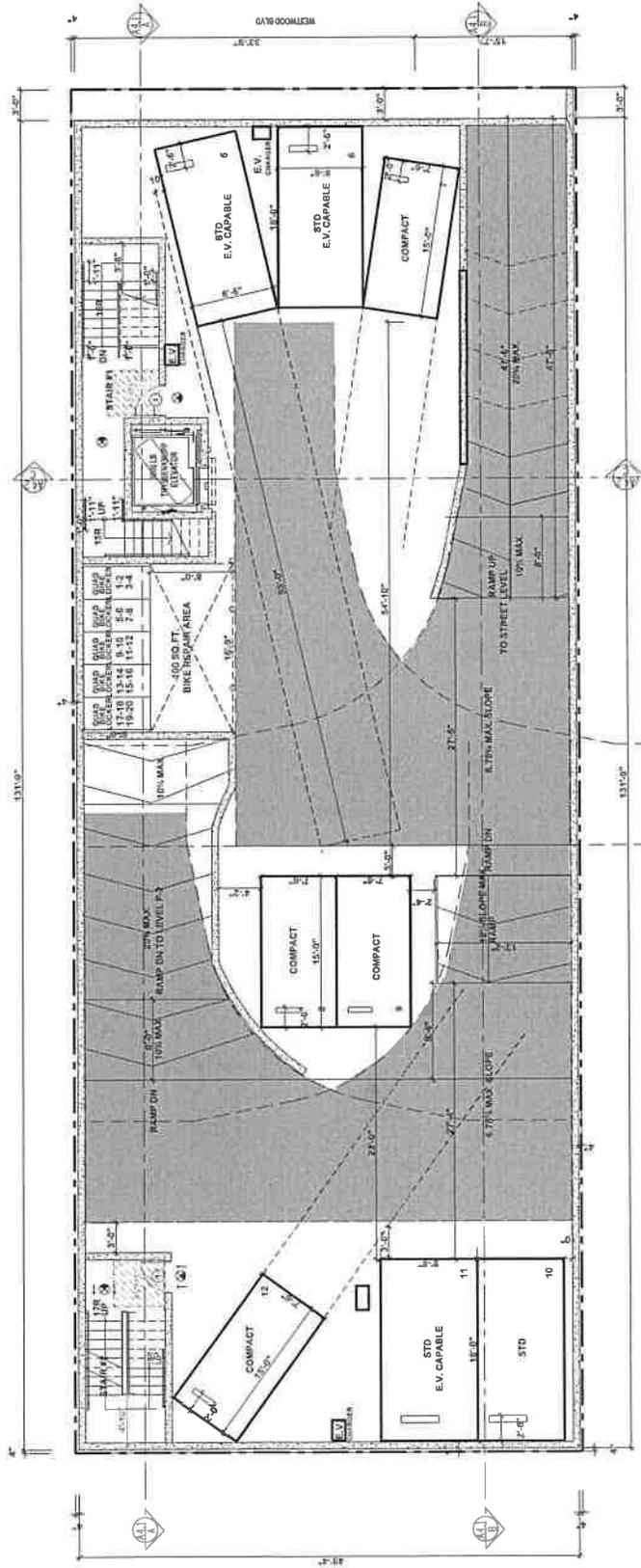
Sophia Kim  
City Planning Associate

Attachments:  
Exhibit A: Architectural Plans

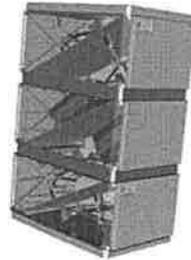








**CycloSore**  
81634477  
DOUBLE TIER QUAD BIKE LOCKER



**EXHIBIT "A"**  
Page No. 4 of 17  
Case No. DIR-2021-8557-TOC-HCA

**1** SCALE: 3/16"=1'-0"  
**BASEMENT PARKING LEVEL-1**

PARKING COUNT AT THIS LEVEL:  
4-STANDARD SPACE AND 4-COMPACT SPACE

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	11/15/21
2	ISSUED FOR PERMIT	11/15/21
3	ISSUED FOR PERMIT	11/15/21
4	ISSUED FOR PERMIT	11/15/21
5	ISSUED FOR PERMIT	11/15/21

**CONFIDENTIAL - PROPRIETARY**  
THIS DOCUMENT IS THE PROPERTY OF CDD AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF CDD.



**CALIFORNIA DEVELOPMENT AND DESIGN INC**  
1000 S. MAIN ST., SUITE 200  
TULARE, CALIFORNIA 93284  
TEL: 559.938.8888  
WWW.CDDDESIGN.COM

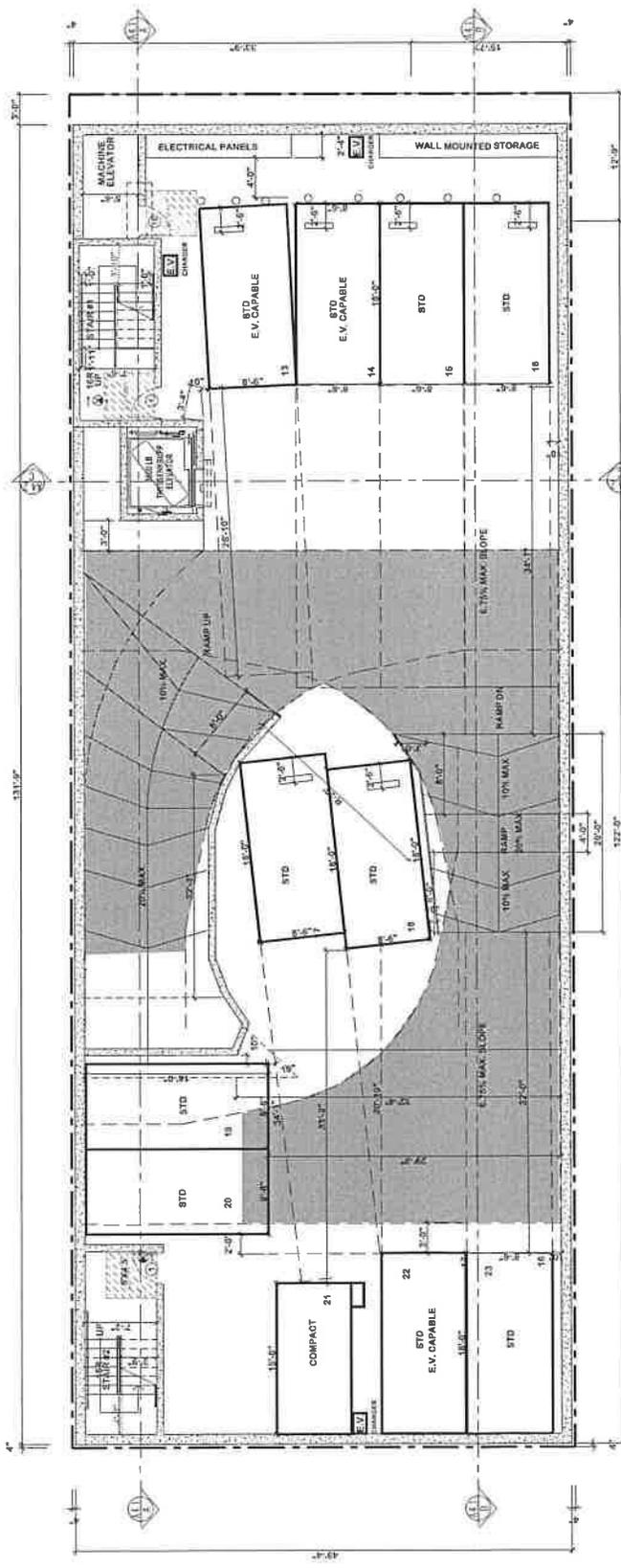


DESIGNED BY: B. BARRY  
CHECKED BY: C. SULLOYD  
DRAWN BY: J. SULLOYD  
JOB NUMBER: CDD-2211  
SCALE:

**BASEMENT LEVEL-1**  
SHEET TITLE:

**A2.2**  
SHEET NO.

**NEW 5-STORY 29- UNIT APARTMENT BUILDING**  
PROJECT ADDRESS: 1951 WESTWOOD BLVD, LOS ANGELES, CA 90025  
DEVELOPER: WESTWOOD INVESTMENTS 26 LLC  
8005 SANTA ANITA BLVD SUITE # 221, LOS ANGELES, CA 90025



**EXHIBIT "A"**  
 Page No. 5 of 17  
 Case No. DIR-2021-9557-TOC-HCA

PARKING COUNT AT THIS LEVEL:  
 10-STANDARD SPACE AND 1-COMPACT SPACE

**1** BASEMENT PARKING LEVEL-2

**A2.3**  
 SHEET NO.

**BASEMENT LEVEL-2**  
 SHEET TITLE

DESIGNED BY: R. BAKER  
 CHECKED BY: C. SANDHU  
 DRAWN BY: C. SANDHU  
 JOB NUMBER: 220-2021  
 SCALE:

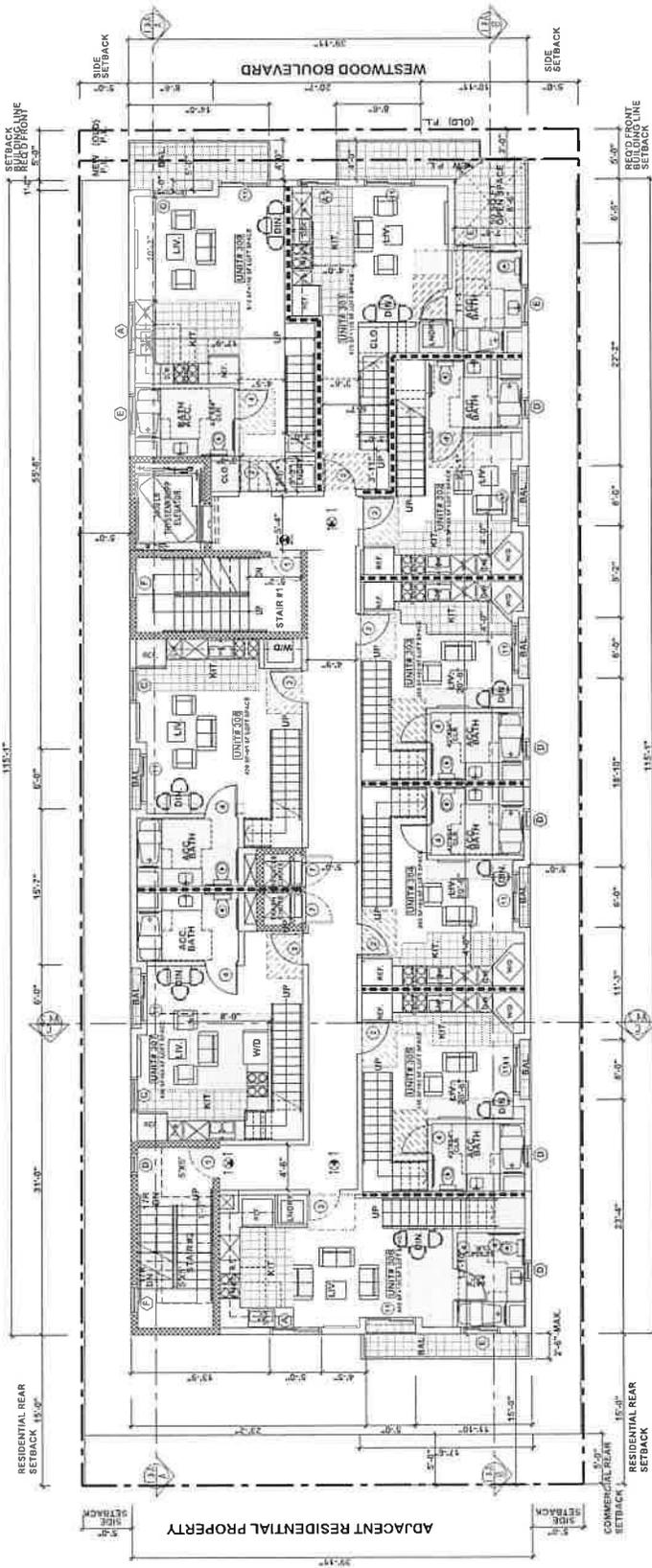


NO.	DESCRIPTION	BY	DATE
1	PREPARED	R. BAKER	11/11/21
2	CHECKED	C. SANDHU	11/11/21
3	APPROVED	C. SANDHU	11/11/21
4	REVISION		

**NEW 5-STORY 29- UNIT APARTMENT BUILDING**  
 PROJECT ADDRESS: 1951 WESTWOOD BLVD, LOS ANGELES, CA 90025  
 DEVELOPER: WESTWOOD INVESTMENTS 26 LLC  
 1951 WESTWOOD BLVD SUITE #209, LOS ANGELES, CA 90025



ADJACENT COMMERCIAL PROPERTY



1 3RD FLOOR PLAN

SC 3/16-1'0"

INCLUDING: 9-SINGLE UNITS WITH LOFT SPACE

**EXHIBIT "A"**  
 Page No. 7 of 17  
 C498B NO. DIR-2021-5527-TOC-HCA

- LEGEND:**
- SEE 2/1/1 INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'A' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
  - SEE 2/1/1 INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'B' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
  - SEE 2/1/1 INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'C' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
  - SMOKE DETECTOR WITH BATTERY BACKUP INTERCONNECTED
  - CARBON MONOXIDE DETECTOR
  - ACC. BATH ACCESSIBLE FULL ADAPTABLE BATHROOM
  - 2 X 2 STUDS INTERIOR WALL SEE 2/1/1
  - ONE HR WALL SEE 2/1/1
  - 2-WR WALL FOR EXTERIOR USE SEE 2/1/1 FOR INTERIOR WALLS
  - CONCRETE WARNING STRIPPIING SEE 2/1/1.3
  - PARTITION WALL SEE 2/1/1.3
  - FIRE EXTINGUISHER MIN. OF 2-A OR 2-A-10BC
  - EXHAUST VENT FAN ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
  - CLASS I STAIRWELL WITHIN 10'-0" ILL. FROM FIN. FLOOR
  - SPRINKLER HEAD OR WATER CURTAIN WITHIN 10'-0" ILL. FROM FIN. FLOOR

REVISIONS

NO.	DESCRIPTION	BY	DATE
1	ISSUED FOR PERMITS	ELBARK	11/11/21
2	REVISIONS	ELBARK	11/11/21
3	REVISIONS	ELBARK	11/11/21
4	REVISIONS	ELBARK	11/11/21
5	REVISIONS	ELBARK	11/11/21
6	REVISIONS	ELBARK	11/11/21
7	REVISIONS	ELBARK	11/11/21
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14	REVISIONS	ELBARK	11/11/21
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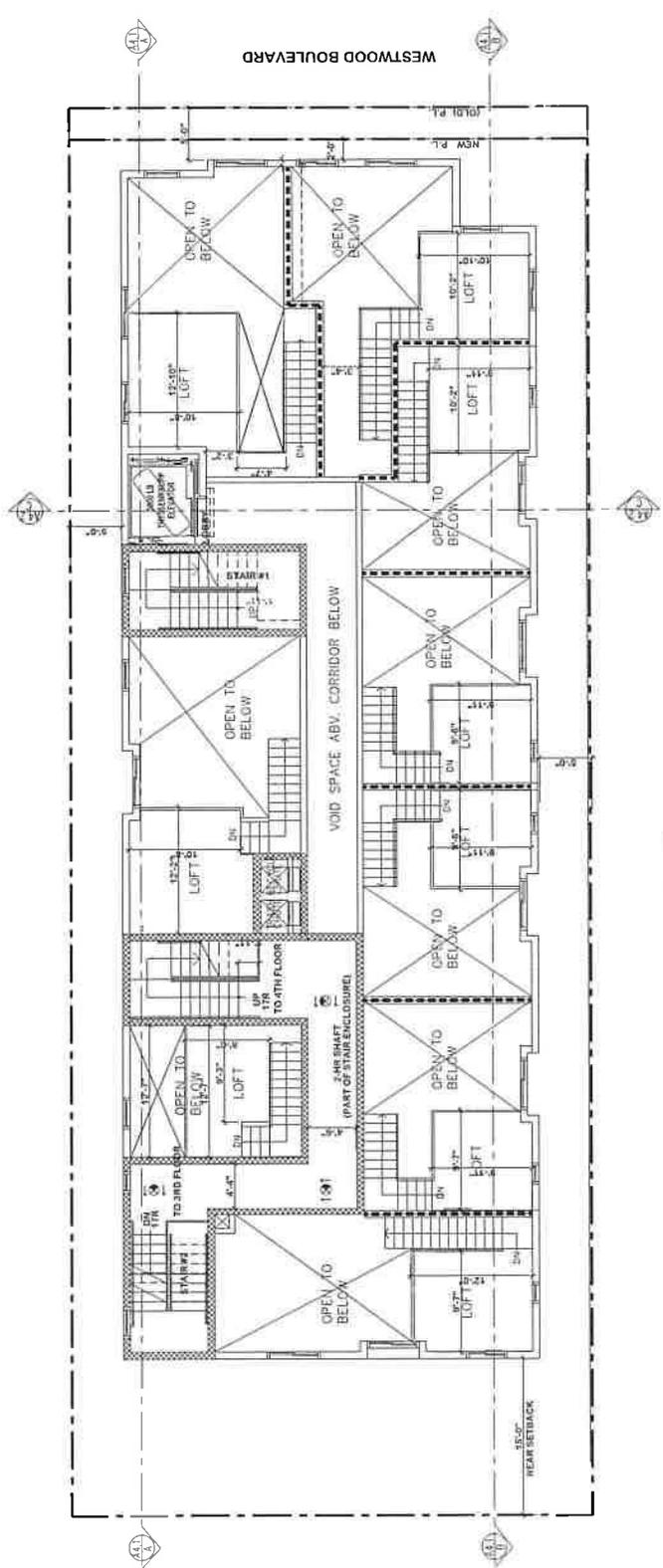
COMMERCIALIZE STATUTE:  
 THIS PLAN IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION OR FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT.  
 THE ARCHITECT'S LIABILITY IS LIMITED TO THE PROFESSIONAL SERVICES PROVIDED BY HIM OR HER.



DESIGNED BY: ELBARK  
 CHECKED BY: ELBARK  
 DRAWN BY: ELBARK  
 DATE DRAWN: 11/11/21  
 JOB NUMBER: CDD-2021  
 SCALE:

3RD FLOOR PLAN  
 SHEET TITLE:  
 SHEET NO. A2.5

NEW 5-STORY 29-UNIT APARTMENT BUILDING  
 PROJECT ADDRESS: 1951 WESTWOOD BLVD., LOS ANGELES, CA 90025  
 DEVELOPER: WESTWOOD INVESTMENTS 26 LLC  
 19515 SANTA MONICA BLVD SUITE # 208 LOS ANGELES CA 90045



**EXHIBIT "A"**  
 Page No. 8 of 17  
 Case No. DIR-2021-8557-TOC-HCA

**1 3RD FLOOR LOFT PLAN**

SC-318-1-07

- LEASING
- INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'A' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
- INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'B' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
- INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'C' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
- SMOKE DETECTOR WITH BATTERY BACKUP INTERCONNECTED
- CARBON MONOXIDE DETECTOR
- 3/4" INTERIOR WALL
- 1/2" FULL HEIGHT ONE HR WALL
- 1/2" WALL FOR EXTERIOR AND INTERIOR WALLS
- CONCRETE FINISHING STEERING
- 2" SLOPE WALL
- EXIT SIGN W/ EMERGENCY LIGHT
- ACC. PATH OF TRAVEL
- FINISHING SPECIFICATION CLASS 1 STANDPIPE
- FIRE EXTINGUISHER MIN. OF 2-A OR 2-A10BC
- EXHAUST VENT FAN ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
- SPRINKLER HEAD FOR WATER CURTAIN WITHIN 10'-0" IN FROM FIRE FLOOR

REVISIONS	DATE	BY	DESCRIPTION
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			



**CALIFORNIA DEVELOPMENT AND DESIGN INC.**  
 1931 SANTA MONICA BLVD, SUITE 200  
 WEST WOOD, LOS ANGELES, CA 90025  
 TEL: 310.441.1111 FAX: 310.441.1112  
 WWW.CDDDESIGN.COM

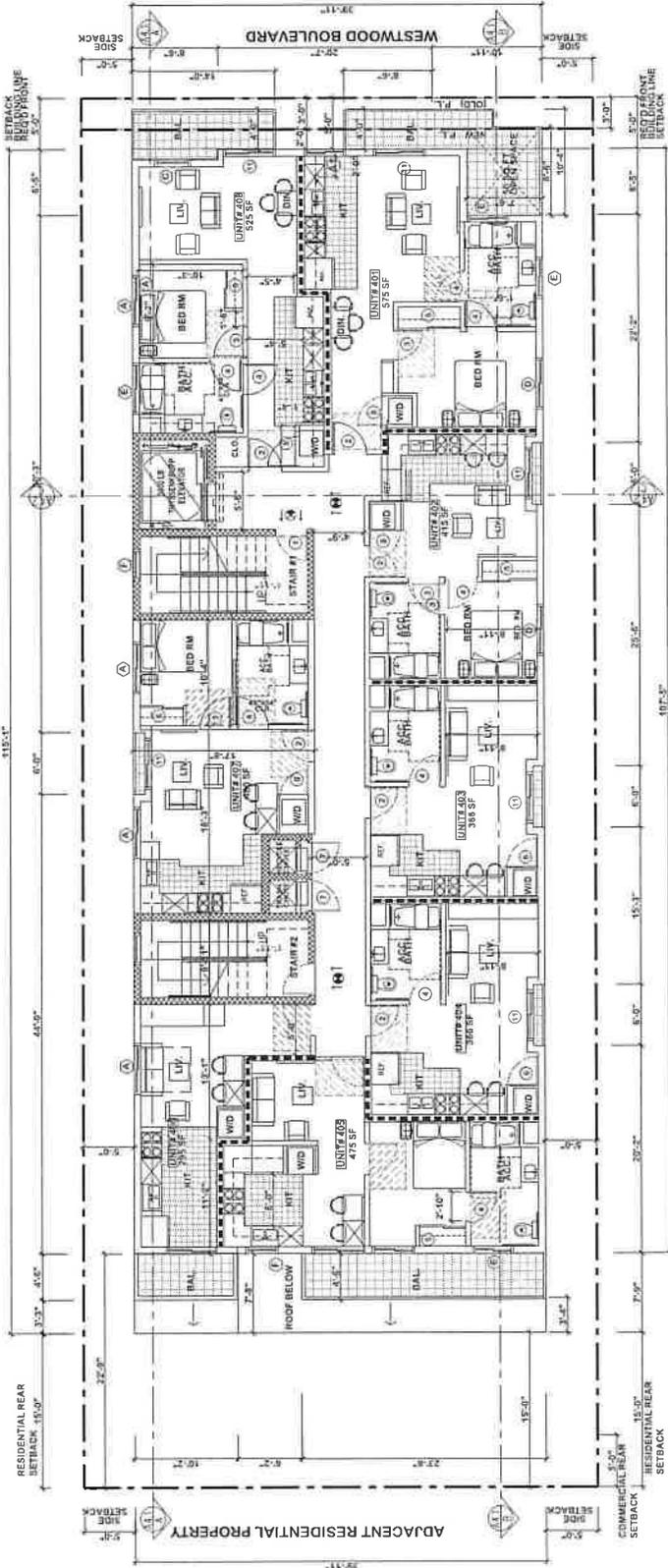
REVISIONS	DATE	BY	DESCRIPTION
1			
2			
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**3RD FLOOR LOFT PLAN**  
 SHEET TITLE

**A2.6**  
 SHEET NO.

**NEW 5-STORY 29- UNIT APARTMENT BUILDING**  
 PROJECT ADDRESS: 1951 WESTWOOD BLVD, LOS ANGELES, CA 90025  
 DEVELOPER: WESTWOOD INVESTMENTS 26 LLC  
 1951 WESTWOOD BLVD SUITE 200 WEST WOOD, LOS ANGELES, CA 90025

ADJACENT COMMERCIAL PROPERTY



WESTWOOD BLVD

4TH FLOOR PLAN

SC 3/16-1-0'

INCLUDING 5-ONE BEDROOM + 3-SINGLE UNIT

**EXHIBIT "A"**  
 Page No. 9 of 17  
 Case No. DIR-2021-8567-TOC-HCA

- LEGEND:
  - 2 X STUDS INTERIOR WALL
  - 1 X STUD INTERIOR WALL
  - FULL HEIGHT ONE HR WALL
  - 3/4" GYP BOARD FOR EXTERIOR WALLS
  - 3/4" GYP BOARD FOR INTERIOR WALLS
  - CONTRACT MARKING STRIPING
  - SEE 7/4/1.3
- INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'X' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
  - INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'B' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
  - INDICATES MINIMUM REQUIRED FLAME SPREAD RATING 'C' (FOR WALL, FLOOR AND CEILING FINISHING MATERIALS)
  - SMOKE DETECTOR WITH BATTERY BACKUP INTERCONNECTED
  - CARBON MONOXIDE DETECTOR
- EXIT SIGN W/ EMERGENCY LIGHT
  - ACC. PATH OF TRAVEL
  - PARKING SPACE DESIGNATED FOR RESIDENTIAL USE
  - CLASS 1 STANDOFF
  - SPRINKLER HEAD FOR WATER CURTAIN WITHIN 10'-0" HL FROM FM. FLOOR
- FIRE CONTINGENCIES
  - MIN. OF 2" OR 2-1/8" O.C.
  - EXHAUST VENT FOR ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
  - CLASS 1 STANDOFF
  - SPRINKLER HEAD FOR WATER CURTAIN WITHIN 10'-0" HL FROM FM. FLOOR

NEW 5-STORY 29-UNIT APARTMENT BUILDING  
 PROJECT ADDRESS: 1951 WESTWOOD BLVD, LOS ANGELES, CA 90025  
 DEVELOPER: WESTWOOD INVESTMENTS 26 LLC  
 19425 SANTA MONICA BLVD SUITE # 200, LOS ANGELES, CA 90025

REVISIONS

NO.	DESCRIPTION	BY	DATE
1	ISSUED FOR PERMITTING	...	...
2	...	...	...
3	...	...	...
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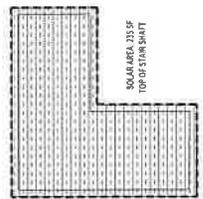
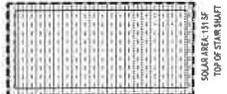
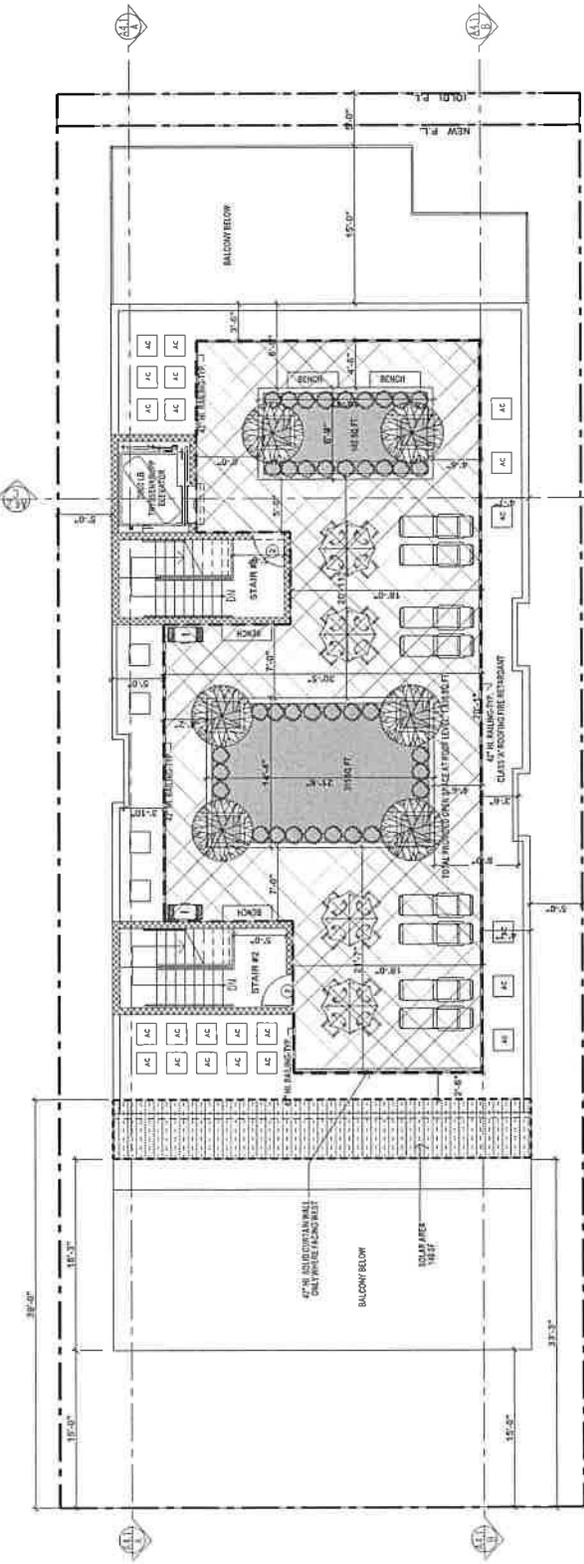
**CDD** CALIFORNIA DEVELOPMENT AND DESIGN INC.  
 1935 SANTA MONICA BLVD, SUITE 200  
 LOS ANGELES, CA 90025  
 TEL: 310.441.1111 FAX: 310.441.1112  
 WWW.CDDDESIGN.COM

REVISIONS

NO.	DESCRIPTION	BY	DATE
1	ISSUED FOR PERMITTING	...	...
2	...	...	...
3	...	...	...
4	...	...	...
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4TH FLOOR PLAN  
 SHEET TITLE: A2.7  
 SHEET NO.





# ROOF PLAN

BC 2/15/17-0

TOTAL PROVIDED LANDSCAPE AREA AT ROOF LEVEL: 790.03 SQM/45,500 FT.<sup>2</sup>

TOTAL PROVIDED LANDSCAPE AREA AT ROOF LEVEL: 790.03 SQM/45,500 FT.<sup>2</sup>

TOTAL PROVIDED LANDSCAPE AREA AT ROOF LEVEL: 460.50 FT.<sup>2</sup>

PROVIDED TREES @ AT ROOF LEVEL AND 2 AT STREET LEVEL

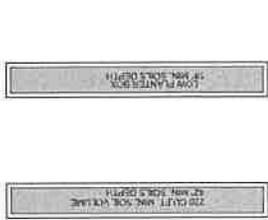


AGAVE ATTENUATA



GAMBELIA SPP. AND CVS.

