



DEPARTMENT OF CITY PLANNING

APPEAL RECOMMENDATION REPORT

City Planning Commission

Date: July 25, 2024
Time: After 8:30 a.m.*
Place: Van Nuys City Hall, Council Chamber
14410 Sylvan Street, 2nd Floor
Van Nuys, CA 91401

This meeting may be available virtually, in hybrid format. Please check the meeting agenda (available at the link below) approximately 72 hours before the meeting for additional information or contact

cpc@lacity.org.

<https://planning.lacity.org/about/commissions-boards-hearings>

Public Hearing: Required
Appeal Status: Not further appealable
Expiration Date: October 23, 2024

Multiple Approval: Yes

Case No.: DIR-2021-1238-TOC-SPP-HCA-1A
CEQA No.: ENV-2021-1239-CE
Incidental Cases: None
Council No.: 13 – Soto-Martinez
Plan Area: Hollywood
Specific Plan: Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan – Subarea C (Community Center)
Certified NC: East Hollywood
GPLU: Highway Oriented Commercial
Zone: R4-1D
Applicant: Yoav Atzmon, 1114 Heliotrope Partners, LLC
Representative: Ben Rocca, Rocca Development, Inc.
Appellant: Fred Stifter, Linoleum City, Inc.
Appellant's Representative: N/A

PROJECT LOCATION: 1114 North Heliotrope Drive

PROPOSED PROJECT: The proposed project includes the demolition of an existing single-family dwelling and a detached garage, and the construction, use, and maintenance of five-story, 15,450 square-foot, 30-unit residential building within Subarea C (Community Center) of the Vermont / Western Station Neighborhood Area Plan (SNAP) Specific Plan.

REQUESTED ACTION: An Appeal by the Appellant of the April 24, 2024, Director of Planning's determination which:

1. **Determined** that based on the whole of the administrative record as supported by the justification prepared and found in the administrative case file, the project is exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332 (Class 32 - In-Fill Development Project), 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;
2. **Approved with Conditions** the following project consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program Tier 4, to

permit a project consisting of 30 residential units by reserving four (4) residential units, equal to 11% of the total units, for Extremely Low Income Household Occupancy for a period of 55 years, with Base Incentives permitted pursuant to LAMC Section 12.22 A.31, in addition to the following Additional Incentives:

a. **Height.**

- (i) Transitional height per TOC in lieu of the otherwise required SNAP transitional height requirement for a lot that abuts a parcel within Subarea A;
- (ii) An up to 11-foot increase to the setback requirement per the SNAP, which limits any structure from exceeding 30 feet in height within 15 feet of the front property line, along Heliotrope Drive.

b. **Open Space Dimension.** An up to 25 percent reduction to permit a minimum common open space dimension of 15 feet in lieu of the minimum 20 feet otherwise required.

- 3. **Approved with Conditions** a Project Permit Compliance Review for the demolition of an existing single-family dwelling and a detached garage; and the construction, use, and maintenance of a five-story, 15,450 square-foot, 30-unit residential building located within Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan.

RECOMMENDED ACTIONS:

- 1. **Determine**, based on the whole of the administrative record, that the project is exempt from CEQA pursuant to State CEQA Statue and Guidelines, Article 19, Section 15332 (Urban In-Fill Development), and there is no substantial evidence demonstrating that an exception to a Categorical Exemption pursuant to State CEQA Statue and Guidelines, Section 15300.2 applies;
- 2. **Deny** the appeal of DIR-2021-1238-TOC-SPP-HCA;
- 3. **Sustain** the action of the Director of Planning in approving DIR-2021-1238-TOC-SPP-HCA to conditionally approve a Transit Oriented Communities Affordable Housing Incentive Program and Project Permit Compliance Review to permit the demolition of an existing single-family dwelling and detached garage, and the construction, use, and maintenance of a five-story, 15,450 square-foot, 30-unit residential building, with four (4) dwelling units reserved for Extremely Low Income Households, and,
- 4. **Adopt** the Director of Planning's **revised** Conditions of Approval and Findings for DIR-2021-1238-TOC-SPP-HCA.

VINCENT P. BERTONI, AICP
Director of Planning


Jane Choi, AICP, Principal City Planner


Danalynn Dominguez, City Planner
danalynn.dominguez@lacity.org

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012 (Phone No. 213-978-1300) or emailed to cpc@lacity.org. While all written communications are given to the Commission for consideration, the initial packets are sent to the Commission 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 these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request no later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at 213-978-1299.

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PROJECT ANALYSIS

Project Summary

The proposed project includes the demolition of an existing single-family dwelling and a detached garage, and the construction, use, and maintenance of a five-story, 15,450 square-foot, 30-unit residential building measuring up to 65 feet and nine (9) inches in height. The project includes approximately 3,186 square feet of open space and no residential parking spaces.

Pursuant to the TOC Guidelines, the project is eligible for Base Incentives and up to three (3) Additional Incentives for setting aside 11 percent of the total 30 units and at least eleven (11) percent of the base 17 units (maximum allowable density allowed by the Specific Plan, prior to any density increase) for Extremely Low-Income Households.



Figure 1. Rendering of the proposed project.

The Applicant was approved for the following TOC Program incentives:

Base Incentives:

1. An up to 80 percent increase in density,
2. 2.29:1 Floor Area Ratio (FAR), and
3. No minimum residential parking requirement.

Additional Incentives:

1. Transitional Height per TOC in lieu of the required SNAP transitional height and an up to 11-foot increase to the stepback requirement per the SNAP, which limits any structure from exceeding 30 feet in height within 15 feet of the front property line, along Heliotrope Drive, and
2. A 25 percent reduction in the minimum common open space dimension.

On April 24, 2024, the Director of Planning approved the Project, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program Tier 4 and a Project Permit Compliance Review for the demolition of an existing single-family dwelling and a detached garage, and the construction, use, and maintenance of a five-story, 15,450 square-foot, 30-unit residential building located within Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan.

Revised Open Space Requirement

On April 26, 2024, the Applicant team's representative notified City Planning staff of an error in the Open Space requirement stated in Condition of Approval No. 12 of the Letter of Determination. The original Letter of Determination's Condition of Approval No. 12 inadvertently called out the minimum required open space quantity as 3,125 square feet, of which 781.25 square feet must be located at grade level or first habitable room level. The correct minimum open space quantity for the proposed unit types is 3,075 square feet, of which 768.75 square feet must be located at grade level or first habitable room level. Therefore, Planning Staff has submitted revised conditions and findings under Exhibit "F" which reflects the correct open space quantity in the conditions and findings.

Background

The subject property consists of one lot with approximately 50 feet of street frontage along the easterly side of Heliotrope Drive. The subject lot has a uniform depth of 135 feet for a total size of 6,750 square feet per the topographic survey, prepared by Civil Engineer, Hosang Kim, License No. 67288. The project site is located within the Hollywood Community Plan and Subarea C (Community Center) of the Vermont/Western SNAP Specific Plan. The site is zoned R4-1D, designated for Highway Oriented Commercial, and is currently developed with a single-family dwelling and a detached garage.

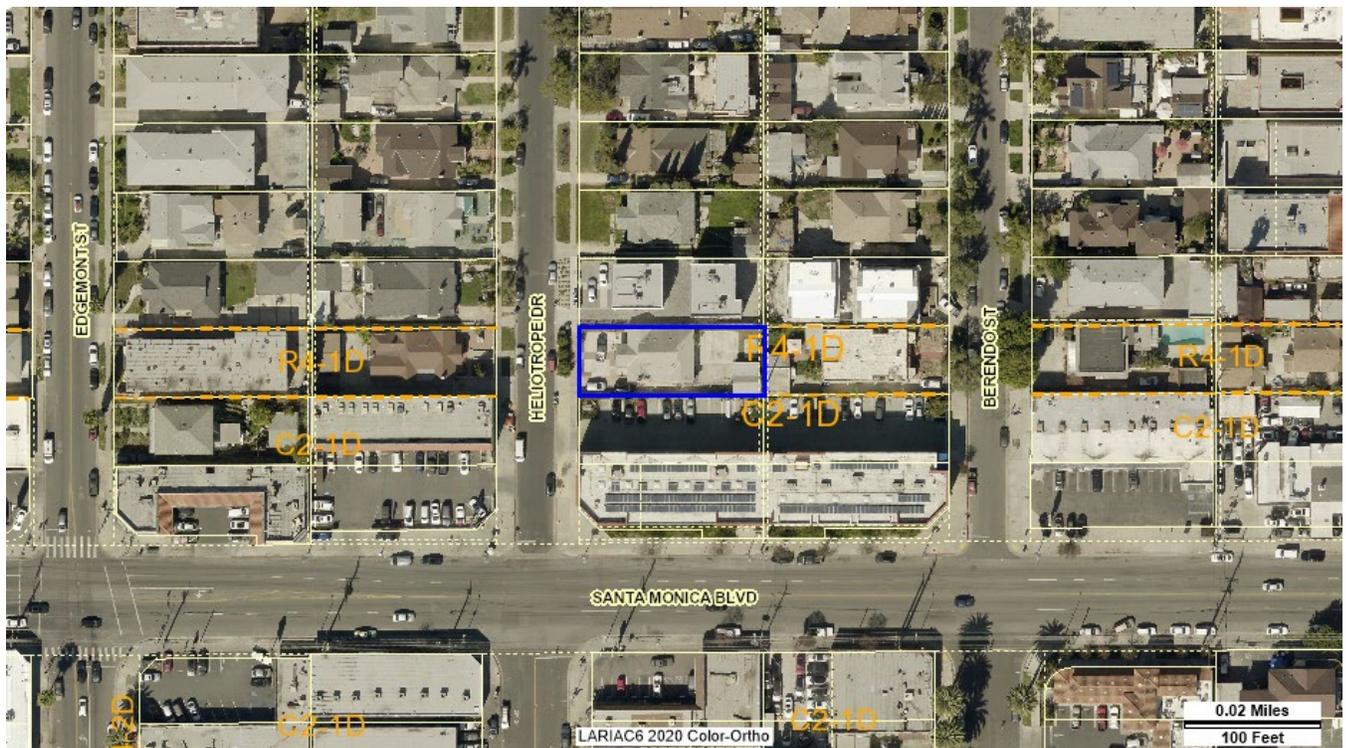


Figure 2. Aerial view of the subject property.

The surrounding area is characterized by level topography and improved streets. The property to the north is located within Subarea A of the SNAP and is developed with an apartment building. The properties to the east are located within Subarea C of the SNAP and are developed with a duplex. The

property to the west is located within Subarea B of the SNAP and is developed with single family dwelling. The property to the south is located within Subarea C of the SNAP and is developed with a commercial building.

Summary of Appeal

On May 9, 2024, an Appellant filed an appeal of the entire Director's Determination issued on April 24, 2024. The following section provides a summary of the Appellant's points and Planning staff's responses to each point.

Appeal Analysis

Appeal Point 1: *The Project does not substantially comply with the applicable regulations, findings, standards, and provisions of the Vermont/Western SNAP Specific Plan or the Community Plan.*

Staff's Response: As indicated in the Letter of Determination (Exhibit C) dated April 24, 2024, the proposed project complies with all the applicable provisions of the Vermont/Western SNAP Specific Plan, in conjunction with the TOC Affordable Housing Incentive Program.

The project site is zoned R4-1D and is located within Subarea C (Community Center) of the Vermont/Western SNAP Specific Plan. In terms of use and density, the project site is zoned R4-1D, which allows R4 density. This complies with Subarea C, Section 9.A. of the Vermont/Western SNAP Specific Plan which states that only R4 density is allowed regardless of the underlying zone, and thus, limits residential density of the subject property to a maximum of one dwelling unit for every 400 square feet of lot area. The subject site is 6,750 square feet in size, allowing a maximum of 17 base dwelling units. However, the Applicant is seeking an 80 percent increase in the maximum allowable density permitted in the SNAP to allow 30 dwelling units, in exchange for setting aside 11 percent, or four (4) units, of the total 30 dwelling units for Extremely Low Income Households per the TOC Affordable Housing Incentive Program. The project has been conditioned to record a covenant with the Los Angeles Housing Department (LAHD) to make four (4) units available for Extremely Low Income Households to ensure the applicant sets aside the required number of affordable housing to be eligible for an 80 percent increase from the total density permitted by the Vermont/Western SNAP Specific Plan.

With regards to residential parking, the Vermont/Western SNAP Subarea C restricts residential projects to a minimum and a maximum required number of parking spaces. However, the applicant proposed to utilize the Automobile Parking Incentive under the TOC Affordable Housing Incentive Program, which allows zero (0) residential parking spaces in sites located that qualify under Tier 4 of the TOC Program.

Lastly, the Subarea C of the Vermont/Western SNAP Specific Plan is silent on overall height and floor area restrictions for 100 percent residential buildings, however, includes restrictions for transitional height and building stepback requirements. According to the SNAP, no portion of any structure to exceed 30 feet in height within 15 feet from the front property line. However, the Applicant is requesting a five (5)-foot increase in the maximum height limit in exchange for setting aside at least 11 percent, or two (2) units, of the base 17 units for Extremely Low Income Households. The floor area is restricted by the

underlying zone of the subject site or the R4-1D zone. Pursuant to the “D” Limitation, as established by Ordinance No. 164,687, allows a base FAR to a maximum 0.5:1. However, the applicant is seeking a FAR increase to 2.29:1 in exchange for setting aside at least 11 percent, or two (2) units, of the base 17 units for Extremely Low Income Households.

As conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with the density regulation in Section 9.A of the Specific Plan. As demonstrated in Finding Number 2 of the Letter of Determination (Exhibit C), the project is in substantial conformance with the Specific Plan regulations as well as the Development Standards and Design Guidelines required. Lastly, the Hollywood Community Plan’s stated intent is to “further the development of Hollywood as a major center of population.” Through the use of the TOC program, the proposed project will construct 30 dwelling units and allocate four (4) units for Extremely Low Income Households, allowing the project to contribute to the Hollywood area as a medium density residential development that provides housing for multiple income levels.

Appeal Point 2:

The TOC Guidelines are illegal and far exceeds the authority granted by the voters. The TOC Guidelines contain requirements not authorized by Measure JJJ. The project violates Measure JJJ by utilizing the Tiers for determining the base incentives and by granting Additional Incentives not authorized by Measure JJJ.

Staff’s Response:

Voter approved Measure JJJ was officially adopted by the Los Angeles City Council as Ordinance No. 184,745 on December 13, 2016. Measure JJJ codified the Transit Oriented Communities (TOC) Affordable Housing Incentive Program at LAMC Section 12.22 A.31. The process for preparing and adopting the TOC Incentive Guidelines is at LAMC Section 12.22.A.31(b) and (c). Following the process outlined in the Code, the Director of Planning prepared the TOC Guidelines and then presented them to the City Planning Commission at its regularly scheduled meeting on May 25, 2017. Upon consideration of the TOC Guidelines the City Planning Commission recommended their adoption on May 25, 2017. Thereafter, the Director of Planning adopted them and published them on September 22, 2017. The TOC Program became effective on September 22, 2017 and was subsequently revised February 26, 2018. The process followed for the adoption of the TOC Guidelines is documented in Department of City Planning Case File DIR-2017-1914-MS. Measure JJJ did not include any requirement that the City Council adopt the TOC Guidelines. By ordinance, that function was expressly delegated to the Director of Planning, after receiving a recommendation from the City Planning Commission.

The Department of City Planning structured the Guidelines to provide levels of incentives linked to the quality and proximity of a transit stop. This approach results in a system that incentivizes development for projects located a half-mile from a regular bus lines, than for a project located adjacent to a Metro Rail Station. To reflect these important distinctions, a Tier-based system classifies eligible areas into TOC Tiers depending on the project’s distance from different types of transit service. All incentives and tiers are in proportion to the affordable housing requirements outlined in JJJ and the development incentives in the City’s current Density Bonus program. The specific incentives offered through the program are determined by the TOC Guidelines and are consistent with the provisions of Measure JJJ, including up to three (3) Additional Incentives, depending on the percent of affordable housing provided. As such, the Guidelines were established following the provisions of Measure JJJ.

Appeal Point 3: *The City has failed to determine whether or not the incentives are required in order to provide for the additional units of affordable housing.*

Staff's Response: The referenced findings are not required to approve incentives, but are findings required to deny a TOC incentive. The required findings to deny a TOC incentive request are the same as those set forward in Chapter 1 of the LAMC Section 12.22 A.25 applicable to denials of Density Bonus incentive requests. Per the ordinance, the Commission shall approve a TOC density increase and requested incentives unless the Commission makes a finding based on substantial evidence that the incentives are not required to provide for affordable housing costs. The record does not contain substantial evidence that would allow the Commission to deny the incentive request by making a finding that the requested incentives are not required to provide for affordable housing.

The list of incentives in the TOC Guidelines is similar to the menu of incentives found in the Density Bonus Ordinance, Chapter 1 of LAMC Section 12.22 A.25. The list of TOC incentives include types of relief from development standards that provide economic return by minimizing restrictions on the size and layout of the housing project. As such, the Director will always arrive at the conclusion that the TOC incentives are required to provide for affordable housing because the incentives by their nature increase the scale of the project. The incentives granted here allow the developer to increase the height allowance and reduce the SNAP open space dimension requirements so that the project, including the affordable housing units reserved for Extremely Low Income Households, can be constructed and the overall space dedicated to residential uses is increased. The requested incentives allow for a larger building envelope to provide for more floor area to build the actual units of the project. These incentives support the applicant's decision to reserve four (4) units for Extremely Low Income Households.

Appeal Point 4: *The Project does not qualify for its entitlements because the zoning regulations, procedures, and protocols attendant discretionary approvals were not followed due to the lack of Site Plan Review procedure.*

Staff's Response: The Site Plan Review, or Project Review, requirements under Chapter 1 of the LAMC Section 16.05 apply to the following projects:

- (a) Any development project which creates, or results in an increase of 50,000 gross square feet or more of nonresidential floor area.
- (b) Any development project which creates, or results in an increase of, 50 or more dwelling units or guest rooms, or combination thereof.
- (c) Any change of use to a Drive-Through Fast Food Establishment or any change of use to a Fast-Food Establishment, either of which results in a net increase of 500 or more average daily trips as determined by, and using the trip generations of the Department of Transportation.
- (d) Any change of use other than to a Drive-Through Fast-food Establishment or to a Fast-food Establishment which results in a net increase of 1,000 or more average daily trips as determined by, and using the trip generation factors promulgated by the Department of Transportation.
- (e) (Deleted by Ord. No. 186,325, Eff. 11/11/19.)
- (f) Any single-family residential development with a cumulative Residential Floor Area of 17,500 square feet or larger located in the HCR District.

Per Section V (2)(b) of the TOC Guidelines, "the threshold for a project triggering the Site Plan Review requirements of LAMC 16.05 shall be based on

the number of units that would be permitted prior to any density increase from Section VI 1(a) of these guidelines.” This is consistent with LAMC 12.22 A.25 (c)(8), a subsection of the Density Bonus regulations from which the TOC Guidelines are modeled after, which states that “approval of Density Bonus units shall not, in and of itself, trigger other discretionary approvals required by the Code.” Furthermore, Section 16.05 D exempts restricted affordable units from counting towards the 50 unit dwelling unit threshold that triggers Site Plan Review requirements. The subject site is 6,750 square feet in size, allowing a maximum of 16 by-right dwelling units. The proposed project includes the demolition of an existing single-family dwelling and detached garage, and the construction, use, and maintenance of a 30-unit residential building resulting in a net increase of 29 dwelling units, which is below the 50 dwelling unit threshold that would have otherwise required Site Plan Review.