PLANTING LEGEND:



TREE PLANTER BOX  
LOW PLANTER BOX  
(OTHER THAN TREES)

COMMON NAME SIZE AT 5 YRS  
REQUIRE TREE WITH SHADY SPRING FLOWERS  
REQUIRED SOL'S DEPTH 42"



EXTENSIVE PLANTER BOX 15'-HI. WITH



PLANTING LEGEND:

- ROOF EXTENSIVES MIN. OF 2" ON 2" A/B/C
- CHASSIS VENT FAN ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
- CLASS I STAIRPIPE
- SPRINKLER HEAD FOR WATER CURTAIN WITHIN 10'-0" HI. FROM FIN. FLOOR
- EXIT SIGN W/ EMERGENCY LIGHT
- ACC. PATH OF TRAVEL
- PARKING SPACE DESIGNATED FOR RESIDENTIAL USE



**COOL ROOF SPECIFICATIONS**

1. ROOFING SHALL BE A SINGLE PLY MEMBRANE WITH A MINIMUM REFLECTANCE OF 0.75 AND A MINIMUM EMISSIVITY OF 0.85.

2. ROOFING SHALL BE INSTALLED OVER A 2" MINIMUM THICKNESS OF INSULATION.

3. ROOFING SHALL BE INSTALLED OVER A 2" MINIMUM THICKNESS OF INSULATION.

4. ROOFING SHALL BE INSTALLED OVER A 2" MINIMUM THICKNESS OF INSULATION.

**EXHIBIT "A"**  
Page No. 11 of 17  
Case No. DIR-2021-8567-TDC-HCA

NEW 5-STORY 29- UNIT APARTMENT BUILDING  
PROJECT ADDRESS: 1951 WESTWOOD BLVD., LOS ANGELES, CA 90025  
DEVELOPER: WESTWOOD INVESTMENTS 26 LLC  
WEST SANTA ANTONIO BLVD SUITE # 200, LOS ANGELES, CA 90025

CALIFORNIA DEVELOPMENT AND DESIGN INC.  
11000 W. 16TH AVE., SUITE 200, CHAS  
HELIOS PARKWAY, FORT LAUDERDALE, FL 33309  
CDD ARCHITECT  
BARBARA MARSH  
REGISTERED ARCHITECT  
NATIONAL BUI BUI  
REVISIONS



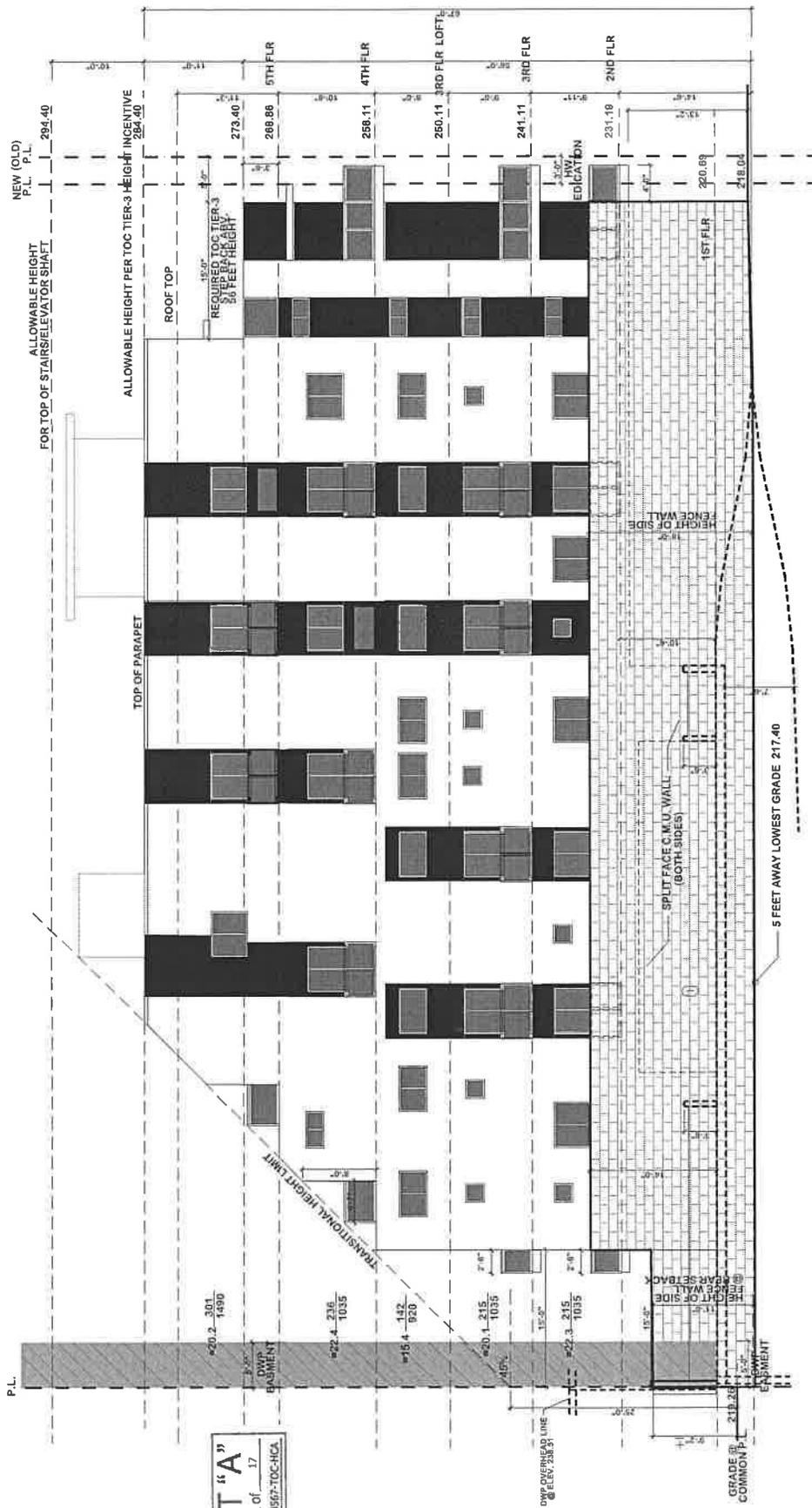
NO.	DATE	DESCRIPTION
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2	02/15/17	ISSUED FOR PERMIT
3	02/15/17	ISSUED FOR PERMIT
4	02/15/17	ISSUED FOR PERMIT
5	02/15/17	ISSUED FOR PERMIT
6	02/15/17	ISSUED FOR PERMIT
7	02/15/17	ISSUED FOR PERMIT
8	02/15/17	ISSUED FOR PERMIT
9	02/15/17	ISSUED FOR PERMIT
10	02/15/17	ISSUED FOR PERMIT

REVISION	BY	DATE	DESCRIPTION
1	BARBARA MARSH	02/15/17	ISSUED FOR PERMIT
2	BARBARA MARSH	02/15/17	ISSUED FOR PERMIT
3	BARBARA MARSH	02/15/17	ISSUED FOR PERMIT
4	BARBARA MARSH	02/15/17	ISSUED FOR PERMIT
5	BARBARA MARSH	02/15/17	ISSUED FOR PERMIT
6	BARBARA MARSH	02/15/17	ISSUED FOR PERMIT
7	BARBARA MARSH	02/15/17	ISSUED FOR PERMIT
8	BARBARA MARSH	02/15/17	ISSUED FOR PERMIT
9	BARBARA MARSH	02/15/17	ISSUED FOR PERMIT
10	BARBARA MARSH	02/15/17	ISSUED FOR PERMIT

**ROOF PLAN**  
SHEET TITLE:  
SHEET NO. A2.9







**EXHIBIT "A"**  
 Page No. 14 of 17  
 Case No. DIR-2021-8567-TOC-HCA

**1 SOUTH ELEVATION**

8C 3/16'-1'-0"

**STUCCO FINISH** (1) **3/4" INCH STUCCO COLOR BY DMCA** (2) **3/4" INCH STUCCO COLOR BY DMCA** (3) **3/4" INCH STUCCO COLOR BY DMCA** (4) **3/4" INCH STUCCO COLOR BY DMCA** (5) **3/4" INCH STUCCO COLOR BY DMCA** (6)

**SPRINKLER** (7) **3/4" INCH STUCCO COLOR BY DMCA** (8) **3/4" INCH STUCCO COLOR BY DMCA** (9) **3/4" INCH STUCCO COLOR BY DMCA** (10) **3/4" INCH STUCCO COLOR BY DMCA** (11) **3/4" INCH STUCCO COLOR BY DMCA** (12)

**WOOD** (13) **3/4" INCH STUCCO COLOR BY DMCA** (14) **3/4" INCH STUCCO COLOR BY DMCA** (15) **3/4" INCH STUCCO COLOR BY DMCA** (16) **3/4" INCH STUCCO COLOR BY DMCA** (17) **3/4" INCH STUCCO COLOR BY DMCA** (18)

**GLASS** (19) **3/4" INCH STUCCO COLOR BY DMCA** (20) **3/4" INCH STUCCO COLOR BY DMCA** (21) **3/4" INCH STUCCO COLOR BY DMCA** (22) **3/4" INCH STUCCO COLOR BY DMCA** (23) **3/4" INCH STUCCO COLOR BY DMCA** (24)

**STUCCO FINISH** (25) **3/4" INCH STUCCO COLOR BY DMCA** (26) **3/4" INCH STUCCO COLOR BY DMCA** (27) **3/4" INCH STUCCO COLOR BY DMCA** (28) **3/4" INCH STUCCO COLOR BY DMCA** (29) **3/4" INCH STUCCO COLOR BY DMCA** (30)

**NEW 5-STORY 28- UNIT APARTMENT BUILDING**  
 PROJECT ADDRESS: 1951 WESTWOOD BLVD, LOS ANGELES, CA 90025  
 DEVELOPER: WESTWOOD INVESTMENTS 26 LLC  
 1951 WESTWOOD BLVD SUITE 1000 LOS ANGELES, CA 90025

**ARCHITECT**  
 CALIFORNIA DEVELOPMENT AND DESIGN INC.  
 1951 WESTWOOD BLVD SUITE 1000  
 LOS ANGELES, CA 90025  
 REGISTERED ARCHITECT NO. 14184  
 REGISTERED ARCHITECT NO. 14184  
 REGISTERED ARCHITECT NO. 14184  
 REGISTERED ARCHITECT NO. 14184

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

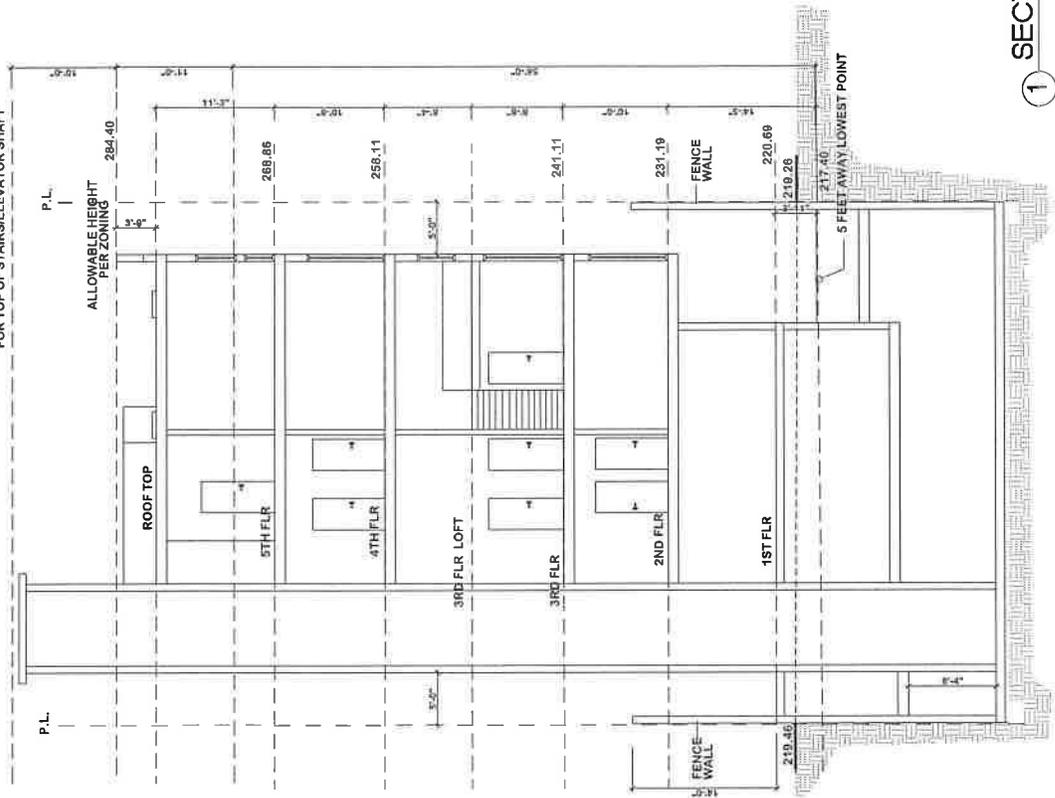
**DESIGNED BY:** B. BARR  
**CHECKED BY:** E. S. S. S. S.  
**DATE DRAWN:** 10/11/2021  
**JOB NUMBER:** 200-2211

**SHEET TITLE:** ELEVATIONS  
**SHEET NO.:** A3.3





ALLOWABLE HEIGHT FOR TOP OF STAIR/ELEVATOR SHAFT



**EXHIBIT "A"**  
 Page No. 17 of 17  
 Case No. DIR-2021-9567-TOC-HCA

SECTION 1

SC 3/16'-0"

REVISIONS

NO.	DATE	DESCRIPTION
A	11/11/21	ISSUED FOR PERMITS
A	11/11/21	ISSUED FOR PERMITS
A	11/11/21	ISSUED FOR PERMITS
A	11/11/21	ISSUED FOR PERMITS

CONTRACTOR'S STATEMENT:  
 I, THE UNDERSIGNED, ARCHITECT,  
 HEREBY CERTIFY THAT THE  
 DRAWINGS AND SPECIFICATIONS  
 ARE MY OWN WORK OR THE WORK OF  
 MY EMPLOYEES OR ARCHITECTS  
 UNDER MY CLOSE PERSONAL  
 SUPERVISION AND THAT I AM A  
 LICENSED ARCHITECT IN THE STATE OF  
 CALIFORNIA.



CALIFORNIA DEVELOPMENT AND DESIGN INC.  
 11871 SAN VICENTE AVE., SUITE 208  
 VAN NUYS, CA 91411  
 TEL: 818.358.1111 FAX: 818.712.7448  
 WWW.CDDARCHITECTS.COM  
 100% OWNED AND OPERATED

SCALE:
SCALE:

SECTIONS  
 SHEET TITLE:

A4.3  
 SHEET NO.

NEW 5-STORY 29- UNIT APARTMENT BUILDING  
 PROJECT ADDRESS: 1851 WESTWOOD BLVD, LOS ANGELES, CA 90025  
 DEVELOPER: WESTWOOD INVESTMENTS 26 LLC  
 1851 SANTA MONICA BLVD SUITE # 209, LOS ANGELES, CA 90025

# COVID-19 UPDATE

## Interim Appeal Filing Procedures

Fall 2020



Consistent with Mayor Eric Garcetti's "Safer At Home" directives to help slow the spread of COVID-19, City Planning has implemented new procedures for the filing of appeals for non-applicants that eliminate or minimize in-person interaction.

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### OPTION 1: Online Appeal Portal

([planning.lacity.org/development-services/appeal-application-online](http://planning.lacity.org/development-services/appeal-application-online))

Entitlement and CEQA appeals can be submitted online and payment can be made by credit card or e-check. The online appeal portal allows appellants to fill out and submit the appeal application directly to the Development Services Center (DSC). Once the appeal is accepted, the portal allows for appellants to submit a credit card payment, enabling the appeal and payment to be submitted entirely electronically. A 2.7% credit card processing service fee will be charged - there is no charge for paying online by e-check. **Appeals should be filed early to ensure DSC staff has adequate time to review and accept the documents and to allow Appellants time to submit payment.** On the final day to file an appeal, the application must be submitted and paid for by 4:30PM (PT). Should the final day fall on a weekend or legal holiday, the time for filing an appeal shall be extended to 4:30PM (PT) on the next succeeding working day. Building and Safety appeals (LAMC Section 12.26K) can only be filed using Option 2 below.

---

### OPTION 2: Drop off at DSC

An appellant may continue to submit an appeal application and payment at any of the three Development Services Center (DSC) locations. City Planning established drop off areas at the DSCs with physical boxes where appellants can drop.

**Metro DSC**  
(213) 482-7077  
201 N. Figueroa Street  
Los Angeles, CA 90012

**Van Nuys DSC**  
(818) 374-5050  
6262 Van Nuys Boulevard  
Van Nuys, CA 91401

**West Los Angeles DSC**  
(310) 231-2901  
1828 Sawtelle Boulevard  
West Los Angeles, CA 90025

City Planning staff will follow up with the Appellant via email and/or phone to:

- Confirm that the appeal package is complete and meets the applicable LAMC provisions
- Provide a receipt for payment

# EXHIBIT “C”



APPLICATIONS:

DEPARTMENT OF CITY PLANNING APPLICATION

THIS BOX FOR CITY PLANNING STAFF USE ONLY

Case Number DIR-2021-8567-TOG HCA

Env. Case Number ENV-2021-8569-EAF

Application Type TRANSIT-ORIENTED COMMUNITIES

Case Filed With (Print Name) MINDY NGUYEN Date Filed 10/13/21

Application includes letter requesting:

- Waived hearing       Concurrent hearing       Hearing not be scheduled on a specific date (e.g. vacation hold)
- Related Case Number \_\_\_\_\_

Provide all information requested. Missing, incomplete or inconsistent information will cause delays.

All terms in this document are applicable to the singular as well as the plural forms of such terms.

Detailed filing instructions are found on form CP-7810

1. PROJECT LOCATION

Street Address<sup>1</sup> 1951 - 1957 S. Westwood Blvd., Los Angeles, CA 90025 Unit/Space Number \_\_\_\_\_

Legal Description<sup>2</sup> (Lot, Block, Tract) Lot 7, Block 49, Tract TR 5609

Assessor Parcel Number 4323002006 Total Lot Area 6,753.0

2. PROJECT DESCRIPTION

Present Use Retail / Office

Proposed Use Office / Apartment building

Project Name (if applicable) \_\_\_\_\_

Describe in detail the characteristics, scope and/or operation of the proposed project New, 5 story, 29 unit, Apartment Building

Additional information attached       YES       NO

Complete and check all that apply:

Existing Site Conditions

- Site is undeveloped or unimproved (i.e. vacant)
- Site has existing buildings (provide copies of building permits)
- Site is/was developed with use that could release hazardous materials on soil and/or groundwater (e.g. dry cleaning, gas station, auto repair, industrial)
- Site is located within 500 feet of a freeway or railroad
- Site is located within 500 feet of a sensitive use (e.g. school, park)
- Site has special designation (e.g. National Historic Register, Survey LA)

<sup>1</sup> Street Addresses must include all addresses on the subject/application site (as identified in ZIMAS—<http://zimas.lacity.org>)

<sup>2</sup> Legal Description must include all contiguously owned properties (even if they are not a part of the proposed project site)

**Proposed Project Information**

(Check all that apply or could apply)

- Demolition of existing buildings/structures
- Relocation of existing buildings/structures
- Interior tenant improvement
- Additions to existing buildings
- Grading
- Removal of any on-site tree
- Removal of any street tree

- Removal of protected trees on site or in the public right of way
- New construction: 16,519 square feet
- Accessory use (fence, sign, wireless, carport, etc.)
- Exterior renovation or alteration
- Change of use and/or hours of operation
- Haul Route
- Uses or structures in public right-of-way
- Phased project

**Housing Component Information**

Number of Residential Units: Existing 0 – Demolish(ed)<sup>3</sup> 0 + Adding 29 = Total 29  
 Number of Affordable Units<sup>4</sup> Existing 0 – Demolish(ed) 0 + Adding 3 = Total 3  
 Number of Market Rate Units Existing 0 – Demolish(ed) 0 + Adding 26 = Total 26  
 Mixed Use Projects, Amount of Non-Residential Floor Area: \_\_\_\_\_ square feet

**Public Right-of-Way Information**

Have you submitted the Planning Case Referral Form to BOE? (required)  YES  NO  
 Is your project required to dedicate land to the public right-of-way?  YES  NO  
 If so, what is/are your dedication requirement(s)? \_\_\_\_\_ ft.  
 If you have dedication requirements on multiple streets, please indicate: \_\_\_\_\_

**3. ACTION(S) REQUESTED**

Provide the Los Angeles Municipal Code (LAMC) Section that authorizes the request and (if applicable) the LAMC Section or the Specific Plan/Overlay Section from which relief is sought; follow with a description of the requested action.

Does the project include Multiple Approval Requests per LAMC 12.36?  YES  NO

Authorizing Code Section 12.22.A.31

Code Section from which relief is requested (if any): N/A

Action Requested, Narrative: Requesting additional incentives. 1) Using RAS-3 setback for C-2 zone.  
2) Height increase

Authorizing Code Section \_\_\_\_\_

Code Section from which relief is requested (if any): \_\_\_\_\_

Action Requested, Narrative: \_\_\_\_\_

Additional Requests Attached  YES  NO

<sup>3</sup> Number of units to be demolished and/or which have been demolished within the last five (5) years.  
<sup>4</sup> As determined by the Housing and Community Investment Department

**4. RELATED DEPARTMENT OF CITY PLANNING CASES**

Are there previous or pending cases/decisions/environmental clearances on the project site?  YES  NO

If YES, list all case number(s) \_\_\_\_\_

If the application/project is directly related to one of the above cases, list the pertinent case numbers below and complete/check all that apply (provide copy).

Case No. \_\_\_\_\_ Ordinance No.: \_\_\_\_\_

- |   |  |
|---|--|
| <input type="checkbox"/> Condition compliance review                        | <input type="checkbox"/> Clarification of Q (Qualified) classification               |
| <input type="checkbox"/> Modification of conditions                         | <input type="checkbox"/> Clarification of D (Development Limitations) classification |
| <input type="checkbox"/> Revision of approved plans                         | <input type="checkbox"/> Amendment to T (Tentative) classification                   |
| <input type="checkbox"/> Renewal of entitlement                             |  |
| <input type="checkbox"/> Plan Approval subsequent to Master Conditional Use |  |

For purposes of environmental (CEQA) analysis, is there intent to develop a larger project?  YES  NO

Have you filed, or is there intent to file, a Subdivision with this project?  YES  NO

If YES, to either of the above, describe the other parts of the projects or the larger project below, whether or not currently filed with the City:

\_\_\_\_\_

**5. RELATED DOCUMENTS / REFERRALS**

To help assigned staff coordinate with other Departments that may have a role in the proposed project, please provide a copy of any applicable form and reference number if known.

- a. Specialized Requirement Form N/A
- b. Geographic Project Planning Referral NOD - Provided
- c. Citywide Design Guidelines Compliance Review Form N/A
- d. Affordable Housing Referral Form Provided
- e. Mello Form N/A
- f. Unpermitted Dwelling Unit (UDU) Inter-Agency Referral Form N/A
- g. HPOZ Authorization Form N/A
- h. Management Team Authorization N/A
- i. Expedite Fee Agreement Provided
- j. Department of Transportation (DOT) Referral Form N/A
- k. Preliminary Zoning Assessment Referral Form Provided
- l. SB330 Preliminary Application Provided
- m. Bureau of Engineering (BOE) Planning Case Referral Form (PCRF) Provided
- n. Order to Comply N/A
- o. Building Permits and Certificates of Occupancy Provided
- p. Hillside Referral Form (BOE) N/A
- q. Low Impact Development (LID) Referral Form (Storm water Mitigation) Provided
- r. SB330 Determination Letter from Housing and Community Investment Department Provided
- s. Are there any recorded Covenants, affidavits or easements on this property?  YES (provide copy)  NO

**PROJECT TEAM INFORMATION** (Complete all applicable fields)

**Applicant<sup>5</sup> name** Kamran Tavakoli  
Company/Firm Westwood Investments 26, LLC  
Address: 524 N Foothill Rd. Unit/Space Number 209  
City Beverly Hills State CA Zip Code: 90210  
Telephone 310-430-8099 E-mail: Kevin@Save-oninsurance.com  
Are you in escrow to purchase the subject property?  YES  NO

**Property Owner of Record**  Same as applicant  Different from applicant  
Name (if different from applicant) \_\_\_\_\_  
Address \_\_\_\_\_ Unit/Space Number \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip Code: \_\_\_\_\_  
Telephone \_\_\_\_\_ E-mail: \_\_\_\_\_

**Agent/Representative name** Shapour Shajirat  
Company/Firm DCC  
Address: 13725 Ventura Blvd. Unit/Space Number 200  
City Sherman Oaks State CA Zip: 91423  
Telephone (818) 755 - 9000 E-mail: shapour@ladcc.com

**Other** (Specify Architect, Engineer, CEQA Consultant etc.) \_\_\_\_\_  
Name \_\_\_\_\_  
Company/Firm \_\_\_\_\_  
Address: \_\_\_\_\_ Unit/Space Number \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip Code: \_\_\_\_\_  
Telephone \_\_\_\_\_ E-mail: \_\_\_\_\_

**Primary Contact for Project Information**  Owner  Applicant  
(select only one)  Agent/Representative  Other

To ensure notification of any public hearing as well as decisions on the project, make sure to include an individual mailing label for each member of the project team in both the Property Owners List, and the Abutting Property Owners List.

<sup>5</sup> 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 the case on behalf of a client (i.e. usually not the agent/representative).

**PROPERTY OWNER**

7. **PROPERTY OWNER AFFIDAVIT.** Before the application can be accepted, the owner of each property involved must provide a notarized signature to verify the application is being filed with their knowledge. Staff will confirm ownership based on the records of the City Engineer or County Assessor. In the case of partnerships, corporations, LLCs or trusts the agent for service of process or an officer of the ownership entity so authorized may sign as stipulated below.

- **Ownership Disclosure.** If the property is owned by a partnership, corporation, LLC or trust, a disclosure identifying the agent for service of process or an officer of the ownership entity must be submitted. The disclosure must list the names and addresses of the principal owners (25% interest or greater). The signatory must appear in this list of names. A letter of authorization, as described below, may be submitted provided the signatory of the letter is included in the Ownership Disclosure. Include a copy of the current partnership agreement, corporate articles, or trust document as applicable.
- **Letter of Authorization (LOA).** A LOA from a property owner granting someone else permission to sign the application form may be provided if the property is owned by a partnership, corporation, LLC or trust or in rare circumstances when an individual property owner is unable to sign the application form. To be considered for acceptance, the LOA must indicate the name of the person being authorized the file, their relationship to the owner or project, the site address, a general description of the type of application being filed and must also include the language in items A-D below. In the case of partnerships, corporations, LLCs or trusts the LOA must be signed and notarized by the authorized signatory as shown on the Ownership Disclosure or in the case of private ownership by the property owner. Proof of Ownership for the signatory of the LOA must be submitted with said letter.
- **Grant Deed.** Provide a Copy of the Grant Deed If the ownership of the property does not match City Records and/or if the application is for a Coastal Development Permit. The Deed must correspond exactly with the ownership listed on the application.
- **Multiple Owners.** If the property is owned by more than one individual (e.g. John and Jane Doe or Mary Smith and Mark Jones) notarized signatures are required of all owners.

- a. I hereby certify that I am the owner of record of the herein previously described property located in the City of Los Angeles which is involved in this application or have been empowered to sign as the owner on behalf of a partnership, corporation, LLC or trust as evidenced by the documents attached hereto.
- b. I hereby consent to the filing of this application on my property for processing by the Department of City Planning.
- c. I understand if the application is approved, as a part of the process the City will apply conditions of approval which may be my responsibility to satisfy including, but not limited to, recording the decision and all conditions in the County Deed Records for the property.
- d. By my signature below, I declare under penalty of perjury under the laws of the State of California that the foregoing statements are true and correct.

*Property Owner's signatures must be signed/notarized in the presence of a Notary Public.  
The City requires an original signature from the property owner with the "wet" notary stamp.  
A Notary Acknowledgement is available for your convenience on following page.*

Signature \_\_\_\_\_

Date \_\_\_\_\_

Print Name \_\_\_\_\_

Signature \_\_\_\_\_

Date \_\_\_\_\_

Print Name \_\_\_\_\_

Space Below For Notary's Use

California All-Purpose Acknowledgement

Civil Code ' 1189

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

State of California

County of \_\_\_\_\_

On \_\_\_\_\_ before me, \_\_\_\_\_  
(Insert Name of Notary Public and Title)

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

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

WITNESS my hand and official seal.

\_\_\_\_\_  
Signature (Seal)

**APPLICANT**

- 8. APPLICANT DECLARATION.** A separate signature from the applicant, whether they are the property owner or not, attesting to the following, is required before the application can be accepted.
- a. I hereby certify that the information provided in this application, including plans and other attachments, is accurate and correct to the best of my knowledge. Furthermore, should the stated information be found false or insufficient to fulfill the requirements of the Department of City Planning, I agree to revise the information as appropriate.
  - b. I hereby certify that I have fully informed the City of the nature of the project for purposes of the California Environmental Quality Act (CEQA) and have not submitted this application with the intention of segmenting a larger project in violation of CEQA. I understand that should the City determine that the project is part of a larger project for purposes of CEQA, the City may revoke any approvals and/or stay any subsequent entitlements or permits (including certificates of occupancy) until a full and complete CEQA analysis is reviewed and appropriate CEQA clearance is adopted or certified.
  - c. I understand that the environmental review associated with this application is preliminary, and that after further evaluation, additional reports, studies, applications and/or fees may be required.
  - d. I understand and agree that any report, study, map or other information submitted to the City in furtherance of this application will be treated by the City as public records which may be reviewed by any person and if requested, that a copy will be provided by the City to any person upon the payment of its direct costs of duplication.
  - e. I understand that the burden of proof to substantiate the request is the responsibility of the applicant. Additionally, I understand that planning staff are not permitted to assist the applicant or opponents of the project in preparing arguments for or against a request.
  - f. I understand that there is no guarantee, expressed or implied, that any permit or application will be granted. I understand that each matter must be carefully evaluated and that the resulting recommendation or decision may be contrary to a position taken or implied in any preliminary discussions.
  - g. I understand that if this application is denied, there is no refund of fees paid.
  - i. I understand and agree to defend, indemnify, and hold harmless, the City, its officers, agents, employees, and volunteers (collectively "City"), from any and all legal actions, claims, or proceedings (including administrative or alternative dispute resolution (collectively "actions"), arising out of any City process or approval prompted by this Action, either in whole or in part. Such actions include but are not limited to: actions to attack, set aside, void, or otherwise modify, an entitlement approval, environmental review, or subsequent permit decision; actions for personal or property damage; actions based on an allegation of an unlawful pattern and practice; inverse condemnation actions; and civil rights or an action based on the protected status of the petitioner or claimant under state or federal law (e.g. ADA or Unruh Act). I understand and agree to reimburse the City for any and all costs incurred in defense of such actions. This includes, but it not limited to, the payment of all court costs and attorneys' fees, all judgments or awards, damages, and settlement costs. The indemnity language in this paragraph is intended to be interpreted to the broadest extent permitted by law and shall be in addition to any other indemnification language agreed to by the applicant.
  - i. By my signature below, I declare under penalty of perjury, under the laws of the State of California, that all statements contained in this application and any accompanying documents are true and correct, with full knowledge that all statements made in this application are subject to investigation and that any false or dishonest answer to any question may be grounds for denial or subsequent revocation of license or permit.

*The City requires an original signature from the applicant. The applicant's signature below does not need to be notarized.*

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Print Name: \_\_\_\_\_

**OPTIONAL  
NEIGHBORHOOD CONTACT SHEET**

9. **SIGNATURES** of adjoining or neighboring property owners in support of the request are not required but are helpful, especially for projects in single-family residential areas. Signatures may be provided below (attach additional sheets if necessary).

NAME (PRINT)	SIGNATURE	ADDRESS	KEY # ON MAP

**REVIEW** of the project by the applicable Neighborhood Council is not required, but is helpful. If applicable, describe, below or separately, any contact you have had with the Neighborhood Council or other community groups, business associations and/or officials in the area surrounding the project site (attach additional sheets if necessary).

# EXHIBIT “D”



# State of California

## Department of Social Services

Facility Number: 191600754

Effective Date: 05/24/1993

Total Capacity: 77

In accordance with applicable provisions of the Health and Safety Code of California, and its rules and regulations; the Department of Social Services hereby issues

### this License to

WESTWOOD HILLS CONGREGATIONAL CHURCH

to operate and maintain a

DAY CARE CENTER

### Name of Facility

WESTWOOD HILLS PRESCHOOL  
1989 WESTWOOD BOULEVARD  
LOS ANGELES, CA 90025

This License is not transferable and is granted solely upon the following:

MAXIMUM CAPACITY:(69) PRESCHOOL CHILDREN AGES 2 YEARS OLD THROUGH ENTRY INTO FIRST GRADE.WAIVER FOR OUTSIDE PLAYGROUND(57)MAXIMUM.TODDLER COMPONET(8)TODDLERS AGES 18 MONTHS THROUGH 2 YEARS OLD.

Client Groups Served:

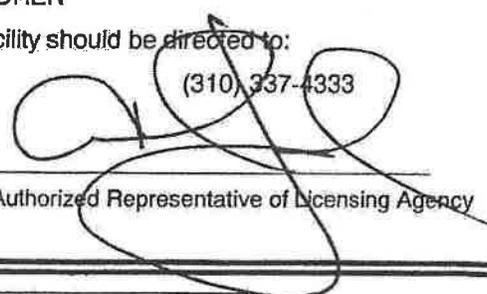
CHILDREN

Complaints regarding services provided in this facility should be directed to:

CCLD Regional Office

(310) 337-4333

Pamela Dickfoss  
Deputy Director,  
Community Care Licensing Division

  
Authorized Representative of Licensing Agency

**POST IN A PROMINENT PLACE**

COUNTY CLERK'S USE

CITY OF LOS ANGELES  
OFFICE OF THE CITY CLERK  
200 NORTH SPRING STREET, ROOM 395  
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT  
**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  
DIR-2021-8567-TOC-HCA

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

CASE NUMBER  
ENV-2021-8569-CE

PROJECT TITLE  
**1951 - 1957 S WESTWOOD BLVD, 90025**

COUNCIL DISTRICT  
5

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)  
**1951 - 1957 S WESTWOOD BLVD, 90025**

Map attached.

PROJECT DESCRIPTION: The proposed Transit Oriented Communities (TOC) project consists of the demolition of the two-story building with ground floor retail and one vacant apartment unit and the construction of a new five-story, 29-unit apartment complex with a maximum height of 67 feet, 16,573 square feet of floor area, and 23 vehicle parking spaces on the ground floor and two subterranean levels. The project includes any additional actions as deemed necessary or desirable, including but not limited to demolition, grading, excavation (up to 3,000 cubic yards of dirt will be exported), haul route, street tree removal, on-site tree removal, and building permits.

Additional page(s) attached.

NAME OF APPLICANT / OWNER:  
**KAMRAN TAVAKOLI, WESTWOOD INVESTMENTS 26, LLC**

CONTACT PERSON (If different from Applicant/Owner above)  
**SHAPOUR SHAJIRAT**

(AREA CODE) TELEPHONE NUMBER | EXT.  
818-755-9000

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) **State CEQA Guidelines Sec 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

Reference attached Class 32 Findings.