Appeal Point 5: *The City has failed to examine the “whole of the project” by CEQA piecemealing. The Project does not qualify for a Class 32 (In-Fill Project) Categorical Exemption due to cumulative effects surrounding past, present and future projects including the project proposed at 1115 and 1117 North Berendo Street.*

Staff’s Response: A local agency’s determination that the project falls within a categorical exemption includes an implied finding that none of the exceptions identified in the CEQA Guidelines apply. Instead, the burden shifts to the challenging party to produce evidence showing that one of the exceptions applies to take the project out of the exempt category. (*Berkley Hillside Preservation v. City of Berkley* (2015) 60 Cal.4th 1086; *San Francisco Beautiful v. City and County of San Francisco* (2014) 226 Cal.App.4th 1012, 1022-23.) Here, the Appellant has not met its burden as no facts were submitted in the administrative record to conclude that there will be a cumulative impact of successive projects of the same type in the same place, over time that is significant. The cumulative impact exception applies when the environmental impact at issue generally affects the environment in general and does not apply to activity that has an impact on only some particular persons. (*Santa Monica Chamber of Commerce v. City of Santa Monica* (2002) 101 Cal.App.4th 786, 799.) Speculation that significant cumulative impacts will occur simply because other development projects may be or were previously approved in the same area is insufficient to trigger this exception. Simply listing other projects occurring in the area that might cause significant cumulative impacts is not evidence that the proposed project will have adverse impacts or that the impacts are cumulatively considerable. (*Hines v. California Coastal Comm’n* (2010) 186 Cal.App.4th 830, 857.)

As demonstrated in the Class 32 Justification for Project Exemption Case No. ENV-2021-1239-CE (Exhibit E), the proposed project meets all criteria to qualify as an infill site under the Class 32 CEQA Exemption, California Environmental Quality Act & CEQA Guidelines Section 15332. Relevant to this matter, CEQA Guidelines Section 15300.2(b) states that a categorical exemption is inapplicable “when the cumulative impact of successive projects of the same type in the same place, over time is significant.” CEQA Guidelines Sections 15065(a)(3) and 15064(h) state that a “cumulatively considerable” impact means that the incremental effects of an individual project are significant when viewed in connection with the effects of other related projects.

The Appellant has submitted no evidence that there will be a cumulative adverse impact caused by the proposed project and other projects of the same

type in the same place over time that is significant. Moreover, the Appellant does not state which cumulative effects are at issue or provide any supporting facts regarding those impacts.

As set forth in the administrative record, the proposed project and other projects in the vicinity area are subject to Regulatory Compliance Measures (RCMs) related to air quality, noise, hazardous materials, geology, and transportation. Numerous RCMs in the City's Municipal Code and State law provide requirements for construction activities and ensure impacts from construction related air quality, noise, traffic, and parking are less than significant. For example, the South Coast Air Quality Management District (SCAQMD) has District Rules related to dust control during construction, type and emission of construction vehicles, architectural coating, and air pollution. All projects are subject to the City's Noise Ordinance No. 144,331, which regulates construction equipment and maximum noise levels during construction and operation.

Additionally, the Appellant identifies the proposed project at the adjacent property at 1115 and 1117 North Berendo Street as a project that would create a cumulative impact in conjunction with the subject project. The Appellant's argument is speculative in nature. Here, the Appellant has not identified which cumulative impacts, e.g., noise, aesthetics, dust, are at issue. Furthermore, the Applicant submitted a noise, greenhouse gas and air quality study prepared by Yorke Engineering that demonstrated the proposed project will not have a significant impact upon the environment. The technical study can be found in Case No. ENV-2021-1239-CE and Exhibit E.3.

Finally, there is no substantial evidence in the record that the proposed incentives will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (Chapter 1 of the Los Angeles Municipal Code Section 12.22.A.25(b)). The Appellant has not identified an objective public health or safety standard upon which to base this argument. Consequently, there is no substantial evidence to make the finding to deny the proposed project.

For the reasons explained above, the Director's decision was appropriate, and the Class 32 Categorical Exemption adequately addresses all impacts relative to the proposed project at 1114 North Heliotrope Drive.

STAFF'S RECOMMENDATION:

In consideration of the foregoing, it is submitted that the Director of Planning acted reasonably in conditionally approving a Transit Oriented Communities (TOC) Affordable Housing Incentive Program, and a Project Permit Compliance Review for the demolition of an existing single-family dwelling and detached garage, and the construction, use, and maintenance of a five-story, 15,450 square-foot, 30-unit residential building located within Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan. Staff recommends that the Los Angeles City Planning Commission deny the appeal, determine that the project is categorically exempt from CEQA as a Class 32 In-fill Project, sustain the action of the Director of Planning in approving a Transit Oriented Communities (TOC) Affordable Housing Incentive Program and a Project Permit Compliance Review, and adopt the Revised Conditions of Approval and Findings of the Director of Planning.

EXHIBIT A – APPEAL DOCUMENTS



APPLICATIONS

APPEAL APPLICATION Instructions and Checklist

RELATED CODE SECTION

Refer to the Letter of Determination (LOD) for the subject case to identify the applicable Los Angeles Municipal Code (LAMC) Section for the entitlement and the appeal procedures.

PURPOSE

This application is for the appeal of Los Angeles City Planning determinations, as authorized by the LAMC, as well as first-level Building and Safety Appeals.

APPELLATE BODY

Check only one. If unsure of the Appellate Body, check with City Planning staff before submission.

- Area Planning Commission (APC) City Planning Commission (CPC) City Council
- Zoning Administrator (ZA) Director of Planning (DIR)

CASE INFORMATION

Case Number: DIR-2021-1238-TOC-SPP-HCA

Project Address: 1114 N. HELIOTROPE DRIVE, LOS ANGELES, CA 90029

Final Date to Appeal: 05/09/2024

APPELLANT

For main entitlement cases, except for Building and Safety Appeals:

Check all that apply.

- Person, other than the Applicant, Owner or Operator claiming to be aggrieved
- Representative Property Owner Applicant Operator of the Use/Site

For Building and Safety Appeals only:

Check all that apply.

- Person claiming to be aggrieved by the determination made by **Building and Safety**¹
- Representative Property Owner Applicant Operator of the Use/Site

¹ Pursuant to LAMC Section 13B.2.10.B.1 of Chapter 1A, Appellants of a Building and Safety Appeal are considered the Applicant and must provide the Noticing Requirements identified on page 4 of this form at the time of filing. Pursuant to LAMC Section 13B.10.3 of Chapter 1A, an appeal fee shall be required pursuant to LAMC Section 19.01 B.2 of Chapter 1.

APPELLANT INFORMATION

Appellant Name: FRED STIFTER

Company/Organization: LINOLEUM CITY INC

Mailing Address: 4749 SANTA MONICA BLVD

City: LOS ANGELES **State:** CA **Zip Code:** 90029

Telephone: 323.469.0063 **E-mail:** FRED@LINOCCITY.COM

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

Self Other: LINOLEUM CITY

Is the appeal being filed to support the original applicant's position? YES NO

REPRESENTATIVE / AGENT INFORMATION

Representative/Agent Name (if applicable): _____

Company: _____

Mailing Address: _____

City: _____ **State:** _____ **Zip Code:** _____

Telephone: _____ **E-mail:** _____

JUSTIFICATION / REASON FOR APPEAL

Is the decision being appealed in its entirety or in part? Entire Part

Are specific Conditions of Approval being appealed? YES NO

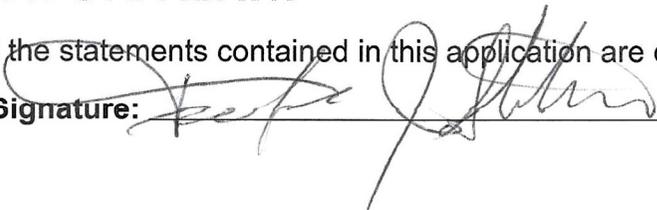
If Yes, list the Condition Number(s) here: _____

On a separate sheet provide the following:

- Reason(s) for the appeal
- Specific points at issue
- How you are aggrieved by the decision

APPLICANT'S AFFIDAVIT

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

Appellant Signature:  **Date:** 5/9/2024

GENERAL 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.

The appellate body must act on the appeal within a time period specified in the LAMC Section(s) pertaining to the type of appeal being filed. Los Angeles 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: _____ \$166 _____

Reviewed & Accepted by (DSC Planner): _____ Jason Chan _____

Receipt No.: _____ 200088294639 _____ **Date :** _____ 5/10/24 _____

Determination authority notified Original receipt and BTC receipt (if original applicant)

May 8, 2024

Fred Stifter
Linoleum City
4849 Santa Monica Blvd.
Los Angeles, CA 90029

Los Angeles City Planning Commission
c/o 201 N. Figueroa St., 4th Floor
Los Angeles, CA 90012

RE: Appeal of: Density Bonus/ TOC Affordable Housing Incentives, Project Permit Compliance Review, and adoption of a Categorical Exemption for **Case No. DIR-2021-1238-TOC-SPP-HCA**; Project Addresses: 1114 N. Heliotrope Dr., Los Angeles, CA 90029.

This appeal challenges the planning department's approval of two Transit Oriented Community (TOC) projects that are actually one development split in half in order to evade proper environmental analysis and Site Plan Review. Rather than considering the two projects as one unified development, the planning department has instead improperly issued two separate approvals to the same applicant.

The two projects are located on parcels immediately adjacent to each other, with the same applicant and with duplicate designs and entitlement requests. Two appeals are required.

My family owns Linoleum City, which has served the Hollywood community for 76 years. Our store at 4849 Santa Monica Blvd. is located immediately adjacent to the two projects, which not only would dwarf our building, but at a height of 66 feet would stand almost 40 feet taller than any other structure in the area.

Since we are being required to file two separate appeals, the subject of this first appeal is a 30-unit, five-level, 66-foot tall, 15,450 sq. ft. development on a 6,750 sq. ft. lot located at 1114 N. Heliotrope Dr. The project received (among other approvals) waivers of the specific plan's transitional height and stepback requirements, a 460% increase in the allowed Floor Area Ratio (FAR), and a 25% reduction in the required open space.

The subject of our second appeal is also a 30-unit, five-story, 66-foot tall, 15,479 sq. ft. development on a 6,750 sq. ft. lot, located at 1115 N. Berendo St., which is immediately adjacent to the Heliotrope Dr. project. This project also received waivers of the specific plan's transitional height and stepback requirements, a 460% increase in the allowed FAR, and a 25% reduction in the required open space.

The project therefore is not two separate developments of 30 units each, but one development totaling 60 units. The city's failure to effectively consider the environmental impacts associated with the "whole" project constitutes a piecemeal approach to cumulative impact analysis. Such segmentation is expressly forbidden under the California Environmental Quality Act. CEQA's "*requirements cannot be avoided by chopping up proposed projects into bite-size pieces which, individually considered, might be found to have no significant effect on the environment or to be only ministerial.*" Plan for Arcadia, Inc. v. City Council of Arcadia (1974) 42 Cal.App.3d 712, 726.

“Such conduct amounts to ‘piecemealing,’ a practice CEQA forbids.” Lincoln Place Tenants Ass’n v. City of Los Angeles (2007) 155 Cal.App.4th 425, 450; see also Tuolumne County Citizens for Responsible Growth, Inc. v. City of Sonora (2007) 155 Cal.App.4th 1214, 1231. “City violated CEQA by treating them as separate projects subject to separate environmental reviews.”]; Lighthouse Field Beach Rescue v. City of Santa Cruz (2005) 131 Cal.App.4th 1170, 1200.

Here, the city has failed to consider the true unit count of the two buildings as one project, the “whole of an action.”

Had the two projects been properly considered as one development, Site Plan Review would also be required. When combined, the two projects consist of 60 units (or 52 units when deducting the 4 units of dedicated affordable housing for each). Yet the city has allowed the applicant to cheat the system rather than follow the law. Because the combined 2 projects involve more than 50 units, a Site Plan Review is required.

Under LAMC Section 16.05, the purposes of a Site Plan Review are: “*to promote orderly development, evaluate and mitigate significant environmental impacts, and promote public safety and the general welfare by ensuring that development projects are properly related to their sites, surrounding properties, traffic circulation, sewers, other infrastructure and environmental setting, and to control and mitigate the development of projects which are likely to have a significant adverse effect on the environment.*” None of these goals are accomplished here.

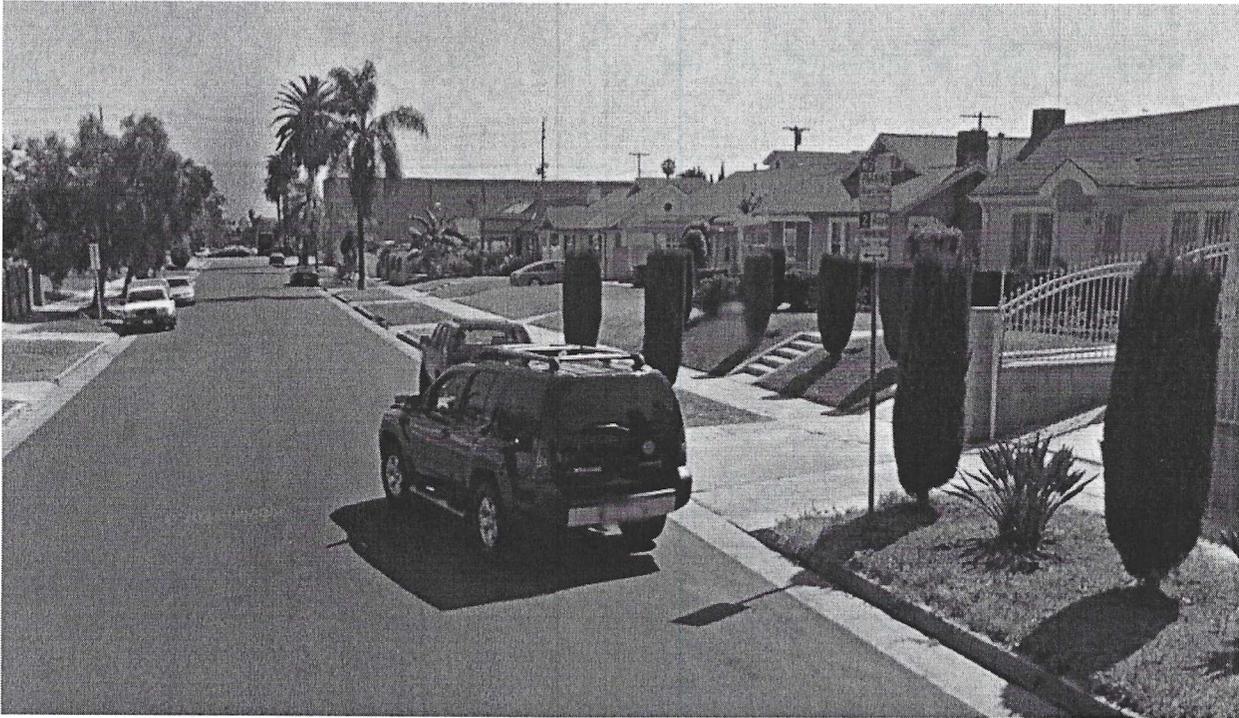
Site Plan Review requires a finding under LAMC §16.05 F.2 “*that the project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities ... and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties.*” Yet the project’s height and massing are incompatible with the surrounding built environment and is greatly out of character with the immediate neighborhood. At 66 feet tall and covering 2 parcels, the combined project would dwarf the existing neighborhood.

Proper environmental and Site Plan Review is especially critical due to the proposed project being located within the Vermont Western Transit Oriented District Specific Plan, also known as the Station Neighborhood Area Plan, or SNAP. The SNAP Development Standards and Design Guidelines specifically identifies Heliotrope Drive and Berendo Street as important historic elements within the Plan Area, as noted below from page 3 of the Guidelines:

Most of the historically significant buildings were constructed and designed when Hollywood was at it’s economic height in the Twenties and Thirties. These buildings were commonly done in Mediterranean, Spanish-Moorish, Beaux Arts, Spanish/Southwestern, Craftsman and Art Deco styles. These styles and their principal characteristics can be found described in a number of reference books, including A Guide to Architecture in Los Angeles and Southern California, David Gebhard, and Robert Winter. Santa Barbara, Peregrine Smith, 1977.

Inspiration for single family homes, duplexes, apartments and condominiums can be found throughout the Plan Area, but especially along New Hampshire Avenue, Berendo Street, Edgemont Street and Heliotrope Drive. Ideas for institutional buildings can be found along Vermont Avenue, where there are at least four major historical structures:

Note below photos of the existing historic residential character of the 1100 blocks of Heliotrope Dr. and Berendo St.:



Photos above and below: 1100 block of N. Heliotrope Dr.



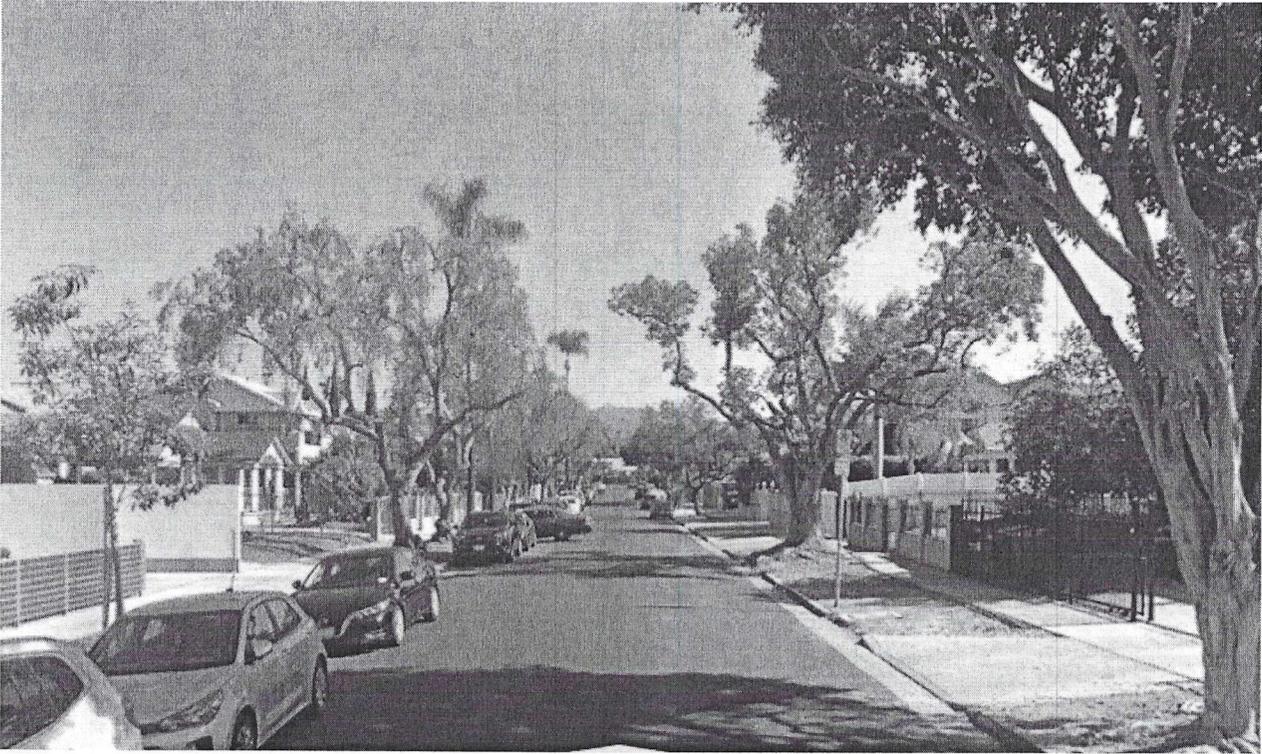


Photo above: 1100 block of North Berendo Street.



Rendering above of Berendo St. side of proposed project.

Under CEQA, when an agency is making an exemption determination it may not ignore evidence of an unusual circumstance creating a reasonable possibility of a significant environmental impact. Committee to Save the Hollywoodland Specific Plan v City of Los Angeles (2008) 161 Cal.App.4th 1168, 1187 (city approval set aside because city failed to consider proffered evidence regarding historic wall).

Likewise, an agency may not avoid assessing environmental impacts by failing to gather relevant data. The city's determination letter contains **no** findings whatsoever to justify the categorical exemption. Instead, the city simply states "*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...and there is no substantial evidence demonstrating that any exceptions*" apply.

First, there was no justification "prepared and found in the environmental case file," other than a "finding" stating: "*The project should not result in significant effects related to traffic, noise, air quality or water quality.*"

Second, substantial evidence is defined in Section 15384 of the CEQA Guidelines as "*enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Whether a fair argument can be made that the project may have a significant effect on the environment is to be determined by examining the whole record.*"

The city has failed in its responsibility to examine the "whole record," first by allowing the developer to piecemeal his project, and second by refusing to review the cumulative impacts of successive projects over time. In particular, the city has failed to review impacts to population displacement, traffic circulation, public resources, and other environmental factors affected by allowing density increases inconsistent with the applicable general plan policies as well as with applicable zoning designation and regulations.

A CEQA categorical exemption is inapplicable when the cumulative impact of successive projects of the same type over time is significant. The cumulative impact of the proposed project in conjunction with other developments in the vicinity has not been analyzed.

The city has failed to determine whether or not the incentives are required to order to provide for the 4 units of affordable housing.

The determination letter states at page 13: "*The list of 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 various types of relief that minimize restrictions on the size of the project.*" This is simply not true.

The text of Measure JJJ in no manner "pre-evaluated" the incentives ultimately adopted by the City Planning Commission for the TOC Guidelines. Ordinance 184,745 simply states: "*The City Planning Commission shall review the TOC Guidelines and shall by vote make a recommendation to adopt or reject the TOC Guidelines.*"

The TOC Guidelines are not an ordinance. They are not present in the Municipal Code. The Commission was required to "*make a recommendation.*" Recommendations by the Commission on zoning changes are prescribed by the City Charter to be forwarded to the City Council for approval and codification

as an ordinance. None of this occurred. Instead, a developer's wish list of relaxed zoning standards was approved by the Commission and has since been illegally enforced as if it were somehow the law.

In fact, the record contains no evidence whatsoever regarding whether or not the TOC incentives are necessary to provide for the minimal amount of affordable housing required by the TOC Guidelines because the city has never requested such evidence.

Furthermore, if the list of TOC incentives had been pre-evaluated for all factors, then approvals would be ministerial, not discretionary. The Director retains the authority to reject incentives if it can be determined that the incentive is not required to provide for the housing. The fact that the City refuses to determine whether or not the incentive is necessary does not somehow make the approvals mandatory.

The project does not substantially comply with the applicable regulations, findings, standards, and provisions of the specific plan.

The combined project as approved is in no manner consistent with the regulations and standards of the SNAP. The project's height, transitional height, building setbacks, density, FAR, lack of adequate parking, rigid rooflines and other characteristics directly contradict not only the underlying zoning restrictions and design requirements, but the very purpose of the Vermont Western Transit Oriented District Specific Plan.

The specific plan states in its text that it is intended to "*guide all development, including use, location, height and density to assure compatibility,*" and to "*preserve the quality of existing residential neighborhoods by limiting new residential development which would exceed the prevailing density of such neighborhoods, and establish standards for new construction in such neighborhoods to conform to the existing neighborhood.*" Nothing about the approved project is consistent with this goal.

On behalf of our community and for the reasons cited in this appeal, we ask that the City Planning Commission uphold our appeals and overturn the planning department's approvals of the proposed project.

We reserve the right to submit additional objections in support of our appeals.

Thank you,

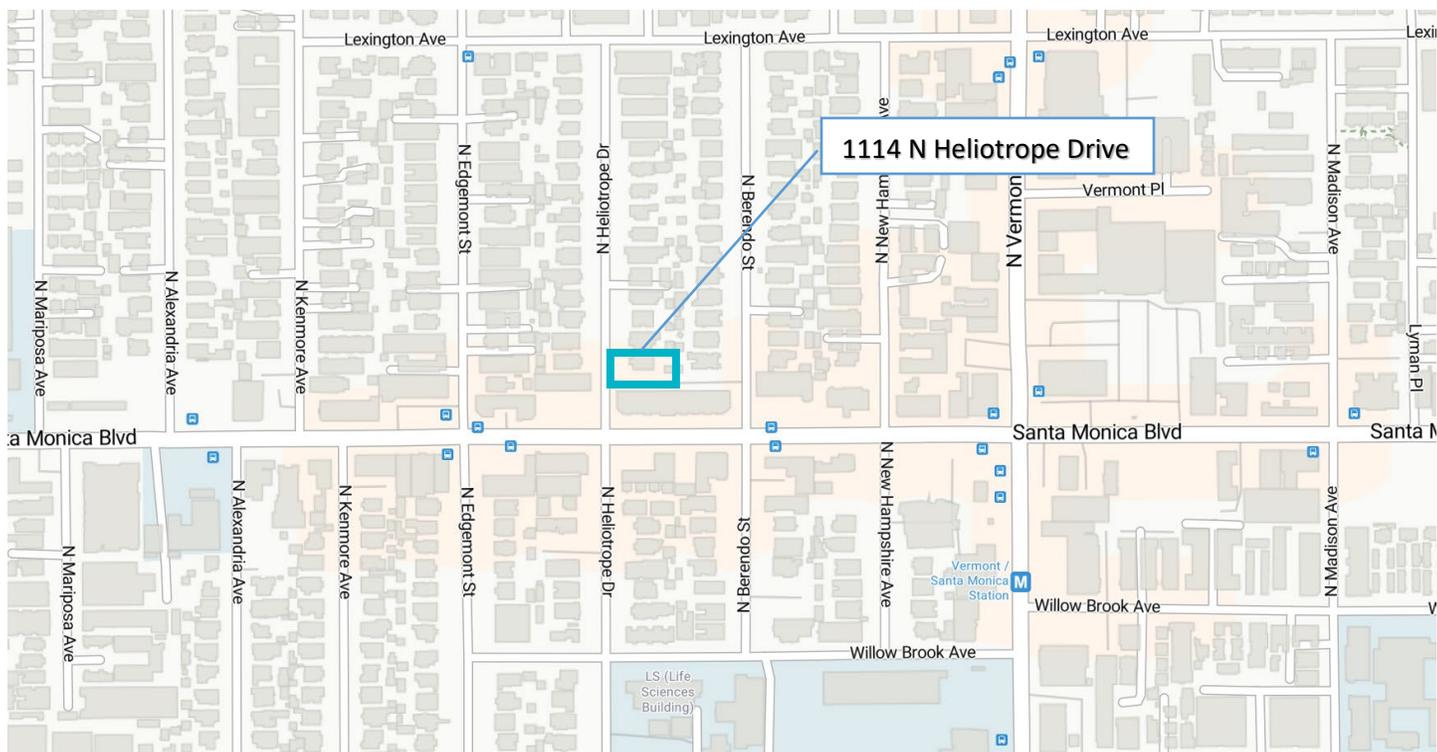
EXHIBIT B – MAPS

B.1 - VICINITY MAP

B.2 - RADIUS MAP

B.3 - ZIMAS MAP

Vicinity Map



Radius Map

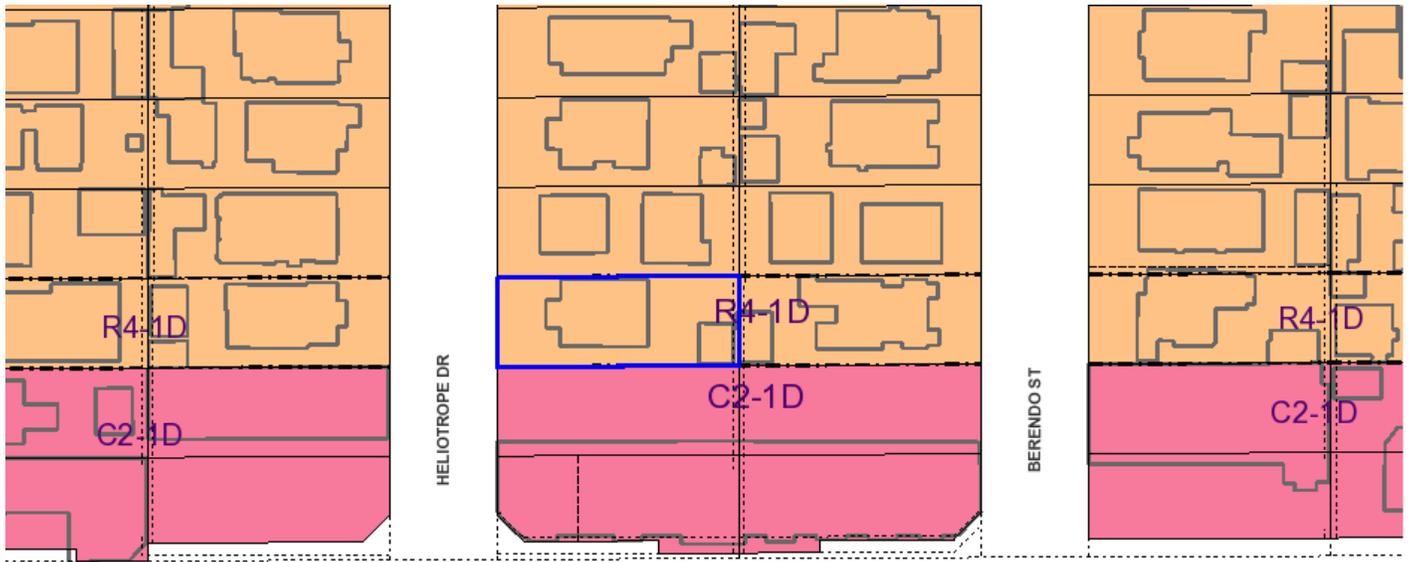
More Services
SUE MORENO
 (626) 350-5944
 moreservices@sbcglobal.net
 OWNERSHIP / OCCUPANTS LIST
 RADIUS MAPS - LAND USE - PLANS
 MUNICIPAL COMPLIANCE CONSULTING
 12106 LAMBERT AVE. EL MONTE, CA 91732 - FAX (626) 350-1632
 JOB 20-138

100' RADIUS MAP
 SUBJECT SITE: 1114 N. HELIOTROPE DR

LEGEND: OWNERSHIP NO. #	CASE NO.	DATE: 5 / 10 / 2021 DM: 144 B 197
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ZIMAS Map



SANTA MONICA BLVD



GENERALIZED ZONING	
	OS, GW
	A, RA
	RE, RS, R1, RU, RZ, RW1
	R2, RD, RMP, RW2, R3, RAS, R4, R5
	CR, C1, C1.5, C2, C4, C5, CW, ADP, LASED, CEC, USC
	CM, MR, WC, CCS, UV, UI, UC, M1, M2, LAX, M3, SL
	P, PB
	PF
	HILLSIDE

EXHIBIT C – DIR-2021-1238-TOC-SPP-HCA LETTER OF DETERMINATION

**DEPARTMENT OF
CITY PLANNING**

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

MONIQUE LAWSHE
PRESIDENT

ELIZABETH ZAMORA
VICE-PRESIDENT

MARIA CABILDO
CAROLINE CHOE

ILISSA GOLD

HELEN LEUNG

KAREN MACK

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JACOB NOONAN

**CITY OF LOS ANGELES
CALIFORNIA**



KAREN BASS
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

HAYDEE URITA-LOPEZ
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

**DIRECTOR'S DETERMINATION
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM
VERMONT/WESTERN SNAP PROJECT PERMIT COMPLIANCE REVIEW**

April 24, 2024

Applicant / Property Owner

Yoav Atzmon
1114 Heliotrope Partners, LLC
6404 Wilshire Boulevard,
Space 1200
Los Angeles, CA 90048

Representative

Ben Rocca
Rocca Development, Inc.
22287 Mulholland Highway,
Space 287
Calabasas, CA 91302

Case No. DIR-2021-1238-TOC-SPP-HCA

CEQA: ENV-2021-1239-CE

Specific Plan Subarea: C – Community Center

Location: 1114 North Heliotrope Drive

Council District: 13 – Soto-Martinez

Neighborhood Council: East Hollywood

Community Plan Area: Hollywood

Land Use Designation: Highway Oriented Commercial

Zone: R4-1D

Legal Description: Lot 83, Tract 2577

Last Day to File an Appeal: May 09, 2024

DETERMINATION

Pursuant to the Los Angeles Municipal Code ("LAMC") Chapter 1, Section 12.22 A.31, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

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, Section 15332 (Class 32 - In-Fill Development Project), 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.

Approve with Conditions the following project consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program Tier 4, to permit a project consisting of 30 residential units by reserving four (4) residential units, equal to 11% of the total units, for Extremely Low Income Household Occupancy for a period of 55 years, with Base Incentives permitted pursuant to LAMC 12.21 A.31, in addition to the following Additional Incentives:

a. Height.

- (i) Transitional height per TOC in lieu of the otherwise required SNAP transitional height requirement for a lot that abuts a parcel within Subarea A;
- (ii) An up to 11-foot increase to the setback requirement per the SNAP, which limits any structure from exceeding 30 feet in height within 15 feet of the front property line, along Heliotrope Drive.

- b. Open Space Dimension.** An up to 25 percent reduction to permit a minimum common open space dimension of 15 feet in lieu of the minimum 20 feet otherwise required; and

Pursuant to the Los Angeles Municipal Code (“LAMC”) Chapter 1, Section 11.5.7 C and the Vermont/Western Station Neighborhood Area (SNAP) Specific Plan Ordinance No. 186,735, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

Approve with Conditions a Project Permit Compliance Review for the demolition of a single-family dwelling and a detached garage and the construction, use and maintenance of a five-story, 15,450 square-foot, 30-unit residential building within Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan;

The project approval is based upon the attached Findings, and subject to the attached Conditions of Approval:

CONDITIONS OF APPROVAL

TOC Affordable Housing Incentive Program Conditions

1. **Residential Density.** The project shall be limited to a maximum density of 30 residential dwelling units, including On-Site Restricted Affordable Units.
2. **On-Site Restricted Affordable Units.** The project shall provide a minimum of four (4) On-Site Restricted Affordable units, consisting of four (4) units for Extremely Low Income Households, as defined in the California Health and Safety Code to the satisfaction of the Los Angeles Housing Department (LAHD). In the event the SB 8 Replacement Unit condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.
3. **SB 8 Replacement Units.** The project shall be required to comply with the Replacement Unit Determination (RUD) letter, dated March 16, 2023, to the satisfaction of LAHD. The most restrictive affordability levels shall be followed in the covenant. In the event the On-site Restricted Affordable Units condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.
4. **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.
5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make four (4) units available to Extremely Income Households or equal to 11 percent of the project's total proposed residential density allowed, 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 reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22 A.31, to the satisfaction of LAHD, and in consideration of the project's Replacement Unit Determination. Unless otherwise required by state or federal law, the project shall provide an onsite building manager's unit, which the owner shall designate in the covenant. The Owner may not use an affordable restricted unit for the manager's unit.
6. **Rent Stabilization Ordinance (RSO).** Prior to the issuance of a Certificate of Occupancy, the owner shall obtain approval from LAHD regarding replacement of affordable units, provision of RSO Units, and qualification for the Exemption from the Rent Stabilization Ordinance with Replacement Affordable Units in compliance with Ordinance No. 184,873. In order for all the new units to be exempt from the Rent Stabilization Ordinance, the applicant will need to either replace all withdrawn RSO units with affordable units on a one-for-one basis or provide at least 20 percent of the total number of newly constructed rental units as affordable, whichever results in the greater number. The executed and recorded covenant and agreement submitted and approved by LAHD shall be provided.
7. **Floor Area Ratio (FAR).** The maximum FAR shall be limited to 2.29:1, or 15,450 square feet. For purposes of this grant, the buildable area is considered the entire parcel's square footage.
8. **Automobile Parking.** Automobile parking shall be provided consistent with LAMC Section 12.22 A.31, which permits no residential parking for a project located in Tier 4 TOC Affordable Housing Incentive Area and no more than 34 residential parking spaces and no more than 15 guest parking spaces per the SNAP.

9. **Height.** The project shall be limited to a maximum building height of 65 feet, 9 inches, as measured from grade to the highest point of the structure. Architectural rooftop features as identified in LAMC Section 12.21.1 B.3 may be erected up to 10 feet above the height limit if the structures and features are set back a minimum of 10 feet from the roof perimeter and screened from view at street level.
10. **Building Stepback.** The project shall be limited to 35 feet in height for the portion of the building located within 15 feet from the front property line. Any guardrail located within the stepback area must be made of glass material.
11. **Transitional Height.** Within 25 feet of the property line abutting the Subarea A (Neighborhood Conservation) lot, the 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 Subarea A.
12. **Open Space.** The project shall provide a minimum of 3,125 square feet of usable open space, of which 781.25 square feet must be located at grade level or first habitable room level. The common open space shall be open to the sky, must be at least 600 square feet in size, and have a minimum dimension of 15 feet when measured perpendicular from any point on each of the boundaries of the open space area. Balconies shall have a minimum dimension of six feet and patios shall have a minimum dimension of 10 feet. Balconies and patios not meeting the minimum dimension requirements when measured perpendicular from any point on each of the boundaries of the open space area cannot be counted towards the square-footage allocated towards meeting the overall usable open space requirement.

SNAP Conditions

13. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Central Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code, the project conditions, or the project permit authorization.
14. **Parks First.** Prior to the issuance of a Certificate of Occupancy, the applicant shall complete the following:
 - a. Make a payment to the Department of Recreation and Parks (RAP) for the required Park Fee pursuant to LAMC Section 17.12. Contact RAP staff by email at rap.parkfees@lacity.org, by phone at (213) 202-2682 or in person at the public counter at 221 N. Figueroa St., Suite 400 (4th Floor), Los Angeles, CA 90012 to arrange for payment.
 - b. Make a payment of \$124,700 to the Parks First Trust Fund for the net increase of 29 residential dwelling units. The calculation of a Parks First Trust Fund Fee to be paid pursuant to the Vermont/Western SNAP shall be off-set by the Park Fee paid pursuant to LAMC Section 17.12 as a result of the project.
 - c. The applicant shall provide proof of payment for the Park Fee to the Department of City Planning (DCP), Central Project Planning Division staff to determine the resulting amount of Parks First Trust Fund Fee to be paid. DCP staff shall sign off on the Certificate of Occupancy in the event there are no resulting Parks First Trust Fund Fee to be paid.

- d. In the event there are remaining Parks First Trust Fund Fees to be paid, the applicant shall make a payment to the Office of the City Administrative Officer (CAO), Parks First Trust Fund. Contact Melinda Gejer and Kristine Harutyunyan of the CAO to arrange for payment. Melinda Gejer may be reached at (213) 473-9758 or Melinda.Gejer@lacity.org. Kristine Harutyunyan may be reached at (213) 473-7573 or Kristine.Harutyunyan@lacity.org. The applicant shall submit proof of payment for the Parks First Trust Fund Fee to DCP staff, who will then sign off on the Certificate of Occupancy.
 - e. All residential units in a project containing units set aside as affordable for Very Low or Low Income Households that are subsidized with public funds and/or Federal or State Tax Credits with affordability covenants of at least 30 years are exempt from the Parks First Trust Fund.
15. **Use.** The proposed residential use shall be permitted on the subject property.
 16. **Bicycle Parking.** The project shall provide a minimum of 15 bicycle parking spaces on site, as shown in Exhibit "A."
 17. **Setback.** No front, side or rear yard setbacks shall be required.
 18. **Utilities.** All new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made by the applicant for future underground service.
 19. **Transparent Elements.** At least 177 square feet of the ground floor façade shall be constructed with transparent building materials along Heliotrope Drive.
 20. **Surface Mechanical Equipment.** All surface or ground-mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets, shall be screened from public view and treated to match the materials and colors of the building which they serve.
 21. **Rooftop Appurtenances.** All rooftop equipment and building appurtenances shall be screened from any street, public right-of-way, or adjacent property with enclosures or parapet walls constructed of materials complimentary to the materials and design of the main structure.
 22. **Trash, Service Equipment and Satellite Dishes.** Trash, service equipment and satellite dishes, including transformer areas, shall be located away from streets and enclosed or screened by landscaping, fencing or other architectural means. The trash area shall be enclosed by a minimum six-foot high decorative masonry wall. Each trash enclosure shall have a separate area for recyclables. Any transformer area within the front yard shall be enclosed or screened.
 23. **Design of Entrance.** The applicant shall submit detailed elevations of the ground floor illustrating that all pedestrian entrances, including entries to commercial and retail stores, residential lobby area, and the pedestrian throughways, are accented with architectural elements such as columns, overhanging roofs, or awnings. The location of Entrances shall be in the center of the façade or symmetrically spaced if there are more than one.
 24. **Landscape Plan.** The applicant shall submit a final landscape plan prepared by a licensed landscape architect showing enhanced paving such as stamped concrete, permeable paved surfaces, tile and/or brick within paved areas in front, side and rear yards.