- 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  
Sophia Kim 

STAFF TITLE  
City Planning Associate

ENTITLEMENTS APPROVED  
**Transit Oriented Communities**

**DEPARTMENT OF  
CITY PLANNING**

COMMISSION OFFICE  
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN  
PRESIDENT

CAROLINE CHOE  
VICE-PRESIDENT

HELEN LEUNG  
KAREN MACK

DANA M. PERLMAN  
YVETTE LOPEZ-LEDESMA  
JENNA HORNSTOCK  
RENEE DAKE WILSON  
VACANT

**CITY OF LOS ANGELES  
CALIFORNIA**



ERIC GARCETTI  
MAYOR

**EXECUTIVE OFFICES**

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

VINCENT P. BERTONI, AICP  
DIRECTOR

SHANA M.M. BONSTIN  
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP  
DEPUTY DIRECTOR

LISA M. WEBBER, AICP  
DEPUTY DIRECTOR

April 20, 2022

Kamran Tavakoli (A) (O)  
Westwood Investments 26, LLC  
524 North Foothill Road Unit 209  
Beverly Hills, CA 90210

Shapour Shajirat (R)  
DCC  
13725 Ventura Boulevard Unit 200  
Sherman Oaks, CA 91423

RE: Case No. DIR-2021-8567-TOC-HCA  
Address: 1951-1957 South Westwood  
Boulevard  
Community Plan: West Los Angeles  
Zone : C4-1VL-POD  
D. M. : 129B153  
C. D. : 5  
CEQA : ENV-2021-8569-CE

**RE: ENV-2021-8569-CE (Categorical Exemption - Class 32)**

The requested entitlement is for the construction of a new 29-unit apartment building on a single existing lot, under the Transit Oriented Communities (TOC) Affordable Housing Incentive program. Pursuant to the TOC Guidelines, the applicant is proposing to utilize Base Incentives for density, floor area ratio (FAR), and vehicle parking, as well as two Additional Incentives for 1) a maximum increase in building height of 22 feet; and 2) utilization of the side and rear yard setback requirements of the RAS3 Zone for a project in a commercial zone. The proposed building will be five stories tall and 67 feet in height. Of the 29 proposed units, three will be three (3) units set aside as Extremely Low Income (ELI) units. The project proposes 23 vehicle parking spaces for the development on the ground floor level and two subterranean parking levels underneath the building. The project proposes to export approximately 3,000 cubic yards of soil. The project may also require additional approvals and permits, including but not limited to those for project construction activities such as excavation, shoring, grading, foundation, haul route approval, removal of street trees, and building and tenant improvements.

The subject property consists of a single existing lot comprising approximately 6,753 square feet of lot area. The rectangular property is flat and is located midblock on Westwood Boulevard, between Missouri Avenue and La Grange Avenue, and has a street frontage of approximately 50 feet along Westwood Boulevard, to a depth of approximately 135 feet. The property is currently developed with ground floor retails and one residential unit that has been vacant for the past five years, all of which will be demolished through development of the proposed project. There are no trees on the subject property; there is one street tree in the public right-of-way adjoining the subject property.

The project is in a long-developed and urbanized neighborhood consisting primarily of a variety of commercial uses and multi-family residences. Immediately adjacent to the subject property are a church with a preschool to the south, zoned C4-1VL-POD; a two-story commercial development to the north, zoned C4-1VL-POD; a single-family residence to the west, zoned R1-1; and a four-story commercial office building to the east across Westwood Boulevard, zoned C4-1VL-POD.

The proposed project would not have a significant effect on the environment. A “significant effect on the environment” is defined as “a substantial, or potentially substantial, adverse change in the environment) (CEQA Guidelines, Public Resources Code Section 21068). The proposed project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the City’s CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed project reach or exceed those thresholds. From analysis of the proposed project, it has been determined that it is Categorically Exempt from environmental review pursuant to Chapter 3, Article 19, Section 15332 of the CEQA Guidelines (Class 32). The Class 32 Exemption is intended to promote infill development within urbanized areas.

### **CLASS 32 CATEGORICAL EXEMPTION**

The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of “In-fill Projects”. The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting the five conditions listed below.

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

The project site is located within the adopted West Los Angeles Community Plan, which is one of 35 Community Plans that make up the Land Use Element of the General Plan. The Community Plan designates the subject property with a land use designation of Neighborhood Commercial, corresponding to the C1, C1.5, C2, C4, RAS3, RAS4, and P Zones. The subject property is zoned C4-1VL-POD and is thus consistent with the existing land use designation. The project site is also located the West Los Angeles Transportation Improvement and Mitigation Specific Plan (Specific Plan) and Westwood/Pico Neighborhood Oriented District, which assigns conditions based on the number of trips created by a project and Transportation Impact Assessment Fee to fund various transportation improvements in the Specific Plan area, as determined by the Los Angeles Department of Transportation. The property is also within a Transit Priority Area within the City of Los Angeles.

The project proposes the construction of a new five-story apartment building, 56 feet in height and with 29 total units. The subject property is in a designated Tier 3

TOC area. Through Base Incentives, the TOC Guidelines allow Tier 3 properties to obtain up to a 70 percent increase in density, up to a 50 percent increase in FAR (or a FAR of 3.75 to 1 for a property in a commercial zone, if the 50 percent increase results in an FAR less than 3.75 to 1), and reduced parking. The project meets the requirements for utilizing these Base Incentives. Additionally, the TOC Guidelines allow up to three Additional incentives in exchange for meeting additional requirements for the provision of affordable housing units. The applicant is requesting two Additional Incentives for a maximum increase in height of 22 feet and the utilization of the side and rear yard setback requirements of the RAS3 Zone for a project in a commercial zone. Per the TOC Guidelines, the project qualifies for up to three Additional Incentives. Therefore, through the approval of the request herein, the project would be in conformance with the TOC Guidelines, as well as all applicable zoning designations and development standards of the Los Angeles Municipal Code (LAMC). Additionally, no zone changes are proposed, and the project complies with all other regulations and requirements of the underlying zone.

The project will comply with any other applicable requirements, including those of the Specific Plan. Therefore, the project is consistent with the applicable general plan designation and all applicable general plan policies, as well as with applicable zoning designation and regulations.

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

The project site is located in the West Los Angeles Community Plan area within Los Angeles city limits. The project site encompasses approximately 6,753 square feet (0.16 acre) of lot area. The property is currently developed with ground floor commercial and one residential unit above the ground floor commercial. The project site is located along Westwood Boulevard, half a block north of La Grange Avenue and half a block south of Missouri Avenue, in a long-developed and urbanized neighborhood consisting primarily of a variety of commercial uses and multi-family residences. The area primarily dates to the early- to mid-20th century, is surrounded by other developed neighborhoods. Therefore, the project will occur within city limits on a project site of no more than five acres substantially surrounded by urban uses.

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

The project site is located in an established and long-urbanized area within the West Los Angeles Community Plan area. The subject property is currently developed with a ground floor commercial space and one residential unit above the ground floor commercial space and is entirely paved/improved. The project site also is not within or near any listed significant ecological areas. Therefore, the project site has no value as habitat for endangered, rare, or threatened species.

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

**Traffic.** The project site is currently developed with a ground floor commercial space and one residential unit above the ground floor commercial space. The project proposes to demolish the existing development and to construct a new five-story apartment building with 29 residential units. According to the Los Angeles Department of Transportation (LADOT), a traffic assessment may be necessary if the project will generate over 250 daily trips; a residential development may come close to this threshold if it involves 40 or more units. However, as a 29-unit residential development representing a net increase of 28 units, the project is under this threshold of significance. An LADOT Referral Form, dated April 11, 2022 and attached to the subject case file, was completed for the project utilizing LADOT's VMT Calculator and confirms that the project would generate an estimated 111 daily trips which is a net decrease of 5 daily trips if the existing 116 trips are subtracted from the proposed daily trips, which is also below the threshold of 250 daily trips which would require additional traffic analysis. As a result, no additional traffic study is required and the project will not have a significant impact relating to traffic. In addition, the project will comply with any and all applicable requirements of the Specific Plan, subject to the determination of LADOT. Therefore, no additional traffic study is required and the project will not have a significant impact relating to traffic.

**Noise.** The project must comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 and any subsequent ordinances which prohibit the emission or creation of noise beyond certain levels. The Ordinances cover both operational noise levels (i.e. post-construction), as well as any noise impact during construction. Section 41.40 of the LAMC regulates noise from demolition and construction activities and prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays and holidays; all such activities are also prohibited on Sundays. Section 112.05 of the LAMC also specifies the maximum noise level of construction machinery that can be generated in any residential zone of the city or within 500 feet thereof. As referenced in the Noise Technical Report prepared by Rincon Consultants dated March 2022 and attached to the subject environmental case file, as the project is required to comply with all applicable ordinances and regulations to the extent feasible, it will not result in any significant noise impacts. Noise arising from the construction of the project, including that from equipment and from haul trucks, would be temporary in nature and would cease upon project completion; additionally, the project would incorporate best management practices to reduce noise impacts to the extent feasible. Based on the temporary duration and compliance with regulatory requirements governing construction hours and equipment, the project's construction would not result in a significant effect on the

environment. Compliance with the applicable City ordinances and regulations will further limit the impacts of temporary construction noise to the extent feasible.

Furthermore, the project will not generate permanent significant operational noise impacts. As the project is a residential development, the project is not expected to generate significant permanent operational noise impacts. The project will not include any square footage of non-residential uses, and will not introduce a stationary noise source. In addition, the project's proposed 29 residential units would not be expected to generate a substantial number of vehicle trips which could in turn generate additional noise. Such a project is expected to generate a negligible increase in ambient noise from operation. Thus, overall, the project will not result in any significant permanent effects relating to noise.

**Air Quality.** The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project for the construction of 29 residential units will not conflict with or obstruct the implementation of the AQMP and SCAQMD rules.

During construction, appropriate dust control measures would be implemented as part of the proposed project, as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas.

Best Management Practices will be implemented that would include (but not be limited to) the following:

- Unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce emissions and meets SCAQMD Rule 403;
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust;
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions; and
- Trucks shall not idle but be turned off.

By implementing Best Management Practices, all construction-related impacts will be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur from construction.

Furthermore, the project is expected to be far below the thresholds considered by SCAQMD to be potentially significant under CEQA guidelines. The applicant has estimated the project's impact on air quality, using the CalEEMod 2016.3.2 model provided by SCAQMD, by comparing the estimated levels of criteria pollutants to significance thresholds provided by SCAQMD. As referenced in the Air Quality Technical Report prepared by DKA Planning dated August 2020 and attached to the subject environmental case file, the levels of emissions from the project are all projected to be far below the thresholds considered by SCAQMD to be potentially significant under CEQA guidelines without the addition of any mitigation (the report provides the full analysis). Potential impacts related to air quality from the project will therefore be less than significant.

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

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

The site is currently developed with existing commercial and residential uses in a highly urbanized area served by existing public utilities and services. The surrounding area has long been developed and consists of a variety of commercial and residential neighborhoods, all of which have been and will continue to be served by all required utilities and public services. The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. The site is also serviced by the LAPD's West Bureau, West Los Angeles Division, and the West Bureau Fire Department. These utilities and public services have continuously served the neighborhood for several decades.

The project consists of the new construction of 29 apartment units. As the project is located in an established and urbanized area of the city, the site can be adequately served by all required utilities and public services. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, and LED lighting. As a result, the proposed project can be adequately served by all required utilities and public services.

## **EXCEPTIONS TO CATEGORICAL EXEMPTIONS**

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed ordinance listed in “CEQA Guidelines” Section 15300.2 and determined that none of the exceptions apply to the proposed project.

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

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

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

This exception does not apply to the proposed project. The project involves the construction of residential units in a primarily residential and commercial area developed with a variety of established residential and commercial uses. The project is entirely consistent with the existing General Plan designation and zoning, which accounts for the impacts of developments which are within their parameters, and as permitted by the TOC Guidelines. Any successive projects of the same type and nature would reflect a development that is consistent with the underlying land use designation and the LAMC, and thus would be subject to the same regulations and requirements, including development standards and environmental impacts. The impacts of each subsequent project will be mitigated if necessary, and thus will not result in a cumulative impact. Therefore, impacts under this category will be less than significant.

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

This exception does not apply to the proposed project. The project site is comprised of approximately 6,753 square feet of lot area located in an urbanized area within the City of Los Angeles. The project consists of residential uses and operations that are compatible with the surrounding urban development and consistent with the underlying zone. The project site is in a long-established neighborhood and is surrounded by a variety of other residential and commercial buildings. The site does not demonstrate any unusual circumstances, and the project will not generate significant impacts regarding traffic, air quality, water quality, or noise. There are no unusual circumstances that indicate this project would reasonably result in a significant effect on the environment.

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

This exception does not apply to the proposed project. According to the California Scenic Highway Mapping System, the project site is not located on or near a portion of a highway that is either eligible or officially designated as a state scenic highway. Therefore, this exception does not apply.

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

This exception does not apply to the proposed project. The project site is not listed as a hazardous waste site on EnviroStor, California's data management system for tracking hazardous waste sites. There are also no listed active or pending sites within the immediate vicinity of the project site; one listed site within approximately 500 feet of the project site is closed/completed. The subject property is currently developed with existing commercial and one residential unit; hazardous waste and materials would not be expected to pose a significant constraint on sites long developed with such uses.

Additionally, the project site is not located within a Methane Zone or Methane Buffer Zone, nor is it located in a Hazardous Waste/Border Zone Properties area as designated by the City of Los Angeles. The surrounding neighborhood is primarily low scale commercial and residential, and oils, elevators, in-ground hydrologic systems, monitoring or water supply wells, or above- or below-ground storage tanks, or potentially fluid-filled electrical equipment would not be expected on or immediately adjacent to the project site. No industrial wastewater is

generated on the project site and sanitary wastewater is discharged to the City Bureau of Sanitation. Therefore, this exception for a Class 32 Categorical Exemption does not apply to this project.

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

In addition to State and Federal databases of historic resources, SurveyLA and Historic Places LA hold databases of historic resources in the City of Los Angeles. According to these databases, there are no structures of historic significance on the property. There is a potential historic resource, United Church of Christ, identified immediately adjacent to the subject property to the south. The proposed project would not demolish or cause a substantial adverse change in the significance of a historic resource. There are no historic resources near the project site. Thus, the project will have no impact on these or any historic resources.

Additionally, the project site is not located in a designated Historic Preservation Overlay Zone. The neighborhood surrounding the project site was primarily developed in the early to mid-20th century and is surrounded by a mix of various commercial and residential uses but is currently experiencing significant redevelopment. As a result, the subject property is unlikely to possess any significant value towards a potential historic district. For these reasons, construction of the proposed project would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA, and this exception does not apply to the proposed project.

## **CONCLUSION**

The proposed project involves the construction of a new five-story, 67 feet high, 29-unit apartment building on a single existing encompassing approximately 6,753 square feet of lot area. The project is consistent with the surrounding developments (which consists of established residential and commercial uses), is permitted by the TOC Guidelines, and is entirely consistent with the existing General Plan designation, zoning, and requirements of the LAMC. The project will not generate a significant number of vehicle trips and will not result in any significant impacts to land use planning, environmental habitat, noise, air quality, or water quality. The project is located in an urbanized and long-developed area, and thus will be adequately served by all required public utilities and services.

In addition, as the project is in an urbanized area, it is not in a particularly sensitive environment, and will not impact an environmental resource of hazardous or critical concern that is designated, precisely mapped, or officially adopted by any federal, state, or local agency. The project will not result in any significant impacts and, therefore, will not make a cumulatively considerable contribution to any significant impacts that are not already accounted for by the General Plan and future environmental clearances. The project is consistent with the surrounding developments, including established residential and commercial uses, does not present any unusual circumstances that would result in a

significant impact on the environment, and would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA. Therefore, none of the possible exceptions to Categorical Exemptions, found in Section 15300.2 Exceptions, apply to this project, and as such, the project qualifies for a Class 32 Categorical Exemption.



# 1951 Westwood Boulevard Project

## Air Quality Study

*prepared for*

Westwood Investments 26, LLC  
10835 Santa Monica Blvd, Suite 209  
Los Angeles, CA 90025  
Contact: Kevin Tavakoli

*prepared by*

**Rincon Consultants, Inc.**  
250 East 1<sup>st</sup> Street, Suite 1400  
Los Angeles, California 90012

**March 2022**



**RINCON CONSULTANTS, INC.**

Environmental Scientists | Planners | Engineers

[rinconconsultants.com](http://rinconconsultants.com)

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## Appendices

Appendix A	Air Quality Modeling Results
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# 1 Project Description and Impact Summary

## 1.1 Introduction

This study analyzes the potential air quality impacts of the proposed 1951 Westwood Boulevard Project (herein referred to as “proposed project” or “project”) located in the City of Los Angeles, California. Rincon Consultants, Inc. (Rincon) prepared this study under contract to Westwood Investments 26, LLC in support of the environmental documentation being prepared pursuant to the California Environmental Quality Act (CEQA). The purpose of this study is to analyze the project’s air quality impacts related to both temporary construction activity and long-term operation of the project.

### CEQA Class 32 Categorical Exemption

This air quality study has been prepared to support a Class 32 Categorical Exemption (CE). A Class 32 CE exempts infill development in urbanized areas if the project meets certain criteria. These criteria include demonstrating that the project would not result in significant air quality impacts. This analysis demonstrates that project construction and operation would not result in significant air quality impacts; therefore, air quality impacts would not create an exception to the Class 32 CE. The conclusions of this study and the Regulatory Compliance Measures (RCMs) applicable to the project are summarized in Table 1 as well as in Section 4, *Conclusions and Recommendations*.

**Table 1 Summary of Impacts**

Impact Threshold	Proposed Project’s Level of Significance	Applicable RCMs
Conflict with or obstruct implementation of the applicable air quality plan?	Less than significant impact	None
Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or State ambient air quality standard?	Less than significant impact	RCM-1 through RCM-5
Expose sensitive receptors to substantial pollutant concentrations?	Less than significant impact	RCM-1 through RCM-5
Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No impact	RCM-2

### Regulatory Compliance Measures

RCMs are existing requirements and reasonably anticipated standard conditions that are based on local, State, or federal regulations and laws that are frequently required independently of CEQA review and serve to offset or prevent specific impacts. RCMs are not included as mitigation measures in the environmental clearance document because the project is required to comply with RCMs through State and local regulations.

*RCM-1 Demolition, Grading, and Construction Activities: Compliance with Provisions of SCAQMD Rule 403*

The project shall comply with all applicable standards of Southern California Air Quality Management District (SCAQMD) Rule 403, including the following provisions:

- 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. 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.
- Vehicle speeds shall be restricted to 15 miles per hour (mph) on unpaved roads.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 25 mph), in order to prevent excessive amounts of dust.
- All dirt/soil 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 amounts of dust.
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

*RCM-2 Odors: Compliance with Provisions of SCAQMD Rule 402*

The project shall comply with the following provision of SCAQMD Rule 402:

- A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

*RCM-3 Engine Idling*

In accordance with Section 2485 of 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.

*RCM-4 Emission Standards*

In accordance with Section 93115 of 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.

*RCM-5 Architectural Coatings: Compliance with SCAQMD Rule 1113*

The project shall comply with SCAQMD Rule 1113 limiting the volatile organic compound (VOC) content of architectural coatings.

## 1.2 Project Summary

### Project Location and Setting

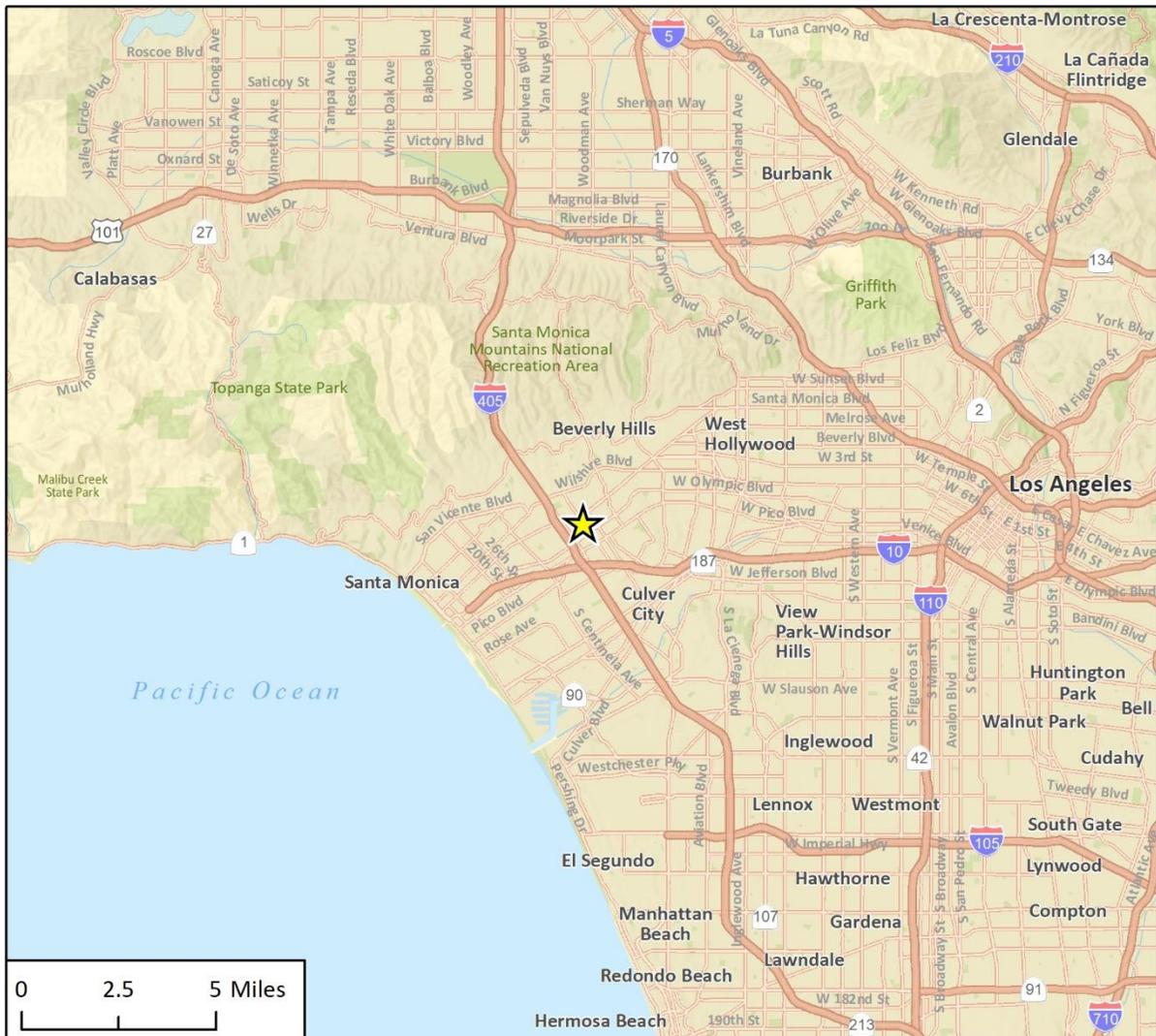
The approximately 6,753-square-foot (0.16-acre) project site is comprised of the addresses 1951-1957 Westwood Boulevard in the City of Los Angeles, California and is identified by Assessor Parcel Numbers (APN) 4323-002-006. The site is in the West Los Angeles Community Planning Area and is designated Neighborhood Commercial and is zoned Commercial in the Westwood/Pico Pedestrian Oriented District (C4-1VL-POD). The site is currently developed with a two-story mixed-use building consisting of commercial and residential uses. The site is bounded by two-story mixed-use buildings consisting of commercial and residential uses to the north; Westwood Boulevard to the northeast with commercial/retail uses and residences beyond; the Westwood Hills Congregational Church and Westwood Hills Preschool to the southeast; and single-family residences to the south and west. See Figure 1 for the regional location and Figure 2 for the project site vicinity.

### Proposed Project

The proposed project involves the construction of a 16,573-square-foot, five-story (i.e., 67-foot-tall) apartment building containing 29 units. Of the 29 units, six would be studio units, nine would be studio units with an open loft (i.e., mezzanine), 13 would be one-bedroom units, and one would be a three-bedroom unit. The project would have a Floor Area Ratio (FAR) of 2.45:1. In addition, the project would provide approximately 200 square feet of private open space spread among four units and 2,722 total square feet of open space in the form of a rear yard at ground floor, a terrace on the fifth floor, and a rooftop patio. The project would provide a total of 23 parking spaces within a 16,636-square-foot enclosed parking garage. The parking garage would provide four parking spaces at ground level, including two compact spaces and two ADA accessible spaces, whereas the remaining 19 parking spaces would be provided between two subterranean levels. The first subterranean level would include four standard spaces and four compact spaces and the second subterranean level would include 10 standard spaces and one compact space. The project would also provide 32 bicycle parking spaces. Of the 32 spaces, 28 would be long-term lockers for residents provided at ground level within the parking garage and at the rear setback of the apartment building. The remaining four would be short-term racks provided at the front of the building along Westwood Boulevard.

Project construction is anticipated to begin during Fall 2023 and would comply with the allowable hours of construction identified in the Los Angeles Municipal Code (LAMC) Section 41.40 (i.e., between the hours of 7:00 a.m. and 9:00 p.m., Monday through Friday, and between the hours of 8:00 a.m. and 6:00 p.m. on Saturday).

Figure 1 Regional Location



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★ Project Location

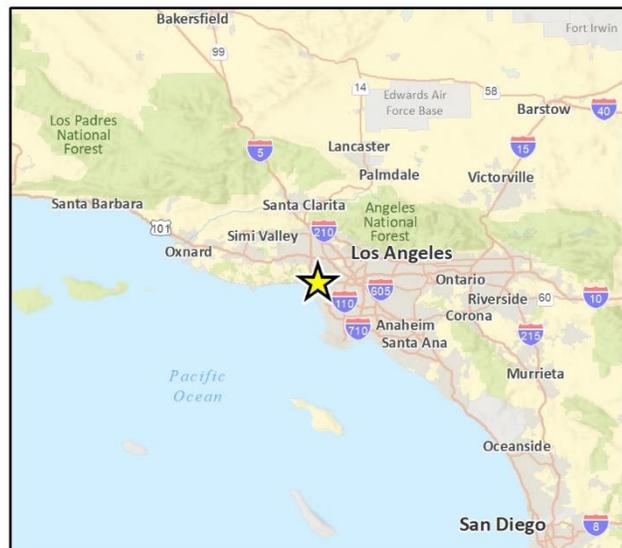
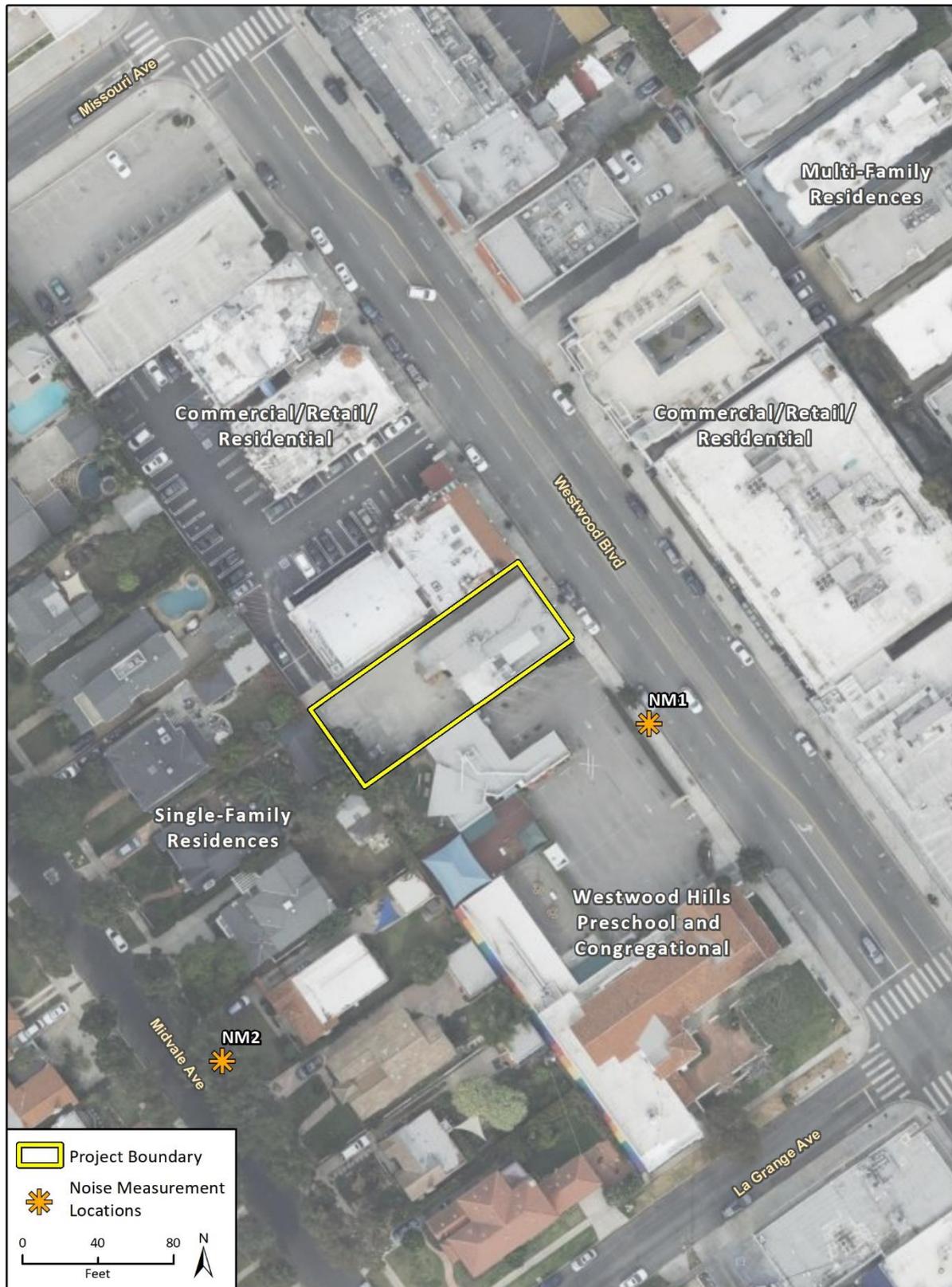


Fig 1 Regional Location

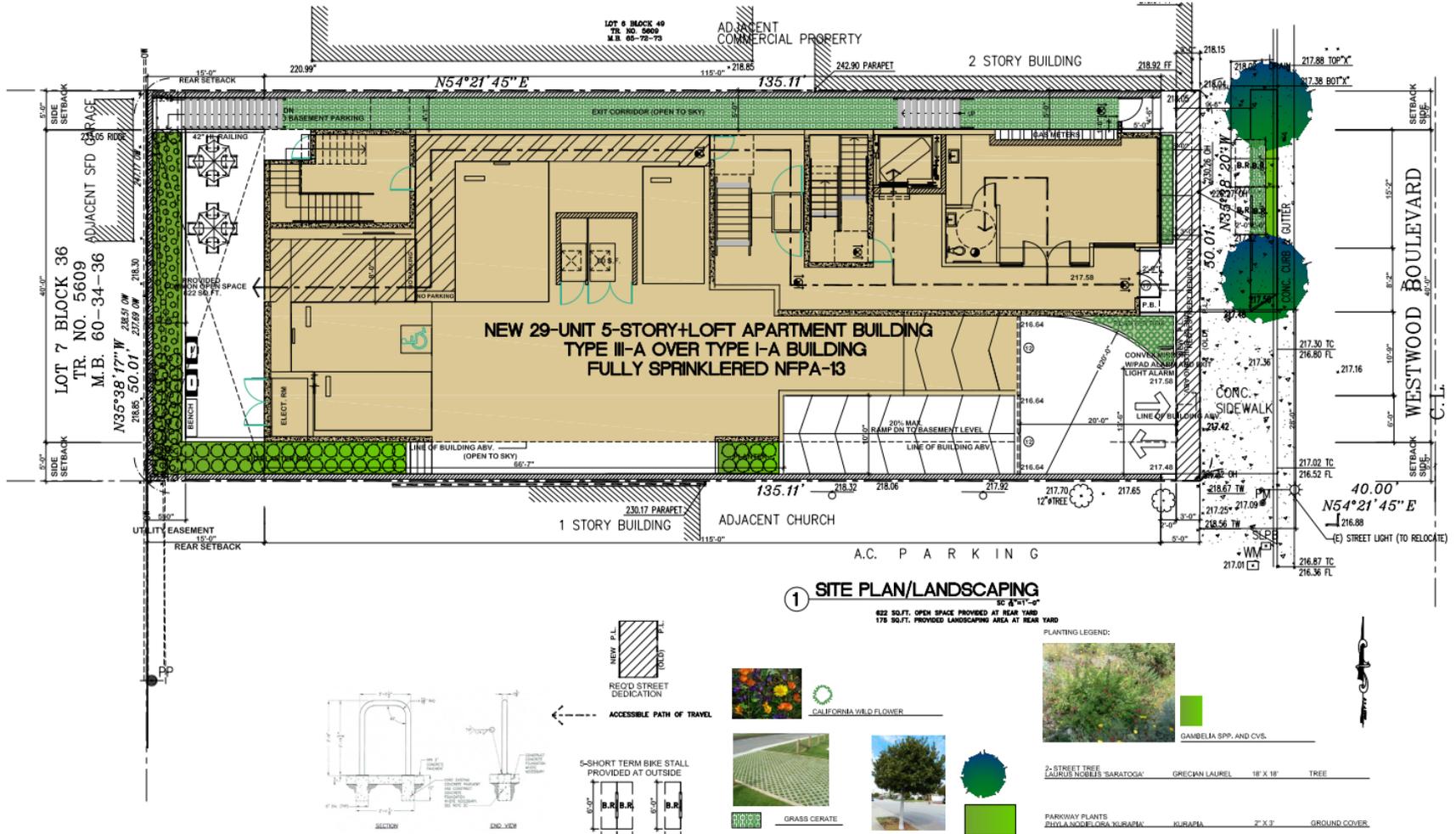
Figure 2 Project Site Location



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Fig. 1 Noise Measurements

Figure 3 Project Site Plan



## 2 Background

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### 2.1 Local Climate and Meteorology

The project site is in the South Coast Air Basin (SCAB), which is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Geronio Pass area in Riverside County. The regional climate in the SCAB is semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. Air quality in the SCAB is primarily influenced by meteorology and a wide range of emission sources, such as dense population centers, substantial vehicular traffic, and industry.

Air pollutant emissions in the SCAB are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road mobile sources may be legally operated on roadways and highways. Off-road mobile sources include aircraft, ships, trains, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

### 2.2 Air Pollutants of Primary Concern

Primary criteria pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere. Primary criteria pollutants include carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), particulate matter with diameters of ten microns or less (PM<sub>10</sub>) and with diameters of 2.5 microns or less (PM<sub>2.5</sub>), and lead. Ozone is considered a secondary criteria pollutant because it is created by atmospheric chemical and photochemical reactions between volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>). Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog). The following subsections describe the characteristics, sources, and health and atmospheric effects of critical air contaminants.

#### Ozone

Ozone is produced by a photochemical reaction (triggered by sunlight) between NO<sub>x</sub> and VOC.<sup>1</sup> VOCs are composed of non-methane hydrocarbons (with some specific exclusions), and NO<sub>x</sub> are composed of different chemical combinations of nitrogen and oxygen, mainly nitric oxide and nitrogen dioxide. Nitrogen oxides are formed during the combustion of fuels, while VOC are formed

---

<sup>1</sup> CARB defines VOC and reactive organic gas (ROG) similarly as, “any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate,” with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, VOC and ROG are considered comparable in terms of mass emissions, and the term VOC is used in this analysis.

during combustion and evaporation of organic solvents. As a highly reactive molecule, ozone readily combines with many different components of the atmosphere. Consequently, high levels of ozone tend to exist only while high VOC and NO<sub>x</sub> levels are present to sustain the ozone formation process. Once the precursors have been depleted, ozone levels rapidly decline. Because these reactions occur on a regional rather than local scale, ozone is considered a regional pollutant. In addition, because ozone requires sunlight to form, it mostly occurs in concentrations considered serious between the months of April and October. Ozone is a pungent, colorless, toxic gas with direct health effects on humans, including changes in breathing patterns, reduction of breathing capacity, increased susceptibility to infections, inflammation of lung tissue, and some immunological changes (SCAQMD 2005; United States Environmental Protection Agency [USEPA] 2021a). Groups most sensitive to ozone include children, the elderly, persons with respiratory disorders, and people who exercise strenuously outdoors.

### **Carbon Monoxide**

Carbon monoxide is a localized pollutant that is found in high concentrations only near its source. The major source of carbon monoxide, a colorless, odorless, poisonous gas, is the incomplete combustion of petroleum fuels by automobile traffic. Therefore, elevated concentrations are usually only found near areas of high traffic volumes. Other sources of CO include the incomplete combustion of petroleum fuels at power plants and fuel combustion from wood stoves and fireplaces during the winter. The health effects of carbon monoxide are related to its affinity for hemoglobin in the blood. Carbon monoxide causes a number of health problems, including aggravation of some heart diseases (e.g., angina), reduced tolerance for exercise, impaired mental function, and impaired fetal development. At high levels of exposure, carbon monoxide reduces the amount of oxygen in the blood, leading to mortality (SCAQMD 2005; USEPA 2021a). Carbon monoxide tends to dissipate rapidly into the atmosphere; consequently, violations of ambient air quality standards for carbon monoxide are generally associated with localized carbon monoxide “hotspots” that can occur at major roadway intersections during heavy peak-hour traffic conditions.

### **Nitrogen Dioxide**

Nitrogen dioxide is a by-product of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of NO<sub>x</sub> produced by combustion is nitric oxide (NO), but NO reacts rapidly to form NO<sub>2</sub>, creating the mixture of NO and NO<sub>2</sub> commonly called NO<sub>x</sub>. Nitrogen dioxide is an acute irritant that can aggravate respiratory illnesses and symptoms, particularly in sensitive groups (SCAQMD 1993 and 2005; USEPA 2021a). A relationship between NO<sub>2</sub> and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 parts per million (ppm) may occur. Nitrogen dioxide absorbs blue light, gives a reddish-brown cast to the atmosphere, and reduces visibility (SCAQMD 1993 and 2005; USEPA 2021a). It can also contribute to the formation of PM<sub>10</sub> and acid rain.

### **Sulfur Dioxide**

Sulfur dioxide is included in a group of highly reactive gases known as “oxides of sulfur.” The largest sources of SO<sub>2</sub> emissions are from fossil fuel combustion at power plants (73 percent) and other industrial facilities (20 percent). Smaller sources of SO<sub>2</sub> emissions include industrial processes such as extracting metal from ore and the burning of fuels with a high sulfur content by locomotives, large ships, and off-road equipment. Sulfur dioxide is linked to a number of adverse effects on the

respiratory system, including aggravation of respiratory diseases, such as asthma and emphysema, and reduced lung function (SCAQMD 2005; USEPA 2021a).

## **Suspended Particulates**

Small particulate matter measuring 10 microns or less in diameter is PM<sub>10</sub>, while fine particulate matter measuring 2.5 microns or less in diameter is PM<sub>2.5</sub>. Both PM<sub>10</sub> and PM<sub>2.5</sub> are directly emitted into the atmosphere as by-products of fuel combustion and wind erosion of soil and unpaved roads. Particulate matter is also created in the atmosphere through chemical reactions. The characteristics, sources, and potential health effects associated with PM<sub>10</sub> and PM<sub>2.5</sub> can be very different. PM<sub>10</sub> is generally associated with dust mobilized by wind and vehicles while PM<sub>2.5</sub> is generally associated with combustion processes as well as formation in the atmosphere as a secondary pollutant through chemical reactions. PM<sub>2.5</sub> is more likely to penetrate deeply into the lungs and poses a health threat to all groups, but particularly to the elderly, children, and those with respiratory problems (California Air Resources Board [CARB] 2020). More than half of the small and fine particulate matter that is inhaled into the lungs remains there. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance. Suspended particulates can also reduce lung function, aggravate respiratory and cardiovascular diseases, increase mortality rates, and reduce lung function growth in children (SCAQMD 2005; USEPA 2021a).

## **Lead**

Lead is a metal found naturally in the environment, as well as in manufacturing products. The major sources of lead emissions historically have been mobile and industrial sources. However, as a result of the USEPA's regulatory efforts to remove lead from gasoline, atmospheric lead concentrations have declined substantially over the past several decades. The most dramatic reductions in lead emissions occurred prior to 1990 due to the removal of lead from gasoline sold for most highway vehicles. Lead emissions were further reduced substantially between 1990 and 2008, with reductions occurring in the metals industries at least in part as a result of national emissions standards for hazardous air pollutants (USEPA 2013). As a result of phasing out leaded gasoline, metal processing currently is the primary source of lead emissions. The highest level of lead in the air is generally found near lead smelters. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. The health impacts of lead include behavioral and hearing disabilities in children and nervous system impairment (SCAQMD 2005; USEPA 2021a).

## **Toxic Air Contaminants**

Toxic air contaminants (TACs) are a diverse group of air pollutants that may cause or contribute to an increase in deaths or serious illness, or that may pose a present or potential hazard to human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. One of the main sources of TACs in California is diesel engine exhaust that contains solid material known as diesel particulate matter (DPM). More than 90 percent of DPM is less than one micron in diameter (about 1/70<sup>th</sup> the diameter of a human hair) and thus is a subset of PM<sub>2.5</sub>. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs (CARB 2021). Particulate matter emitted from diesel engines contributes more than 70 percent of

the air emission cancer risk associated with the on-road heavy-duty sector within the SCAB (SCAQMD 2017).

TACs are different than criteria pollutants because ambient air quality standards have not been established for TACs. TACs occurring at extremely low levels may still cause health effects and it is typically difficult to identify levels of exposure that do not produce adverse health effects. TAC impacts are described by carcinogenic risk and by chronic (i.e., long duration) and acute (i.e., severe but of short duration) adverse effects on human health.

## 2.3 Air Quality Regulation

### **Federal and California Clean Air Acts**

The federal and State governments have established ambient air quality standards for the protection of public health. The USEPA is the federal agency designated to administer air quality regulation, while CARB is the State equivalent within the California Environmental Protection Agency (CalEPA). County-level air districts provide local management of air quality. CARB has established air quality standards and is responsible for the control of mobile emission sources, while the local air districts are responsible for enforcing standards and regulating stationary sources. CARB has established 15 air basins statewide, including the SCAB.

The USEPA has set primary national ambient air quality standards (NAAQS) for ozone, CO, NO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, and lead. Primary standards are those levels of air quality deemed necessary, with an adequate margin of safety, to protect public health. In addition, California has established health-based ambient air quality standards (known as the California ambient air quality standards [CAAQS]) for these and other pollutants, some of which are more stringent than the federal standards. Table 2 lists the current federal and State standards for regulated pollutants and the attainment status of the SCAB for each pollutant.

**Table 2 Federal and State Ambient Air Quality Standards and Basin Attainment Status**

Pollutant	Averaging Time	California Ambient Air Quality Standards		National Ambient Air Quality Standards	
		Concentration	Attainment Status	Concentration	Attainment Status
Ozone	8-Hour	0.070 ppm	N	0.070 ppm	N
	1-Hour	0.09 ppm	N	--	--
Carbon Monoxide	8-Hour	9 ppm	A	9 ppm	A
	1-Hour	20 ppm	A	35 ppm	A
Nitrogen Dioxide	1-Hour	0.18 ppm	A	0.100 ppm	U/A
	Annual Arithmetic Mean	0.030 ppm		0.053 ppm	A
Sulfur Dioxide	24-Hour	0.04 ppm	A	0.14 ppm	U/A
	1-Hour	0.25 ppm	A	0.075 ppm	U/A
	Annual Arithmetic Mean	--	--	0.030 ppm	U/A
Particulate Matter – Small (PM <sub>10</sub> )	Annual Arithmetic Mean	20 µg/m <sup>3</sup>	N	--	--
	24-Hour	50 µg/m <sup>3</sup>	N	150 µg/m <sup>3</sup>	A
Particulate Matter - Fine (PM <sub>2.5</sub> )	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	N	12 µg/m <sup>3</sup>	N
	24-Hour	--	--	35 µg/m <sup>3</sup>	N
Sulfates	24-Hour	25 µg/m <sup>3</sup>	A	--	--
Lead	Rolling 3-Month Average	--		0.15 µg/m <sup>3</sup>	N <sup>1</sup>
	30-Day Average	1.5 µg/m <sup>3</sup>	A	--	--
Hydrogen Sulfide <sup>2</sup>	1-Hour	0.03 ppm (42 µg/m <sup>3</sup> )	A	--	
Vinyl Chloride (Chloroethene) <sup>2</sup>	24-Hour	0.010 ppm (26 µg/m <sup>3</sup> )	A	--	--
Visibility Reducing Particles <sup>3</sup>	8-Hour (10:00 to 18:00 PST)	--	No information available	--	--

A = attainment; N = nonattainment; U = unclassified; ppm=parts per million; µg/m<sup>3</sup>=micrograms per cubic meter

<sup>1</sup> Partial Nonattainment designation – Los Angeles County portion of the SCAB only for near-source monitors. Expect re-designation to attainment based on current monitoring data.

<sup>2</sup> The Project does not include substantial sources of hydrogen sulfide, vinyl chloride, or visibility reducing particles. Ambient air quality standards for these pollutants is provided for informational purposes only; however, these pollutants are not evaluated for the purposes of CEQA.

Source: SCAQMD 2016, CARB 2020, USEPA 2021

SCAQMD is the designated air quality control agency in the SCAB, which is a non-attainment area for the NAAQS for ozone and PM<sub>2.5</sub> and the CAAQS for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>. The Los Angeles County portion of the SCAB is also designated non-attainment for lead (SCAQMD 2016). The SCAB is designated unclassifiable or in attainment for all other NAAQS and CAAQS.

## Air Quality Management Plan

Under State law, the SCAQMD is required to prepare a plan for air quality improvement for pollutants for which the SCAB is in non-compliance. Each Air Quality Management Plan (AQMP) is an update of the previous plan and has a 20-year horizon. The latest AQMP, the 2016 AQMP, was adopted on March 3, 2017. It incorporates new scientific data and notable regulatory actions that have occurred since adoption of the 2012 AQMP, including the approval of the new federal 8-hour ozone standard of 0.070 ppm that was finalized in 2015. The 2016 AQMP addresses several State and federal planning requirements and incorporates new scientific information, primarily in the form of updated emissions inventories, ambient measurements, and meteorological air quality models. The Southern California Association of Governments' (SCAG) projections for socio-economic data (e.g., population, housing, employment by industry) and transportation activities from the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) are integrated into the 2016 AQMP.<sup>2</sup>

The 2016 AQMP builds upon the approaches taken in the 2012 AQMP for the attainment of federal PM and ozone standards and highlights the significant amount of reductions to be achieved. It emphasizes the need for interagency planning to identify additional strategies to achieve reductions within the timeframes allowed under the federal Clean Air Act, especially in the area of mobile sources. The 2016 AQMP also includes a discussion of emerging issues and opportunities, such as fugitive toxic particulate emissions, zero-emission mobile source control strategies, and the interacting dynamics among climate, energy, and air pollution. The plan also demonstrates strategies for attainment of the new 8-hour ozone NAAQS and vehicle miles traveled (VMT) emissions offsets, pursuant to USEPA requirements (SCAQMD 2017).

On November 10<sup>th</sup>, 2021, AQMD held a Control Measures Workshop to provide an overview of the control measures and strategies being developed/considered for the 2022 AQMP and to solicit input from all stakeholders on control strategies (AQMD 2021). The 2022 AQMP is scheduled to be submitted to USEPA for review in August 2022.

## 2.4 Current Air Quality

The SCAQMD operates a network of air quality monitoring stations throughout the SCAB. The purpose of the monitoring stations is to measure ambient concentrations of pollutants and determine whether ambient air quality meets the California and federal standards. The monitoring station closest to the project is the VA Hospital monitoring station, located at 11301 Wilshire Boulevard approximately one mile northwest of the project site, which provides ozone and nitrogen dioxide data. The Los Angeles-Westchester Parkway station, located at 7201 West Westchester Parkway approximately seven miles south of the project, provides PM<sub>10</sub> data. The Los Angeles-North Main Street station, located at 1630 North Main Street approximately 12 miles to the east of the project site, provides PM<sub>2.5</sub> data. Table 3 indicates the number of days that each of the federal and State standards have been exceeded at these stations between 2018 and 2020. As shown in Table 3, the State standard for eight-hour ozone was exceeded each year from 2018 to 2020. One-hour ozone only exceeded state standards in 2020, and PM<sub>10</sub> state standards were exceeded in 2019 and

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<sup>2</sup>On September 3, 2020, SCAG's Regional Council formally adopted the 2020-2045 RTP/SCS (2020 RTP/SCS), or Connect SoCal, which builds upon the progress made through implementation of the 2016 RTP/SCS and was developed through a four-year planning process to update population, housing and employment data as well as transportation strategies for the region through the horizon year of 2045. However, SCAQMD has not updated the 2016 AQMP to incorporate these new demographic projections (the next update to the AQMP is expected to occur in 2022).

2020. In addition, the PM<sub>2.5</sub> federal standard was exceeded at least once (but at most 12 times each year) between 2018 and 2020. No other State or federal standards were exceeded at these stations.

**Table 3 Ambient Air Quality at the Nearest Monitoring Station**

Pollutant	2018	2019	2020
Ozone (ppm), Highest 1-Hour <sup>1</sup>	0.094	0.086	0.134
Number of days above CAAQS (>0.09 ppm)	0	0	6
Ozone (ppm), Highest 8-Hour Average <sup>1</sup>	0.073	0.075	0.092
Number of days above NAAQS and CAAQS (>0.070 ppm)	2	1	8
Nitrogen Dioxide (ppm), Highest 1 Hour <sup>1</sup>	0.064	0.048	0.076
Number of days above CAAQS (>0.180 ppm)	0	0	0
Number of days above NAAQS (>0.100 ppm)	0	0	0
PM <sub>10</sub> - Particulate Matter ≤10 microns (µg/m <sup>3</sup> ), Highest 24-Hour Average <sup>2</sup>	45.1	61.8	55.5
Number of days above CAAQS (>50 µg/m <sup>3</sup> )	0	2	1
Number of days above NAAQS (>150 µg/m <sup>3</sup> )	0	0	0
PM <sub>2.5</sub> - Particulate Matter ≤2.5 microns (µg/m <sup>3</sup> ), Highest 24-Hour Average <sup>3</sup>	61.4	43.5	175.0
Number of days above NAAQS (>35 µg/m <sup>3</sup> )	6	1	12

<sup>1</sup>Data source: VA Hospital Monitoring Station

<sup>2</sup>Data source: Los Angeles-Westchester Parkway Monitoring Station

<sup>3</sup> Data source: Los Angeles-North Main Street Monitoring Station

ppm = parts per million; µg/m<sup>3</sup> = micrograms per cubic meter; CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard

Note: The ambient air quality data presented in this table is intended to be representative of existing conditions and is not a comprehensive summary of all monitoring efforts for all the CAAQS and NAAQS. Additional ambient air quality data can be accessed at <https://www.epa.gov/outdoor-air-quality-data/monitor-values-report>.

Source: CARB 2022 and USEPA 2020

## 2.5 Sensitive Receptors

Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with a margin of safety, to protect public health and welfare. They are designed to protect that segment of the public most susceptible to respiratory distress, such as children under 14, the elderly over 65, people engaged in strenuous work or exercise, and people with cardiovascular and chronic respiratory diseases. Therefore, most sensitive receptors include schools, hospitals, and residences.

As shown in Figure 2, the project site is surrounded by commercial/retail uses, mixed-use buildings consisting of commercial and residential uses, the Westwood Hills Congregational Church and Westwood Hills Preschool, and additional residences. Sensitive receptors nearest to the project site include apartment units adjacent to the site to the north (i.e., at the second floor of mixed-use building), additional apartment units located 90 feet to the northeast across Westwood Boulevard (i.e., at the second and third floors of mixed-use building), the church and preschool adjacent to the site to the southeast, and single-family residences adjacent to the project site to the south and west.

## 3 Impact Analysis

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This air quality analysis conforms to the methodologies recommended in the SCAQMD's *CEQA Air Quality Handbook* (1993) and supplemental guidance provided by the SCAQMD, including recommended thresholds for emissions associated with both construction and operation of a project (SCAQMD 2019).

### 3.1 Methodology

Criteria pollutant emissions for project construction and operation were calculated using the California Emissions Estimator Model (CalEEMod), version 2020.4.0. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. The model was developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California air districts. CalEEMod allows for the use of default data (e.g., emission factors, trip lengths, meteorology, source inventory) provided by the various California air districts to account for local requirements and conditions, and/or user-defined inputs. The model calculates criteria pollutant emissions of CO, PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, ozone precursors (VOC and NO<sub>x</sub>). The calculation methodology and input data used in CalEEMod can be found in the CalEEMod User's Guide Appendices A, D, and E (CAPCOA 2021). The input data and subsequent construction and operation emission estimates for the proposed project are discussed below. CalEEMod output files for the project are included in Appendix A to this report.

#### Construction Emissions

Construction emissions modeled include emissions generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker and vendor trips. Construction input data for CalEEMod include but are not limited to: (1) the anticipated start and end dates of construction activity; (2) inventories of construction equipment to be used; (3) areas to be excavated and graded; and (4) volumes of materials to be exported from and imported to the project site. The start of construction (i.e., Fall 2023, or October 2023) was based on applicant provided information. The construction schedule/phasing and construction equipment list were based on CalEEMod defaults. In addition, the paving and architectural coating phases were adjusted to overlap with the building construction phase to reflect realistic construction practices and to conservatively model simultaneous construction phases. It is assumed that all construction equipment used would be diesel-powered. Exact soil export volumes were not yet available at the time this report was written and were therefore estimated based on the dimensions (i.e., length, width, height) of the two subterranean levels associated with the project. Based on project plans, it is estimated that the project would excavate and export approximately 4,800 cubic yards of soil for construction of the parking garage. The analysis assessed maximum daily emissions from individual construction activities, including site preparation, grading, building construction, paving, and architectural coating. Construction equipment emissions estimates are based on surveys of construction projects within California conducted by members of CAPCOA.

The quantity, duration, and the intensity of construction activity influences the amount of construction emissions and their related pollutant concentrations that occur at any one time. The

emission forecasts modeled for this report reflect conservative assumptions where a relatively large amount of construction is occurring in a relatively intensive manner. If construction is delayed or occurs over a longer period, daily criteria pollutant emissions could be reduced because of (1) a more modern and cleaner-burning construction equipment fleet mix than assumed in the CalEEMod, and/or (2) a less intensive buildout schedule (i.e., fewer daily emissions occurring over a longer time interval).

In addition, CalEEMod has the capability to calculate reductions in construction emissions from the effects of dust control, diesel-engine classifications, and other selected emissions reduction measures. Emissions calculations assume application of water twice daily during grading and a 15-mile-per-hour speed limit on unpaved surfaces in compliance with SCAQMD Rule 403, Fugitive Dust (as detailed in Section 1, *Project Description and Impact Summary*). Based on the standard values in CalEEMod version 2020.4.0, the PM<sub>10</sub> and PM<sub>2.5</sub> reduction for watering two times per day is 55 percent. In addition, the VOC content of indoor and outdoor architectural coatings was set to 50 grams per liter consistent with the requirements of SCAQMD Rule 1113.

### **Operational Emissions**

Operational sources of criteria pollutant emissions include mobile source emissions (i.e., vehicle emissions), energy emissions, and area source emissions. Mobile source emissions consist of emissions generated by residents to and from the project site. Emissions attributed to energy use include emissions from natural gas consumption for space and water heating and cooking. Area source emissions are generated by landscape maintenance equipment, consumer products, and architectural coatings.

## **3.2 Significance Thresholds**

To determine whether a project would result in a significant impact to air quality, Appendix G of the CEQA Guidelines requires consideration of whether a project would:

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

## Regional Significance Thresholds

The SCAQMD recommends quantitative regional significance thresholds for temporary construction activities and long-term project operation in the SCAB, shown in Table 4.

**Table 4 SCAQMD Regional Significance Thresholds**

Construction Thresholds	Operational Thresholds
75 pounds per day of VOC	55 pounds per day of VOC
100 pounds per day of NO <sub>x</sub>	55 pounds per day of NO <sub>x</sub>
550 pounds per day of CO	550 pounds per day of CO
150 pounds per day of SO <sub>x</sub>	150 pounds per day of SO <sub>x</sub>
150 pounds per day of PM <sub>10</sub>	150 pounds per day of PM <sub>10</sub>
55 pounds per day of PM <sub>2.5</sub>	55 pounds per day of PM <sub>2.5</sub>

VOC = volatile organic compound; NO<sub>x</sub> = Nitrogen oxides; CO = carbon monoxide; SO<sub>x</sub> = sulfur oxides; PM<sub>10</sub> = particulate matter measuring 10 microns in diameter or less; PM<sub>2.5</sub> = particulate matter measuring 2.5 microns in diameter or less

Source: SCAQMD 2019

## Localized Significance Thresholds

In addition to the above regional thresholds, the SCAQMD has developed LSTs in response to the Governing Board’s Environmental Justice Enhancement Initiative (1-4), which was prepared to update the *CEQA Air Quality Handbook* (1993). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or State ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), distance to the sensitive receptor, and project size. LSTs have been developed for emissions within construction areas up to five acres in size. However, LSTs only apply to emissions in a fixed stationary location and do not apply to mobile sources, such as cars on a roadway (SCAQMD 2008). As such, LSTs are typically applied only to construction emissions because most operational emissions are associated with project-generated vehicle trips.

LSTs have been developed for emissions generated by construction sites up to five acres in size. The project site is located in SRA 2 (Northwest Coastal Los Angeles County) and is approximately 0.16 acre in size. The SCAQMD provides lookup tables for sites that measure up to one, two, or five acres. Pursuant to SCAQMD guidance, the one-acre LSTs were utilized for this analysis (SCAQMD 2008). LSTs are provided for receptors at a distance of 25 to 500 meters (82 to 1,640 feet) from the project site boundary. The closest sensitive receptors to the project site are residences adjacent to the site to the north, south, and west, and the church and preschool to the southeast. According to the SCAQMD, projects with boundaries located closer than 82 feet to the nearest receptor should use the LSTs for receptors located at 82 feet (SCAQMD 2008). LSTs for construction on a one-acre site in SRA 2 for a receptor at 25 meters (82 feet) are shown in Table 5.

**Table 5 SCAQMD LSTs for Construction (SRA 2)**

Pollutant	Allowable Emissions for a One-Acre Site in SRA 2 for a Receptor 25 Meters Away (lbs./day)
Gradual conversion of NO <sub>x</sub> to NO <sub>2</sub>	103
CO	562
PM <sub>10</sub>	4
PM <sub>2.5</sub>	3

NO<sub>x</sub> = nitrogen oxides; NO<sub>2</sub> = nitrogen dioxide; CO = carbon monoxide; PM<sub>10</sub> = particulate matter measuring 10 microns in diameter or less; PM<sub>2.5</sub> = particulate matter measuring 2.5 microns in diameter or less

Source: SCAQMD 2009

### 3.3 Impact Analysis

**Threshold 1** Would the project conflict with or obstruct implementation of the applicable air quality plan?

**Impact AQ-1** THE PROJECT'S ADDED POPULATION, HOUSING, AND EMPLOYMENT OPPORTUNITIES TO THE CITY WOULD BE WITHIN SCAG'S 2016 RTP/SCS GROWTH FORECASTS. THEREFORE, THE PROJECT WOULD BE CONSISTENT WITH THE UNDERLYING ASSUMPTIONS OF THE EMISSIONS FORECASTS CONTAINED IN SCAQMD'S 2016 AQMP AND WOULD NOT CONFLICT WITH THE AQMP. IMPACTS WOULD BE *LESS THAN SIGNIFICANT*.

A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding the forecasts used in the development of the AQMP. The 2016 AQMP relies on local general plans and the demographic forecasts contained in the SCAG 2016 RTP/SCS in its own projections for managing air quality in the SCAB. As such, projects that propose development that is consistent with the growth anticipated by SCAG's growth projections and/or the General Plan would not conflict with the SCAQMD AQMP. In the event that a project would propose development that is less dense than anticipated by the growth projections, the project would likewise be consistent with the AQMP.

According to the California Department of Finance (DOF), the city currently has an estimated population of 3,923,341 persons and an estimated housing supply of 1,535,636 housing units (DOF 2021). SCAG's demographic forecasts contained in the 2016 RTP/SCS estimate that the city's population and housing will increase to 4,609,400 persons and 1,690,300 units by 2040 (SCAG 2016).<sup>3</sup>

The proposed project involves the construction of a 16,573-square-foot, five-story apartment building containing 29 units. Of the 29 units, six would be studio units, nine would be studio units with an open loft, 13 would be one-bedroom units, and one would be a three-bedroom unit. The proposed project would directly increase the city's population if the new residential units are

<sup>3</sup>On September 3, 2020, SCAG's Regional Council formally adopted the 2020-2045 RTP/SCS (2020 RTP/SCS), or Connect SoCal, which builds upon the progress made through implementation of the 2016 RTP/SCS and was developed through a four-year planning process to update population, housing and employment data as well as transportation strategies for the region through the horizon year of 2045. However, SCAQMD has not updated the 2016 AQMP to incorporate these new demographic projections (the next update to the AQMP is expected to occur in 2022).

occupied by people that currently reside in other localities. According to the DOF, the average household size in the City of Los Angeles is 2.72 persons per household (DOF 2021). The proposed project would be comprised of mostly studio apartments; therefore, the estimating population based on the average provided by the DOF would provide a conservative estimate of population increase. Based on a count of 29 units, the project would accommodate approximately 79 residents.<sup>4</sup>

The addition of project residents would increase the city's population to 3,923,420 which is a less than 0.01 percent increase above the existing population of 3,923,341. Therefore, the project would not exceed SCAG's 2040 forecast population of 4,609,400 residents for the City of Los Angeles. In addition, 29 residential units would increase the city's housing units to 1,535,655, which is a less than 0.01 percent increase above the existing unit count of 1,535,636. Therefore, the project would generate units within SCAG's projection of approximately 1,690,300 units by 2040 for the City of Los Angeles (SCAG 2016).

The project would not generate population, housing, or employment growth that would exceed SCAG's 2016 RTP/SCS forecasts for the City of Los Angeles. Therefore, the project would be consistent with the underlying assumptions of the emissions forecasts contained in the AQMP and would not conflict with the AQMP. Impacts would be less than significant.

**Threshold 2** Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or State ambient air quality standard?

**Impact AQ-2 CONSTRUCTION AND OPERATIONAL EMISSIONS FROM THE PROPOSED PROJECT WOULD NOT EXCEED SCAQMD REGIONAL THRESHOLDS OR LSTs, AS APPLICABLE. THEREFORE, THE PROPOSED PROJECT WOULD NOT RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE SCAB REGION IS IN NON-ATTAINMENT UNDER NAAQS AND CAAQS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

The City of Los Angeles is located in the SCAB, which is a non-attainment area for the NAAQS for ozone, PM<sub>2.5</sub>, and lead as well as the CAAQS for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>. The project does not include any stationary sources of lead emissions. Therefore, implementation of the project would not result in substantial emissions of lead and this pollutant is not discussed further in this analysis. The below discussion assesses potential air quality impacts related to construction and operational emissions of criteria air pollutants for which the SCAB is in non-attainment, including ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>.

## Construction Impacts

Table 6 summarizes the estimated maximum daily emissions of pollutants associated with construction of the proposed project. As shown below, emissions of VOC, NO<sub>x</sub>, CO, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> would not exceed SCAQMD regional thresholds or LSTs. Because air pollutant emissions generated by project construction would not exceed SCAQMD's regional significance thresholds or LSTs, project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment, and impacts would be less than significant.

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<sup>4</sup> (29 units x 2.72 persons per household) = 79 persons/residents

**Table 6 Project Construction Emissions**

Year	Maximum Emissions (lbs./day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2023	1	12	8	<1	3	2
2024	4	13	18	<1	1	1
<b>Maximum Daily Construction Emissions</b>	<b>4</b>	<b>13</b>	<b>18</b>	<b>&lt;1</b>	<b>3</b>	<b>2</b>
SCAQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
<b>Maximum Daily On-site Emissions</b>	<b>2</b>	<b>10</b>	<b>7</b>	<b>&lt;1</b>	<b>3</b>	<b>1</b>
SCAQMD Localized Significance Thresholds (LSTs)	N/A	103	562	N/A	4	3
<b>Threshold Exceeded?</b>	<b>N/A</b>	<b>No</b>	<b>No</b>	<b>N/A</b>	<b>No</b>	<b>No</b>

VOC = volatile organic compounds; NO<sub>x</sub> = Nitrogen oxides; NO<sub>2</sub> = Nitrogen dioxide; CO = carbon monoxide; PM<sub>10</sub> = particulate matter measuring 10 microns in diameter or less; PM<sub>2.5</sub> = particulate matter measuring 2.5 microns in diameter or less

Notes: All emissions modeling was completed using CalEEMod. See Appendix A for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from “mitigated” results, which account for compliance with regulatory compliance measures. Emissions presented are the highest of the winter and summer modeled emissions. Maximum on-site emissions are the highest emissions that would occur on the project site from on-site sources such as heavy construction equipment and architectural coatings and excludes off-site emissions from sources such as construction worker vehicle trips and haul truck trips.

## Operational Impacts

Table 7 summarizes the project’s operational emissions by emission source. The majority of project-related operational emissions would result from vehicle trips to and from the site. As shown in Table 7, operational criteria pollutant emissions would not exceed SCAQMD regional thresholds for criteria pollutants. Therefore, project operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment, and impacts would be less than significant.