25. **Lighting.** The applicant shall comply with the following standards:
- a. **On-Site Lighting.** The applicant shall install on-site lighting along all vehicular access ways and pedestrian walkways. Parking areas shall have a minimum of $\frac{3}{4}$ foot-candle of flood lighting measured at the pavement. All on-site lighting shall be directed away from adjacent properties. This condition shall not preclude the installation of low-level security lighting.
 - b. **Lighting Shielded.** Sources of illumination shall be shielded from casting light higher than 15 degrees below the horizontal plane as measured from the light source. They shall not cast light directly into adjacent residential windows.
 - c. **Light Mounting Height.** A maximum mounting height of light sources for ground level illumination shall be 14 feet, measured from the finished grade of the area to be lit.
 - d. **Lamp Color.** Color corrected ("white") high pressure sodium (HPS), color corrected fluorescent (2,700-3,000 degrees K), metal halide, or incandescent lamps shall be used for ground level illumination. Standard "peach" high pressure sodium, low pressure sodium, standard mercury vapor, and cool white fluorescent shall not be used for ground floor illumination.
26. **Security Devices.** If at any time during the life of the project the property owner wishes to install security devices such as window grilles and/or gates, such security devices shall be designed so as to be fully concealed from public view. The applicant shall be required to acquire approval from the Department of City Planning, Central Project Planning Division for the installation of any security devices on the exterior or the structure through a building permit clearance sign off.
27. **Hours of Operation.** All parking lot cleaning activities and other similar maintenance activities shall take place between the hours of 7:00 a.m. to 8:00 p.m., Monday through Friday and 10:00 a.m. to 4:00 p.m. on Saturday and Sunday.
28. **Noise.** Any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley shall be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition.
29. **Future Signage.** All future signs shall be reviewed by Project Planning staff for compliance with the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan and Design Guidelines. Filing for a Project Permit shall not be necessary unless a Project Permit Adjustment or Exception is required. Any pole, roof or off-site sign, any sign containing flashing, mechanical or strobe lights are prohibited. Canned signs should not be used.

Administrative Conditions

30. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved". A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.

31. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
32. **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.
33. **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.
34. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
35. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
36. **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.
37. **Recording Covenant.** Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center at the time of Condition Clearance for attachment to the subject case file.
38. **Indemnification and Reimbursement of Litigation Costs.** The applicant shall do all of the following:
 - (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
 - (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the

entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

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

PROJECT BACKGROUND

The subject property consists of one (1) rectangular lot with 50 feet of frontage along the easterly side of Heliotrope Drive between Lexington Avenue and Santa Monica Boulevard. The subject lot has a uniform depth of 135 feet for a total size of 6,750 square feet per the topographic survey, prepared by Civil Engineer Hosang Kim, License No. 67288. The project site is located within the Hollywood Community Plan and Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan. The site is zoned R4-1D, designated for Community Commercial land uses and is currently improved with a single-family dwelling and a detached garage.

The applicant requests a Project Permit Compliance to permit the demolition of a single-family dwelling and a detached garage, and the construction, use and maintenance of a five-story, 15,450 square-foot, 30-unit residential building measuring 65 feet, 9 inches in height. The project consists of 3,186 square feet of open space and no automobile parking spaces.

The surrounding area is characterized by level topography and improved streets. The property to the north is located within Subarea A of the SNAP and is developed with an apartment building. The properties to the east are located within Subarea C of the SNAP and are developed with a duplex. The property to the west is located within Subarea B of the SNAP and is developed with single family dwelling. The property to the south is located within Subarea C of the SNAP and is developed with a commercial building.

The applicant is seeking a discretionary approval of the TOC Housing Incentive Program with the following incentives:

Base Incentives:

1. Up to 80 percent increase in density,
2. 2.29:1 Floor Area Ratio (FAR); and
3. No residential parking,

Additional Incentives:

1. Transitional Height per TOC in lieu of the required SNAP transitional height and an up to 11-foot increase to the stepback requirement per the SNAP, which limits any structure from exceeding 30 feet in height within 15 feet of the front property line, along Heliotrope Drive, and
2. A 25 percent reduction in the minimum common open space dimension.

Urban Design Review

On November 10, 2021, the proposed project was taken to Urban Design Studio's (UDS) Office Hours for review. UDS' Office Hours function is to provide input directly to the project planner at meetings. The Studio's feedback focuses on ways a project can be improved to comply more fully with the Studio's three (3) design approaches which are: 1) Pedestrian First Design, 2) 360 Degree Design, and 3) Climate Adaptive Design. At this meeting, the Urban Design Studio had comments regarding the location of the bicycle parking, additional design elements along each of the proposed elevations, updated landscape plans, and open space area proposal. In response, the applicant updated the plans to include a more detailed landscape plan and further detail around each elevation. The updated plans also switched the location of the proposed stairwell and elevator shaft for better circulation throughout the building.

HOUSING REPLACEMENT (HOUSING CRISIS ACT - SB 8 DETERMINATION)

The Los Angeles Housing Department (LAHD) reviewed all of the existing structures at the subject site and determined, per the Housing Crisis Act of 2019 (SB 8) Replacement Unit Determination (RUD), dated March 16, 2023, that one (1) unit is subject to the replacement pursuant to the requirements of the HCA, including one (1) unit restricted to Extremely Low Income Households. The one (1) unit restricted for Extremely Low Income Households required by the SB 8 RUD is satisfied by the four (4) units set aside for habitation by Extremely Low Income Households proposed through the Transit Oriented Communities Affordable Housing Incentive Program, and the project will be required to comply with all of the 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).

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 ½ 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. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are 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.

The project site is located within 750 feet from the Vermont/Santa Monica Metro Red Line Station, which qualifies the site as Tier 4 of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Guidelines).

Pursuant to the TOC Guidelines, the project is eligible for Base Incentives and up to three (3) Additional Incentives for setting aside 11 percent of the total 30 units and more than 11 percent of the base 17 units for Extremely Low Income Households. Base Incentives include: (1) an increase of the maximum allowable number of dwelling units permitted by 80 percent, (2) an increase of the maximum allowable floor area ratio (FAR) to allow a FAR of up to 2.75:1 when the base FAR is less than 1.25:1; and (3) a zero residential automobile parking requirement. The applicant requests two (2) Additional Incentives as follows: (1) transitional height per TOC in lieu of the otherwise required SNAP transitional height requirement when abutting a Subarea A lot and an up to 11-foot increase to the stepback requirement per the SNAP, which limits any structure from exceeding 30 feet in height within 15 feet of the front property line, along Heliotrope Drive; and (2) an up to 25 percent reduction to permit a minimum common open space dimension of 15 feet in lieu of the minimum 20 feet otherwise required.

The project site is zoned R4-1D, which allows R4 density. This complies with Subarea C Section 9.A of the SNAP which states that only R4 density is allowed regardless of the underlying zone, and thus, limits residential density of the subject property to a maximum of one dwelling unit for each 400 square feet of lot area. The R4 density allows a maximum base density of 17 units on a 6,750 square-foot lot. The project is permitted an 80 percent increase in density, which allows a maximum of 31 units. The project proposes a total of 30 units, which is within the maximum density permitted.

The TOC Guidelines allow a maximum 2.75:1 FAR for a 100% residential development otherwise allowed a Base FAR less than 1.25:1 within SNAP Subarea C. The project will consist of 15,450 square feet of floor area, which results in a maximum 2.29:1 FAR.

Per the TOC Guidelines, a project containing 30 dwelling units within Tier 4 has no residential parking space requirements. The project proposes no parking spaces, thereby satisfying this requirement.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS

To be an eligible Transit Oriented Communities (TOC) Housing Development, a project must meet the Eligibility criteria set forth in Section IV of the TOC 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 it 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) 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 4 TOC Affordable Housing Incentive Area. As part of the proposed development, the project is required to reserve at least 11 percent, or four (4) units, of the total 30 units for Extremely Low Income Households. The project proposes four (4) units restricted to Extremely Low Income Households. As such, the project 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.*

A Major Transit Stop is a site containing a retail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The project site is located within 750 feet from the Vermont/Santa Monica Metro Red Line Station. As such, the project meets the eligibility requirement for proximity to a Major Transit Stop.

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

Pursuant to the Determination made by the Los Angeles Housing Department (LAHD) dated March 16, 2023, one (1) dwelling unit is subject to replacement for Extremely Low

Income Households under SB 8. The proposed project is reserving four (4) units for Extremely Low Income households. As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Section 65915(c)(3).

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, 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.*

The project is seeking two (2) Additional Incentives as follows: (1) transitional height per TOC in lieu of the otherwise required SNAP transitional height requirement when abutting a Subarea A lot and an up to 11-foot increase to the setback requirement per the SNAP, which limits any structure from exceeding 30 feet in height within 15 feet of the front property line, along Heliotrope Drive; and (2) an up to 25 percent reduction to permit a minimum common open space dimension of 15 feet in lieu of the minimum 20 feet

otherwise required. The applicant is setting aside 20 percent, or four (4) units, of the base 17 units for Extremely Low Income Households. As such, the project meets the eligibility requirement for 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 two (2) Additional Incentives beyond the three (3) permitted in exchange for reserving at least 11 percent of the base 17 units for Extremely Low Income Households. 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 project site consists of one (1) lot, which is located within a Tier 4 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 applicant has not selected a lower Tier and is not providing the percentage of On-Site Restricted Affordable Housing units required for any Lower Tier. As such, this eligibility requirement does not apply.

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. As such, this eligibility requirement does not apply.

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 (TOC) 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) of the LAMC, the Director shall approve a density bonus and requested incentives unless the Director finds that:**

- a. **The incentives are not required to provide for affordable housing costs 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. 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 incentives in the TOC Guidelines were pre-evaluated at the time the TOC

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 on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project. The following incentives allow the developer to utilize the transitional height regulation outlined in the TOC Guidelines in lieu of the SNAP transitional height requirement and reduce open space requirements per the SNAP so that affordable housing units reserved for Extremely Low Income Households can be constructed, and the overall space dedicated to residential uses is increased. These incentives support the applicant's decision to reserve four (4) units for Extremely Low Income Households.

Height: The applicant requests to utilize the transitional height per TOC Guidelines in lieu of the otherwise required SNAP transitional height requirement when abutting a Subarea A (Neighborhood Conservation) lot. The applicant also requests an up to 11-foot increase to the stepback requirement per the SNAP, which limits any structure from exceeding 30 feet in height within 15 feet of the front property line, along Heliotrope Drive. The requested transitional height regulation is expressed in the Menu of Incentives in the TOC Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs.

Open Space Dimension: The applicant requests an up to 25 percent reduction to permit a minimum common open space dimension of 15 feet in lieu of the minimum 20 feet otherwise required. The requested open space incentive is expressed in the Menu of Incentives in the TOC Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. The requested incentive allows the inclusion of affordable housing, while still providing usable open space as intended by the Code.

- b. The Incentive will not 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 are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income Households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.**

There is no substantial evidence in the record that the proposed incentives will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). As required by Section 12.22 A.25 (e)(2), the project meets the eligibility criterion that is required for density bonus projects. The project also 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. Therefore, there is no substantial evidence that the proposed incentives will have a specific adverse impact on public health and safety.

VERMONT/WESTERN SNAP FINDINGS

- 2. The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.**

- A. Parks First.** Section 6.F of the Vermont/Western Specific Plan requires the applicant to pay a Parks First Trust Fund of \$4,300 for each new residential unit, prior to the issuance of a Certificate of Occupancy. The project proposes the demolition of a single-family dwelling and a detached garage and the construction, use and maintenance of a five-story, 30-unit residential building, resulting in a net increase of 29 residential units. The project is therefore required to pay a total of \$124,700 into the Parks First Trust Fund. The calculation of a Parks First Trust Fund fee to be paid or actual park space to be provided pursuant to the Parks First Ordinance shall be off-set by the amount of any fee pursuant to LAMC Section 17.12 or dwelling unit construction tax pursuant to LAMC Section 21.10.1, et seq. This requirement is reflected in the Condition of Approval. As conditioned, the project complies with Section 6.F of the Specific Plan.
- B. Use.** Section 9.A of the Vermont/Western Specific Plan states that residential uses permitted in the R4 Zone by LAMC Section 12.11 and commercial uses permitted in the C4 Commercial Zone by LAMC Section 12.16 shall be permitted by-right on any lot located within Subarea C of the Specific Plan area. The subject site is 6,750 square feet in size, allowing a maximum of 17 base dwelling units per the underlying zone. However, the applicant is seeking a 77 percent increase in the maximum allowable density permitted in the SNAP to allow 30 dwelling units in lieu of the otherwise permitted 17 dwelling units, in exchange for setting aside at least 11 percent, or four (4) units, of the total 30 units for Extremely Low Income households per the TOC Affordable Housing Incentive Program. The project has been conditioned to record a covenant with the Los Angeles Housing Department (LAHD) to make four (4) units available to Extremely Low Income Households to ensure the applicant sets aside the required number of units for affordable housing to be eligible for a 77 percent increase from the total density permitted by the SNAP. No commercial uses are proposed. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 9.A of the Specific Plan.
- C. Height and Floor Area.** Section 9.B of the Vermont/Western Specific Plan requires that mixed-use projects shall not exceed a maximum building height of 75 feet and 100 percent commercial projects shall not exceed a maximum building height of 35 feet; except that roofs and roof structures for the purposes specified in Section 12.21.1 B.3 of the Code, may be erected up to 10 feet above the height limit established in this section, if those structures and features are setback a minimum of 10 feet from the roof perimeter and are screened from view at street level by a parapet or a sloping roof. However, since the SNAP is silent on 100 percent residential buildings within this Subarea, the height is taken from the underlying zone of R4-1D, which has no height limit. The project proposes the demolition of a single-family dwelling and a detached garage, and the construction, use and maintenance of a five-story, 30-unit residential building with a maximum height of 65 feet and nine (9) inches.

According to the SNAP, no portion of any structure to exceed 30 feet in height within 15 feet from the front property line. However, the applicant is requesting a five (5)-foot increase in the maximum height limit in exchange for setting aside at least 11 percent, or two (2) units, of the base 17 units for Extremely Low Income Households.

Moreover, a project comprised exclusively of residential uses, shall take its FAR requirement from the underlying zone of R4-1D. Pursuant to the "D" Limitation, as established by Ordinance No. 164,687, allows a base FAR to a maximum 0.5:1. However, the applicant is seeking a FAR increase to 2.29:1 in exchange for setting aside at least 11 percent, or two (2) units, of the base 17 units for Extremely Low Income Households. The applicant is proposing to set aside an overall four (4) units for Extremely Low Income households, which is 24 percent of the base 17 units.

FAR Increase			
	Limit per R4-1D	With TOC (If Base FAR < 1.25:1)	Proposed
SNAP FAR 100% Residential	0.5:1	2.75:1	2.29:1

The project site contains 6,750 square feet of lot area and the proposed building contains a combined floor area of 15,450 square feet, resulting in a FAR of approximately 2.29:1 FAR which is below the allowable 2.75:1 FAR per the TOC incentive. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 9.B of the Specific Plan.

D. Transitional Height. Section 9.C of the Vermont/Western Specific Plan states that portions of buildings on a lot located within Subarea C adjoining or abutting a lot within Subarea A shall not exceed 25 feet in height, 33 feet in height, and 61 feet in height when located within 0-49 feet, 50-99 feet, and 100-200 feet respectively. The project site abuts a Subarea A lot to the north. The proposed residential building falls within the first two distance requirements of the SNAP and are limited to 25 feet in height and 33 feet in height. However, the applicant is seeking to utilize the Transitional Height incentive per TOC in lieu of the otherwise required SNAP transitional height requirement when abutting a Subarea A lot, which allows buildings located within Tier 4 to 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 zone or Specific Plan, within the first 25 feet of the property line. As shown in the elevations and sections of “Exhibit A,” the portion of the building abutting the Subarea A lot within 25 feet is below the 45-degree angle originating 25 feet above grade at the north property line. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 9.C of the Specific Plan.

E. Usable Open Space. Section 9.D of the Vermont/Western Specific Plan states that residential projects with two or more dwelling units must provide specified amounts of common and private open space pursuant to the standards set forth in LAMC 12.21 G.2 of the Code. The Specific Plan further stipulates that up to 75 percent of the total open space may be located above the grade level or first habitable room level of the project, and that roof decks may be used in their entirety as common or private open space, excluding that portion of the roof within 20 feet of the roof perimeter. Units containing less than three (3) habitable rooms require 100 square feet of open space per unit. Units containing three (3) habitable rooms require 125 square feet of open space per unit. Units containing more than three (3) habitable rooms require 175 square feet of open space per unit. The Vermont/Western SNAP sets forth the minimum usable open space requirement, as shown in the table below:

SNAP Minimum Usable Open Space			
	Units	Sq. Ft. Required	Usable Open Space (sq. ft.)
Dwelling Units with Less than 3 Habitable Rooms	27	100	2,700
Dwelling Units with 3 Habitable Rooms	2	125	250
Dwelling Units with More than 3 Habitable Rooms	1	175	175
Total Minimum Usable Open Space			3,125

25% located at grade or first habitable room level	781.25
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The applicant is proposing a total of 3,186.3 square feet of open space of which approximately 1,355 square feet is located at grade level. However, the applicant is seeking a 25 decrease in the minimum common open space dimension requirement in the SNAP in exchange of for setting aside at least 11 percent, or two (2) units, of the base 17 units for Extremely Low Income Households. The applicant is proposing to set aside an overall four (4) units for Extremely Low Income households.

The project is therefore required to provide a minimum of 3,125 square feet of open space of which 781.25 square feet must be located at grade level or first habitable room level. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 9.D of the Specific Plan.

- F. Project Parking Requirements.** Section 9.E of the Vermont/Western Specific Plan sets forth a minimum and maximum parking standard for residential projects, as shown in the tables below:

SNAP Minimum Parking Spaces			
	Parking Space Per Square Feet / Unit	Units	Parking Spaces
Dwelling Units with Less than 3 Habitable Rooms	1	27	27
Dwelling Units with 3 Habitable Rooms	1	2	2
Dwelling Units with More than 3 Habitable Rooms	1.5	1	1
Total Residential Required Spaces			30
Guest	.25	30	7
Total Minimum Required Spaces (inclusive of guest parking)			37

SNAP Maximum Parking Spaces			
	Parking Space Per Square Feet / Unit	Units	Parking Spaces
Dwelling Units with Less than 3 Habitable Rooms	1	27	29
Dwelling Units with 3 Habitable Rooms	1.5	2	3
Dwelling Units with More than 3 Habitable Rooms	2	1	2
Total Residential Allowed Spaces			34
Guest	.50	30	15
Total Maximum Allowed Spaces (inclusive of guest parking)			49

However, the applicant proposes to utilize the Automobile Parking Incentive under the TOC Housing Incentive Program, which allows zero (0) residential parking spaces in Tier 4 of TOC, in exchange for setting aside the required percentage of affordable units. The TOC Automobile Parking Incentive replaces the minimum parking requirement in the SNAP; however, the project is still subject to the maximum parking requirement per the SNAP. The SNAP limits the maximum number of automobile parking spaces to 49, inclusive of guest parking spaces. The project will provide one no parking spaces (as permitted by TOC), which is within the maximum requirements.

Therefore, as conditioned and in conjunction with the reduced residential parking spaces per TOC, the project complies with Section 9.E of the Specific Plan.

Bicycles. Section 9.E.2 of the Vermont/Western Specific Plan requires any residential project with two (2) or more dwelling units to provide one-half (0.5) bicycle parking space per residential unit. The proposed development consists of 30 residential units, thus, requiring 15 bicycle parking spaces. As shown on Exhibit "A", Sheet T000, the applicant proposes 16 bicycle spaces located within the ground floor of the proposed building. Therefore, the project complies with Section 9.E.2 of the Specific Plan.