**Table 7 Project Operational Emissions**

Emission Source	Maximum Daily Emissions (lbs./day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	< 1	< 1	2	< 1	< 1	< 1
Energy	< 1	< 1	< 1	< 1	< 1	< 1
Mobile <sup>1</sup>	< 1	< 1	4	< 1	< 1	< 1
<b>Total Project Emissions</b>	<b>1</b>	<b>&lt; 1</b>	<b>7</b>	<b>&lt; 1</b>	<b>1</b>	<b>&lt; 1</b>
SCAQMD Regional Thresholds	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

VOC = volatile organic compounds; NO<sub>x</sub> = Nitrogen oxides; NO<sub>2</sub> = Nitrogen dioxide; CO = carbon monoxide; PM<sub>10</sub> = particulate matter measuring 10 microns in diameter or less; PM<sub>2.5</sub> = particulate matter measuring 2.5 microns in diameter or less

Notes: All emissions modeling was completed using CalEEMod. See Appendix A for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from “mitigated” results that include compliance with regulatory compliance measures. Emissions presented are the highest of the winter and summer modeled emissions.

**Threshold 3** Would the project expose sensitive receptors to substantial pollutant concentrations?

**Impact AQ-3 CONSTRUCTION AND OPERATION OF THE PROPOSED PROJECT WOULD NOT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS OF CO OR TACs, AND IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

### Localized Carbon Monoxide Hotspot Impact

A CO hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the NAAQS one-hour standard of 35 ppm and the CAAQS one-hour standard of 20 ppm, or the NAAQS and CAAQS eight-hour standard of 9 ppm (CARB 2016).

The SCAQMD conducted a detailed CO analysis for the SCAB during the preparation of the 2003 AQMP. The locations selected for microscale modeling in the 2003 AQMP included high average daily traffic (ADT) intersections in the SCAB that would be expected to experience the highest CO concentrations. The highest CO concentration observed was at the intersection of Wilshire Boulevard and Veteran Avenue on the west side of Los Angeles near Interstate 405, which had an ADT of approximately 100,000 vehicles per day. The one-hour concentration of CO at this intersection was 4.6 ppm, which is well below the one-hour NAAQS of 35 ppm and the one-hour CAAQS of 20 ppm. Furthermore, the SCAB has been in attainment of the carbon monoxide NAAQS and CAAQS since 2007 (SCAQMD 2016). The highest average 8-hour CO concentration recorded at the Los Angeles-North Main Street monitoring station (the nearest monitoring station to the project site with available data) was 1.6 ppm in 2020, which is well below the 8-hour CO NAAQS and CAAQS of 9 ppm (USEPA 2020).

Furthermore, as shown in Table 6, maximum daily CO construction emissions would be approximately 18 pounds and maximum daily on-site CO emissions would be approximately

seven pounds, which would not exceed the SCAQMD's regional threshold (550 lbs/day) or LST (562 lbs/day) for CO. Likewise, as shown in Table 7, operational emissions from area, energy, and mobile sources combined would generate approximately 7 pounds of CO emissions, which is below the SCAQMD regional threshold of 550 lbs/day. Both the SCAQMD's regional thresholds and LSTs are designed to be protective of public health. Based on the low background level of CO in the project area, stricter vehicle emissions standards for new cars and new technology that increases fuel economy, and the project's low level of operational CO emissions, the project would not result in or substantially contribute to concentrations that exceed the one-hour or eight-hour CO standard. Therefore, the project would not create new hotspots, contribute substantially to existing hotspots, or expose sensitive receptors to substantial concentrations of CO. Impacts would be less than significant.

## Toxic Air Contaminants

TACs are defined in Section 39655 of the California Health and Safety Code as substances that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. Health effects from carcinogenic air toxics are usually described in terms of cancer risk. The SCAQMD recommends an incremental cancer risk threshold of ten in one million. "Incremental cancer risk" is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a nine-, 30-, or 70-year exposure period will contract cancer, typically based on the use of standard Office of Environmental Health Hazard Assessment (OEHHA) risk-assessment methodology (OEHHA 2015). The project's construction-related activities would result in short-term, project-generated emissions of DPM exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. DPM was identified as TAC by CARB in 1998. The potential cancer risk from the inhalation of DPM (discussed in the following paragraphs) outweighs the potential non-cancer health impacts and is therefore the focus of this discussion (CARB 2021).

Generation of DPM from construction projects typically occurs in a single area for a short period. Assuming CalEEMod defaults for the construction schedule of the project, construction of the proposed project was assumed to occur over approximately 20 months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the California OEHHA, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period (assumed to be the approximate time that a person spends at a single household location). OEHHA recommends this risk be bracketed with nine-year and 70-year exposure periods and that health risk assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015).

The maximum on-site PM<sub>2.5</sub> emissions, which are used to represent DPM emissions for this analysis,<sup>5</sup> would occur during site preparation and grading activities. Maximum daily on-site PM<sub>2.5</sub> emissions during site preparation and grading would be one pound and approximately two pounds per day,

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<sup>5</sup> It can be conservatively assumed that DPM emissions would be equivalent to PM<sub>2.5</sub> because PM<sub>2.5</sub> emissions make up 92 percent of total diesel off-road equipment (e.g., construction equipment) PM emissions based on SCAQMD guidance (SCAQMD 2006).

respectively, which are well below the SCAQMD LST of seven pounds per day that is designed to be protective of human health. While site preparation and grading emissions represent the worst-case condition, such activities would only occur for approximately two months, which represents less than one percent of the typical health risk calculation periods of 9 years, 30 years, and 70 years. PM<sub>2.5</sub> emissions would decrease for the remaining construction period because construction activities such as building construction and paving would require less construction equipment. Therefore, given the aforementioned, DPM generated by project construction is not expected to create conditions where the probability that the Maximally Exposed Individual would contract cancer is greater than ten in one million or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than one for the Maximally Exposed Individual. Therefore, project construction would not expose sensitive receptors to substantial concentrations of TACs, and impacts would be less than significant.

Upon completion of construction, the proposed project would involve the operation of residential uses on the site. The project's operational uses do not include the types of uses that generate substantial TAC emissions (e.g., distribution centers, rail yards, ports, refineries, etc.). Therefore, operation of the project would not expose sensitive receptors to substantial concentrations of TACs. This impact would be less than significant.

<b>Threshold 4</b> Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?
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**Impact AQ-4      CONSTRUCTION AND OPERATION OF THE PROJECT WOULD NOT RESULT IN EMISSIONS LEADING TO ODORS THAT WOULD ADVERSELY AFFECT A SUBSTANTIAL NUMBER OF PEOPLE. THEREFORE, NO IMPACT WOULD OCCUR.**

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The project would generate oil or diesel fuel odors during construction from equipment operations. These odors would be limited to the temporary construction period and would dissipate rapidly with distance. With respect to odors generated by project operation, the SCAQMD's *CEQA Air Quality Handbook* (1993) identifies land uses associated with odor complaints to be agricultural uses, wastewater treatment plants, chemical and food processing plants, composting, refineries, landfills, dairies, and fiberglass molding. Multi-family residential developments are not identified on this list. In addition, the project would be required to comply with SCAQMD Rule 402, which prohibits the discharge of air contaminants that would cause injury, detriment, nuisance, or annoyance to the public. Therefore, the proposed project would not generate other emissions, such as those leading to odors, affecting a substantial number of people. No impact would occur.

## 4 Conclusions and Recommendations

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As detailed above, neither construction nor operation of the project would result in significant air quality impacts. The project would be required to comply with the following RCMs, which were assumed in the modeling and analysis because the project is required to comply with them through State and local regulations.

### Regulatory Compliance Measures

#### *RCM-1 Demolition, Grading, and Construction Activities: Compliance with Provisions of SCAQMD Rule 403*

The project shall comply with all applicable standards of Southern California Air Quality Management District (SCAQMD) Rule 403, including the following provisions:

- 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. 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.
- Vehicle speeds shall be restricted to 15 miles per hour (mph) on unpaved roads.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 25 mph), in order to prevent excessive amounts of dust.
- All dirt/soil 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 amounts of dust.
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

#### *RCM-2 Odors: Compliance with Provisions of SCAQMD Rule 402*

The project shall comply with the following provision of SCAQMD Rule 402:

- A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

#### *RCM-3 Engine Idling*

In accordance with Section 2485 of 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.

*RCM-4 Emission Standards*

In accordance with Section 93115 of 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.

*RCM-5 Architectural Coatings: Compliance with SCAQMD Rule 1113*

The project shall comply with SCAQMD Rule 1113 limiting the volatile organic compound (VOC) content of architectural coatings.

## 5 References

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# Appendix A

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Air Quality Modeling Results

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**1951 Westwood Blvd  
South Coast AQMD Air District, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	23.00	Space	0.00	16,636.00	0
Apartments Mid Rise	29.00	Dwelling Unit	0.16	16,573.00	79

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	11			<b>Operational Year</b>	2025
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	691.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - Per project plans

Land Use - Lot acreage and square feet from site plan, population based on DOF

Construction Phase - Adjusted paving/arch. coat to overlap with construction, Adjusted Grading

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Pending

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT - Default

Demolition - Per ZIMAS database

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Grading -

Woodstoves - No fireplaces

Water And Wastewater -

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	2.00	45.00
tblConstructionPhase	NumDays	5.00	45.00
tblConstructionPhase	NumDays	5.00	45.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	24.65	0.00
tblFireplaces	NumberNoFireplace	2.90	0.00
tblFireplaces	NumberWood	1.45	0.00
tblGrading	MaterialExported	0.00	4,800.00
tblLandUse	LandUseSquareFeet	9,200.00	16,636.00
tblLandUse	LandUseSquareFeet	29,000.00	16,573.00
tblLandUse	LotAcreage	0.21	0.00
tblLandUse	LotAcreage	0.76	0.16
tblLandUse	Population	83.00	79.00
tblWoodstoves	NumberCatalytic	1.45	0.00
tblWoodstoves	NumberNoncatalytic	1.45	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

**2.0 Emissions Summary**

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1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**2.1 Overall Construction (Maximum Daily Emission)**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	0.9878	11.8021	8.1676	0.0225	5.6466	0.4328	6.0794	2.6580	0.3986	3.0566	0.0000	2,282.8786	2,282.8786	0.4899	0.1349	2,335.3362
2024	3.9350	12.7408	17.6996	0.0317	0.6197	0.5905	1.2102	0.1652	0.5517	0.7169	0.0000	3,048.4288	3,048.4288	0.6903	0.0278	3,073.9566
<b>Maximum</b>	<b>3.9350</b>	<b>12.7408</b>	<b>17.6996</b>	<b>0.0317</b>	<b>5.6466</b>	<b>0.5905</b>	<b>6.0794</b>	<b>2.6580</b>	<b>0.5517</b>	<b>3.0566</b>	<b>0.0000</b>	<b>3,048.4288</b>	<b>3,048.4288</b>	<b>0.6903</b>	<b>0.1349</b>	<b>3,073.9566</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	0.9878	11.8021	8.1676	0.0225	2.7184	0.4328	3.1512	1.2443	0.3986	1.6429	0.0000	2,282.8786	2,282.8786	0.4899	0.1349	2,335.3362
2024	3.9350	12.7408	17.6996	0.0317	0.6197	0.5905	1.2102	0.1652	0.5517	0.7169	0.0000	3,048.4287	3,048.4287	0.6903	0.0278	3,073.9566
<b>Maximum</b>	<b>3.9350</b>	<b>12.7408</b>	<b>17.6996</b>	<b>0.0317</b>	<b>2.7184</b>	<b>0.5905</b>	<b>3.1512</b>	<b>1.2443</b>	<b>0.5517</b>	<b>1.6429</b>	<b>0.0000</b>	<b>3,048.4287</b>	<b>3,048.4287</b>	<b>0.6903</b>	<b>0.1349</b>	<b>3,073.9566</b>

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	46.73	0.00	40.17	50.07	0.00	37.46	0.00	0.00	0.00	0.00	0.00	0.00

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4357	0.0276	2.3926	1.3000e-004		0.0133	0.0133		0.0133	0.0133	0.0000	4.3131	4.3131	4.1400e-003	0.0000	4.4165
Energy	7.7200e-003	0.0660	0.0281	4.2000e-004		5.3300e-003	5.3300e-003		5.3300e-003	5.3300e-003		84.2267	84.2267	1.6100e-003	1.5400e-003	84.7272
Mobile	0.4518	0.4735	4.5550	0.0105	1.1359	7.3900e-003	1.1433	0.3027	6.8700e-003	0.3096		1,095.1290	1,095.1290	0.0645	0.0435	1,109.7075
<b>Total</b>	<b>0.8952</b>	<b>0.5670</b>	<b>6.9757</b>	<b>0.0110</b>	<b>1.1359</b>	<b>0.0260</b>	<b>1.1619</b>	<b>0.3027</b>	<b>0.0255</b>	<b>0.3282</b>	<b>0.0000</b>	<b>1,183.6687</b>	<b>1,183.6687</b>	<b>0.0703</b>	<b>0.0451</b>	<b>1,198.8512</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4357	0.0276	2.3926	1.3000e-004		0.0133	0.0133		0.0133	0.0133	0.0000	4.3131	4.3131	4.1400e-003	0.0000	4.4165
Energy	7.7200e-003	0.0660	0.0281	4.2000e-004		5.3300e-003	5.3300e-003		5.3300e-003	5.3300e-003		84.2267	84.2267	1.6100e-003	1.5400e-003	84.7272
Mobile	0.4518	0.4735	4.5550	0.0105	1.1359	7.3900e-003	1.1433	0.3027	6.8700e-003	0.3096		1,095.1290	1,095.1290	0.0645	0.0435	1,109.7075
<b>Total</b>	<b>0.8952</b>	<b>0.5670</b>	<b>6.9757</b>	<b>0.0110</b>	<b>1.1359</b>	<b>0.0260</b>	<b>1.1619</b>	<b>0.3027</b>	<b>0.0255</b>	<b>0.3282</b>	<b>0.0000</b>	<b>1,183.6687</b>	<b>1,183.6687</b>	<b>0.0703</b>	<b>0.0451</b>	<b>1,198.8512</b>

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

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

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2023	10/13/2023	5	10	
2	Site Preparation	Site Preparation	10/14/2023	10/16/2023	5	1	
3	Grading	Grading	10/17/2023	12/18/2023	5	45	
4	Building Construction	Building Construction	12/19/2023	5/6/2024	5	100	
5	Paving	Paving	4/1/2024	5/31/2024	5	45	
6	Architectural Coating	Architectural Coating	4/1/2024	5/31/2024	5	45	

**Acres of Grading (Site Preparation Phase): 0.5**

**Acres of Grading (Grading Phase): 33.75**

**Acres of Paving: 0**

**Residential Indoor: 33,560; Residential Outdoor: 11,187; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 998 (Architectural Coating – sqft)**

**OffRoad Equipment**

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

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	17.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	600.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	28.00	6.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.2 Demolition - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3701	0.0000	0.3701	0.0560	0.0000	0.0560			0.0000			0.0000
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698		1,148.4055	1,148.4055	0.2089		1,153.6290
<b>Total</b>	<b>0.6463</b>	<b>5.7787</b>	<b>7.3926</b>	<b>0.0120</b>	<b>0.3701</b>	<b>0.2821</b>	<b>0.6522</b>	<b>0.0560</b>	<b>0.2698</b>	<b>0.3258</b>		<b>1,148.4055</b>	<b>1,148.4055</b>	<b>0.2089</b>		<b>1,153.6290</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.6600e-003	0.2048	0.0576	9.7000e-004	0.0297	1.5500e-003	0.0313	8.1500e-003	1.4800e-003	9.6400e-003		106.8383	106.8383	5.9400e-003	0.0170	112.0449
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0319	0.0214	0.3517	9.8000e-004	0.1118	6.3000e-004	0.1124	0.0296	5.8000e-004	0.0302		100.1999	100.1999	2.4000e-003	2.2600e-003	100.9334
<b>Total</b>	<b>0.0356</b>	<b>0.2262</b>	<b>0.4093</b>	<b>1.9500e-003</b>	<b>0.1415</b>	<b>2.1800e-003</b>	<b>0.1437</b>	<b>0.0378</b>	<b>2.0600e-003</b>	<b>0.0399</b>		<b>207.0382</b>	<b>207.0382</b>	<b>8.3400e-003</b>	<b>0.0192</b>	<b>212.9783</b>

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.2 Demolition - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1666	0.0000	0.1666	0.0252	0.0000	0.0252			0.0000			0.0000
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698	0.0000	1,148.4055	1,148.4055	0.2089		1,153.6290
<b>Total</b>	<b>0.6463</b>	<b>5.7787</b>	<b>7.3926</b>	<b>0.0120</b>	<b>0.1666</b>	<b>0.2821</b>	<b>0.4487</b>	<b>0.0252</b>	<b>0.2698</b>	<b>0.2950</b>	<b>0.0000</b>	<b>1,148.4055</b>	<b>1,148.4055</b>	<b>0.2089</b>		<b>1,153.6290</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.6600e-003	0.2048	0.0576	9.7000e-004	0.0297	1.5500e-003	0.0313	8.1500e-003	1.4800e-003	9.6400e-003		106.8383	106.8383	5.9400e-003	0.0170	112.0449
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0319	0.0214	0.3517	9.8000e-004	0.1118	6.3000e-004	0.1124	0.0296	5.8000e-004	0.0302		100.1999	100.1999	2.4000e-003	2.2600e-003	100.9334
<b>Total</b>	<b>0.0356</b>	<b>0.2262</b>	<b>0.4093</b>	<b>1.9500e-003</b>	<b>0.1415</b>	<b>2.1800e-003</b>	<b>0.1437</b>	<b>0.0378</b>	<b>2.0600e-003</b>	<b>0.0399</b>		<b>207.0382</b>	<b>207.0382</b>	<b>8.3400e-003</b>	<b>0.0192</b>	<b>212.9783</b>

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Site Preparation - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5348	6.1887	3.9239	9.7300e-003		0.2266	0.2266		0.2084	0.2084		942.4317	942.4317	0.3048		950.0517
<b>Total</b>	<b>0.5348</b>	<b>6.1887</b>	<b>3.9239</b>	<b>9.7300e-003</b>	<b>0.5303</b>	<b>0.2266</b>	<b>0.7568</b>	<b>0.0573</b>	<b>0.2084</b>	<b>0.2657</b>		<b>942.4317</b>	<b>942.4317</b>	<b>0.3048</b>		<b>950.0517</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0160	0.0107	0.1759	4.9000e-004	0.0559	3.1000e-004	0.0562	0.0148	2.9000e-004	0.0151		50.1000	50.1000	1.2000e-003	1.1300e-003	50.4667
<b>Total</b>	<b>0.0160</b>	<b>0.0107</b>	<b>0.1759</b>	<b>4.9000e-004</b>	<b>0.0559</b>	<b>3.1000e-004</b>	<b>0.0562</b>	<b>0.0148</b>	<b>2.9000e-004</b>	<b>0.0151</b>		<b>50.1000</b>	<b>50.1000</b>	<b>1.2000e-003</b>	<b>1.1300e-003</b>	<b>50.4667</b>

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Site Preparation - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	0.5348	6.1887	3.9239	9.7300e-003		0.2266	0.2266		0.2084	0.2084	0.0000	942.4317	942.4317	0.3048		950.0517
<b>Total</b>	<b>0.5348</b>	<b>6.1887</b>	<b>3.9239</b>	<b>9.7300e-003</b>	<b>0.2386</b>	<b>0.2266</b>	<b>0.4652</b>	<b>0.0258</b>	<b>0.2084</b>	<b>0.2342</b>	<b>0.0000</b>	<b>942.4317</b>	<b>942.4317</b>	<b>0.3048</b>		<b>950.0517</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0160	0.0107	0.1759	4.9000e-004	0.0559	3.1000e-004	0.0562	0.0148	2.9000e-004	0.0151		50.1000	50.1000	1.2000e-003	1.1300e-003	50.4667
<b>Total</b>	<b>0.0160</b>	<b>0.0107</b>	<b>0.1759</b>	<b>4.9000e-004</b>	<b>0.0559</b>	<b>3.1000e-004</b>	<b>0.0562</b>	<b>0.0148</b>	<b>2.9000e-004</b>	<b>0.0151</b>		<b>50.1000</b>	<b>50.1000</b>	<b>1.2000e-003</b>	<b>1.1300e-003</b>	<b>50.4667</b>

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Grading - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3240	0.0000	5.3240	2.5704	0.0000	2.5704			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865		1,364.771 3	1,364.771 3	0.4414		1,375.806 2
<b>Total</b>	<b>0.9335</b>	<b>10.1789</b>	<b>5.5516</b>	<b>0.0141</b>	<b>5.3240</b>	<b>0.4201</b>	<b>5.7441</b>	<b>2.5704</b>	<b>0.3865</b>	<b>2.9569</b>		<b>1,364.771 3</b>	<b>1,364.771 3</b>	<b>0.4414</b>		<b>1,375.806 2</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0287	1.6061	0.4517	7.6200e-003	0.2332	0.0122	0.2454	0.0639	0.0116	0.0756		837.9473	837.9473	0.0466	0.1331	878.7833
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0256	0.0172	0.2814	7.8000e-004	0.0894	5.0000e-004	0.0899	0.0237	4.6000e-004	0.0242		80.1599	80.1599	1.9200e-003	1.8100e-003	80.7468
<b>Total</b>	<b>0.0543</b>	<b>1.6233</b>	<b>0.7331</b>	<b>8.4000e-003</b>	<b>0.3226</b>	<b>0.0127</b>	<b>0.3353</b>	<b>0.0876</b>	<b>0.0121</b>	<b>0.0998</b>		<b>918.1072</b>	<b>918.1072</b>	<b>0.0485</b>	<b>0.1349</b>	<b>959.5300</b>

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Grading - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.3958	0.0000	2.3958	1.1567	0.0000	1.1567			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865	0.0000	1,364.771 3	1,364.771 3	0.4414		1,375.806 2
<b>Total</b>	<b>0.9335</b>	<b>10.1789</b>	<b>5.5516</b>	<b>0.0141</b>	<b>2.3958</b>	<b>0.4201</b>	<b>2.8159</b>	<b>1.1567</b>	<b>0.3865</b>	<b>1.5432</b>	<b>0.0000</b>	<b>1,364.771 3</b>	<b>1,364.771 3</b>	<b>0.4414</b>		<b>1,375.806 2</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0287	1.6061	0.4517	7.6200e-003	0.2332	0.0122	0.2454	0.0639	0.0116	0.0756		837.9473	837.9473	0.0466	0.1331	878.7833
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0256	0.0172	0.2814	7.8000e-004	0.0894	5.0000e-004	0.0899	0.0237	4.6000e-004	0.0242		80.1599	80.1599	1.9200e-003	1.8100e-003	80.7468
<b>Total</b>	<b>0.0543</b>	<b>1.6233</b>	<b>0.7331</b>	<b>8.4000e-003</b>	<b>0.3226</b>	<b>0.0127</b>	<b>0.3353</b>	<b>0.0876</b>	<b>0.0121</b>	<b>0.0998</b>		<b>918.1072</b>	<b>918.1072</b>	<b>0.0485</b>	<b>0.1349</b>	<b>959.5300</b>

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
<b>Total</b>	<b>0.6322</b>	<b>6.4186</b>	<b>7.0970</b>	<b>0.0114</b>		<b>0.3203</b>	<b>0.3203</b>		<b>0.2946</b>	<b>0.2946</b>		<b>1,104.6089</b>	<b>1,104.6089</b>	<b>0.3573</b>		<b>1,113.5402</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.6300e-003	0.2178	0.0858	1.0900e-003	0.0384	1.2700e-003	0.0397	0.0111	1.2100e-003	0.0123		117.6186	117.6186	3.9500e-003	0.0170	122.7916
Worker	0.0894	0.0600	0.9849	2.7400e-003	0.3130	1.7600e-003	0.3147	0.0830	1.6200e-003	0.0846		280.5598	280.5598	6.7200e-003	6.3300e-003	282.6136
<b>Total</b>	<b>0.0961</b>	<b>0.2778</b>	<b>1.0706</b>	<b>3.8300e-003</b>	<b>0.3514</b>	<b>3.0300e-003</b>	<b>0.3544</b>	<b>0.0941</b>	<b>2.8300e-003</b>	<b>0.0969</b>		<b>398.1783</b>	<b>398.1783</b>	<b>0.0107</b>	<b>0.0234</b>	<b>405.4052</b>

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
<b>Total</b>	<b>0.6322</b>	<b>6.4186</b>	<b>7.0970</b>	<b>0.0114</b>		<b>0.3203</b>	<b>0.3203</b>		<b>0.2946</b>	<b>0.2946</b>	<b>0.0000</b>	<b>1,104.6089</b>	<b>1,104.6089</b>	<b>0.3573</b>		<b>1,113.5402</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.6300e-003	0.2178	0.0858	1.0900e-003	0.0384	1.2700e-003	0.0397	0.0111	1.2100e-003	0.0123		117.6186	117.6186	3.9500e-003	0.0170	122.7916
Worker	0.0894	0.0600	0.9849	2.7400e-003	0.3130	1.7600e-003	0.3147	0.0830	1.6200e-003	0.0846		280.5598	280.5598	6.7200e-003	6.3300e-003	282.6136
<b>Total</b>	<b>0.0961</b>	<b>0.2778</b>	<b>1.0706</b>	<b>3.8300e-003</b>	<b>0.3514</b>	<b>3.0300e-003</b>	<b>0.3544</b>	<b>0.0941</b>	<b>2.8300e-003</b>	<b>0.0969</b>		<b>398.1783</b>	<b>398.1783</b>	<b>0.0107</b>	<b>0.0234</b>	<b>405.4052</b>

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598		1,104.9834	1,104.9834	0.3574		1,113.9177
<b>Total</b>	<b>0.5950</b>	<b>5.9739</b>	<b>7.0675</b>	<b>0.0114</b>		<b>0.2824</b>	<b>0.2824</b>		<b>0.2598</b>	<b>0.2598</b>		<b>1,104.9834</b>	<b>1,104.9834</b>	<b>0.3574</b>		<b>1,113.9177</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.4800e-003	0.2188	0.0843	1.0800e-003	0.0384	1.2700e-003	0.0397	0.0111	1.2200e-003	0.0123		115.9265	115.9265	3.9500e-003	0.0168	121.0339
Worker	0.0835	0.0537	0.9187	2.6600e-003	0.3130	1.6900e-003	0.3147	0.0830	1.5500e-003	0.0846		274.5247	274.5247	6.0800e-003	5.8900e-003	276.4326
<b>Total</b>	<b>0.0900</b>	<b>0.2725</b>	<b>1.0031</b>	<b>3.7400e-003</b>	<b>0.3514</b>	<b>2.9600e-003</b>	<b>0.3544</b>	<b>0.0941</b>	<b>2.7700e-003</b>	<b>0.0968</b>		<b>390.4512</b>	<b>390.4512</b>	<b>0.0100</b>	<b>0.0227</b>	<b>397.4666</b>

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2024**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598	0.0000	1,104.9834	1,104.9834	0.3574		1,113.9177
<b>Total</b>	<b>0.5950</b>	<b>5.9739</b>	<b>7.0675</b>	<b>0.0114</b>		<b>0.2824</b>	<b>0.2824</b>		<b>0.2598</b>	<b>0.2598</b>	<b>0.0000</b>	<b>1,104.9834</b>	<b>1,104.9834</b>	<b>0.3574</b>		<b>1,113.9177</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.4800e-003	0.2188	0.0843	1.0800e-003	0.0384	1.2700e-003	0.0397	0.0111	1.2200e-003	0.0123		115.9265	115.9265	3.9500e-003	0.0168	121.0339
Worker	0.0835	0.0537	0.9187	2.6600e-003	0.3130	1.6900e-003	0.3147	0.0830	1.5500e-003	0.0846		274.5247	274.5247	6.0800e-003	5.8900e-003	276.4326
<b>Total</b>	<b>0.0900</b>	<b>0.2725</b>	<b>1.0031</b>	<b>3.7400e-003</b>	<b>0.3514</b>	<b>2.9600e-003</b>	<b>0.3544</b>	<b>0.0941</b>	<b>2.7700e-003</b>	<b>0.0968</b>		<b>390.4512</b>	<b>390.4512</b>	<b>0.0100</b>	<b>0.0227</b>	<b>397.4666</b>

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5904	5.2297	7.0314	0.0113		0.2429	0.2429		0.2269	0.2269		1,036.2393	1,036.2393	0.3019		1,043.7858
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.5904</b>	<b>5.2297</b>	<b>7.0314</b>	<b>0.0113</b>		<b>0.2429</b>	<b>0.2429</b>		<b>0.2269</b>	<b>0.2269</b>		<b>1,036.2393</b>	<b>1,036.2393</b>	<b>0.3019</b>		<b>1,043.7858</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0537	0.0345	0.5906	1.7100e-003	0.2012	1.0900e-003	0.2023	0.0534	1.0000e-003	0.0544		176.4802	176.4802	3.9100e-003	3.7900e-003	177.7067
<b>Total</b>	<b>0.0537</b>	<b>0.0345</b>	<b>0.5906</b>	<b>1.7100e-003</b>	<b>0.2012</b>	<b>1.0900e-003</b>	<b>0.2023</b>	<b>0.0534</b>	<b>1.0000e-003</b>	<b>0.0544</b>		<b>176.4802</b>	<b>176.4802</b>	<b>3.9100e-003</b>	<b>3.7900e-003</b>	<b>177.7067</b>

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Paving - 2024**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5904	5.2297	7.0314	0.0113		0.2429	0.2429		0.2269	0.2269	0.0000	1,036.2393	1,036.2393	0.3019		1,043.7858
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.5904</b>	<b>5.2297</b>	<b>7.0314</b>	<b>0.0113</b>		<b>0.2429</b>	<b>0.2429</b>		<b>0.2269</b>	<b>0.2269</b>	<b>0.0000</b>	<b>1,036.2393</b>	<b>1,036.2393</b>	<b>0.3019</b>		<b>1,043.7858</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0537	0.0345	0.5906	1.7100e-003	0.2012	1.0900e-003	0.2023	0.0534	1.0000e-003	0.0544		176.4802	176.4802	3.9100e-003	3.7900e-003	177.7067
<b>Total</b>	<b>0.0537</b>	<b>0.0345</b>	<b>0.5906</b>	<b>1.7100e-003</b>	<b>0.2012</b>	<b>1.0900e-003</b>	<b>0.2023</b>	<b>0.0534</b>	<b>1.0000e-003</b>	<b>0.0544</b>		<b>176.4802</b>	<b>176.4802</b>	<b>3.9100e-003</b>	<b>3.7900e-003</b>	<b>177.7067</b>

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.4073					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
<b>Total</b>	<b>2.5880</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0179	0.0115	0.1969	5.7000e-004	0.0671	3.6000e-004	0.0674	0.0178	3.3000e-004	0.0181		58.8267	58.8267	1.3000e-003	1.2600e-003	59.2356
<b>Total</b>	<b>0.0179</b>	<b>0.0115</b>	<b>0.1969</b>	<b>5.7000e-004</b>	<b>0.0671</b>	<b>3.6000e-004</b>	<b>0.0674</b>	<b>0.0178</b>	<b>3.3000e-004</b>	<b>0.0181</b>		<b>58.8267</b>	<b>58.8267</b>	<b>1.3000e-003</b>	<b>1.2600e-003</b>	<b>59.2356</b>

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.7 Architectural Coating - 2024**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.4073					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
<b>Total</b>	<b>2.5880</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0179	0.0115	0.1969	5.7000e-004	0.0671	3.6000e-004	0.0674	0.0178	3.3000e-004	0.0181		58.8267	58.8267	1.3000e-003	1.2600e-003	59.2356
<b>Total</b>	<b>0.0179</b>	<b>0.0115</b>	<b>0.1969</b>	<b>5.7000e-004</b>	<b>0.0671</b>	<b>3.6000e-004</b>	<b>0.0674</b>	<b>0.0178</b>	<b>3.3000e-004</b>	<b>0.0181</b>		<b>58.8267</b>	<b>58.8267</b>	<b>1.3000e-003</b>	<b>1.2600e-003</b>	<b>59.2356</b>

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4518	0.4735	4.5550	0.0105	1.1359	7.3900e-003	1.1433	0.3027	6.8700e-003	0.3096		1,095.1290	1,095.1290	0.0645	0.0435	1,109.7075
Unmitigated	0.4518	0.4735	4.5550	0.0105	1.1359	7.3900e-003	1.1433	0.3027	6.8700e-003	0.3096		1,095.1290	1,095.1290	0.0645	0.0435	1,109.7075

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	157.76	142.39	118.61	512,475	512,475
Enclosed Parking Structure	0.00	0.00	0.00		
<b>Total</b>	<b>157.76</b>	<b>142.39</b>	<b>118.61</b>	<b>512,475</b>	<b>512,475</b>

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking Structure	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.541709	0.062136	0.185590	0.128486	0.023783	0.006533	0.012157	0.009216	0.000814	0.000497	0.024669	0.000753	0.003657
Enclosed Parking Structure	0.541709	0.062136	0.185590	0.128486	0.023783	0.006533	0.012157	0.009216	0.000814	0.000497	0.024669	0.000753	0.003657

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.7200e-003	0.0660	0.0281	4.2000e-004		5.3300e-003	5.3300e-003		5.3300e-003	5.3300e-003		84.2267	84.2267	1.6100e-003	1.5400e-003	84.7272
NaturalGas Unmitigated	7.7200e-003	0.0660	0.0281	4.2000e-004		5.3300e-003	5.3300e-003		5.3300e-003	5.3300e-003		84.2267	84.2267	1.6100e-003	1.5400e-003	84.7272