- G. Conversion Requirements.** Section 9.F of the Vermont/Western Specific Plan sets forth requirements pertaining to the conversion of existing structures to residential condominium uses. The project proposes the demolition of a single-family dwelling and a detached garage and the construction, use and maintenance of a five-story, 15,450 square-foot, 30-unit residential building. The project does not include the conversion of existing commercial structures to residential condos. Therefore, Section 9.F of the Specific Plan does not apply.
- H. Pedestrian Throughways.** Section 9.G states that applicants shall provide one public pedestrian walkway, throughway, or path for every 250 feet of street frontage for the project. The pedestrian throughway shall be accessible to the public and have a minimum vertical clearance of 12 feet and a minimum horizontal clearance of ten-feet. The proposed building will occupy 50 feet of frontage along the easterly side of Heliotrope Drive. Therefore, Section 9.G of the Specific Plan does not apply.
- I. Yards.** Section 9.H of the Vermont/Western Specific Plan specifies that no front, side or rear yard setbacks shall be required for the development of any project within Subarea C. No yard setbacks are required, however, the proposed project includes a 15-foot rear yard setback and five (5)-foot side yard setbacks. Therefore, the new development complies with Section 9.H of the Specific Plan.
- J. Development Standards.** Section 9.I of the Vermont/Western Specific Plan requires that all projects with new development and extensive remodeling be in substantial conformance with the following Development Standards and Design Guidelines. The proposed project conforms to Development Standards and Design Guidelines as discussed in Findings below.

Development Standards

- (1) Landscape Plan.** The Development Standard for Subarea C requires that all open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by lawns and other ground coverings, allowing for convenient outdoor activity. All landscaped areas shall be landscaped in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or licensed landscape contractor. The illustrative landscape plan in Exhibit "A" shows that adequate landscaping will be provided throughout the project site. The grade level and first habitable room level will be landscaped with shrubbery, ground cover, and trees. While the illustrative landscape plan includes a planting schedule showing different types of trees, ground cover and shrubs that may be used for landscaping, including specific details of types, quantities, location, and size of plant materials proposed, there is no irrigation plan. As such, the applicant is required to submit a final landscape plan prepared by a licensed landscape architect showing an irrigation plan. Therefore, as conditioned, the project complies with this Development Standard.

- (2) **Usable Open Space.** This Development Standard requires that common usable open space must have a dimension of 20 feet and a minimum common open space area of 400 square feet for projects with less than 10 dwelling units and 600 square feet for projects with 10 dwelling units or more. The Development Standard further stipulates that private usable open space, such as balconies with a minimum dimension of six feet, may reduce the required usable open space directly commensurating with the amount of private open space provided. The applicant is seeking a 25 decrease in the minimum common open space dimension requirement in the SNAP in exchange of for setting aside at least 11 percent, or two (2) units, of the base 17 units for Extremely Low Income Households. The applicant is proposing to set aside an overall four (4) units for Extremely Low Income households. The applicant proposes a common open space area within the rear yard of the proposed building for a total area of 1,355.2 square feet common open space and 1,831.1 square feet of private open space areas throughout the building. Therefore, as conditioned and as allowed per TOC, the project complies with this Development Standard.
- (3) **Streetscape Elements.** The Development Standards require that any project along Vermont Avenue, Virgil Avenue, or Hollywood Boulevard between the Hollywood Freeway and Western Avenue, or referred to in the Barnsdall Park Master Plan, or projects along major and secondary highways, to conform to the standards and design intentions for improvement of the public right-of-way. The project site is located along Heliotrope Drive, which is considered a Local Street – Standard, therefore, this Development Standards does not apply.
- (4) **Pedestrian/Vehicular Circulation.** The Development Standards require that all projects be oriented to a main commercial street and shall avoid pedestrian/vehicular conflicts by adhering to standards related to parking lot location, curb cuts, pedestrian entrances, pedestrian walkways and speed bumps. The subject property is oriented towards Heliotrope Drive, which is considered a local street. Therefore, the Pedestrian/Vehicular Circulation Development Standards do not apply.
- (5) **Utilities.** The Development Standards require that when new utility service is installed in conjunction with new development or extensive remodeling, all proposed utilities on the project site shall be placed underground. The applicant does not propose any installation of new utility service at this time. However, in the event new utility lines are to be installed on the site, the Conditions of Approval require all new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made for future underground service. Therefore, as conditioned, the project complies with this Development Standard.
- (6) **Building Design.** The purpose of the following provisions is to ensure that a project avoids large blank expenses of building walls, is designed in harmony with the surrounding neighborhood, and contributes to a lively pedestrian friendly atmosphere. Accordingly, the following standards shall be met:
- a) **Stepbacks.** The Development Standards require that 1) no portion of any structure exceed more than 30 feet in height within 15 feet of the front property line, and 2) that all buildings with a property line fronting on a Major Highway, including Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard, and Vermont Avenue, shall set the second floor back from the first floor frontage at least ten feet. The proposed building has a front property line along Heliotrope Drive, which is classified as a Local Street – Standard. Therefore, the proposed project is subject to only the first stepback requirement. However, the applicant is requesting a five (5)-foot increase in the maximum height limit in exchange for setting aside at least 11 percent, or two (2) units,

of the base 17 units for Extremely Low Income Households. Per the section and elevation sheets in “Exhibit A” the building proposes a 35-foot height limit within 15 feet of the front property line. Therefore, the project complies with this Development Standard.

- b) **Transparent Building Elements.** The Development Standards require that transparent building elements such as windows and doors occupy at least 50 percent of the ground floor facades on the front and side elevations and 20 percent of the surface area of the rear elevation of the ground floor portion which has surface parking in the rear of the structure. Moreover, a “side elevation ground floor façade” has been interpreted by Staff to only mean those facades which face a street or alley and not facades along interior lot lines that face other buildings. The subject site currently has a west elevation that faces Heliotrope Drive. The remaining north, south, and east facades are along interior lot lines that face other buildings, not a street. The project must provide a minimum transparency of 176.65 square feet along Heliotrope Drive. The project proposes approximately 221 square feet of transparent building elements along Heliotrope Drive, which is more than the minimum required. Therefore, as conditioned, the project complies with this Development Standard.
 - c) **Façade Relief.** The Development Standards require that exterior walls provide a break in plane for every 20 feet horizontally and every 30 feet vertically. As seen in “Exhibit A” the project proposes horizontal and vertical plane breaks through the use of the façade incrementally stepped away from the street, recessed windows, change in material, and lineal orientation of the façade construction. Therefore, the project complies with this Development Standard.
 - d) **Building Materials.** The Development Standards require that building facades be comprised of at least two types of complimentary building materials. The project proposes the use of white smooth stucco, light gray smooth stucco, dark gray smooth stucco, gray brick, wood veneer and dark gray metal on all elevations of the structure. Therefore, the project complies with this Development Standard.
 - e) **Surface Mechanical Equipment.** The Development Standards require that all surface or ground mounted mechanical equipment be screened from public view and treated to match the materials and colors of the building which they serve. The plans do not reflect any surface or ground mounted mechanical equipment. A Conditions of Approval has been incorporated to require surface mechanical equipment to be screened from public view and treated to match the materials and colors of the building which they serve. Therefore, as conditioned, the project complies with this Development Standard.
 - f) **Roof Lines.** The Development Standards require that all rooflines in excess of 40 feet are broken up through the use of gables, dormers, plant-ons, cutouts, or other appropriate means. As seen in “Exhibit A”, Sheet A200-202, all roof lines are continuously broken up to not exceed a horizontal roof line of 40 feet or greater. Therefore, the project complies with this Development Standard.
- (7) **Rooftop Appurtenances.** The Development Standards require that all rooftop equipment and building appurtenances shall be screened from public view or architecturally integrated into the design of the building. The proposed project will have no mechanical equipment placed on the roof. In the event that rooftop mechanical equipment is constructed, a Condition of Approval has been included

requiring said equipment and ducts be screened from view from any street, public right-of-way or adjacent property and the screening shall be solid and match the exterior materials, design and color of the building. Therefore, as conditioned, the project complies with this Development Standard.

- (8) **Trash and Recycling Areas.** The Development Standards require that trash storage bins be located within a gated, covered enclosure constructed of identical building materials, be a minimum of six feet high, and have a separate area for recyclables. The proposed project provides a trash and recycle enclosure located on the ground floor. Therefore, the project complies with this Development Standard.
- (9) **Pavement.** The Development Standards require that paved areas not used as parking and driveway areas consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile, and/or brick pavers. The illustrative landscape plan in Exhibit "A" shows various paved areas on the project site. Therefore, the project complies with this Development Standard.
- (10) **Freestanding Walls.** The Development Standards require that all freestanding walls contain an architectural element at intervals of no more than 20 feet and be set back from the property line adjacent to a public street. As seen in "Exhibit A", Sheet A203, all freestanding walls contain an architectural element at intervals of no more than 20 feet. Therefore, the project complies with this Development Standard.
- (11) **Parking Structures – Required Commercial Frontage.** The Development Standards require that all of the building frontage along major or secondary highways, for a parking structure shall be for commercial, community facilities, or other non-residential uses to a minimum depth of 25 feet. This Development Standard applies to standalone parking structures, which the project does not propose. Therefore, this Development Standard does not apply.
- (12) **Parking Structures – Façade Treatments.** The Development Standards require parking structures be designed to match the style, materials and colors of the main building. This Development Standard applies to standalone parking structures, which the project does not propose. Therefore, this Development Standard does not apply.
- (13) **Parking Structures Across from Residential Uses.** The Development Standards require parking structures abutting or directly across an alley or public street from any residential use or zone conform to standards regarding the façade facing the residential use or zone. This Development Standard applies to standalone parking structures, which the project does not propose. Therefore, this Development Standard does not apply.
- (14) **Surface Parking Lots.** The Development Standards require at least 10 percent of the surface parking lot to be landscaped with: one (1) 24-inch box shade tree for every four parking spaces, spaced evenly to create an orchard-like effect; a landscaped buffer around the property line; and a three and a half foot solid decorative masonry wall behind a three-foot landscaped buffer. The trees shall be located so that an overhead canopy effect is anticipated to cover at least 50 percent of the parking area after 10 years of growth. The project does not propose a surface parking lot. Therefore, this Development Standard does not apply.
- (15) **Surface Parking Abutting Residential.** The Development Standards require surface parking abutting or directly across an alley or public street from any residential use or zone conform to standards regarding a decorative wall and landscaping buffer. The project does not propose a surface parking lot. The parking for the project is located

within the ground level of the proposed residential building. Therefore, this Development Standard does not apply.

- (16) **On-Site Lighting.** The Development Standards require that the project include on-site lighting along all vehicular and pedestrian access ways. The Development Standards specify that the acceptable level of lighting intensity is $\frac{3}{4}$ foot-candle of flood lighting measured from the ground, a maximum mounting height of light sources shall be 14 feet, and “white” color corrected lamp color shall be used for ground level illumination. A Condition of Approval has been included to ensure that any lighting shall meet the on-site lighting standards mentioned above. Therefore, as conditioned, the project complies with this Development Standard.
- (17) **Security Devices.** The Development Standards require security devices to be screened from public view. The proposed project does not contain any type of security devices at this time. In the event that additional security devices are installed in the future, a Condition of Approval has been included requiring all proposed devices to be integrated into the design of the building, concealed and retractable. Therefore, the project complies with this Development Standard.
- (18) **Privacy.** The Development Standards require that buildings be arranged to avoid windows facing windows across property lines, or the private open space of other residential units. The applicant has provided elevations, which depict the windows of the existing adjacent structures to the north superimposed onto the proposed project. There are no windows proposed along the provided elevations which face the windows of the structures to the north. Therefore, the project complies with this Development Standard.
- (19) **Hours of Operation.** The Development Standards require that parking lot cleaning and sweeping, trash collection and deliveries be limited between 7:00 a.m. - 8:00 p.m. Monday through Friday, and 10:00 a.m. - 4:00 p.m. on Saturdays and Sundays. The applicant has been required in the Conditions of Approval to comply with this Development Standard. Therefore, as conditioned, the project complies with this Development Standard.
- (20) **Noise Control.** The Development Standards require that any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition. The proposed building has multiple windows in the front façade with a line of sight directly to New Hampshire Avenue. A Condition of Approval has been included requiring any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley to be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition. Therefore, as conditioned, the project complies with this Development Standard.
- (21) **Required Ground Floor Uses.** The Development Standards states that 100 percent of street level uses within Subarea C must be commercial uses up to a depth of 25 feet. However, this Development Standard has been interpreted by Staff to only apply to Mixed-Use projects, not 100 percent residential projects. The applicant proposes a five-story, 30-unit residential building. Therefore, this Development Standard does not apply.

Design Guidelines

- (22) **Urban Form.** The Design Guidelines encourage transforming commercial streets away from a highway oriented, suburban format into a distinctly urban, pedestrian oriented and enlivened atmosphere by providing outdoor seating areas, informal gathering of chairs, and mid-block pedestrian walkways. The Guidelines also indicate that streets should begin to function for the surrounding community like an outdoor public living room and that transparency should exist between what is happening on the street and on the ground floor level of the buildings. The project is designed to enhance the pedestrian experience along Heliotrope Drive by providing approximately 62.7 percent transparency increasing visibility into the ground floor from the streets. The project will also include bike racks and shade trees on the public right of way. Therefore, as proposed, the project complies with this Design Guideline.
- (23) **Building Form.** The Design Guidelines encourage every building to have a clearly defined ground plane, roof expression and middle or shaft that relates the two. The ground plane of the project is defined by facades that consist of aluminum, glass, and textured metal panel. The upper floors are defined by balconies and various planes that consist of cement plaster and windows. The roof plane varies in height and adds articulation to the building. Therefore, as proposed, the project complies with this Design Guideline.
- (24) **Architectural Features.** The Design Guidelines encourage courtyards, balconies, arbors, roof gardens, water features, and trellises. Appropriate visual references to historic building forms – especially Mediterranean traditions – are encouraged in new construction. The proposed project provides private balconies and contains an open courtyard on the ground level. Furthermore, the street-facing elevation employs a variety of building materials and articulation by way of recessed balconies, changes in building plane, and transparency. Therefore, the project complies with this Design Guideline.
- (25) **Building Color.** The Design Guidelines encourage buildings be painted three colors: a dominant color, a subordinate color and a “grace note” color. The proposed project includes multiple colors such as white, light gray and wood as its dominant colors and dark grey as its subordinate façade color. Therefore, the project complies with this Design Guideline.
- (26) **Signs.** The Design Guidelines provide extensive guidance related to the placement, type, and style of signage to be used for projects. The Guidelines identify appropriate signs for the Specific Plan area to include wall signs, small projecting hanging signs, awnings or canopy signs, small directory signs, and window signs. The applicant does not propose signs as part of this application. Therefore, this Design Guideline does not apply.
- (27) **Plant Materials on Facades.** The Design Guidelines encourage facade plant materials in addition to permanent landscaping. Plants can be arranged in planters, containers, hanging baskets, flower boxes, etc. The applicant does not propose any plant materials on facades. Therefore, this Design Guideline does not apply.
- 3. The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review, which would mitigate the negative environmental effects of the project, to the extent physically feasible.**

The Department of City Planning determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act and the State CEQA Guidelines

designate the subject Project as Categorically Exempt under Section 15332 (Class 32), Case No. ENV-2021-1239-CE, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. The instant authorization is further conditioned 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.

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.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

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."

APPEAL PERIOD - EFFECTIVE DATE

This grant is not a permit or license and any permits and/or licenses required by law must be obtained from the proper public agency. If any Condition of this grant is violated or not complied with, then the applicant or their successor in interest may be prosecuted for violating these Conditions the same as for any violation of the requirements contained in the Los Angeles Municipal Code (LAMC).

This determination will become effective after the end of appeal period date on the first page of this document, unless an appeal is filed with the Department of City Planning. An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure the Development Services Center (DSC) staff has adequate time to review and accept the documents, and to allow appellants time to submit payment.

An appeal may be filed utilizing the following options:

Online Application System (OAS): The OAS (<https://planning.lacity.gov/oas>) allows entitlement appeals to be submitted entirely electronically by allowing an appellant to fill out and submit an appeal application online directly to City Planning’s DSC, and submit fee payment by credit card or e-check.

Drop off at DSC. Appeals of this determination can be submitted in-person at the Metro or Van Nuys DSC locations, and payment can be made by credit card or check. City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal applications; alternatively, appeal applications can be filed with staff at DSC public counters. Appeal applications must be on the prescribed forms, and accompanied by the required fee and a copy of the determination letter. Appeal applications shall be received by the DSC public counter and paid for on or before the above date or the appeal will not be accepted.

Forms are available online at <http://planning.lacity.gov/development-services/forms>. Public offices are located at:

Metro DSC
(213) 482-7077
201 N. Figueroa Street
Los Angeles, CA 90012
planning.figcounter@lacity.org

Van Nuys DSC
(818) 374-5050
6262 Van Nuys Boulevard
Van Nuys, CA 91401
planning.mbc2@lacity.org

West Los Angeles DSC
(CURRENTLY CLOSED)
(310) 231-2901
1828 Sawtelle Boulevard
West Los Angeles, CA 90025
planning.westla@lacity.org

City Planning staff may follow up with the appellant via email and/or phone if there are any questions or missing materials in the appeal submission, to ensure that the appeal package is complete and meets the applicable LAMC provisions.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Verification of condition compliance with building plans and/or building permit applications are done at the City Planning Metro or Valley DSC locations. An in-person or virtual appointment for Condition Clearance can be made through the City’s [BuildLA](https://buildla.org) portal (appointments.lacity.org). The applicant is further advised to notify any consultant representing you of this requirement as well.



QR Code to
Online Appeal Filing



QR Code to Forms for In-
Person Appeal Filing



QR Code to BuildLA Appointment
Portal for Condition Clearance

Only an applicant or any owner or tenant of a property abutting, across the street or alley from, or having a common corner with the subject property can appeal the Transit Oriented Communities/Density Bonus Compliance Review Determination. Per the Density Bonus Provision of State Law (Government Code Section 65915), the Density Bonus increase in units above the base density limits per the underlying zone(s) and the appurtenant parking

reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per LAMC Sections 12.22 A.25 and 12.22 A.31, appeals of Density Bonus Compliance Review and Transit Oriented Communities cases with the Director of Planning or Zoning Administrator as the initial decision maker are heard by the City Planning Commission.