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	715.927	7.7200e-003	0.0660	0.0281	4.2000e-004		5.3300e-003	5.3300e-003		5.3300e-003	5.3300e-003		84.2267	84.2267	1.6100e-003	1.5400e-003	84.7272
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>7.7200e-003</b>	<b>0.0660</b>	<b>0.0281</b>	<b>4.2000e-004</b>		<b>5.3300e-003</b>	<b>5.3300e-003</b>		<b>5.3300e-003</b>	<b>5.3300e-003</b>		<b>84.2267</b>	<b>84.2267</b>	<b>1.6100e-003</b>	<b>1.5400e-003</b>	<b>84.7272</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.715927	7.7200e-003	0.0660	0.0281	4.2000e-004		5.3300e-003	5.3300e-003		5.3300e-003	5.3300e-003		84.2267	84.2267	1.6100e-003	1.5400e-003	84.7272
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>7.7200e-003</b>	<b>0.0660</b>	<b>0.0281</b>	<b>4.2000e-004</b>		<b>5.3300e-003</b>	<b>5.3300e-003</b>		<b>5.3300e-003</b>	<b>5.3300e-003</b>		<b>84.2267</b>	<b>84.2267</b>	<b>1.6100e-003</b>	<b>1.5400e-003</b>	<b>84.7272</b>

**6.0 Area Detail**

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4357	0.0276	2.3926	1.3000e-004		0.0133	0.0133		0.0133	0.0133	0.0000	4.3131	4.3131	4.1400e-003	0.0000	4.4165
Unmitigated	0.4357	0.0276	2.3926	1.3000e-004		0.0133	0.0133		0.0133	0.0133	0.0000	4.3131	4.3131	4.1400e-003	0.0000	4.4165

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**6.2 Area by SubCategory**

**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0297					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3340					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0720	0.0276	2.3926	1.3000e-004		0.0133	0.0133		0.0133	0.0133		4.3131	4.3131	4.1400e-003		4.4165
<b>Total</b>	<b>0.4357</b>	<b>0.0276</b>	<b>2.3926</b>	<b>1.3000e-004</b>		<b>0.0133</b>	<b>0.0133</b>		<b>0.0133</b>	<b>0.0133</b>	<b>0.0000</b>	<b>4.3131</b>	<b>4.3131</b>	<b>4.1400e-003</b>	<b>0.0000</b>	<b>4.4165</b>

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0297					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3340					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0720	0.0276	2.3926	1.3000e-004		0.0133	0.0133		0.0133	0.0133		4.3131	4.3131	4.1400e-003		4.4165
<b>Total</b>	<b>0.4357</b>	<b>0.0276</b>	<b>2.3926</b>	<b>1.3000e-004</b>		<b>0.0133</b>	<b>0.0133</b>		<b>0.0133</b>	<b>0.0133</b>	<b>0.0000</b>	<b>4.3131</b>	<b>4.3131</b>	<b>4.1400e-003</b>	<b>0.0000</b>	<b>4.4165</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

1951 Westwood Blvd - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

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

**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**1951 Westwood Blvd  
South Coast AQMD Air District, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	23.00	Space	0.00	16,636.00	0
Apartments Mid Rise	29.00	Dwelling Unit	0.16	16,573.00	79

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	11			<b>Operational Year</b>	2025
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	691.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - Per project plans

Land Use - Lot acreage and square feet from site plan, population based on DOF

Construction Phase - Adjusted paving/arch. coat to overlap with construction, Adjusted Grading

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Pending

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT - Default

Demolition - Per ZIMAS database

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Grading -

Woodstoves - No fireplaces

Water And Wastewater -

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	2.00	45.00
tblConstructionPhase	NumDays	5.00	45.00
tblConstructionPhase	NumDays	5.00	45.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	24.65	0.00
tblFireplaces	NumberNoFireplace	2.90	0.00
tblFireplaces	NumberWood	1.45	0.00
tblGrading	MaterialExported	0.00	4,800.00
tblLandUse	LandUseSquareFeet	9,200.00	16,636.00
tblLandUse	LandUseSquareFeet	29,000.00	16,573.00
tblLandUse	LotAcreage	0.21	0.00
tblLandUse	LotAcreage	0.76	0.16
tblLandUse	Population	83.00	79.00
tblWoodstoves	NumberCatalytic	1.45	0.00
tblWoodstoves	NumberNoncatalytic	1.45	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

**2.0 Emissions Summary**

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1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**2.1 Overall Construction (Maximum Daily Emission)**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	0.9873	11.8803	8.0768	0.0225	5.6466	0.4328	6.0794	2.6580	0.3986	3.0567	0.0000	2,279.170 4	2,279.170 4	0.4898	0.1352	2,331.704 2
2024	3.9438	12.7610	17.5409	0.0314	0.6197	0.5906	1.2102	0.1652	0.5517	0.7169	0.0000	3,019.072 2	3,019.072 2	0.6905	0.0285	3,044.813 5
<b>Maximum</b>	<b>3.9438</b>	<b>12.7610</b>	<b>17.5409</b>	<b>0.0314</b>	<b>5.6466</b>	<b>0.5906</b>	<b>6.0794</b>	<b>2.6580</b>	<b>0.5517</b>	<b>3.0567</b>	<b>0.0000</b>	<b>3,019.072 2</b>	<b>3,019.072 2</b>	<b>0.6905</b>	<b>0.1352</b>	<b>3,044.813 5</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	0.9873	11.8803	8.0768	0.0225	2.7184	0.4328	3.1512	1.2443	0.3986	1.6429	0.0000	2,279.170 4	2,279.170 4	0.4898	0.1352	2,331.704 2
2024	3.9438	12.7610	17.5409	0.0314	0.6197	0.5906	1.2102	0.1652	0.5517	0.7169	0.0000	3,019.072 2	3,019.072 2	0.6905	0.0285	3,044.813 5
<b>Maximum</b>	<b>3.9438</b>	<b>12.7610</b>	<b>17.5409</b>	<b>0.0314</b>	<b>2.7184</b>	<b>0.5906</b>	<b>3.1512</b>	<b>1.2443</b>	<b>0.5517</b>	<b>1.6429</b>	<b>0.0000</b>	<b>3,019.072 2</b>	<b>3,019.072 2</b>	<b>0.6905</b>	<b>0.1352</b>	<b>3,044.813 5</b>

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	46.73	0.00	40.17	50.07	0.00	37.46	0.00	0.00	0.00	0.00	0.00	0.00

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4357	0.0276	2.3926	1.3000e-004		0.0133	0.0133		0.0133	0.0133	0.0000	4.3131	4.3131	4.1400e-003	0.0000	4.4165
Energy	7.7200e-003	0.0660	0.0281	4.2000e-004		5.3300e-003	5.3300e-003		5.3300e-003	5.3300e-003		84.2267	84.2267	1.6100e-003	1.5400e-003	84.7272
Mobile	0.4355	0.5086	4.4007	9.9900e-003	1.1359	7.3900e-003	1.1433	0.3027	6.8700e-003	0.3096		1,044.4434	1,044.4434	0.0663	0.0452	1,059.5619
<b>Total</b>	<b>0.8789</b>	<b>0.6021</b>	<b>6.8214</b>	<b>0.0105</b>	<b>1.1359</b>	<b>0.0260</b>	<b>1.1619</b>	<b>0.3027</b>	<b>0.0255</b>	<b>0.3282</b>	<b>0.0000</b>	<b>1,132.9831</b>	<b>1,132.9831</b>	<b>0.0720</b>	<b>0.0467</b>	<b>1,148.7056</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4357	0.0276	2.3926	1.3000e-004		0.0133	0.0133		0.0133	0.0133	0.0000	4.3131	4.3131	4.1400e-003	0.0000	4.4165
Energy	7.7200e-003	0.0660	0.0281	4.2000e-004		5.3300e-003	5.3300e-003		5.3300e-003	5.3300e-003		84.2267	84.2267	1.6100e-003	1.5400e-003	84.7272
Mobile	0.4355	0.5086	4.4007	9.9900e-003	1.1359	7.3900e-003	1.1433	0.3027	6.8700e-003	0.3096		1,044.4434	1,044.4434	0.0663	0.0452	1,059.5619
<b>Total</b>	<b>0.8789</b>	<b>0.6021</b>	<b>6.8214</b>	<b>0.0105</b>	<b>1.1359</b>	<b>0.0260</b>	<b>1.1619</b>	<b>0.3027</b>	<b>0.0255</b>	<b>0.3282</b>	<b>0.0000</b>	<b>1,132.9831</b>	<b>1,132.9831</b>	<b>0.0720</b>	<b>0.0467</b>	<b>1,148.7056</b>

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

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

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2023	10/13/2023	5	10	
2	Site Preparation	Site Preparation	10/14/2023	10/16/2023	5	1	
3	Grading	Grading	10/17/2023	12/18/2023	5	45	
4	Building Construction	Building Construction	12/19/2023	5/6/2024	5	100	
5	Paving	Paving	4/1/2024	5/31/2024	5	45	
6	Architectural Coating	Architectural Coating	4/1/2024	5/31/2024	5	45	

**Acres of Grading (Site Preparation Phase): 0.5**

**Acres of Grading (Grading Phase): 33.75**

**Acres of Paving: 0**

**Residential Indoor: 33,560; Residential Outdoor: 11,187; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 998 (Architectural Coating – sqft)**

**OffRoad Equipment**

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

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	17.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	600.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	28.00	6.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.2 Demolition - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3701	0.0000	0.3701	0.0560	0.0000	0.0560			0.0000			0.0000
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698		1,148.4055	1,148.4055	0.2089		1,153.6290
<b>Total</b>	<b>0.6463</b>	<b>5.7787</b>	<b>7.3926</b>	<b>0.0120</b>	<b>0.3701</b>	<b>0.2821</b>	<b>0.6522</b>	<b>0.0560</b>	<b>0.2698</b>	<b>0.3258</b>		<b>1,148.4055</b>	<b>1,148.4055</b>	<b>0.2089</b>		<b>1,153.6290</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.4200e-003	0.2145	0.0584	9.7000e-004	0.0297	1.5500e-003	0.0313	8.1500e-003	1.4900e-003	9.6400e-003		106.9586	106.9586	5.9300e-003	0.0170	112.1707
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0337	0.0235	0.3183	9.2000e-004	0.1118	6.3000e-004	0.1124	0.0296	5.8000e-004	0.0302		94.3849	94.3849	2.4300e-003	2.4000e-003	95.1601
<b>Total</b>	<b>0.0371</b>	<b>0.2380</b>	<b>0.3767</b>	<b>1.8900e-003</b>	<b>0.1415</b>	<b>2.1800e-003</b>	<b>0.1437</b>	<b>0.0378</b>	<b>2.0700e-003</b>	<b>0.0399</b>		<b>201.3435</b>	<b>201.3435</b>	<b>8.3600e-003</b>	<b>0.0194</b>	<b>207.3308</b>

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.2 Demolition - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1666	0.0000	0.1666	0.0252	0.0000	0.0252			0.0000			0.0000
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698	0.0000	1,148.4055	1,148.4055	0.2089		1,153.6290
<b>Total</b>	<b>0.6463</b>	<b>5.7787</b>	<b>7.3926</b>	<b>0.0120</b>	<b>0.1666</b>	<b>0.2821</b>	<b>0.4487</b>	<b>0.0252</b>	<b>0.2698</b>	<b>0.2950</b>	<b>0.0000</b>	<b>1,148.4055</b>	<b>1,148.4055</b>	<b>0.2089</b>		<b>1,153.6290</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.4200e-003	0.2145	0.0584	9.7000e-004	0.0297	1.5500e-003	0.0313	8.1500e-003	1.4900e-003	9.6400e-003		106.9586	106.9586	5.9300e-003	0.0170	112.1707
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0337	0.0235	0.3183	9.2000e-004	0.1118	6.3000e-004	0.1124	0.0296	5.8000e-004	0.0302		94.3849	94.3849	2.4300e-003	2.4000e-003	95.1601
<b>Total</b>	<b>0.0371</b>	<b>0.2380</b>	<b>0.3767</b>	<b>1.8900e-003</b>	<b>0.1415</b>	<b>2.1800e-003</b>	<b>0.1437</b>	<b>0.0378</b>	<b>2.0700e-003</b>	<b>0.0399</b>		<b>201.3435</b>	<b>201.3435</b>	<b>8.3600e-003</b>	<b>0.0194</b>	<b>207.3308</b>

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Site Preparation - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5348	6.1887	3.9239	9.7300e-003		0.2266	0.2266		0.2084	0.2084		942.4317	942.4317	0.3048		950.0517
<b>Total</b>	<b>0.5348</b>	<b>6.1887</b>	<b>3.9239</b>	<b>9.7300e-003</b>	<b>0.5303</b>	<b>0.2266</b>	<b>0.7568</b>	<b>0.0573</b>	<b>0.2084</b>	<b>0.2657</b>		<b>942.4317</b>	<b>942.4317</b>	<b>0.3048</b>		<b>950.0517</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0169	0.0117	0.1592	4.6000e-004	0.0559	3.1000e-004	0.0562	0.0148	2.9000e-004	0.0151		47.1925	47.1925	1.2200e-003	1.2000e-003	47.5801
<b>Total</b>	<b>0.0169</b>	<b>0.0117</b>	<b>0.1592</b>	<b>4.6000e-004</b>	<b>0.0559</b>	<b>3.1000e-004</b>	<b>0.0562</b>	<b>0.0148</b>	<b>2.9000e-004</b>	<b>0.0151</b>		<b>47.1925</b>	<b>47.1925</b>	<b>1.2200e-003</b>	<b>1.2000e-003</b>	<b>47.5801</b>

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Site Preparation - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	0.5348	6.1887	3.9239	9.7300e-003		0.2266	0.2266		0.2084	0.2084	0.0000	942.4317	942.4317	0.3048		950.0517
<b>Total</b>	<b>0.5348</b>	<b>6.1887</b>	<b>3.9239</b>	<b>9.7300e-003</b>	<b>0.2386</b>	<b>0.2266</b>	<b>0.4652</b>	<b>0.0258</b>	<b>0.2084</b>	<b>0.2342</b>	<b>0.0000</b>	<b>942.4317</b>	<b>942.4317</b>	<b>0.3048</b>		<b>950.0517</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0169	0.0117	0.1592	4.6000e-004	0.0559	3.1000e-004	0.0562	0.0148	2.9000e-004	0.0151		47.1925	47.1925	1.2200e-003	1.2000e-003	47.5801
<b>Total</b>	<b>0.0169</b>	<b>0.0117</b>	<b>0.1592</b>	<b>4.6000e-004</b>	<b>0.0559</b>	<b>3.1000e-004</b>	<b>0.0562</b>	<b>0.0148</b>	<b>2.9000e-004</b>	<b>0.0151</b>		<b>47.1925</b>	<b>47.1925</b>	<b>1.2200e-003</b>	<b>1.2000e-003</b>	<b>47.5801</b>

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Grading - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3240	0.0000	5.3240	2.5704	0.0000	2.5704			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865		1,364.771 3	1,364.771 3	0.4414		1,375.806 2
<b>Total</b>	<b>0.9335</b>	<b>10.1789</b>	<b>5.5516</b>	<b>0.0141</b>	<b>5.3240</b>	<b>0.4201</b>	<b>5.7441</b>	<b>2.5704</b>	<b>0.3865</b>	<b>2.9569</b>		<b>1,364.771 3</b>	<b>1,364.771 3</b>	<b>0.4414</b>		<b>1,375.806 2</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0268	1.6827	0.4583	7.6300e-003	0.2332	0.0122	0.2454	0.0639	0.0117	0.0756		838.8912	838.8912	0.0465	0.1333	879.7699
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0270	0.0188	0.2547	7.4000e-004	0.0894	5.0000e-004	0.0899	0.0237	4.6000e-004	0.0242		75.5079	75.5079	1.9500e-003	1.9200e-003	76.1281
<b>Total</b>	<b>0.0538</b>	<b>1.7014</b>	<b>0.7129</b>	<b>8.3700e-003</b>	<b>0.3226</b>	<b>0.0127</b>	<b>0.3353</b>	<b>0.0876</b>	<b>0.0121</b>	<b>0.0998</b>		<b>914.3991</b>	<b>914.3991</b>	<b>0.0484</b>	<b>0.1352</b>	<b>955.8980</b>

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Grading - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.3958	0.0000	2.3958	1.1567	0.0000	1.1567			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865	0.0000	1,364.771 3	1,364.771 3	0.4414		1,375.806 2
<b>Total</b>	<b>0.9335</b>	<b>10.1789</b>	<b>5.5516</b>	<b>0.0141</b>	<b>2.3958</b>	<b>0.4201</b>	<b>2.8159</b>	<b>1.1567</b>	<b>0.3865</b>	<b>1.5432</b>	<b>0.0000</b>	<b>1,364.771 3</b>	<b>1,364.771 3</b>	<b>0.4414</b>		<b>1,375.806 2</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0268	1.6827	0.4583	7.6300e-003	0.2332	0.0122	0.2454	0.0639	0.0117	0.0756		838.8912	838.8912	0.0465	0.1333	879.7699
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0270	0.0188	0.2547	7.4000e-004	0.0894	5.0000e-004	0.0899	0.0237	4.6000e-004	0.0242		75.5079	75.5079	1.9500e-003	1.9200e-003	76.1281
<b>Total</b>	<b>0.0538</b>	<b>1.7014</b>	<b>0.7129</b>	<b>8.3700e-003</b>	<b>0.3226</b>	<b>0.0127</b>	<b>0.3353</b>	<b>0.0876</b>	<b>0.0121</b>	<b>0.0998</b>		<b>914.3991</b>	<b>914.3991</b>	<b>0.0484</b>	<b>0.1352</b>	<b>955.8980</b>

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
<b>Total</b>	<b>0.6322</b>	<b>6.4186</b>	<b>7.0970</b>	<b>0.0114</b>		<b>0.3203</b>	<b>0.3203</b>		<b>0.2946</b>	<b>0.2946</b>		<b>1,104.6089</b>	<b>1,104.6089</b>	<b>0.3573</b>		<b>1,113.5402</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.3500e-003	0.2286	0.0885	1.0900e-003	0.0384	1.2700e-003	0.0397	0.0111	1.2200e-003	0.0123		117.8312	117.8312	3.9300e-003	0.0171	123.0174
Worker	0.0944	0.0657	0.8913	2.5800e-003	0.3130	1.7600e-003	0.3147	0.0830	1.6200e-003	0.0846		264.2777	264.2777	6.8100e-003	6.7100e-003	266.4484
<b>Total</b>	<b>0.1008</b>	<b>0.2943</b>	<b>0.9798</b>	<b>3.6700e-003</b>	<b>0.3514</b>	<b>3.0300e-003</b>	<b>0.3544</b>	<b>0.0941</b>	<b>2.8400e-003</b>	<b>0.0969</b>		<b>382.1089</b>	<b>382.1089</b>	<b>0.0107</b>	<b>0.0238</b>	<b>389.4658</b>

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
<b>Total</b>	<b>0.6322</b>	<b>6.4186</b>	<b>7.0970</b>	<b>0.0114</b>		<b>0.3203</b>	<b>0.3203</b>		<b>0.2946</b>	<b>0.2946</b>	<b>0.0000</b>	<b>1,104.6089</b>	<b>1,104.6089</b>	<b>0.3573</b>		<b>1,113.5402</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.3500e-003	0.2286	0.0885	1.0900e-003	0.0384	1.2700e-003	0.0397	0.0111	1.2200e-003	0.0123		117.8312	117.8312	3.9300e-003	0.0171	123.0174
Worker	0.0944	0.0657	0.8913	2.5800e-003	0.3130	1.7600e-003	0.3147	0.0830	1.6200e-003	0.0846		264.2777	264.2777	6.8100e-003	6.7100e-003	266.4484
<b>Total</b>	<b>0.1008</b>	<b>0.2943</b>	<b>0.9798</b>	<b>3.6700e-003</b>	<b>0.3514</b>	<b>3.0300e-003</b>	<b>0.3544</b>	<b>0.0941</b>	<b>2.8400e-003</b>	<b>0.0969</b>		<b>382.1089</b>	<b>382.1089</b>	<b>0.0107</b>	<b>0.0238</b>	<b>389.4658</b>

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598		1,104.9834	1,104.9834	0.3574		1,113.9177
<b>Total</b>	<b>0.5950</b>	<b>5.9739</b>	<b>7.0675</b>	<b>0.0114</b>		<b>0.2824</b>	<b>0.2824</b>		<b>0.2598</b>	<b>0.2598</b>		<b>1,104.9834</b>	<b>1,104.9834</b>	<b>0.3574</b>		<b>1,113.9177</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.1900e-003	0.2297	0.0871	1.0800e-003	0.0384	1.2800e-003	0.0397	0.0111	1.2200e-003	0.0123		116.1396	116.1396	3.9300e-003	0.0169	121.2598
Worker	0.0884	0.0587	0.8318	2.5100e-003	0.3130	1.6900e-003	0.3147	0.0830	1.5500e-003	0.0846		258.6026	258.6026	6.1700e-003	6.2500e-003	260.6186
<b>Total</b>	<b>0.0946</b>	<b>0.2883</b>	<b>0.9189</b>	<b>3.5900e-003</b>	<b>0.3514</b>	<b>2.9700e-003</b>	<b>0.3544</b>	<b>0.0941</b>	<b>2.7700e-003</b>	<b>0.0968</b>		<b>374.7421</b>	<b>374.7421</b>	<b>0.0101</b>	<b>0.0231</b>	<b>381.8784</b>

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2024**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598	0.0000	1,104.9834	1,104.9834	0.3574		1,113.9177
<b>Total</b>	<b>0.5950</b>	<b>5.9739</b>	<b>7.0675</b>	<b>0.0114</b>		<b>0.2824</b>	<b>0.2824</b>		<b>0.2598</b>	<b>0.2598</b>	<b>0.0000</b>	<b>1,104.9834</b>	<b>1,104.9834</b>	<b>0.3574</b>		<b>1,113.9177</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.1900e-003	0.2297	0.0871	1.0800e-003	0.0384	1.2800e-003	0.0397	0.0111	1.2200e-003	0.0123		116.1396	116.1396	3.9300e-003	0.0169	121.2598
Worker	0.0884	0.0587	0.8318	2.5100e-003	0.3130	1.6900e-003	0.3147	0.0830	1.5500e-003	0.0846		258.6026	258.6026	6.1700e-003	6.2500e-003	260.6186
<b>Total</b>	<b>0.0946</b>	<b>0.2883</b>	<b>0.9189</b>	<b>3.5900e-003</b>	<b>0.3514</b>	<b>2.9700e-003</b>	<b>0.3544</b>	<b>0.0941</b>	<b>2.7700e-003</b>	<b>0.0968</b>		<b>374.7421</b>	<b>374.7421</b>	<b>0.0101</b>	<b>0.0231</b>	<b>381.8784</b>

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5904	5.2297	7.0314	0.0113		0.2429	0.2429		0.2269	0.2269		1,036.2393	1,036.2393	0.3019		1,043.7858
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.5904</b>	<b>5.2297</b>	<b>7.0314</b>	<b>0.0113</b>		<b>0.2429</b>	<b>0.2429</b>		<b>0.2269</b>	<b>0.2269</b>		<b>1,036.2393</b>	<b>1,036.2393</b>	<b>0.3019</b>		<b>1,043.7858</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0569	0.0377	0.5347	1.6100e-003	0.2012	1.0900e-003	0.2023	0.0534	1.0000e-003	0.0544		166.2445	166.2445	3.9700e-003	4.0200e-003	167.5405
<b>Total</b>	<b>0.0569</b>	<b>0.0377</b>	<b>0.5347</b>	<b>1.6100e-003</b>	<b>0.2012</b>	<b>1.0900e-003</b>	<b>0.2023</b>	<b>0.0534</b>	<b>1.0000e-003</b>	<b>0.0544</b>		<b>166.2445</b>	<b>166.2445</b>	<b>3.9700e-003</b>	<b>4.0200e-003</b>	<b>167.5405</b>

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Paving - 2024**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5904	5.2297	7.0314	0.0113		0.2429	0.2429		0.2269	0.2269	0.0000	1,036.2393	1,036.2393	0.3019		1,043.7858
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.5904</b>	<b>5.2297</b>	<b>7.0314</b>	<b>0.0113</b>		<b>0.2429</b>	<b>0.2429</b>		<b>0.2269</b>	<b>0.2269</b>	<b>0.0000</b>	<b>1,036.2393</b>	<b>1,036.2393</b>	<b>0.3019</b>		<b>1,043.7858</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0569	0.0377	0.5347	1.6100e-003	0.2012	1.0900e-003	0.2023	0.0534	1.0000e-003	0.0544		166.2445	166.2445	3.9700e-003	4.0200e-003	167.5405
<b>Total</b>	<b>0.0569</b>	<b>0.0377</b>	<b>0.5347</b>	<b>1.6100e-003</b>	<b>0.2012</b>	<b>1.0900e-003</b>	<b>0.2023</b>	<b>0.0534</b>	<b>1.0000e-003</b>	<b>0.0544</b>		<b>166.2445</b>	<b>166.2445</b>	<b>3.9700e-003</b>	<b>4.0200e-003</b>	<b>167.5405</b>

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.4073					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
<b>Total</b>	<b>2.5880</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0190	0.0126	0.1782	5.4000e-004	0.0671	3.6000e-004	0.0674	0.0178	3.3000e-004	0.0181		55.4148	55.4148	1.3200e-003	1.3400e-003	55.8469
<b>Total</b>	<b>0.0190</b>	<b>0.0126</b>	<b>0.1782</b>	<b>5.4000e-004</b>	<b>0.0671</b>	<b>3.6000e-004</b>	<b>0.0674</b>	<b>0.0178</b>	<b>3.3000e-004</b>	<b>0.0181</b>		<b>55.4148</b>	<b>55.4148</b>	<b>1.3200e-003</b>	<b>1.3400e-003</b>	<b>55.8469</b>

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.7 Architectural Coating - 2024**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.4073					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
<b>Total</b>	<b>2.5880</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0190	0.0126	0.1782	5.4000e-004	0.0671	3.6000e-004	0.0674	0.0178	3.3000e-004	0.0181		55.4148	55.4148	1.3200e-003	1.3400e-003	55.8469
<b>Total</b>	<b>0.0190</b>	<b>0.0126</b>	<b>0.1782</b>	<b>5.4000e-004</b>	<b>0.0671</b>	<b>3.6000e-004</b>	<b>0.0674</b>	<b>0.0178</b>	<b>3.3000e-004</b>	<b>0.0181</b>		<b>55.4148</b>	<b>55.4148</b>	<b>1.3200e-003</b>	<b>1.3400e-003</b>	<b>55.8469</b>

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4355	0.5086	4.4007	9.9900e-003	1.1359	7.3900e-003	1.1433	0.3027	6.8700e-003	0.3096		1,044.4434	1,044.4434	0.0663	0.0452	1,059.5619
Unmitigated	0.4355	0.5086	4.4007	9.9900e-003	1.1359	7.3900e-003	1.1433	0.3027	6.8700e-003	0.3096		1,044.4434	1,044.4434	0.0663	0.0452	1,059.5619

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	157.76	142.39	118.61	512,475	512,475
Enclosed Parking Structure	0.00	0.00	0.00		
<b>Total</b>	<b>157.76</b>	<b>142.39</b>	<b>118.61</b>	<b>512,475</b>	<b>512,475</b>

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking Structure	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.541709	0.062136	0.185590	0.128486	0.023783	0.006533	0.012157	0.009216	0.000814	0.000497	0.024669	0.000753	0.003657
Enclosed Parking Structure	0.541709	0.062136	0.185590	0.128486	0.023783	0.006533	0.012157	0.009216	0.000814	0.000497	0.024669	0.000753	0.003657

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.7200e-003	0.0660	0.0281	4.2000e-004		5.3300e-003	5.3300e-003		5.3300e-003	5.3300e-003		84.2267	84.2267	1.6100e-003	1.5400e-003	84.7272
NaturalGas Unmitigated	7.7200e-003	0.0660	0.0281	4.2000e-004		5.3300e-003	5.3300e-003		5.3300e-003	5.3300e-003		84.2267	84.2267	1.6100e-003	1.5400e-003	84.7272

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	715.927	7.7200e-003	0.0660	0.0281	4.2000e-004		5.3300e-003	5.3300e-003		5.3300e-003	5.3300e-003		84.2267	84.2267	1.6100e-003	1.5400e-003	84.7272
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>7.7200e-003</b>	<b>0.0660</b>	<b>0.0281</b>	<b>4.2000e-004</b>		<b>5.3300e-003</b>	<b>5.3300e-003</b>		<b>5.3300e-003</b>	<b>5.3300e-003</b>		<b>84.2267</b>	<b>84.2267</b>	<b>1.6100e-003</b>	<b>1.5400e-003</b>	<b>84.7272</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.715927	7.7200e-003	0.0660	0.0281	4.2000e-004		5.3300e-003	5.3300e-003		5.3300e-003	5.3300e-003		84.2267	84.2267	1.6100e-003	1.5400e-003	84.7272
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>7.7200e-003</b>	<b>0.0660</b>	<b>0.0281</b>	<b>4.2000e-004</b>		<b>5.3300e-003</b>	<b>5.3300e-003</b>		<b>5.3300e-003</b>	<b>5.3300e-003</b>		<b>84.2267</b>	<b>84.2267</b>	<b>1.6100e-003</b>	<b>1.5400e-003</b>	<b>84.7272</b>

**6.0 Area Detail**

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4357	0.0276	2.3926	1.3000e-004		0.0133	0.0133		0.0133	0.0133	0.0000	4.3131	4.3131	4.1400e-003	0.0000	4.4165
Unmitigated	0.4357	0.0276	2.3926	1.3000e-004		0.0133	0.0133		0.0133	0.0133	0.0000	4.3131	4.3131	4.1400e-003	0.0000	4.4165

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**6.2 Area by SubCategory**

**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0297					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3340					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0720	0.0276	2.3926	1.3000e-004		0.0133	0.0133		0.0133	0.0133		4.3131	4.3131	4.1400e-003		4.4165
<b>Total</b>	<b>0.4357</b>	<b>0.0276</b>	<b>2.3926</b>	<b>1.3000e-004</b>		<b>0.0133</b>	<b>0.0133</b>		<b>0.0133</b>	<b>0.0133</b>	<b>0.0000</b>	<b>4.3131</b>	<b>4.3131</b>	<b>4.1400e-003</b>	<b>0.0000</b>	<b>4.4165</b>

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0297					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3340					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0720	0.0276	2.3926	1.3000e-004		0.0133	0.0133		0.0133	0.0133		4.3131	4.3131	4.1400e-003		4.4165
<b>Total</b>	<b>0.4357</b>	<b>0.0276</b>	<b>2.3926</b>	<b>1.3000e-004</b>		<b>0.0133</b>	<b>0.0133</b>		<b>0.0133</b>	<b>0.0133</b>	<b>0.0000</b>	<b>4.3131</b>	<b>4.3131</b>	<b>4.1400e-003</b>	<b>0.0000</b>	<b>4.4165</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

1951 Westwood Blvd - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****8.0 Waste Detail**

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**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

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

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

**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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# 1951 Westwood Boulevard Project

## Noise and Vibration Study

*prepared for*

**Westwood Investments 26, LLC**  
10835 Santa Monica Blvd, Suite 209  
Los Angeles, CA 90025  
Contact: Kevin Tavakoli

*prepared by*

**Rincon Consultants, Inc.**  
250 East 1<sup>st</sup> Street, Suite 1400  
Los Angeles, California 90012

**June 2022**



**RINCON CONSULTANTS, INC.**

Environmental Scientists | Planners | Engineers

[rinconconsultants.com](http://rinconconsultants.com)



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## **Appendices**

- Appendix A Noise Measurement Data
- Appendix B Roadway Construction Noise Model Results
- Appendix C Manufacturers' Specifications
- Appendix D Vibration Analysis
- Appendix E Traffic Noise Prediction Model Results
- Appendix F HUD Barrier Performance Module

# 1 Project Description and Impact Summary

## 1.1 Introduction

This study analyzes the potential air quality impacts of the proposed 1951 Westwood Boulevard Project (herein referred to as “proposed project” or “project”) located in the City of Los Angeles, California. Rincon Consultants, Inc. (Rincon) prepared this study under contract to Westwood Investments 26, LLC in support of the environmental documentation being prepared pursuant to the California Environmental Quality Act (CEQA). The purpose of this study is to analyze the project’s air quality impacts related to both temporary construction activity and long-term operation of the project.

### CEQA Class 32 Categorical Exemption

This noise and vibration study has been prepared to support a Class 32 Categorical Exemption (CE). A Class 32 CE exempts infill development in urbanized areas if the project meets certain criteria. While a noise and vibration study is not required for a Class 32 CE, the CE must be supported by substantial evidence that the project would not result in significant noise impacts. This analysis demonstrates that, with implementation of RCMs, the project would not result in significant noise impacts due to unusual circumstances; therefore, noise impacts would not create an exception to the Class 32 CE. The conclusions of this study and Regulatory Compliance Measures (RCMs) are summarized in Table 1 as well as in Section 4, *Conclusions and Recommendations*.