VINCENT P. BERTONI, AICP
Director of Planning

Approved by:



Jane Choi, AICP, Principal City Planner

Prepared by:



Danalynn Dominguez, City Planner
danalynn.dominguez@lacity.org

EXHIBIT D – “EXHIBIT A” PROJECT PLANS

30-UNIT MULTIFAMILY BUILDING

1114 HELIOTROPE DR. LOS ANGELES, CA 90029

1-PROJECT DATA

PROJECT DATA	
A.	ZONING SUMMARY:
1	PROJECT ADDRESS: 1114 N HELIOTROPE DR. LOS ANGELES, CA 90029
2	OWNER: ABY HOLDINGS LLC YOAV ATZMON 309 S DOHEVY DR. #136 BEVERLY HILLS, CA 90211
3	APNE: 5540-024-007
4	TRACT: TR 2377
5	MAP REFERENCE: M B 26-7172
6	BLOCK: NONE
7	LOT: 83
8	GENERAL LAND USE: HIGHWAY ORIENTED COMMERCIAL
9	EXISTING UNITS: 2
10	COMMUNITY PLAN AREA: HOLLYWOOD
11	SPECIFIC PLAN: VERMONT / WESTERN STATION NEIGHBORHOOD AREA PLAN; SUBAREA C: COMMUNITY CENTER
12	T.O.C DESIGNATION: TIER 4
13	DEDICATIONS: NONE
14	LOT AREA PER ZIMAS: 6,750.0 SF
15	ZONE: R4-1D
16	MAX F.A.R.: 3.1
17	MAXIMUM HEIGHT: 75' - 0" (PER VERMONT / WESTERN SNAP)
18	PROPOSED HEIGHT: 65' - 9"
19	REQUIRED YARDS: PER VERMONT / WESTERN SNAP SUBAREA C
19.1	0' - 0" FRONT YARD
19.2	0' - 0" REAR YARD
19.3	0' - 0" SIDE YARDS
20	PROVIDED YARDS: 0' - 0" FRONT YARD 15' - 0" REAR YARD 5' - 0" SIDE YARDS
21	BUILDABLE AREA: LOT DEPTH X LOT WIDTH = 135' X 50' = 6,750 SF
22	MAX ZONING CODE SF
22.1	BUILDABLE AREA X FAR = 6,750 SF X 3 = 25,250 SF
22.2	PROPOSED ZONING SF: 15,449.9 SF
22.3	PROPOSED F.A.R.: 15,449.9 SF / 6,750 SF = 2.31
23	BASE DENSITY CALCULATION: 400 DU / SF
23.1	6,750.0 SF / 400 DU/SF = 17 DWELLING UNITS (ROUNDED UP)
B.	PROJECT INFORMATION
24	T.O.C. TIER-4 BASE INCENTIVES:
24.1	DENSITY: 17 UNITS
24.1.1	BASE DENSITY
24.1.2	TIER-4 DENSITY BONUS OF 80%: 17 X 1.8 = 31 UNITS MAX
24.1.3	UNITS PROVIDED: 30
24.1.4	AFFORDABLE UNITS AT 11% ELI: 30 X 0.11 = 4 (ROUNDED UP)
24.1.5	AFFORDABLE REPLACEMENT UNITS: (1) 3-BDR AT ELI
24.1.6	ON-SITE RESTRICTED AFFORDABLE UNITS: (2) STUDIO AT ELI & (1) 1-BDR AT ELI
24.2	PARKING: NO PARKING REQUIRED NO PARKING PROVIDED
24.2.1	
24.2.2	
25	T.O.C. TIER-4 ADDITIONAL INCENTIVES:
25.1	TRANSITIONAL HEIGHT
25.1.1	PER TOC TIER-4, A LOT ABUTTING A SNAP SUBAREA A SHALL BE STEPPED BACK AT A 45-DEGREE ANGLE WITHIN THE FIRST 25 FEET FROM THE PROPERTY LINE, AS MEASURED FROM A HORIZONTAL PLANE ORIGINATING 25 FEET ABOVE ADJACENT GRADE. STEPBACK PLANE FOR THE NORTH SIDE YARD NOTED ON DRAWINGS
25.2	FRONT YARD STEPBACK HEIGHT INCREASE PER SNAP SUBAREA C
25.2.1	MAX BUILDING HEIGHT WITHIN 15' OF FRONT PROPERTY PER SNAP SUBAREA C: 30' - 0"
25.2.2	PROPOSED HEIGHT INCREASE WITHIN 15' OF FRONT PROPERTY: 30' - 0" + 1' - 6" = 31' - 6"
25.2.3	PROPOSED MAXIMUM HEIGHT WITHIN 15' OF FRONT PROPERTY: 35' - 0" (16% INCREASE)
25.3	25% REDUCTION IN MINIMUM USABLE COMMON OPEN SPACE DIMENSION PER SNAP FROM 30'-0" TO 15'-0"
26	PROJECT DESCRIPTION: CONSTRUCTION OF A NEW 5-STORY, MULTIFAMILY BUILDING CONSISTING OF 30 UNITS.
27	BUILDING OCCUPANCY: R2 (MULTI-FAMILY)
28	CONSTRUCTION TYPE: 5-STORIES TYPE III-A RESIDENTIAL
29	PROPOSED UNITS:
29.1	(9) STUDIO UNITS
29.2	(18) 1-BEDROOM UNITS
29.3	(2) 2-BEDROOM UNITS
29.4	(1) 3-BEDROOM UNITS
29.5	TOTAL PROVIDED UNITS: 30-UNITS TOTAL
C.	ADDITIONAL INFO
30	APPLICABLE CODES: 2019 CBC W/ 2020 CITY OF LA AMENDMENTS
31	FIRE SPRINKLER: FULLY SPRINKLERED PER NFPA-13 THIS BUILDING AND GARAGE MUST BE EQUIPPED WITH AN AUTOMATIC FIRE EXTINGUISHING SYSTEM, COMPLYING WITH NFPA-13. THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIV. PRIOR TO INSTALLATION.
32	FIRE ALARM: MANUAL FIRE ALARM SYSTEM
33	APPROVED LOD CASE #:

THIS IS NOT A PUBLIC HOUSING FACILITIES OWNED AND/OR OPERATED BY, FOR, OR ON BEHALF OF A PUBLIC ENTITY, AND NO TAX CREDIT IS RECEIVED FROM STATE OR FEDERAL. NOT A TCAC FACILITY, AND NOT A SOCIAL SERVICE CENTER. 100% PRIVATELY FUNDED.

2-UNIT MIX SUMMARY

UNIT MIX SUMMARY			
UNIT #	# OF BEDROOMS	# OF HABITABLE ROOMS	AFFORDABLE
101	2	3	
102	1	2	
103	1	2	
104	1	2	
105	1	2	
107	STUDIO	1	EXTREMELY LOW INCOME
201	1	2	
202	STUDIO	1	
203	STUDIO	1	
204	1	2	
205	3	3	EXTREMELY LOW INCOME REPLACEMENT
206	1	2	
207	STUDIO	1	
208	STUDIO	1	
209	1	2	
301	1	2	
302	STUDIO	1	
303	STUDIO	1	EXTREMELY LOW INCOME
304	1	2	
305	2	3	
306	1	2	
307	STUDIO	1	
308	STUDIO	1	
309	1	2	
401	1	2	
402	1	2	EXTREMELY LOW INCOME
403	1	2	
501	1	2	
502	1	2	
503	1	2	
	34	54	4
TOTAL	BEDROOMS	HABITABLE ROOMS	AFFORDABLE UNITS
STUDIO UNITS	9		
1 BEDROOM UNITS	18		
2 BEDROOM UNITS	2		
3 BEDROOM UNITS	1		
TOTAL UNITS	30		

3-COMMON OPEN SPACE

COMMON OPEN SPACE CALCULATIONS:			
1-REQUIRED COMMON OPEN SPACE AREA			
TYPE	# UNITS	SF	TOTAL SF
STUDIO UNITS	9	x 100 SF	900.0
1-BEDROOM UNITS	18	x 100 SF	1,800.0
2-BEDROOM UNITS	2	x 125 SF	250.0
3-BEDROOM UNITS	1	x 125 SF	125.0
TOTAL REQUIRED	30		3,075.0
75% MAX OF TOTAL REQUIRED ALLOWED ABOVE GROUND FLOOR (3075 x 0.75) = 2,306.3			
2-PRIVATE OPEN SPACE - REDUCTIONS			
BALCONY/PATIO @ UNIT	ACTUAL SQ. FT.	SF REDUCTION	
105	65.2		65.2
201	68.9		68.9
206	65.2		65.2
301	68.9		68.9
306	65.2		65.2
401	772.4		772.4
402	282.4		282.4
403	312.5		312.5
501	65.2		65.2
503	65.2		65.2
SUBTOTAL			1,831.1
TOTAL REDUCTIONS			1,831.1
TOTAL LESS REDUCTION	(3075 - 1831.1)		1,243.9
3-COMMON OPEN SPACE - PROVIDED			
TYPE	ACTUAL SQ. FT.	TOTAL SF	
REAR YARD	755.2		755.2
REC. ROOM	600.0		600.0
TOTAL			1,355.2
4-ALLOWABLE OPEN SPACE ABOVE GRADE			
TOTAL SF ABOVE GRADE PROVIDED			1,765.9
% ABOVE GROUND FLOOR	(1765.9 / 3075)	57.4% (LESS THAN 75% ALLOWABLE ABOVE GRADE)	
TOTAL OPEN SPACE PROVIDED			3,186.3

4-FLOOR AREA-ZONING CODE

FLOOR AREA-ZONING CODE							
UNIT #	1ST FLR (SF)	2ND FLR (SF)	3RD FLR (SF)	4TH FLR (SF)	5TH FLR (SF)	COVERED BALCONY	TOTAL
101	567.3						567.3
102	384.6						384.6
103	384.6						384.6
104	367.0						367.0
105	425.8					65.2	491.0
107	301.5						301.5
201		569.4				68.9	638.3
202		291.1					291.1
203		291.1					291.1
204		384.6					384.6
205		561.9					561.9
206		439.0				65.2	504.2
207		301.8					301.8
208		301.8					301.8
209		482.6					482.6
301			569.4			68.9	638.3
302			291.1				291.1
303			291.1				291.1
304			384.6				384.6
305			561.9				561.9
306			439.0			65.2	504.2
307			301.8				301.8
308			301.8				301.8
309			482.6				482.6
401				478.2			478.2
402				474.3			474.3
403				549.5		65.2	614.7
501					413.0	65.2	478.2
502					474.3		474.3
503					549.5	65.2	614.7
TOTAL	2,430.8	3,023.3	3,023.3	1,502.0	1,436.8	529.0	13,145.2
LOBBY	615.5						615.5
TRASH / RECYCLE	140						140
REC. ROOMS	600						600
HALLWAY		474.6	474.6				949.2
TOTAL	3,786.3	4,097.9	4,097.9	1,502.0	1,436.8	529.0	15,449.9

5-FLOOR AREA-BUILDING CODE

FLOOR AREA-BUILDING CODE							
UNIT #	1ST FLR (SF)	2ND FLR (SF)	3RD FLR (SF)	4TH FLR (SF)	5TH FLR (SF)	ROOF DECK (SF)	COVERED BALCONY
101	567.3						567.3
102	384.6						384.6
103	384.6						384.6
104	395.4						395.4
105	425.8					65.2	491.0
107	301.5						301.5
201		569.4				68.9	638.3
202		291.1					291.1
203		291.1					291.1
204		384.6					384.6
205		561.9					561.9
206		417.9				65.2	483.1
207		312.4					312.4
208		312.4					312.4
209		482.6					482.6
301			569.4			68.9	638.3
302			291.1				291.1
303			291.1				291.1
304			384.6				384.6
305			561.9				561.9
306			417.9			65.2	483.1
307			312.4				312.4
308			312.4				312.4
309			482.6				482.6
401				478.2			478.2
402				474.3			474.3
403				549.5		65.2	614.7
501					413.0	65.2	478.2
502					474.3		474.3
503					549.5	65.2	614.7
SUBTOTAL	2,459.2	3,023.4	3,023.4	1,502.0	1,436.8	0.0	13,173.8
LOBBY	616.2						616.2
STAIR #1	131.8	131.8	131.8	131.8	131.8		659.0
STAIR #2	127.1	127.1	127.1	127.1	127.1	130.0	765.5
REC. ROOMS	600.0						600.0
BIKE STORAGE	342.4						342.4
TRASH / RECYCLE	140.0	9.3	9.3	9.3	9.3	9.3	186.5
HALLWAY		474.6	474.6				949.2
COVERED WALK				485.4			485.4
ELEV MACH. ROOM						45.0	45.0
TOTAL	4,416.7	4,366.2	4,366.2	2,255.6	1,705.0	184.3	17,823.0

6-BICYCLE PARKING CALC.

BICYCLE PARKING CALCULATION PER SNAP		
1-LONG TERM BICYCLE PARKING		
TYPE	# UNITS	TOTAL
LONG-TERM SPACES	0.5 BICYCLE PARKING PER UNIT	
REQUIRED	31 UNITS / 2	15 (ROUNDED DOWN)
PROVIDED		16
2-SHORT TERM BICYCLE PARKING		
TYPE	# UNITS	TOTAL
SHORT-TERM SPACES	1-25	
REQUIRED	25 UNITS / 10	2.5
SHORT-TERM SPACES	26-100	
REQUIRED	6 UNITS / 15	0.4
TOTAL REQUIRED		2.9
PROVIDED		3 (ROUNDED UP)

9-CH. 5 COMPLIANCE

ARCHITECTURAL		
A000	SITE PLAN	
A101	1ST FLOOR PLAN	
A102	2ND FLOOR PLAN	
A103	3RD FLOOR PLAN	
A104	4TH FLOOR PLAN	
A105	5TH FLOOR PLAN	
A106	ROOF PLAN	
A200	EXTERIOR ELEVATIONS	
A201	EXTERIOR ELEVATIONS	
A202	EXTERIOR ELEVATIONS	
A203	PERIMETER WALL ELEVATION	
A300	LONG SECTION-1	
A301	LONG SECTION-2	
A302	LONG SECTION-3	
A303	SHORT SECTIONS	
A304	SHORT SECTIONS	
A400	RENDERING	
A401	RENDERING	

10-SCHOOL FEES

LANDSCAPE		
L-1	GROUND FLOOR LANDSCAPE PLAN	
L-2	GROUND FLOOR LEGEND & DETAILS	
L-3	4TH FLOOR LANDSCAPE PLAN	
L-4	PERMABILITY PLAN	
L-1	GROUND FLOOR IRRIGATION PLAN	
L-2	ROOF FLOOR IRRIGATION PLAN	
L-3	IRRIGATION LEGEND	
L-4	HYDROZONE MAPS	
L-5	HYDROZONE NOTES AND CALC	
L-6	IRRIGATION DETAILS	

7-VICINITY MAP



8-DRAFTING SYMBOLS

LEGEND

- EXISTING CONTOUR
- EXISTING BUILDING
- RETAINING WALL
- FENCE (CMU) WALL
- 6' W CON'C CURB
- EXISTING FENCE
- PROPERTY LINE
- (S) (S) SEWER LINE
- GAS GAS GAS LINE
- WATER LINE
- TELEPHONE LINE

- BW BACK OF WALK
- EP EDGE OF PAVEMENT
- EW EDGE OF WALK
- CP CONTROL POINT
- FF FINISHED FLOOR
- FL FLOW LINE
- PAV PAVEMENT
- PCC PORTLAND CEMENT CONCRETE
- PP POWER POLE
- LP LIGHTING POLE
- WM WATER METER
- SMH SEWER MANHOLE
- TC TOP OF CURB
- TOS TOP OF STEP
- LWN LAWN
- DRT DIRT
- EG EDGE OF GUTTER
- TW TOP OF WALL
- DMH DRAINAGE MANHOLE
- AC ASPHALT CONCRETE PAVEMENT
- PAV PAVEMENT
- CL CENTERLINE
- WF WOOD FENCE
- PB PULL BOX
- MW MONITORING WELL
- TS TRAFFIC SIGN
- BD BOLLARD
- SD STORM DRAIN

LEGAL DESCRIPTION

LOT 83 OF TRACT 2577 IN CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN THE BOOK 26, PAGES 71 - 72 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. APN. 5540-024-012

LOT SIZE

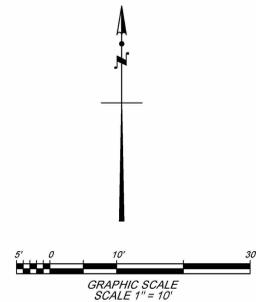
LOT AREA IS 6,750 S.F., OR 0.155 ACRES, MORE OR LESS.

BASIS OF BEARINGS:

THE CENTERLINE OF HELIOTROPE DRIVE AS SHOWN ON TRACT MAP 2577 BOOK 26/71-72 AS N 0° 4' 15" W.

NOTES

1. THE SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND IS SUBJECT TO RESTRICTIONS, COVENANTS AND/OR EASEMENTS THAT MAY BE CONTAINED THEREIN.

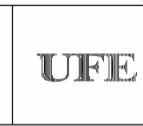


BENCH MARK: 12-18690
 CUT SPIKE IN N CURB SANTA MONICA BLVD, SFT W OF BERENDO ST E END CB
 DATUM: NAVD 1988 ELEVATION: 334.631'

SHEET TITLE: TOPOGRAPHICAL MAP
 PROJECT TITLE:
 PROJECT ADDRESS: 1114 N HELIOTROPE DRIVE, LOS ANGELES, CA 90029

REVISIONS	DATE	BY

POINT ENGINEERING.
 10201 RESEDA BLVD #116
 NORTH RIDGE, CA 91324
 TEL. 213-298-8451



DATE OF FIELD SURVEY: OCT 21, 2022

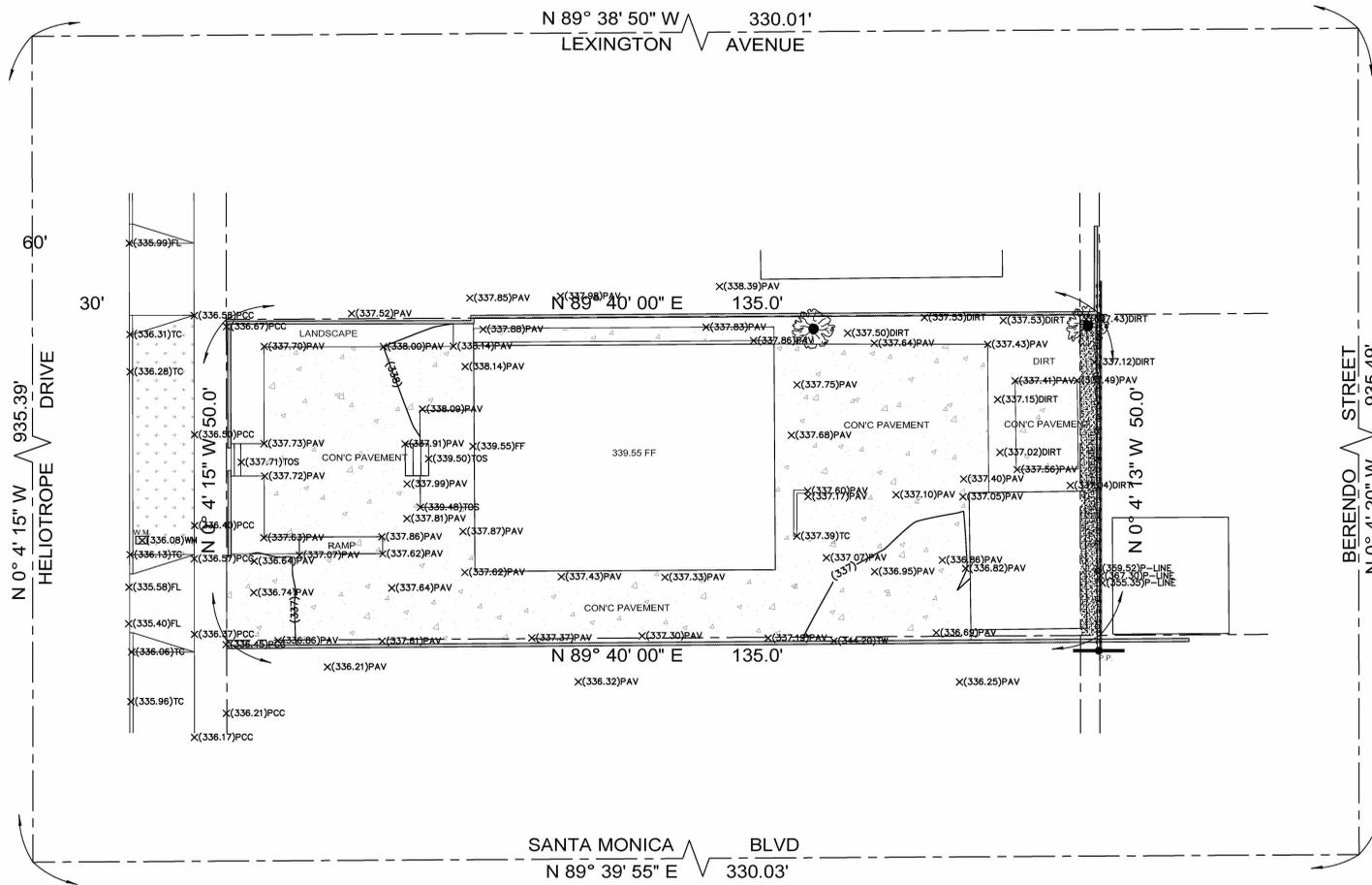


EXHIBIT "A"
 Page No. 2 of 34
 Case No. DIR-2021-1238-TOC-SPP-HCA

13-LADBS STAMP AREA

ARCHITECT:
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 LOS ANGELES, CA 90010
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 C: 213-392-0034
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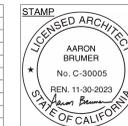
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 POINTENGINEERINGINC@GMAIL.COM

LANDSCAPE:
GREEN REPUBLIC LANDSCAPES INC.
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 INFO@GREENREPUBLICLANDSCAPES.COM

PROJECT:
30-UNIT MULTIFAMILY DEVELOPMENT
 1114 N. HELIOTROPE DR.
 LOS ANGELES, CA. 90029

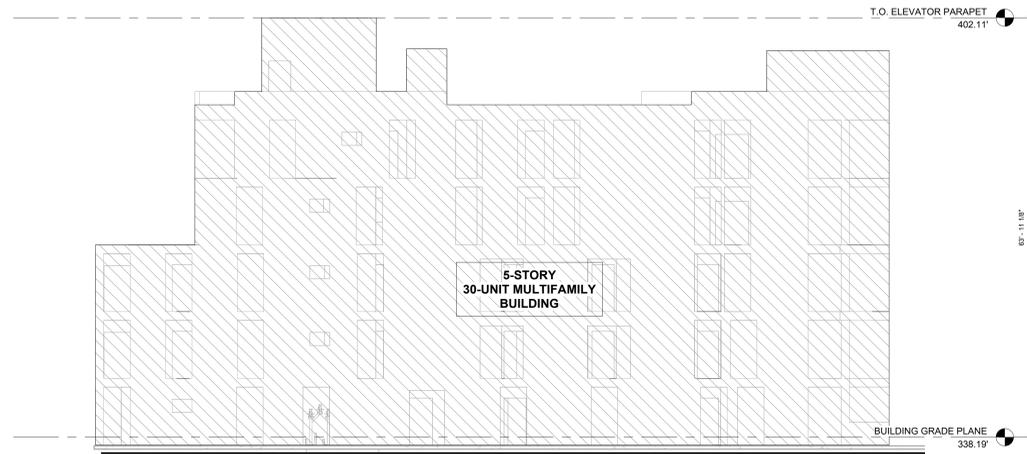
ISSUE	DATE	DESCRIPTION
01	07.06.2022	CITY PLANNING SET #1
02	09.09.2022	PZA SUBMITTAL #1
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05	10.16.2023	PZA RESUBMITTAL #3
06	10.20.2023	PZA RESUBMITTAL #4

ISSUE	DATE	DESCRIPTION

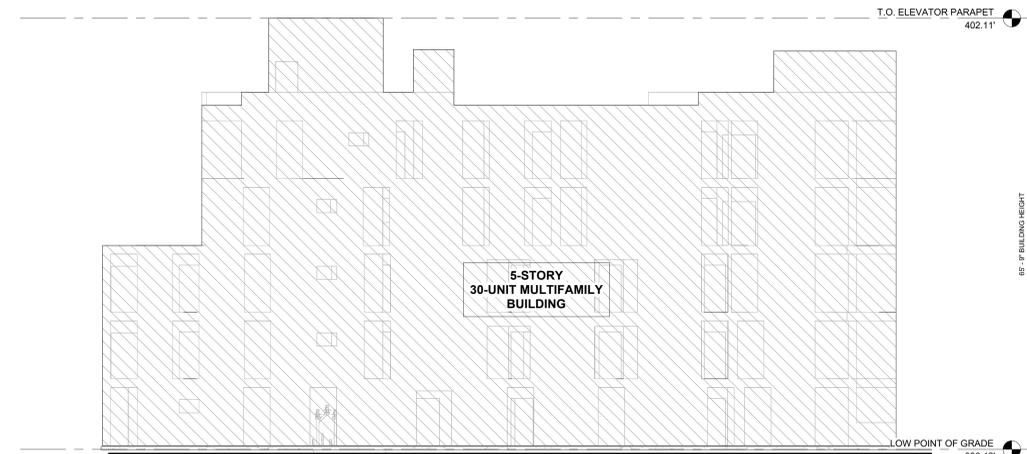


DRAWING TITLE:
 EXISTING SITE SURVEY

T010
 1114 HELIOTROPE DR.