**Table 1 Summary of Impacts**

Impact Statement	Proposed Project ‘s Level of Significance	Applicable RCMs
Would the proposed project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than significant impact with RCMs incorporated (construction) Less than significant impact (operation)	RCM-1 through RCM-4
Would the proposed project generate excessive groundborne vibration or groundborne noise levels?	Less than significant impact (construction) Less than significant impact (operation)	RCM-2
For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the proposed project expose people residing or working in the project area to excessive noise levels?	No impact	None

## Regulatory Compliance Measures

RCMs are existing requirements and reasonably anticipated standard conditions based on local, state, or federal regulations and laws that are frequently required independently of CEQA review and serve to offset or prevent specific impacts. RCMs are not included as mitigation measures in the environmental clearance document because the project is required to comply with RCMs through state and local regulations.

### *RCM-1 Adherence to Existing Noise Standards*

The proposed project shall comply with the City of Los Angeles General Plan Noise Element, the City of Los Angeles Noise Ordinance, and any subsequent ordinances that prohibit the emission or creation of noise beyond certain levels at adjacent uses.

To implement RCM-1 and reduce construction noise, the construction Contractor would be required to implement noise-reducing during construction, which may include but are not limited to:

- Schedule construction activities to avoid operating several pieces of equipment simultaneously, which can cause high noise levels.
- Retrofit mobile equipment with an industrial grade silencer or silencer of similar capacity, capable of reducing engine noise by at least 15 dBA (see Appendix C for specifications).
- Enclose stationary equipment with materials capable of reducing noise levels by at least 10 dBA (see Appendix C for specifications).
- Locate all construction areas for staging and warming up as far as possible from adjacent residential buildings and sensitive receivers.
- Erect temporary noise barriers with a minimum height of 10 feet along the northern, southern, and western boundaries of the project site. The noise barriers shall be constructed of material with a minimum weight of 4 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, or hay bales. Per the specifications in Appendix C, barriers would be able to reduce construction noise by 10 to 20 dBA.

### *RCM-2 Construction Hours*

The proposed project shall comply with LAMC Section 41.40, which restricts construction activities to the hours of 7:00 a.m. to 9:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday and national holidays with no construction permitted on Sunday.

### *RCM-3 Construction Site Noticing*

The proposed project shall comply with the City's Building Regulations Ordinance No. 178.048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor or owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and the City's telephone number where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City's Department of Building and Safety.

#### RCM-4 Interior Noise Reduction

To comply with LAMC Section 91.1206.14.2 and the California Code of Regulations, Title 24, Section 1206.4, the applicant shall coordinate with project architects and other contractors to ensure compliance with a 45 CNEL interior noise level standard for interior spaces where exterior noise levels exceed 70 CNEL, including units with direct line-of-sight to Westwood Boulevard.

Possible noise reduction techniques include, but are not limited to:

- Windows and sliding glass doors would be mounted in low air infiltration rate frames (0.5 cubic feet per minute or less, per ANSI specifications).
- Exterior doors would have a solid core with perimeter weather-stripping and threshold seals with a Sound Transmission Class (STC) rating of at least 32, with the potential for STC rating of 36 or higher if necessary.
- Exterior walls would include minimum of 5/8-inch of stucco or brick veneer over a minimum ½-inch plywood or OSB shear panel, R11 insulation and interior 5/8-inch gypsum board.
- Walls would have a STC rating of at least 46.
- Dual-paned windows would be installed with a STC rating of at least 32, with the potential for STC rating of 36 or higher if necessary.
- If exterior sliding glass doors are included, high-performance glazing would be installed with a minimum STC rating of 36.

Air conditioning or mechanical ventilation systems would be installed to allow windows and doors to remain closed for extended intervals of time so that acceptable interior noise levels can be maintained. The mechanical ventilation system would meet the criteria of the International Building Code (Chapter 12, Section 1203.3 of the 2001 California Building Code). Acoustical analysis shall be performed prior to the issuance of an occupancy permit to demonstrate that noise levels in the interior livable spaces do not exceed the interior noise standard of 45 CNEL in any habitable room as set forth by the City and California Code of Regulations, Title 24, Section 1206.4.

## 1.2 Project Summary

### Project Location and Setting

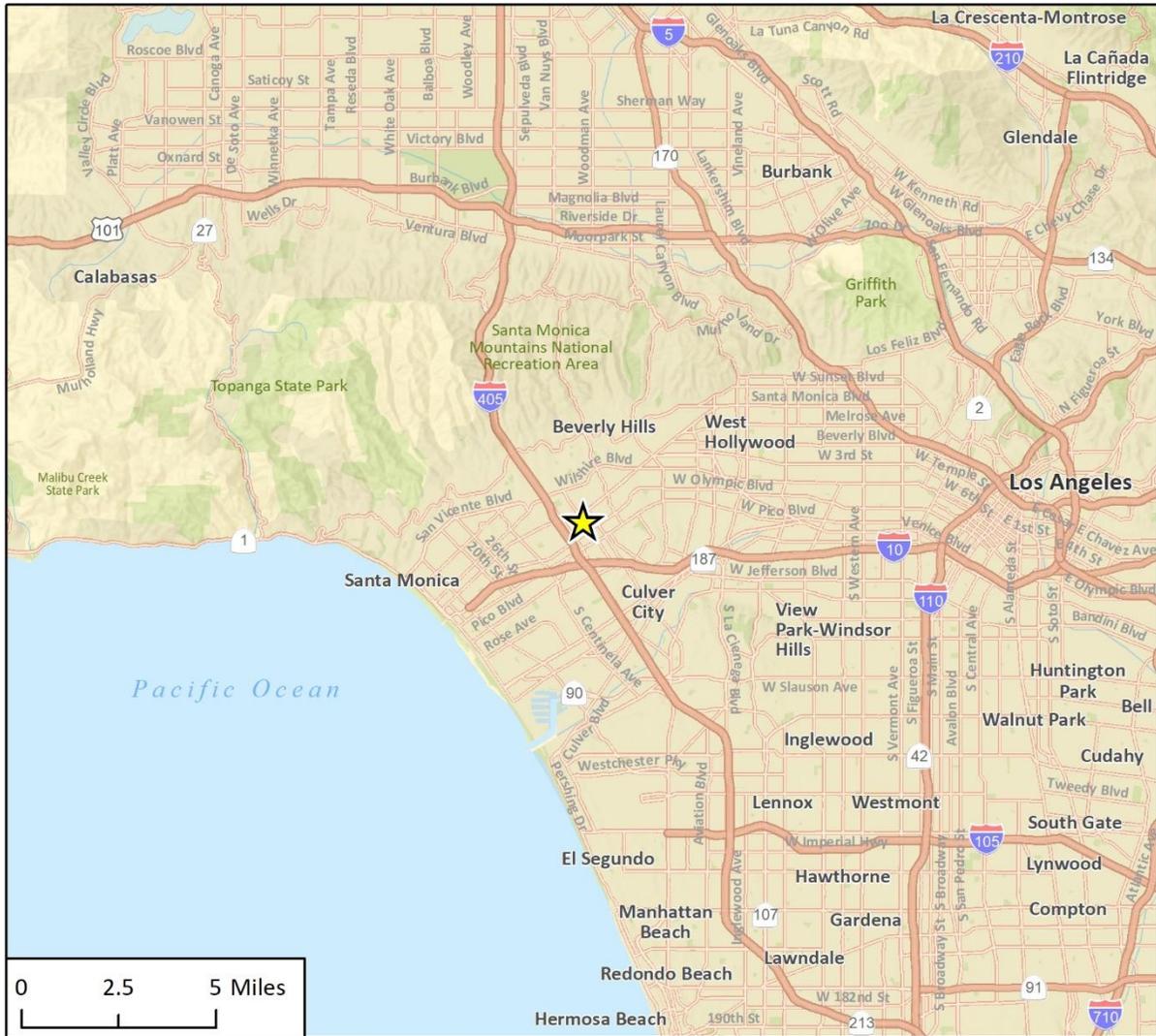
The approximately 6,753-square-foot (0.16-acre) project site is comprised of the addresses 1951-1957 Westwood Boulevard in the City of Los Angeles, California and is identified by Assessor Parcel Number (APN) 4323-002-006. The site is in the West Los Angeles Community Planning Area and is designated Neighborhood Commercial and is zoned Commercial in the Westwood/Pico Pedestrian Oriented District (C4-1VL-POD). The site is currently developed with a two-story mixed-use building consisting of commercial and residential uses. The site is bounded by two-story mixed-use buildings consisting of commercial and residential uses to the north; Westwood Boulevard to the northeast with commercial/retail uses and residences beyond; the Westwood Hills Congregational Church and Westwood Hills Preschool to the southeast; and single-family residences to the south and west. See Figure 1 for the regional location and Figure 2 for the project site vicinity.

## **Proposed Project**

The proposed project involves the construction of a 16,573-square-foot, five-story (i.e., 67-foot-tall) apartment building containing 29 units. Of the 29 units, six would be studio units, nine would be studio units with an open loft (i.e., mezzanine), 13 would be one-bedroom units, and one would be a three-bedroom unit. The project would have a Floor Area Ratio (FAR) of 2.45:1. In addition, the project would provide approximately 200 square feet of private open space spread among four units and 2,722 total square feet of open space in the form of a rear yard at ground floor, a terrace on the fifth floor, and a rooftop patio. The project would provide a total of 23 parking spaces within a 16,636-square-foot enclosed parking garage. The parking garage would provide four parking spaces at ground level, including two compact spaces and two ADA accessible spaces, whereas the remaining 19 parking spaces would be provided between two subterranean levels. The first subterranean level would include four standard spaces and four compact spaces and the second subterranean level would include 10 standard spaces and one compact space. The project would also provide 32 bicycle parking spaces. Of the 32 spaces, 28 would be long-term lockers for residents provided at ground level within the parking garage and at the rear setback of the apartment building. The remaining four would be short-term racks provided at the front of the building along Westwood Boulevard.

Project construction is anticipated to begin during Fall 2023 and would comply with the allowable hours of construction identified in the Los Angeles Municipal Code (LAMC) Section 41.40 (i.e., between the hours of 7:00 a.m. and 9:00 p.m., Monday through Friday, and between the hours of 8:00 a.m. and 6:00 p.m. on Saturday).

Figure 1 Regional Location



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★ Project Location

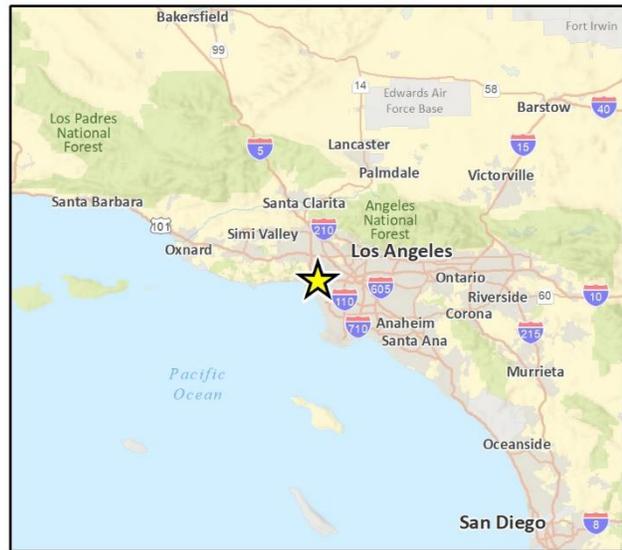


Fig 1 Regional Location

Figure 2 Project Site Location



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Fig 2 Project Location



## 2 Background

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### 2.1 Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs (e.g., the human ear). Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (California Department of Transportation [Caltrans] 2013).

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (Hz) and less sensitive to frequencies around and below 100 Hz (Kinsler, et. al. 1999). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as a doubling of traffic volume, would increase the noise level by 3 dB; similarly, dividing the energy in half would result in a decrease of 3 dB (Crocker 2007).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive an increase (or decrease) of up to 3 dBA in noise levels (i.e., twice [or half] the sound energy); that a change of 5 dBA is readily perceptible (8 times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (or half) as loud (10.5 times the sound energy) (Crocker 2007).

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in sound level as the distance from the source increases. The manner by which noise declines with distance depends on factors such as the type of sources (e.g., point or line), the path the sound will travel, site conditions, and obstructions. Noise levels from a point source (e.g., construction, industrial machinery, ventilation units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013). The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site, such as a parking lot or smooth body of water, receives no additional ground attenuation and the changes in noise levels with distance (drop-off rate) result simply from the geometric spreading of the source. An additional ground attenuation value of 1.5 dBA per doubling of distance applies to a soft site (e.g., soft dirt, grass, or scattered bushes and trees) (Caltrans 2013). Noise levels may also be reduced by intervening structures. The amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, and manufactured features, such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can reduce occupants’ exposure to noise as well. The FHWA’s guidelines

indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.

## Descriptors

The impact of noise is not a function of loudness alone. The time of day when noise occurs, its frequency, and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed.

One of the most frequently used noise metrics that considers both duration and intensity is the equivalent noise level ( $L_{eq}$ ). The  $L_{eq}$  is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time. Typically,  $L_{eq}$  is equivalent to a one-hour period, even when measured for shorter durations as the noise level of a 10- to 30-minute period would be the same as the hour if the noise source is relatively steady.  $L_{max}$  is the highest Root Mean Squared (RMS) sound pressure level within the sampling period, and  $L_{min}$  is the lowest RMS sound pressure level within the measuring period (Crocker 2007). Normal conversational levels at three feet are in the 60- to 65-dBA  $L_{eq}$  range and ambient noise levels greater than 65 dBA  $L_{eq}$  can interrupt conversations (Federal Transit Administration [FTA] 2018).

Noise that occurs at night tends to be more disturbing than that which occurs during the day. Community noise is usually measured using Day-Night Average Level ( $L_{dn}$  or DNL), which is a 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013). Noise levels described by DNL and CNEL usually differ by about 0.5 dBA. Quiet suburban areas typically have a CNEL in the range of 40 to 50 dBA, while areas near arterial streets are typically in the 50 to 70+ CNEL range.

## Propagation

Sound from a small, localized source (approximating a “point” source) radiates uniformly outward as it travels away from the source in a spherical pattern, known as geometric spreading. The sound level decreases or drops off at a rate of approximately 6 dBA for each doubling of distance.

Traffic noise is not a single, stationary point source of sound. Rather, the movement of vehicles makes the source of the sound appear to emanate from a line (line source) rather than a point. The drop-off rate for a line source is approximately 3 dBA for each doubling of distance.

## 2.2 Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of hertz (Hz). The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body starts from a low frequency of less than 1 Hz and goes to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction

activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (FTA 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

## Descriptors

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or RMS vibration velocity. The PPV and RMS velocity are normally described in inches per second (in./sec.). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of vibration because it is related to the stresses that are experienced by buildings (Caltrans 2020).

## Response to Vibration

Vibration associated with construction of the project has the potential to be an annoyance to nearby land uses. Caltrans has developed limits for the assessment of vibrations from transportation and construction sources. The Caltrans vibration limits are reflective of standard practice for analyzing vibration impacts on structures. The Caltrans *Transportation and Construction Vibration Guidance Manual* (Caltrans 2020) identifies guideline impact criteria for buildings and additional impact criteria for humans from transient and continuous/frequent sources. Table 2 presents the impact criteria for buildings and Table 3 presents the criteria for humans.

**Table 2 Vibration Damage Potential Criteria**

Structure and Condition	Maximum PPV (in./sec.)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient mountains	0.12	0.08
Fragile buildings	0.20	0.10
Historic and similar old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls (i.e., a loose steel ball that is dropped onto structures or rock to reduce them to a manageable size). Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

PPV = peak particle velocity; in./sec. = inches per second

Source: Caltrans 2020

**Table 3 Vibration Annoyance Potential Criteria**

Human Response	Maximum PPV (in./sec.)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.90	0.10
Severe	2.00	0.40

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls (i.e., a loose steel ball that is dropped onto structures or rock to reduce them to a manageable size). Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

PPV = peak particle velocity; in./sec. = inches per second

Source: Caltrans 2020

## Propagation

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than low frequencies, so low frequencies tend to dominate the spectrum at large distances from the source. Variability in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2020). When a building is exposed to vibration, a ground-to-foundation coupling loss (the loss that occurs when energy is transferred from one medium to another) will usually reduce the overall vibration level. However, under rare circumstances, the ground-to-foundation coupling may amplify the vibration level due to structural resonances of the floors and walls.

## 2.3 Sensitive Receivers

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. According to the City of Los Angeles Noise Element, the following land uses are considered noise-sensitive: single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodgings and other residential uses, houses of worship, hospitals, libraries, schools, auditoriums, concert halls, outdoor theaters, nature and wildlife preserves, and parks (City of Los Angeles 1999).

Vibration-sensitive receivers, which are similar to noise-sensitive receivers, include residences and institutional uses, such as schools, churches, and hospitals. Vibration-sensitive receivers also include buildings where vibrations may interfere with vibration-sensitive equipment that is affected by vibration levels that may be well below those associated with human annoyance (e.g., recording studios or medical facilities with sensitive equipment).

As shown in Figure 2, the project site is surrounded by commercial/retail uses, mixed-use buildings consisting of commercial and residential uses, the Westwood Hills Congregational Church and Westwood Hills Preschool, and additional residences. Sensitive receivers nearest to the project site include apartment units adjacent to the site to the north (i.e., at the second floor of mixed-use building), additional apartment units located 90 feet to the northeast across Westwood Boulevard (i.e., at the second and third floors of mixed-use building), the church and preschool adjacent to the site to the southeast, and single-family residences adjacent to the project site to the south and west.

## 2.4 Project Noise Setting

The most common source of noise in urban areas is vehicular traffic. In the project area, vehicular traffic along Westwood Boulevard control ambient noise levels. Ambient noise levels are generally highest during the daytime and peak traffic hours unless congestion substantially slows speeds.

To further characterize ambient noise levels at the project site, two 15-minute noise level measurements were collected by Rincon on February 16, 2022, between 5:21 p.m. and 6:00 p.m. using an Extech (Model 407780A) ANSI Type 2 integrating sound level meter. Noise Measurement (NM) 1 was taken along Westwood Boulevard southeast of the project site near the adjacent church and preschool, and NM 2 was taken along Midvale Avenue southwest of project site near the adjacent single-family residences. Table 4 summarizes the noise measurement results and Figure 4 shows the noise measurement locations. Noise levels for the 15-minute measurements are provided in  $L_{eq}$  for the measurement period;  $L_{min}$  and  $L_{max}$  are also provided. Detailed sound level measurement data are included in Appendix A.

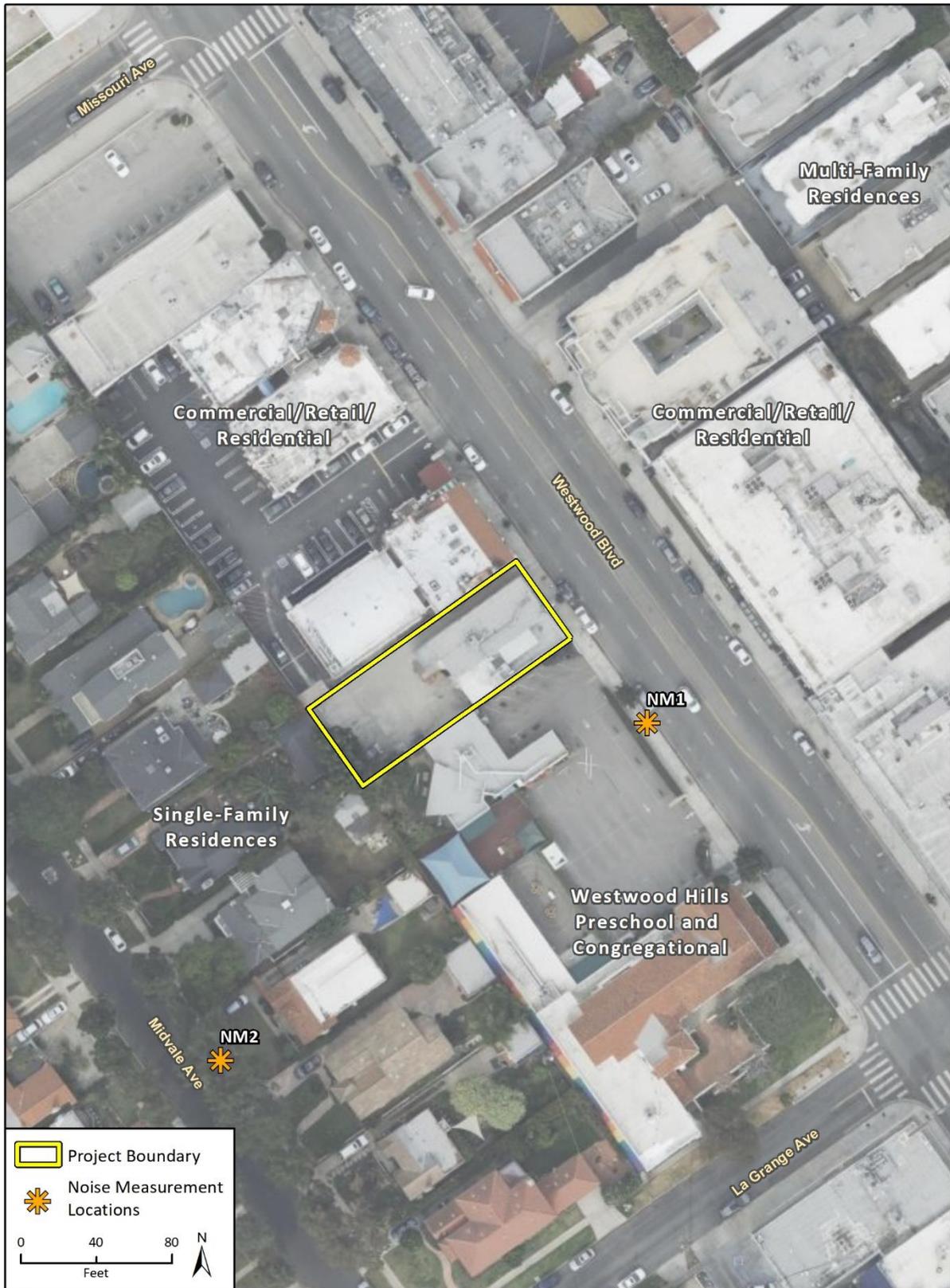
**Table 4 Project Vicinity Sound Level Monitoring Results**

#	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	$L_{eq}$ (dBA)	$L_{min}$ (dBA)	$L_{max}$ (dBA)
1	Westwood Boulevard; southeast of the project site.	5:21 p.m. – 5:36 p.m.	35 feet to centerline of Westwood Boulevard	70.0	52.5	78.5
2	Midvale Avenue; southwest of project site.	5:45 p.m. – 6:00 p.m.	20 feet to centerline of Midvale Avenue	56.0	44.7	73.6

See Appendix A for noise monitoring data.

Source: Rincon field visit on February 16, 2022.

Figure 4 Noise Measurement Locations



## 2.5 Regulatory Setting

### City of Los Angeles Noise Element

The goals, policies, and actions contained in the City of Los Angeles General Plan Noise Element focus on establishing and applying criteria for acceptable noise levels for different land uses in order to minimize the negative impacts of noise, especially at sensitive receiver locations. In support of these goals and policies, the City’s Noise Element contains a land use and noise compatibility matrix (shown in Table 5) that determines the normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable noise levels for various land uses. According to the City’s noise compatibility matrix, ambient noise up to 60 CNEL is normally acceptable for multi-family residences whereas ambient noise up to 70 CNEL is conditionally acceptable for multi-family residences. In addition, consistent with state noise insulation standards (California Building Code Title 24, Part 2, Section 1206.4), the City’s Noise Element limits interior noise to a maximum of 45 CNEL in any habitable room (City of Los Angeles 1999).

**Table 5 Land Use and Noise Compatibility Matrix (CNEL)**

Land Use	Normally Acceptable <sup>1</sup>	Conditionally Acceptable <sup>2</sup>	Normally Unacceptable <sup>3</sup>	Clearly Unacceptable <sup>4</sup>
Single-Family, Duplex, Mobile Homes	50 – 55	55 – 70	70 – 75	75+
Multi-Family	50 – 60	60 – 70	70 – 75	75+
School, Library, Church, Hospital, Nursing Home	50 – 60	60 – 70	70 – 80	80+
Transient Lodging, Motel, Hotel	50 – 60	60 – 70	70 – 75	75+
Auditorium, Concert Hall, Amphitheater	–	50 – 65	–	65+
Sports Arena, Outdoor Spectator Sports	–	50 – 70	–	70+
Playground, Neighborhood Park	50 – 65	–	65 – 75	75+
Golf Course, Riding Stable, Water Recreation, Cemetery	50 – 70	–	70 – 75	75+
Office Building, Business, Commercial, Professional	50 – 65	65 – 75	75+	–
Agriculture, Industrial, Manufacturing, Utilities	50 – 70	70 – 75	75+	–

<sup>1</sup> Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

<sup>2</sup> Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning would normally suffice.

<sup>3</sup> Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

<sup>4</sup> Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: City of Los Angeles 1999

## City of Los Angeles Municipal Code

The City implements and enforces construction and operational noise regulations through the Los Angeles Municipal Code (LAMC). LAMC Section 91.1206 establishes noise insulation performance standards to protect persons within new hotels, motels, dormitories, residential care facilities, apartment houses, dwellings, private schools, and places of worship from the effects of excessive noise, including but not limited to, hearing loss or impairment and interference with speech and sleep. According to Subsection 91.1206.14.1, these structures shall be designed to prevent the intrusion of exterior noise beyond prescribed levels when located in noise critical areas, such as proximity to highways, country roads, city streets, railroads, airports, and commercial or industrial areas. Proper design shall include, but shall not be limited to, orientation of the structure, setbacks, shielding, and sound insulation of the building itself. Specifically, Subsection 91.1206.14.2 limits interior noise levels attributable to exterior sources to 45 dBA  $L_{dn}$  or CNEL in any habitable room. Worst-case noise levels, either existing or future, are to be used as the basis for determining compliance with this requirement. Furthermore, according to Subsection 91.1206.14.3, structures identified under Subsection 91.1206.1 that are exposed to airport noise greater than 60 dBA  $L_{dn}$  or CNEL, shall require an acoustical analysis showing that the proposed design will achieve the allowable interior noise level.

LAMC Section 111.02 provides procedures and criteria for the measurement of the sound level of “offending” noise sources. In accordance with the LAMC, a noise source that causes a noise level increase of 5 dBA over the existing average ambient noise level as measured at an adjacent property line creates a noise violation. This standard applies to radios, television sets, air conditioning, refrigeration, heating, pumping, and filtering equipment, powered equipment intended for repetitive use in residential areas, and motor vehicles driven on-site. To account for people’s increased tolerance for short-duration noise events, the LAMC provides a 5 dBA allowance for a noise source that causes noise lasting more than five but less than 15 minutes in any one-hour period, and an additional 5 dBA allowance (for a total of 10 dBA) for a noise source that causes noise lasting five minutes or less in any one-hour period.

LAMC Section 111.03 indicates that, in cases where the actual ambient noise conditions are not known, the City’s presumed daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) minimum ambient noise levels should be used, as shown in Table 6. For example, for residential-zoned areas, the presumed ambient noise level is 50 dBA during the daytime and 40 dBA during the nighttime. According to LAMC Section 111.03, where the ambient noise level is less than the presumed ambient noise level shown in Table, the presumed ambient noise level is to be considered the minimum ambient noise level.

**Table 6 Presumed Ambient Noise Levels by Zone**

Zone	Noise Level (dBA $L_{eq}$ )	
	Day 7 a.m. to 10 p.m.	Night 10 p.m. to 7 a.m.
Residential (A1, A2, RA, RE, RS, RD, RW1, RW1, RW2, R1, R2, R3, R4, and R5)	50	40
Commercial (P, PB, CR, C1, C1.5, C2, C4, C5, and CM)	60	55
Manufacturing (M1, MR1, and MR2)	60	55
Heavy Manufacturing (M2 and M3)	65	65

Note: At the boundary between two zones, the presumed ambient noise level of the quieter zone is to be applied.  
Source: LAMC Section 111.03

LAMC Section 112.01 prohibits noise from radios, musical instruments, television sets, and other sound-amplifying devices from being audible at a distance in excess of 150 feet from the property line of the noise source within 500 feet of any residential zone or from exceeding the ambient noise level on the premises of any other occupied property.

LAMC Section 112.02 limits increases in noise levels from air conditioning, refrigeration, heating, pumping, and filtering equipment. Such equipment may not be operated in such manner as to create any noise that would cause the noise level on the premises of any other occupied property, or, if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than 5 dBA.

LAMC Section 112.04 prohibits the operation of any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within 500 feet of a residence between 10:00 p.m. and 7:00 a.m. LAMC Section 114.03 prohibits the loading or unloading of any vehicle, operation of any dollies, carts, forklifts, or other wheeled equipment, which causes any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between 10:00 p.m. and 7:00 a.m.

LAMC Section 112.05 limits noise from construction equipment located within 500 feet of a residential zone to 75 dBA between 7:00 a.m. and 10:00 p.m., as measured at a distance of 50 feet from the source, i.e., construction site, unless compliance is technically infeasible. Technical infeasibility means that noise limitations cannot be met despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques during the operation of construction equipment. LAMC Section 41.40 also restricts construction activity to the hours below:

- Monday through Friday between 7:00 a.m. and 9:00 p.m.
- Saturdays and National Holidays between 8:00 a.m. and 6:00 p.m. except for individual homeowners engaged in the repair or construction of a single-family residence
- No construction on Sundays except for individual homeowners engaged in the repair or construction of a single-family residence

LAMC Section 113.01 prohibits collecting or disposing of rubbish or garbage, operating any refuse disposal truck, or collecting, loading, picking up, transferring, unloading, dumping, discarding, or disposing of any rubbish or garbage, as such terms are defined in LAMC Section 66.00, within 200 feet of any residential building between the hours of 9:00 p.m. and 6:00 a.m. of the following day, unless a permit has been duly obtained beforehand from the Board of Police Commissioners.

## 3 Impact Analysis

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### 3.1 Methodology

#### Construction Noise

Construction of the project would be the primary source of temporary noise associated with the project. Construction noise impacts were estimated using the FHWA's Roadway Construction Noise Model (RCNM) (2006). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. Using RCNM, construction noise levels were estimated at potential noise-sensitive receivers near the project site. RCNM provides reference noise levels for standard construction equipment, with an attenuation of 6 dBA per doubling of distance.

Construction equipment operates in two modes: stationary and mobile. As a rule, stationary equipment operates in a single location for one or more days at a time, with either fixed-power operation (e.g., pumps, generators, and compressors) or variable-power operation (e.g., pile drivers, rock drills, and pavement breakers). Mobile equipment moves around the construction site with power applied in cyclic fashion, such as bulldozers, graders, and loaders (FTA 2018). Noise impacts from stationary equipment are assessed from the center of the equipment, while noise impacts from mobile construction equipment are assessed from the center of the equipment activity area (e.g., construction site).

Variation in power imposes additional complexity in characterizing the noise source level from construction equipment. Power variation is accounted for by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle, or percent of operational time, of the activity to determine the  $L_{eq}$  of the operation (FTA 2018).

Each phase of construction has a specific equipment mix, depending on the work to be accomplished during that phase. Each phase also has its own noise characteristics; some would have higher continuous noise levels than others, and some may have discontinuous high-impact noise levels. In typical construction projects, grading activities typically generate the highest noise levels because grading involves the largest equipment and covers the greatest area. Foundation excavation and construction is often the second loudest phase, followed by paving and building construction.

Project construction phases would include demolition, site preparation, grading, building construction, architectural coating, and paving of the project site. It is assumed that diesel engines would power all construction equipment. Modeling is based on the conservative assumption that a dozer, an excavator, and a jackhammer would be operating simultaneously.

Using RCNM, noise was modeled at the property line of the nearest noise-sensitive receivers from the center of on-site construction activity since equipment would be operating at various locations throughout the site. As discussed in Section 2.3, *Sensitive Receivers*, sensitive receivers nearest to the project site include apartment units adjacent to the site to the north (i.e., at the second floor of mixed-use building), additional apartment units located 90 feet to the northeast across Westwood Boulevard (i.e., at the second and third floors of mixed-use building), the church and preschool adjacent to the site to the southeast, and single-family residences adjacent to the project site to the south and west. Construction equipment would be continuously moving across the site, coming

near and then moving further away from individual receivers. Due to the dynamic nature of construction, maximum hourly noise levels are calculated from the average center of on-site construction activity. Therefore, construction noise was modeled at 25 feet for the apartment units adjacent to the site to the north, 140 feet for the apartment units across Westwood Boulevard, 25 feet for the church and preschool adjacent to the site to the southeast, and 50 feet for the residences adjacent to the site to the south and west. RCNM calculations are included in Appendix B.

### **On-site Operational Noise**

The primary on-site noise sources associated with operation of the proposed project, and those discussed in this analysis, would include noise from delivery trucks; trash hauling trucks; persons occupying outdoor areas such as conversation in the rear yard and rooftop patio; and heating, ventilation, and air conditioning (HVAC) units.