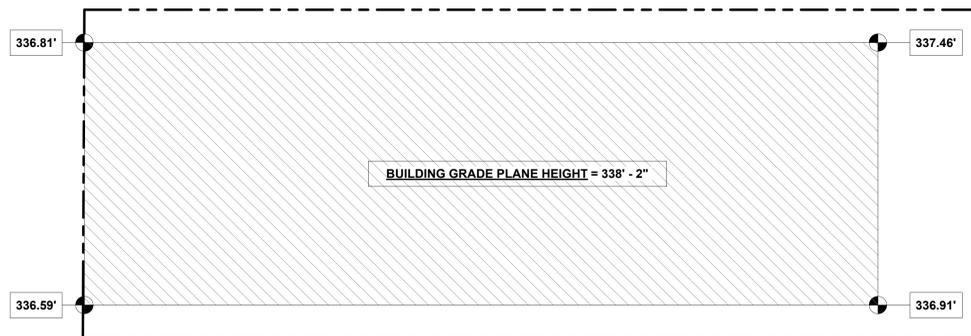


6 BUILDING GRADE PLANE - SOUTH ELEVATION
3/32" = 1'-0"



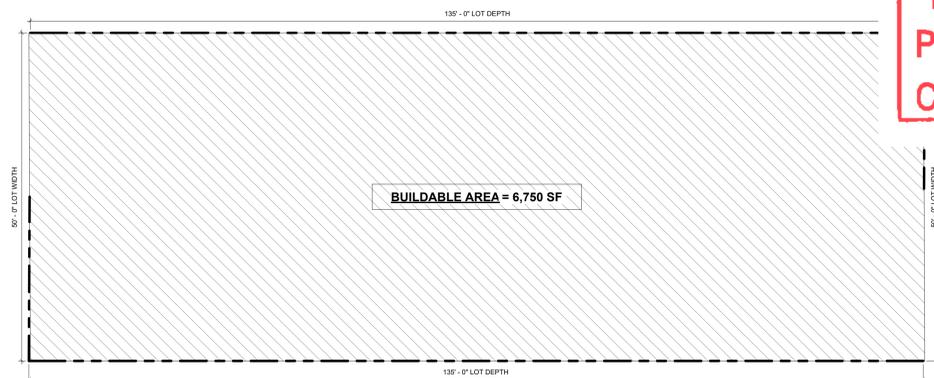
5 ZONING LOW POINT OF GRADE - SOUTH ELEVATION
3/32" = 1'-0"

GRADE PLANE CALCULATIONS	
336.59' + 336.81' + 337.46' + 341.91'	1352.77'
GRADE PLANE HEIGHT: 1352.77' / 4	338.19'

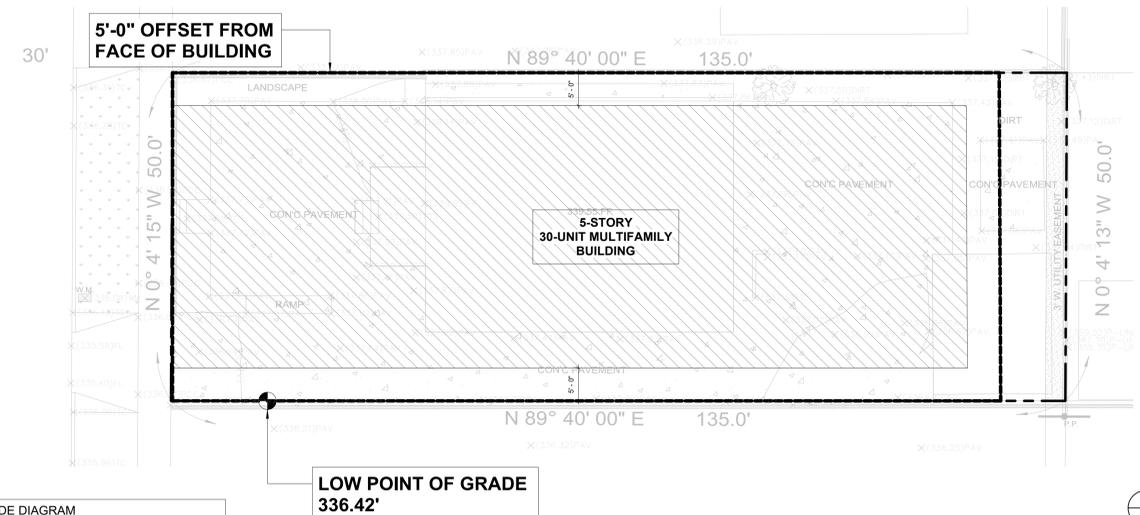


4 GRADE PLANE PLAN
3/32" = 1'-0"

BUIDLABLE AREA CALCULATIONS	
NO YARD REQUIRED PER SNAP SUBAREA C	
BUILDABLE AREA	6,750 SF
MAX SF : 3 X 6,750 =	20,250 SF

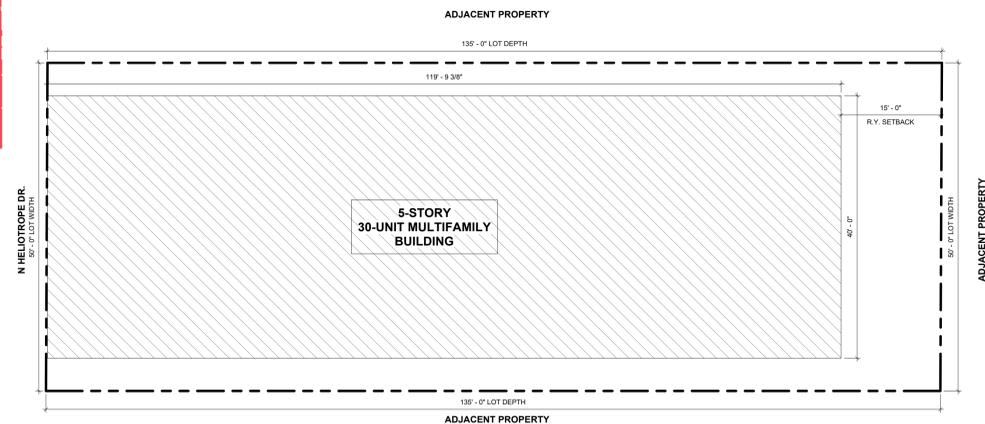


2 BUILDABLE AREA DIAGRAM
3/32" = 1'-0"



3 LOW POINT OF GRADE DIAGRAM
3/32" = 1'-0"

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Page No. 3 of 34
Case No. DIR-2021-1238-TOC-SPP-HCA



1 PLOT PLAN
3/32" = 1'-0"

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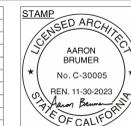
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PROJECT:
30-UNIT MULTIFAMILY DEVELOPMENT

1114 N. HELIOTROPE DR.
LOS ANGELES, CA. 90029

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06	10.20.2023	PZA RESUBMITTAL #4

ISSUE	DATE	DESCRIPTION



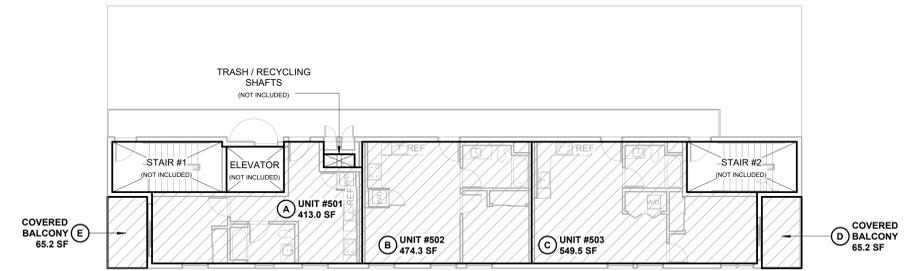
DRAWING TITLE
PLOT PLAN, BUILDABLE AREA
DIAGRAM, LOW POINT OF GRADE
DIAGRAMS, & GRADE PLANE
DIAGRAMS

T030

1114 HELIOTROPE DR.

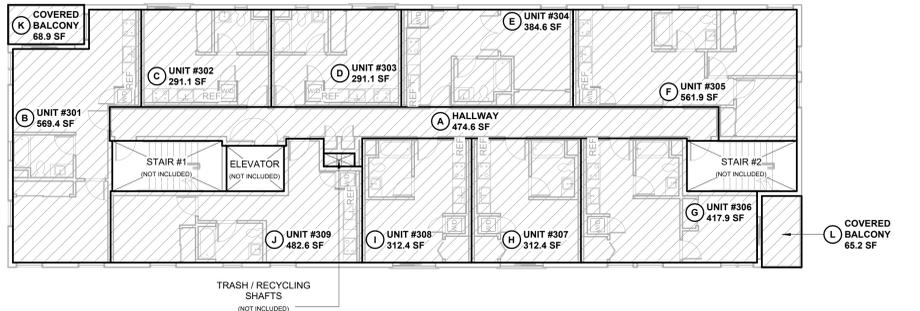
ZONING SF SUMMARY	
BUILDING AREA	AREA
DWELLING UNITS & AMENITIES	3,880.6 SF
DWELLING UNITS	4,232.1 SF
DWELLING UNITS	4,232.1 SF
DWELLING UNITS	1,567.2 SF
DWELLING UNITS	1,567.2 SF
TOTAL	15,479.2 SF

ZONING SF CALCULATIONS		
KEYNOTE	BUILDING AREA	AREA



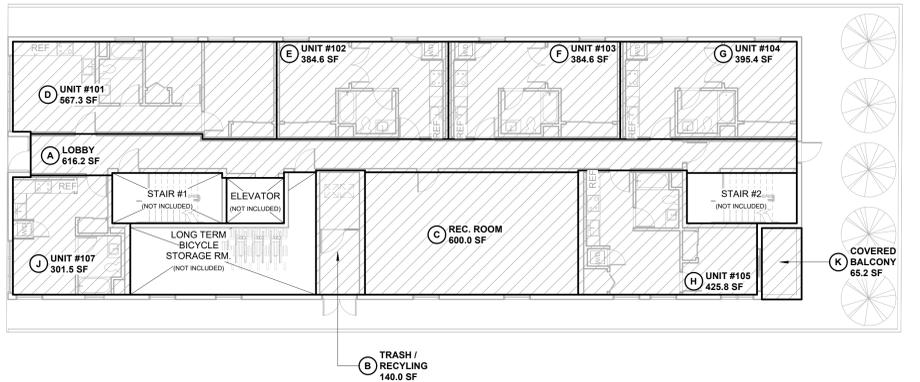
5 5TH FLOOR PLAN - ZONING SF DIAGRAM
3/32" = 1'-0"

ZONING SF CALCULATIONS		
KEYNOTE	BUILDING AREA	AREA
E	UNIT #304	384.6 SF
F	UNIT #305	561.9 SF
G	UNIT #306	417.9 SF
H	UNIT #307	312.4 SF
I	UNIT #308	312.4 SF
J	UNIT #309	482.6 SF
K	COVERED BALCONY	68.9 SF
L	COVERED BALCONY	65.2 SF
A	UNIT #401	478.2 SF
B	UNIT #402	474.3 SF
C	UNIT #403	549.5 SF
D	COVERED BALCONY	65.2 SF
A	UNIT #501	413.0 SF
B	UNIT #502	474.3 SF



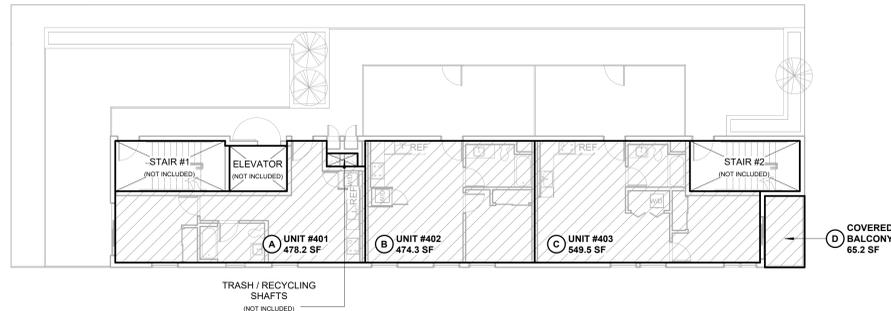
3 3RD FLOOR PLAN - ZONING SF DIAGRAM
3/32" = 1'-0"

ZONING SF CALCULATIONS		
KEYNOTE	BUILDING AREA	AREA
A	LOBBY	616.2 SF
B	TRASH / RECYCLING	140.0 SF
C	REC. ROOM	600.0 SF
D	UNIT #101	567.3 SF
E	UNIT #102	384.6 SF
F	UNIT #103	384.6 SF
G	UNIT #104	395.4 SF
H	UNIT #105	425.8 SF
J	UNIT #107	301.5 SF
K	COVERED BALCONY	65.2 SF
A	HALLWAY	474.6 SF
B	UNIT #201	569.4 SF



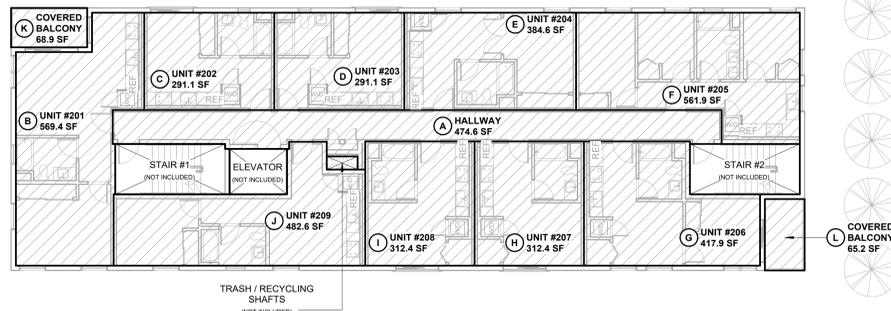
1 1ST FLOOR PLAN - ZONING SF DIAGRAM
3/32" = 1'-0"

ZONING SF CALCULATIONS		
KEYNOTE	BUILDING AREA	AREA
C	UNIT #503	549.5 SF
D	COVERED BALCONY	65.2 SF
E	COVERED BALCONY	65.2 SF



4 4TH FLOOR PLAN - ZONING SF DIAGRAM
3/32" = 1'-0"

ZONING SF CALCULATIONS		
KEYNOTE	BUILDING AREA	AREA
C	UNIT #202	291.1 SF
D	UNIT #203	291.1 SF
E	UNIT #204	384.6 SF
F	UNIT #205	561.9 SF
G	UNIT #206	417.9 SF
H	UNIT #207	312.4 SF
I	UNIT #208	312.4 SF
J	UNIT #209	482.6 SF
K	COVERED BALCONY	68.9 SF
L	COVERED BALCONY	65.2 SF
A	HALLWAY	474.6 SF
B	UNIT #301	569.4 SF
C	UNIT #302	291.1 SF
D	UNIT #303	291.1 SF



2 2ND FLOOR PLAN - ZONING SF DIAGRAM
3/32" = 1'-0"

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 Page No. 4 of 34
 Case No. DIR-2021-1238-TOC-SPP-HCA

13-LADBS STAMP AREA

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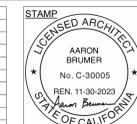
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PROJECT:
30-UNIT MULTIFAMILY DEVELOPMENT
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 LOS ANGELES, CA. 90029

ISSUE	DATE	DESCRIPTION
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05	10.18.2023	PZA RESUBMITTAL #3
06	10.20.2023	PZA RESUBMITTAL #4

ISSUE	DATE	DESCRIPTION



DRAWING TITLE
**ZONING SQUARE FOOTAGE
 DIAGRAMS**

T031

1114 HELIOTROPE DR.

COMMON OPEN SPACE...	
AREA TYPE	AREA
COMMON OPEN SPACE	
REAR YARD	755.2 SF
REC. ROOM	600.0 SF
TOTAL COMMON OPEN SPACE	1,355.2 SF
PRIVATE OPEN SPACE	
BALCONY	463.8 SF
PATIOS & BALCONY	1,367.3 SF
TOTAL PRIVATE OPEN SPACE	1,831.1 SF
TOTAL OPEN SPACE PROVIDED	3,186.3 SF

NOTE: PER VERMONT WESTERN SNAP DEVELOPMENT STANDARDS & DESIGN GUIDELINES V. SUBAREA B-MIXED USE BLVDS & SUBAREA C-COMMUNITY CENTER

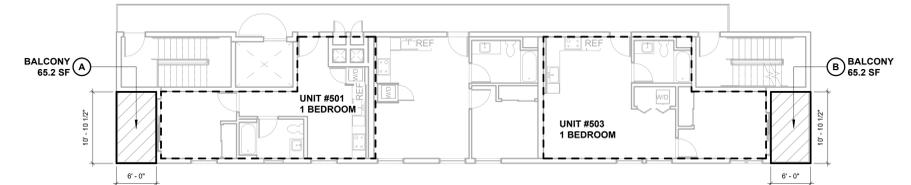
2. USABLE OPEN SPACE. NO PORTION OF THE REQUIRED USABLE OPEN SPACE SHALL HAVE A SLOPE EXCEEDING 10%. UP TO 75% OF THE USABLE OPEN SPACE MAY BE PROVIDED ABOVE THE GROUND FLOOR REGARDLESS OF THE UNDERLYING ZONE.