The primary on-site noise source associated with outdoor use areas would consist of conversing residents located outdoors at the rear yard and rooftop patio. The open terrace located at the fifth floor would be situated along Westwood Boulevard. However, existing vehicle noise along Westwood Boulevard would dominate outdoor noise at the project frontage such that conversing residents at this terrace would not generate a substantial increase in noise at nearby receivers. Therefore, outdoor noise at the fifth-floor terrace was not further evaluated in this analysis.

According to the FTA, normal conversational levels at three feet are in the 60 to 65-dBA  $L_{eq}$  range (FTA 2018). This analysis uses a reference noise level of 63 dBA  $L_{eq}$  at three feet for 20 people talking simultaneously (City of Los Angeles 2011). Based on 15-square-foot occupancy load per person, the 622-square-foot ground level rear yard was estimated to have a maximum occupancy of 41 persons whereas the 1,830-square-foot roof patio was estimated to have a maximum occupancy of 122 persons. This analysis conservatively evaluates a potential scenario in which the maximum occupancy of persons would be gathered in these areas with half of the occupants speaking at once (i.e., 21 persons at the rear yard and 61 persons at the rooftop).

Specific planning data for project HVAC systems are not available at this stage of project design; however, for a reasonable analysis, a typical to larger-sized residential condenser was used to determine project HVAC noise. The unit used for this analysis is a Carrier 38HDR060 split system condenser. Manufacturer specifications are included in Appendix C. The manufacturer's noise data lists the unit as having a sound power level of 72 dBA. The location and placement of rooftop HVAC units was based on project plans for the roof level of the proposed project.

### **Off-site Traffic Noise**

In addition to producing on-site sources of noise, the project would generate vehicle trips, thereby increasing traffic noise on nearby roadways. The trip generation rate for the proposed multi-family residential use was based on the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition. The trip generation rate for a mid-rise multi-family use (ITE Code 221) is 5.44 average daily trips (ADT) per dwelling unit. Based on a daily trip generation rate of 5.44 vehicle trips per dwelling unit, the proposed project would generate approximately 158 ADT (5.44 ADT x 29 units). Vehicles would be able to access the ground level and subterranean parking areas via Westwood Boulevard. Therefore, worst-case scenarios for traffic noise increase and related impacts were analyzed for the adjacent roadway segment of Westwood Boulevard, which would receive the bulk of project-generated vehicle trips.

## Groundborne Vibration

Operation of the project would not include any substantial vibration sources, such as heavy equipment operations. Construction activities would, however, have the greatest potential to generate groundborne vibration affecting nearby structures. A quantitative assessment of potential vibration impacts from construction activities was conducted using the methodology and vibration levels provided by Caltrans (Caltrans 2020). The greatest vibratory sources during construction would be from operation of jackhammers, bulldozers, and loaded trucks. Table 7 shows typical vibration levels for various pieces of construction equipment used in the assessment of construction vibration.

**Table 7 Typical Vibration Levels during Construction Activities**

Equipment	in./sec. PPV at 25 feet
Large bulldozer	0.089
Loaded trucks	0.076
Jack Hammer	0.035
Small bulldozer	0.003

Source: FTA 2018

Because groundborne vibration could cause physical damage to structures and is measured in an instantaneous period, vibration impacts were modeled based on the distance from the location of vibration-intensive construction activities, conservatively assumed to be at edge of the project site, to the edge of nearby off-site structures. Therefore, the groundborne vibration analysis differs from the construction noise analysis in that modeled distances for vibration impacts are those distances between the edge of a project site to nearest off-site structures (regardless of sensitivity) whereas modeled distances for construction noise impacts are those distances between the center of on-site construction activity and the property line of the nearest off-site sensitive receivers. Based on the distance of nearby structures to the project site, equipment was modeled at 15 feet for the mixed-use building to the north, 90 feet for the commercial/retail uses to the northeast, 15 feet for the church meeting room and preschool to the south, 150 feet for the church building to the southeast, and 15 feet for the residences to the south and west. Vibration calculations are included in Appendix D.

## Land Use Compatibility

The project would be subject to ambient noise levels in the project area, predominately from vehicular traffic along Westwood Boulevard. FHWA's Traffic Noise Model (TNM) traffic noise-reference levels were used to model traffic noise levels at the project site under existing plus project traffic conditions based on available City traffic volume data. Model results are included in Appendix E and are compared to the City's noise compatibility matrix shown in Table 5.

## 3.2 Significance Thresholds

To determine whether a project would have a significant noise impact, Appendix G of the CEQA Guidelines requires consideration of whether a project would result in:

1. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies
2. Generation of excessive groundborne vibration or groundborne noise levels
3. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels

### **Construction Noise**

Based on LAMC Section 112.05, noise from construction equipment located within 500 feet of a residential zone should not exceed 75 dBA between 7:00 a.m. and 10:00 p.m., as measured at a distance of 50 feet from the source, unless compliance is technically infeasible. Based on LAMC Section 41.40, construction noise would also be significant if generated outside of allowable construction hours.

### **On-site Operational Noise**

The City has adopted noise standards in the LAMC that regulate operational noise sources. The proposed project would result in a significant impact if it generates noise from on-site sources in excess of LAMC standards included in Sections 112.01, 112.02, 112.04, and 114.03, which collectively regulate noise from operations that are typical to residential uses (e.g., sound-amplifying devices, air conditioning, lawn maintenance equipment, hand tools, wheeled equipment).

### **Off-site Traffic Noise**

Off-site project noise (i.e., roadway noise) would result in a significant impact if the project would cause the ambient noise level measured at the property line of affected uses to increase by 3 dBA, which would be a perceptible increase in traffic noise.

### **Construction Vibration**

The City has not adopted a significance threshold to assess vibration impacts during construction and operation. Therefore, the Caltrans *Transportation and Construction Vibration Guidance Manual* (2013) is used to evaluate potential construction vibration impacts related to both potential building damage and human annoyance. Based on the Caltrans criteria shown in Table 2 and Table 3, construction vibration impacts would be significant if vibration levels exceed 2.0 in./sec. PPV for commercial structures and 0.5 in./sec. PPV for residences, which is the limit where minor cosmetic (i.e., non-structural) damage may occur to these buildings.<sup>1</sup> In addition, construction vibration impacts would cause human annoyance at nearby receivers if vibration levels exceed 0.25 in./sec. PPV, which is the limit where vibration becomes distinctly perceptible from barely perceptible.

### **Land Use Compatibility**

The City has adopted noise guidelines that provide the normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable noise levels for different land uses.

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<sup>1</sup> In reference to the Caltrans vibration impact criteria for various buildings shown in Table 2, 2.0 in./sec. PPV is the potential damage criteria for modern commercial buildings and older residential structures.

According to the City’s noise compatibility matrix shown in Table 5, ambient noise up to 60 CNEL is normally acceptable for multi-family residences whereas ambient noise up to 70 CNEL is conditionally acceptable for multi-family residences. In addition, consistent with State noise insulation standards (California Building Code Title 24, Part 2, Section 1206.4), the City’s Noise Element and LAMC Section 91.1206.14.2 limits interior noise to a maximum of 45 CNEL in any habitable room (City of Los Angeles 1999).

### 3.3 Impact Analysis

**CEQA Appendix G Noise Threshold 1** Would the proposed project generate a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

**Impact N-1 CONSTRUCTION ACTIVITY WOULD RESULT IN TEMPORARY INCREASES IN AMBIENT NOISE IN THE PROJECT SITE VICINITY. BASED ON THE LOCATION OF THE NEAREST IDENTIFIED SENSITIVE RECEIVERS, CONSTRUCTION NOISE WOULD EXCEED 75 dBA AT THESE RECEIVERS. NONETHELESS, THE PROJECT WOULD COMPLY WITH RCMs RELATED TO EQUIPMENT OPERATIONS, CONSTRUCTION HOURS, AND SITE NOTICING. THEREFORE, TEMPORARY CONSTRUCTION NOISE IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

#### Temporary Construction Noise Impacts

Construction activity would result in temporary increases in ambient noise in the project site vicinity on an intermittent basis and, as such, would expose surrounding noise sensitive receivers to increased noise. As discussed in Section 3.1, *Methodology*, due to the dynamic nature of construction, RCNM was used to calculate maximum hourly noise levels from the average center of on-site construction activity to the nearest sensitive receivers to the project site. Therefore, construction noise was modeled at 25 feet for the apartment units adjacent to the site to the north, 140 feet for the apartment units across Westwood Boulevard, 25 feet for the church and preschool adjacent to the site to the southeast, and 50 feet for the single-family residences adjacent to the site to the south and west. RCNM calculations are included in Appendix B.

**Table 8 Construction Noise Levels at Receivers**

Construction Equipment	Approximate $L_{eq}$ , dBA		
	Apartment Units/ Church and Preschool (North/Southeast) 25 Feet	Single-Family Residences (South and West) 50 Feet	Apartment Units (Northeast) 140 Feet
Bulldozer, Excavator, Jackhammer	90	84	75

See Appendix B for RCNM results.

Maximum hourly noise levels during project construction would be approximately between 90 dBA  $L_{eq}$  and 84 dBA  $L_{eq}$  at the nearest noise-sensitive receivers, consisting of the apartment units to the north, church and preschool to the southeast, and single-family residences to the south and west. Furthermore, maximum hourly noise levels at the apartment units across Westwood Boulevard would be 75 dBA  $L_{eq}$ . As such, noise levels during project construction at the other nearest noise-sensitive receivers at distances greater than 140 feet would be below 75 dBA  $L_{eq}$ . Per LAMC standards, construction noise should not exceed a maximum hourly noise level of 75 dBA between

7:00 a.m. and 10:00 p.m. when measured at 50 feet from the source within 500 feet of a residential zone, unless compliance with these limitations is technically infeasible. Based on the RCNM results shown in Table 8, noise levels from construction equipment would exceed 75 dBA at the nearest residences without specific noise-reducing practices.

Compliance with RCM-1 would require adherence to existing noise standards and reduction of construction noise to the extent feasible per LAMC Section 112.05. Under RCM-1, retrofitting mobile equipment (i.e., backhoes and front-end loaders) with industrial grade silencers or silencers of similar capacity would reduce engine noise by at least 15 dBA, and enclosing stationary equipment (i.e., air compressors) with sound barriers would reduce noise by at least 10 dBA. In addition, including a temporary sound barrier at the northern, southern, and western boundary of the site (between the site and multi-family residences to the west) would further reduce on-site construction noise at off-site receivers. According to the Department of Housing and Urban Development's (HUD) Barrier Performance Module, a web-based tool that measures barrier effectiveness based on barrier height and site conditions, a 10-foot-tall barrier would result in a noise reduction up to 17 dBA. Noise barrier performance calculations are included in Appendix F. A 17-dBA reduction would reduce construction noise level at the nearest receivers (i.e., multi-family residences, church, and preschool) from up to 90 dBA  $L_{eq}$  to 73 dBA  $L_{eq}$  and below the City's 75 dBA standard.

Furthermore, in accordance with RCM-2 and LAMC Section 41.40, project construction would be required to occur Monday through Friday between the daytime hours of 7:00 a.m. and 9:00 p.m., and Saturdays and National Holidays between the daytime hours of 8:00 a.m. and 6:00 p.m., and therefore would not create sleep disturbance at nearby sensitive receivers. According to RCM-3, the applicant would also be required to comply City's Building Regulations Ordinance No. 178.048, which entails a construction notice to be visibly posted and maintained at the site that includes the following information: job site address, permit number, name and phone number of the contractor or owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and the City's telephone number where violations can be reported. Therefore, noise related to project construction would not conflict with the LAMC or constitute an unusual circumstance atypical to residential construction that would create an exception to the Class 32 CE. Temporary construction noise impacts would be less than significant.

<b>CEQA Appendix G Noise Threshold 1</b> Would the proposed project generate a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
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**Impact N-2      OPERATIONAL OF THE PROJECT WOULD GENERATE ADDITIONAL SOURCES OF NOISE WHEN COMPARED TO THE PROJECT SITE'S EXISTING CONDITIONS, INCLUDING BOTH ON-SITE SOURCES (I.E., DELIVERY AND TRASH TRUCKS, CONVERSATION, SOUND-GENERATING EQUIPMENT, HVAC UNITS) AND OFF-SITE SOURCES (I.E., VEHICLE TRIPS). NONETHELESS, THE PROJECT WOULD NOT GENERATE SOURCES OF NOISE THAT ARE NEW TO THE EXISTING URBAN AREA, AND THE PROJECT WOULD COMPLY WITH EXISTING LAMC STANDARDS GOVERNING OPERATIONAL NOISE IN THE CITY. ON-SITE OPERATIONAL NOISE GENERATED BY THE PROJECT WOULD NOT EXCEED THE CITY'S NOISE STANDARDS AND OFF-SITE TRAFFIC NOISE WOULD NOT CREATE A PERCEPTIBLE 3-dBA INCREASE IN EXISTING TRAFFIC NOISE. THEREFORE, OPERATIONAL NOISE IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

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## On-site Operational Noise Impacts

The proposed project would require periodic delivery and trash hauling services. However, noise associated with delivery and trash-hauling trucks would be an intermittent noise source and are already a common occurrence in the project area due to existing commercial/retail uses that make up the developed urban area. Because delivery and trash trucks are already a common occurrence in the project site vicinity, such services associated with the project would not result in a substantial permanent increase in ambient noise levels without the project. Furthermore, LAMC Section 114.03 prohibits the loading or unloading of any vehicle, operation of any dollies, carts, forklifts, or other wheeled equipment, which causes any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between 10:00 p.m. and 7:00 a.m. Therefore, operational noise impacts associated with delivery and trash-hauling trucks would be less than significant.

The project would generate noise from conversations, music, television, or other sound-generating equipment in the event project residents maintain open windows. However, these noise-generating activities from within proposed units would be similar to those of the existing urban environment and would result in a negligible change to existing noise levels. Noise from conversation would be an intermittent and temporary noise source, which would typically be limited to the daytime, outside of noise-sensitive hours of sleep. Moreover, compliance with RCM-1 requires adherence to the City's Noise Ordinance, including LAMC Section 112.01, which regulates the operation of radios, musical instruments, television sets, and other sound-amplifying devices. Required compliance with these standards would reduce operational noise impacts related to indoor conversations and sound-generating equipment to a less than significant level.

Project residents would also gather in open space areas such as the rear yard and rooftop patio, which would generate noise from outdoor conversations. The nearest receivers to these open space areas would consist of single-family residences to the south and west and second-floor apartment units to the north. The nearest single-family residences would be located as near as five feet from the rear yard and the nearest apartment units would be located as near as 53 feet from the rooftop patio. As discussed in Section 3.1, *Methodology*, conservatively assuming a scenario in which the maximum occupancy of persons would be gathered in these areas with half of the occupants speaking at once equates to 21 persons at the rear yard and 61 persons at the rooftop. Based on a reference noise level of 63 dBA  $L_{eq}$  at three feet from 20 people talking simultaneously, outdoor noise would be up to 59 dBA  $L_{eq}$  at five feet from the rear yard and 38 dBA  $L_{eq}$  at 53 feet from the rooftop patio (City of Los Angeles 2011).<sup>2</sup>

With respect to single-family residences to the south and west, the project would include a 12-foot concrete masonry unit wall surrounding the project site, which would provide additional shielding to these residences. This wall would reduce noise levels from the rear yard by at least 5 dBA to 54 dBA (FHWA 2011). According to noise measurements shown in Table 4, ambient noise levels were measured at 56 dBA  $L_{eq}$  near single-family residences to the south and west of the site and 70 dBA  $L_{eq}$  at apartment units to the north of the site with direct line-of-sight to Westwood Boulevard. Therefore, conversation noise levels up to 54 dBA at the rear yard and 38 dBA at the rooftop patio would not exceed the measured ambient noise levels at the nearest residential receivers. Furthermore, as with indoor residential noise, noise from outdoor conversation would be an intermittent and temporary noise source, which would typically be limited to the daytime, outside of noise-sensitive hours of sleep. Moreover, compliance with RCM-1 requires adherence to the

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<sup>2</sup> As discussed under Section 2, *Background*, noise levels would attenuate at a rate of 6 dBA per doubling of distance from a point source (i.e., a gathering of residents).

City's Noise Ordinance, including LAMC Section 112.01, which regulates the operation of radios, musical instruments, and other sound-amplifying devices. Required compliance with these standards would further reduce and regulate operational noise impacts related to outdoor conversations and sound-generating equipment and impacts would be less than significant.

Off-site receivers may also periodically be subject to noise from project HVAC units. Based on rooftop project plans, HVAC units nearest to receivers would be concentrated in a group of 15 units at the western corner of the roof and a separate group of six units at the northern corner of the roof. The group of 15 HVAC units would be located at least 74 feet from the nearest single-family residences to the south and west based on a setback distance of 33 feet to the property line and a building height of 66 feet to the roof level of the project. Furthermore, the group of six HVAC units would be located at least 53 feet from the nearest apartment units to the north based on a setback distance of five feet to the property line and an estimated height difference of 53 feet from the roof level of the project to the second-story apartment units. As discussed in Section 3.1, *Methodology*, a Carrier 38HDR060 split system with a sound power level of 72 dBA would generate a noise level of approximately 57 dBA at a distance of seven feet.<sup>3</sup> Therefore, with attenuation over a 74-foot distance, a group of 15 HVAC units would result in a noise level of approximately 48 dBA  $L_{eq}$  at the nearest single-family residence. Furthermore, with attenuation over a 53-foot distance, a group of six HVAC units would result in a noise level of approximately 47 dBA  $L_{eq}$  at the nearest apartment units. According to noise measurements shown in Table 4, ambient noise levels were measured at 56 dBA  $L_{eq}$  near single-family residences to the south and west of the site and 70 dBA  $L_{eq}$  at apartment units to the north of the site with direct line-of-sight to Westwood Boulevard. Therefore, HVAC noise levels would not exceed the measured ambient noise levels at the nearest residential receivers. Noise impacts related to HVAC equipment would be less than significant.

Operation of the proposed project would not generate sources of noise that are new to the existing urban area. On-site operational noise generated by the project would not exceed the City's noise standards and impacts would be less than significant.

### **Off-site Traffic Noise Impacts**

The project would generate new vehicle trips and incrementally increase traffic on area roadways, particularly on Westwood Boulevard. According to the ITE Trip Generation Manual 10th Edition trip generation rate for a mid-rise multi-family use, the proposed project would generate approximately 158 ADT (5.44 ADT x 29 units). Based City traffic volume data and traffic counts, the segment of Westwood Boulevard nearest to the project site was estimated to carry approximately 32,000 daily vehicle trips (LADOT 2014). Adding all 158 ADT generated by the project would increase traffic along these roadways by approximately 0.5 percent. This traffic increase would, in turn, increase traffic noise by 0.1 CNEL along Westwood Boulevard, a negligible increase.<sup>4</sup> Therefore, the project would not create a perceptible 3-dBA increase in traffic noise. Noise impacts associated with off-site traffic generated by the proposed project would be less than significant.

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<sup>3</sup> Based on a noise level of approximately 57 dBA at a distance of seven feet for one HVAC unit, a group of 15 HVAC units would generate a noise level of approximately 69 dBA at a distance of seven feet. Furthermore, a group of six HVAC units would generate a noise level of approximately 65 dBA at distance of seven feet.

<sup>4</sup> A doubling of traffic is required for an audible 3 dB increase in traffic noise levels. However, conservatively adding all project-generated daily trips to the roadway, the increase in traffic generated by the proposed project would be approximately -0.5 percent of the estimated existing daily traffic along Westwood Boulevard.

## Land Use Compatibility

Operation of the proposed project would also expose future residential development to ambient noise levels. However, agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents. In *California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal. 4th 369*, the California Supreme Court explained that an agency is only required to analyze the potential impacts to future residents if the project would exacerbate those existing environmental hazards or conditions. CEQA analysis is therefore concerned with a project's impact on the environment, rather than with the environment's impact on a project and its users or residents. Thus, bringing a new population into an area where noise currently exists is not a significant environmental impact under CEQA unless doing so would exacerbate noise conditions. Nonetheless, the following analysis of potential exposure to excessive noise is provided for informational purposes.

According to the City's noise compatibility matrix shown in Table 5, ambient noise up to 60 CNEL is normally acceptable for multi-family residences whereas ambient noise up to 70 CNEL is conditionally acceptable for multi-family residences. Based on noise contours calculated using the FHWA Traffic Noise Model (Appendix E) for the Existing plus Project traffic volume scenario, apartment units with line-of-sight to Westwood Boulevard would be exposed to an ambient noise level of approximately 71 CNEL. Therefore, residential units along Westwood Boulevard would be exposed to a normally unacceptable noise level for multi-family residences, which means that new construction or development should be undertaken only after appropriate noise insulation features are included in the design.

The City also has an interior residential noise standard of 45 CNEL for any habitable room. Generally, any large structure blocking the line of sight would provide at least a 5-dBA reduction in source noise levels at the receiver (FHWA 2011). Structures can substantially reduce occupants' exposure to noise as well. The FHWA's guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows (FHWA 2011). Based on modeled future noise levels of up to 71 CNEL and a noise attenuation of at least 20 dBA, the interior noise level at habitable rooms would be 51 CNEL. Therefore, interior noise levels at units with direct line-of-sight to Westwood Boulevard would exceed the City's interior noise standard of 45 CNEL. However, compliance with RCM-4, which requires adherence to LAMC Section 91.1206.14.2 and the California Code of Regulations, Title 24, Section 1206.4, would reduce interior noise and achieve compliance with the interior noise standard of 45 CNEL.

<p><b>CEQA Appendix G Noise Threshold 2</b>      Would the proposed project generate excessive groundborne vibration or groundborne noise levels?</p>
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**Impact N-3      OPERATION OF THE PROPOSED PROJECT WOULD NOT INCLUDE ANY STATIONARY SOURCES OF SIGNIFICANT VIBRATION AND WOULD THEREFORE NOT GENERATE EXCESSIVE GROUNDBORNE VIBRATION. CONSTRUCTION OF THE PROPOSED PROJECT WOULD NOT EXCEED CALTRAN'S APPLICABLE BUILDING DAMAGE THRESHOLDS OF 0.5 IN./SEC. PPV FOR RESIDENCES OR 2.0 IN./SEC. PPV FOR MODERN INDUSTRIAL/COMMERCIAL BUILDINGS AT ANY OF THE NEAREST SENSITIVE RECEIVERS. FURTHERMORE, GROUNDBORNE VIBRATION FROM CONSTRUCTION OF THE PROPOSED PROJECT WOULD NOT EXCEED THE THRESHOLD OF 0.25 IN./SEC. PPV FOR HUMAN ANNOYANCE AT ANY OF THE NEAREST SENSITIVE RECEIVERS. THEREFORE, IMPACTS RELATING TO GROUNDBORNE VIBRATION WOULD BE LESS THAN SIGNIFICANT.**

## Groundborne Vibration Impacts

Operation of the project would not include stationary sources of significant vibration, such as heavy equipment operations. Rather, construction activities have the greatest potential to generate groundborne vibration affecting nearby structures, particularly rehabilitated on-site older buildings during grading of the project site. Construction of the project would potentially utilize loaded trucks, jackhammers, and/or bulldozers during most construction phases.

Because groundborne vibration could cause physical damage to structures, vibration impacts were modeled based on the location of operating vibration-intensive construction equipment. For off-site structures, this distance was conservatively assumed to be at edge of the project site to the edge of each nearby off-site structure. Based on the distance of nearby structures to the project site, equipment was modeled at 15 feet for the mixed-use building to the north, 90 feet for the commercial/retail uses to the northeast, 15 feet for the church meeting room and preschool to the south, 150 feet for the church building to the southeast, and 15 feet for the residences to the south and west. Vibration calculations are included in Appendix D.

**Table 9 Vibration Levels at Receivers**

Equipment	in./sec. PPV			
	Mixed-Use Building/ Church Meeting Room and Preschool (North and South) 15 feet	Single-Family Residences (South and West) 15 feet	Commercial/retail (Northeast) 90 feet	Church Building (Southeast) 150 feet
Large Bulldozer	0.1561	0.1561	0.0217	0.0124
Loaded Truck	0.1333	0.1333	0.0186	0.0106
Jack Hammer	0.0614	0.0614	0.0086	0.0049
<b>Threshold for Building Damage<sup>1</sup></b>	<b>2.0</b>	<b>0.5</b>	<b>2.0</b>	<b>0.5</b>
<b>Threshold for Human Annoyance<sup>2</sup></b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.25</b>
<b>Thresholds Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

See Appendix C for vibration analysis worksheets.

<sup>1</sup> Caltrans 2020. See Table 2

<sup>2</sup> Caltrans 2020. See Table 3.

As shown in Table 9, groundborne vibration from typical construction equipment would not exceed the threshold of 2.0 in./sec. PPV for building damage at commercial buildings or the threshold of 0.5 in./sec. PPV for building damage at residences. Furthermore, groundborne vibration would not exceed the threshold of 0.25 in./sec. PPV for human annoyance at any of the modeled distances. In addition, in accordance with RCM-2 and LAMC Section 41.40, project construction would be required to occur Monday through Friday between the daytime hours of 7:00 a.m. and 9:00 p.m., and Saturdays and national holidays between the daytime hours of 8:00 a.m. and 6:00 p.m., and therefore would not create sleep disturbance at nearby residences. Therefore, operational vibration impacts would be less than significant.

**CEQA Appendix G Noise Threshold 3** For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the proposed project expose people residing or working in the project area to excessive noise levels?

**Impact N-4 THE PROPOSED PROJECT IS NOT LOCATED WITHIN ANY AIRPORT NOISE CONTOURS OR NEAR A PRIVATE AIRPORT. THEREFORE, NO IMPACTS RELATING TO AIRPORT NOISE WOULD OCCUR.**

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### **Airport Noise Impacts**

The airports closest to the project site are the Santa Monica Airport is located approximately 1.75 miles to the southwest and the Los Angeles International Airport located approximately 6.5 miles to the south. While the project site would be subject to temporary and intermittent noise from aircraft overflights, the site is not located in any of the airports' noise contours and would not be affected by substantial noise from aircraft operations (City of Santa Monica 2021). In addition, the project site is not near a private airport. Therefore, the project would not expose people residing or working in the project area to excessive noise levels from aircraft noise and no impact would occur.

## 4 Conclusions

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Construction would occur within 500 feet of residential uses and construction noise could exceed 75 dBA at 50 feet. However, noise associated with construction of the project would be typical of that associated with construction. With implementation of RCM-1 through RCM-3, construction noise would be reduced to the degree feasible at the nearest noise-sensitive receivers and to below 75 dBA at 50 feet. Under RCM-1, retrofitting mobile equipment (i.e., backhoes and front-end loaders) with industrial grade silencers or silencers of similar capacity would reduce engine noise by at least 15 dBA, and enclosing stationary equipment (i.e., air compressors) with sound barriers would reduce noise by at least 10 dBA. In addition, including a temporary sound barrier at the northern, southern, and western boundary of the site (between the site and multi-family residences to the west) would further reduce on-site construction noise at off-site receivers. According to the HUD Barrier Performance Module, a 10-foot-tall barrier would result in a noise reduction up to 17 dBA. Noise barrier performance calculations are included in Appendix F. A 17-dBA reduction would reduce construction noise level at the nearest receivers (i.e., multi-family residences, church, and preschool) from up to 90 dBA  $L_{eq}$  to 73 dBA  $L_{eq}$  and below the City's 75 dBA standard.

Noise related to project construction would not result in a significant long-term increase in noise levels nor would construction noise conflict with the LAMC.

Project construction would also result in vibration; however, based on the analysis of potential construction-related vibration, vibration levels would be below the identified thresholds for building damage and human annoyance. The project does not include any substantial vibration sources. Therefore, the project would not expose local vibration sensitive receivers to excessive vibration levels and vibration impacts would be less than significant.

Off-site traffic noise impacts and on-site operational noise impacts would be less than significant. Therefore, the project would result in a less than significant permanent increase in ambient noise levels due to project operation. Furthermore, the project would not expose people residing or working in the project area to excessive noise levels from aircraft noise and the proposed project would be compatible with the existing noise environment with implementation of RCM-4, which would achieve interior noise levels that are consistent with State and City standards.

This analysis demonstrates that, with implementation of RCMs, the project would not result in significant noise impacts; therefore, noise would not create an exception to the project's eligibility for a Class 32 CE. The project would be required to comply with the RCMs listed below.

### Regulatory Compliance Measures

#### *RCM-1 Adherence to Existing Noise Standards*

The proposed project shall comply with the City of Los Angeles General Plan Noise Element, the City of Los Angeles Noise Ordinance, and any subsequent ordinances that prohibit the emission or creation of noise beyond certain levels at adjacent uses.

To implement RCM-1 and reduce construction noise, the construction Contractor would be required to implement noise-reducing during construction, which may include but are not limited to:

- Schedule construction activities to avoid operating several pieces of equipment simultaneously, which can cause high noise levels.

- Retrofit mobile equipment with an industrial grade silencer or silencer of similar capacity, capable of reducing engine noise by at least 15 dBA (see Appendix C for specifications).
- Enclose stationary equipment with materials capable of reducing noise levels by at least 10 dBA (see Appendix C for specifications).
- Locate all construction areas for staging and warming up as far as possible from adjacent residential buildings and sensitive receivers.
- Erect temporary noise barriers with a minimum height of 10 feet along the northern, southern, and western boundaries of the project site. The noise barriers shall be constructed of material with a minimum weight of 4 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, or hay bales. Per the specifications in Appendix C, barriers would be able to reduce construction noise by 10 to 20 dBA.

#### *RCM-2 Construction Hours*

The proposed project shall comply with LAMC Section 41.40, which restricts construction activities to the hours of 7:00 a.m. to 9:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday and national holidays with no construction permitted on Sunday.

#### *RCM-3 Construction Site Noticing*

The proposed project shall comply with the City's Building Regulations Ordinance No. 178.048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor or owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and the City's telephone number where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City's Department of Building and Safety.

#### *RCM-4 Interior Noise Reduction*

To comply with LAMC Section 91.1206.14.2 and the California Code of Regulations, Title 24, Section 1206.4, the applicant shall coordinate with project architects and other contractors to ensure compliance with a 45 CNEL interior noise level standard for interior spaces where exterior noise levels exceed 70 CNEL, including units with direct line-of-sight to Westwood Boulevard. Possible noise reduction techniques include, but are not limited to:

- Windows and sliding glass doors would be mounted in low air infiltration rate frames (0.5 cubic feet per minute or less, per ANSI specifications).
- Exterior doors would have a solid core with perimeter weather-stripping and threshold seals with a Sound Transmission Class (STC) rating of at least 32, with the potential for STC rating of 36 or higher if necessary.
- Exterior walls would include minimum of 5/8-inch of stucco or brick veneer over a minimum ½-inch plywood or OSB shear panel, R11 insulation and interior 5/8-inch gypsum board.
- Walls would have a STC rating of at least 46.
- Dual-paned windows would be installed with a STC rating of at least 32, with the potential for STC rating of 36 or higher if necessary.

- If exterior sliding glass doors are included, high-performance glazing would be installed with a minimum STC rating of 36.

Air conditioning or mechanical ventilation systems would be installed to allow windows and doors to remain closed for extended intervals of time so that acceptable interior noise levels can be maintained. The mechanical ventilation system would meet the criteria of the International Building Code (Chapter 12, Section 1203.3 of the 2001 California Building Code). Acoustical analysis shall be performed prior to the issuance of an occupancy permit to demonstrate that noise levels in the interior livable spaces do not exceed the interior noise standard of 45 CNEL in any habitable room as set forth by the City and California Code of Regulations, Title 24, Section 1206.4.

## 5 References

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# Appendix A

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Noise Measurement Data

# Appendix B

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Roadway Construction Noise Model Results

# Appendix C

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Manufacturers' Specifications

# Appendix D

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Vibration Analysis

# Appendix E

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Traffic Noise Prediction Model Results

# Appendix F

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HUD Barrier Performance Module



## 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 Calculator<sup>1</sup> 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, 9<sup>th</sup> 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, 3<sup>rd</sup> 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: \_\_\_\_\_ Date: \_\_\_\_\_

**2. PROJECT REFERRAL TABLE**

	Land Use (list all)	Size / Unit	Daily Trips <sup>1</sup>
Proposed <sup>1</sup>			
	<i>Total trips<sup>1</sup>:</i>		
<b>a.</b> Does the proposed project involve a discretionary action?			Yes <input type="checkbox"/> No <input type="checkbox"/>
<b>b.</b> Would the proposed project generate 250 or more daily vehicle trips <sup>2</sup> ?			Yes <input type="checkbox"/> No <input type="checkbox"/>
<b>c.</b> 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 <sup>3</sup> ?			Yes <input type="checkbox"/> No <input type="checkbox"/>
If <b>YES</b> to <b>a.</b> and <b>b.</b> or <b>c.</b> , or to <b>all</b> of the above, the Project <u>must</u> be referred to LADOT for further assessment.			
Verified by: Planning Staff Name: _____		Phone: _____	
Signature: _____		Date: _____	

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

<sup>2</sup> 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).

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

**3. PROJECT INFORMATION**

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

- 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

**VMT 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:

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*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: \_\_\_\_\_