COMMON USABLE OPEN SPACE. NO PORTION OF THE REQUIRED COMMON USABLE OPEN SPACE SHALL HAVE A DIMENSION OF LESS THAN 20 FEET OR BE LESS THAN 400 SQUARE FEET FOR PROJECTS UNDER 10 DWELLING UNITS AND 600 SQUARE FEET FOR PROJECTS 10 DWELLING UNITS OR MORE.

PRIVATE USABLE OPEN SPACE. ONCE THE STANDARDS FOR THE COMMON USABLE OPEN SPACE REFERENCED IN THE PARAGRAPH ABOVE HAVE BEEN MET, PROJECTS MAY PROVIDE PRIVATE USABLE OPEN SPACE, SUCH AS BALCONIES OR PATIOS, WITH A MINIMUM DIMENSION OF SIX FEET FOR BALCONIES AND TEN FEET FOR PATIOS, THEREBY REDUCING THE REQUIRED USABLE OPEN SPACE DIRECTLY COMMENSURATE WITH THE AMOUNT OF PRIVATE OPEN SPACE PROVIDED

- T.O.C. TIER 4 OFF MENU INCENTIVE: 25% REDUCTION IN MINIMUM USABLE COMMON OPEN SPACE DIMENSION PER SNAP FROM 20'-0" TO 15'-0"
- COMMON OPEN SPACE REQUIREMENT: **3,075 SF**
A. PROVIDED: **3,186.3 SF**
- MIN 25% OF REQUIRED COMMON OPEN SPACE AT GRADE: **3,075 x 0.25 = 768.7 SF**
A. PROVIDED: **1,355.2 SF (44%)**
- 75% OF REQUIRED OPEN SPACE ALLOWED ABOVE GRADE PER SNAP: **3,075 x 0.75 = 2,306.3 SF**
A. PROVIDED: **1,765.9 SF (58%)**
- MAX 25% OF TOTAL REQUIRED OPEN SPACE AS REC. ROOM: **3,075 x 0.25 = 768.7 SF**
A. PROVIDED: **600 SF (19.5%)**

PRIVATE OPEN SPACE CALC.		
KEYNOTE	Name	AREA

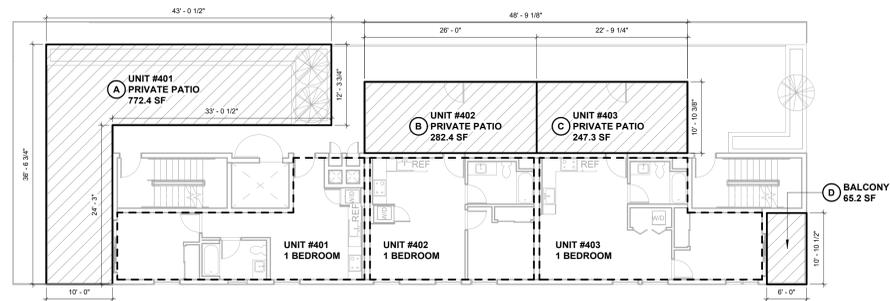


5 5TH FLOOR PLAN - OPEN SPACE
3/32" = 1'-0"

PRIVATE OPEN SPACE CALC.		
KEYNOTE	Name	AREA
B	BALCONY	65.2 SF
C	BALCONY	65.2 SF
D	UNIT #403 PRIVATE PATIO	247.3 SF
D	BALCONY	65.2 SF
TOTAL PRIVATE OPEN SPACE		1,831.1 SF

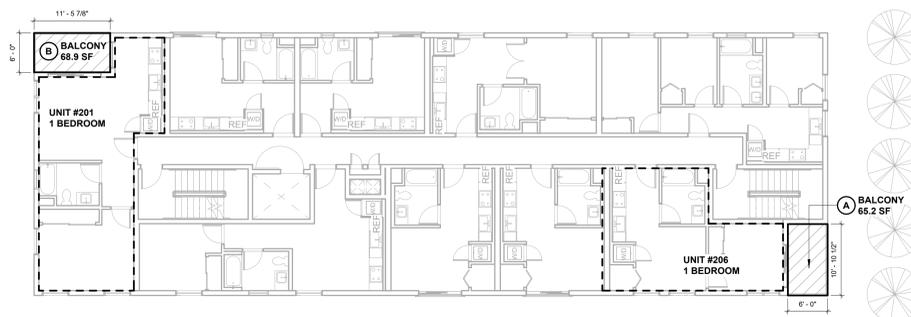
EXHIBIT "A"
Page No. 5 of 34
Case No. DIR-2021-1238-TOC-SPP-HCA

PRIVATE OPEN SPACE CALC.		
KEYNOTE	Name	AREA



4 4TH FLOOR PLAN - OPEN SPACE
3/32" = 1'-0"

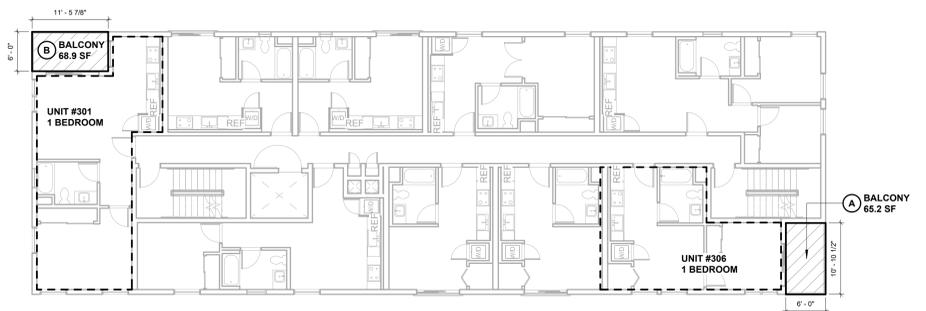
PRIVATE OPEN SPACE CALC.		
KEYNOTE	Name	AREA
A	UNIT #401 PRIVATE PATIO	772.4 SF
B	UNIT #402 PRIVATE PATIO	282.4 SF
B	BALCONY	68.9 SF
B	BALCONY	68.9 SF



3 3RD FLOOR PLAN - OPEN SPACE
3/32" = 1'-0"

COMMON OPEN SPACE CALC.		
KEYNOTE	Name	AREA
A	REAR YARD	755.2 SF
B	REC. ROOM	600.0 SF
COMMON OPEN SPACE		1,355.2 SF

PRIVATE OPEN SPACE CALC.		
KEYNOTE	Name	AREA
A	BALCONY	65.2 SF
A	BALCONY	65.2 SF



13-LADBS STAMP AREA

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

1 1ST FLOOR PLAN - OPEN SPACE
3/32" = 1'-0"

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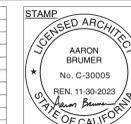
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PROJECT:
30-UNIT MULTIFAMILY DEVELOPMENT

1114 N. HELIOTROPE DR.
LOS ANGELES, CA. 90029

ISSUE	DATE	DESCRIPTION
01	07.06.2022	CITY PLANNING SET #1
02	09.09.2022	PZA SUBMITTAL #1
03	05.15.2023	PZA RESUBMITTAL #1
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05	10.16.2023	PZA RESUBMITTAL #3
06	10.20.2023	PZA RESUBMITTAL #4

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DRAWING TITLE
COMMON OPEN SPACE DIAGRAMS

T032

1114 HELIOTROPE DR.

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 Page No. 6 of 34
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N HELIOTROPE DR.

13-LADBS STAMP AREA

1 VERMONT/WESTERN SNAP WINDOW ADJACENCY DIAGRAM - NORTH EXTERIOR ELEVATION
 1/8" = 1'-0"

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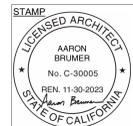
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06	10.20.2023	PZA RESUBMITTAL #4

ISSUE	DATE	DESCRIPTION



DRAWING TITLE
 VERMONT/WESTERN SNAP WINDOW
 ADJACENCY DIAGRAMS

T033
 DR.
 1114 HELIOTROPE

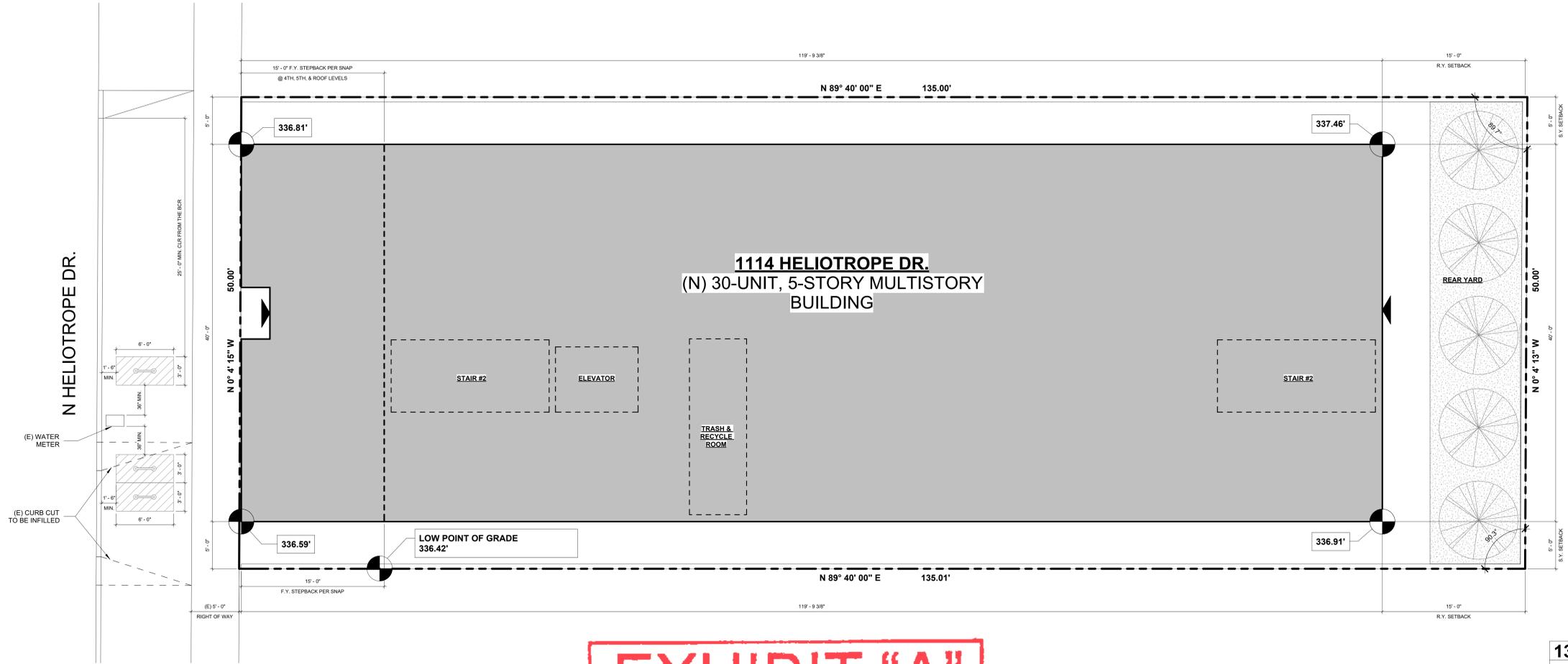


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 Case No. DIR-2021-1238-TOC-SPP-HCA

13-LADBS STAMP AREA

NOTE: PER VERMONT/WESTERN TRANSIT ORIENTED DISTRICT SPECIFIC PLAN (STATION NEIGHBORHOOD AREA PLAN)
 SECTION 9. SUBAREA C COMMUNITY CENTER
 G. PEDESTRIAN THROUGHWAYS.
 2. FACADE TREATMENT.
 THE BUILDING FACADE FACING THE PEDESTRIAN WALK WAY SHALL BE IMPROVED IN ACCORDANCE WITH THE PROVISIONS OF WITH THE GUIDELINES.

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

KEYNOTES

LEGEND

▲ ACCESSIBLE ENTRANCE

SHEET NOTES

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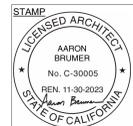
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PROJECT:
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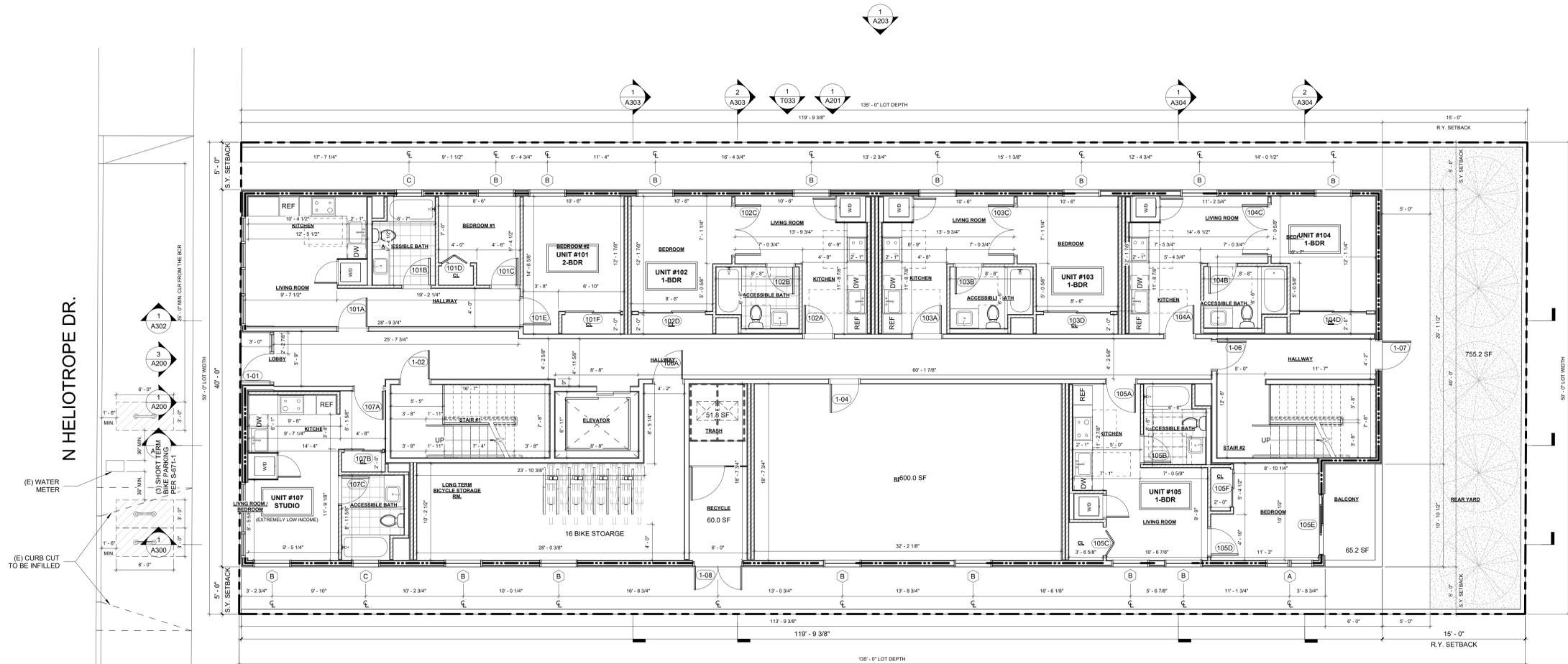
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ISSUE	DATE	DESCRIPTION



DRAWING TITLE
 SITE PLAN

A000
 1114 HELIOTROPE DR.



13-LADBS STAMP AREA

NOTE: PER VERMONT/WESTERN TRANSIT ORIENTED DISTRICT SPECIFIC PLAN (STATION NEIGHBORHOOD AREA PLAN)
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1 1ST FLOOR PLAN
 3/16" = 1'-0"

- KEYNOTES**
- (01) ROLL UP GARAGE DOOR
 - (02) TRENCH DRAIN
 - (03) ELEVATOR FIRE DOOR
 - (04) STANDPIPE
 - (05) SUMP PUMP LOCATION; SEE CIVIL
 - (06) AREA DRAIN LOCATIONS; SEE CIVIL
 - (07) CONC. RETAINING WALL, TYP. - SEE STRUCT.
 - (08) CONC. COLUMN, TYP. - SEE STRUCT.
 - (09) 2 TIERED BIKE RACKS, 8 BIKES PER ASSEMBLY, TYP. 24 TOTAL LONG TERM SPACES PROVIDED.

- LEGEND**
- CONCRETE WALL - SEE STRUCTURAL DRAWINGS
 - 8" CMU WALL - SEE STRUCTURAL DRAWINGS
 - 2 X 6 WD STUD WALL - SEE STRUCTURAL DRAWINGS
 - 2 X 4 WD STUD WALL - SEE STRUCTURAL DRAWINGS
 - 2 X 2 X 4 WD STUD WALL - SEE STRUCTURAL DRAWINGS
 - 1-HR RATED CONSTRUCTION - SEE SHEET X.1 FOR DETAILS
 - 2-HR RATED CONSTRUCTION - SEE SHEET X.1 FOR DETAILS
 - CARBON MONOXIDE ALARM, HARD-WIRED W/ BATTERY BACK-UP
 - CEILING MOUNTED BATTERY OPERATED SMOKE DETECTOR, HARD-WIRED W/ BATTERY BACK-UP
 - WHISPER-QUIET CEILING EXHAUST FAN/LIGHT COMBO, 50 CFM MIN. ENERGY STAR RATED, HUMIDISTAT CONTROLLED EXHAUST FAN DUCTED TO EXTERIOR
 - EXIT SIGN

- SHEET NOTES**
1. ALL DIMENSIONS ARE TO FACE OF FRAMING, CENTERLINE OF STRUCTURAL POST, OR EDGE OF SLAB U.O.N.
 2. ALL DIMENSIONS TO BE VERIFIED IN FIELD PRIOR TO COMMENCEMENT OF WORK. ANY DISCREPANCIES BETWEEN THESE PLANS AND ACTUAL SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT IMMEDIATELY.
 3. AT ALL INTERIOR WALLS, INSTALL 1 LAYER 5/8" GWB BOTH SIDES. AT WET LOCATION, INSTALL CEMENT BOARD ON WET SIDE OF WALL.
 4. SEE STRUCTURAL DRAWINGS FOR ALL FRAMING AND FOUNDATION INFORMATION.
 5. ALL DOORS TO BE FRAMED 6" FROM THE ADJACENT PERPENDICULAR WALL TO THE THROAT OF THE HINGE SIDE OF THE DOOR, U.O.N.
 6. ALL EXTERIOR DOORS SHALL OPEN ONTO A LANDING IN THE DIRECTION OF THE DOORSWING THAT IS NO MORE THAN 1/2" BELOW THE DOOR THRESHOLD ELEVATION.
 7. SEE INTERIORS PACKAGE FOR ALL INTERIOR MATERIALS, FIXTURES, AND FINISHES.
 8. 1/2" MAX THRESHOLD @ ALL ACCESSIBLE DOOR LANDINGS.
 9. MAX CROSS SLOPE @ OF ALL ACCESSIBLE DOORS.
 10. THE ELECTRICAL SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT THE FULL RATED AMPERAGE OF THE EV'SE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.
 11. THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACES RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.
 12. EXTERIOR WALLS SHALL HAVE A FIRE-RESISTANCE NOT LESS THAN (1) HOUR. (CBC 603.1)
 13. SHAFT ENCLOSURES SHALL HAVE A FIRE-RESISTANCE RATING OF (2) - HR. NUMBER OF STORIES CONNECTED INCLUDES ALL BASEMENTS BUT NOT ANY MEZZANINES. (CBC 713.4)
 14. SHAFT ENCLOSURES THAT DO NOT EXTEND TO THE BOTTOM OF THE BUILDING SHALL COMPLY WITH A CONDITION IN CBC 713.11. (CBC 713.11)
 15. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5, CHART NO. 5
 16. BUILDINGS SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS. SEE LOS ANGELES FIRE CODE SECTION 510 FOR MORE DETAILS.
 17. ALL ROOF RUNOFF TO DRAIN TO STORMWATER PLANTERS PER CIVIL PLANS.

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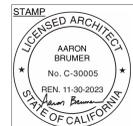
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PROJECT:
30-UNIT MULTIFAMILY DEVELOPMENT
 1114 N. HELIOTROPE DR.
 LOS ANGELES, CA. 90029

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ISSUE	DATE	DESCRIPTION



DRAWING TITLE
 1ST FLOOR PLAN

A101
 1114 HELIOTROPE DR.

N HELIOTROPE DR.

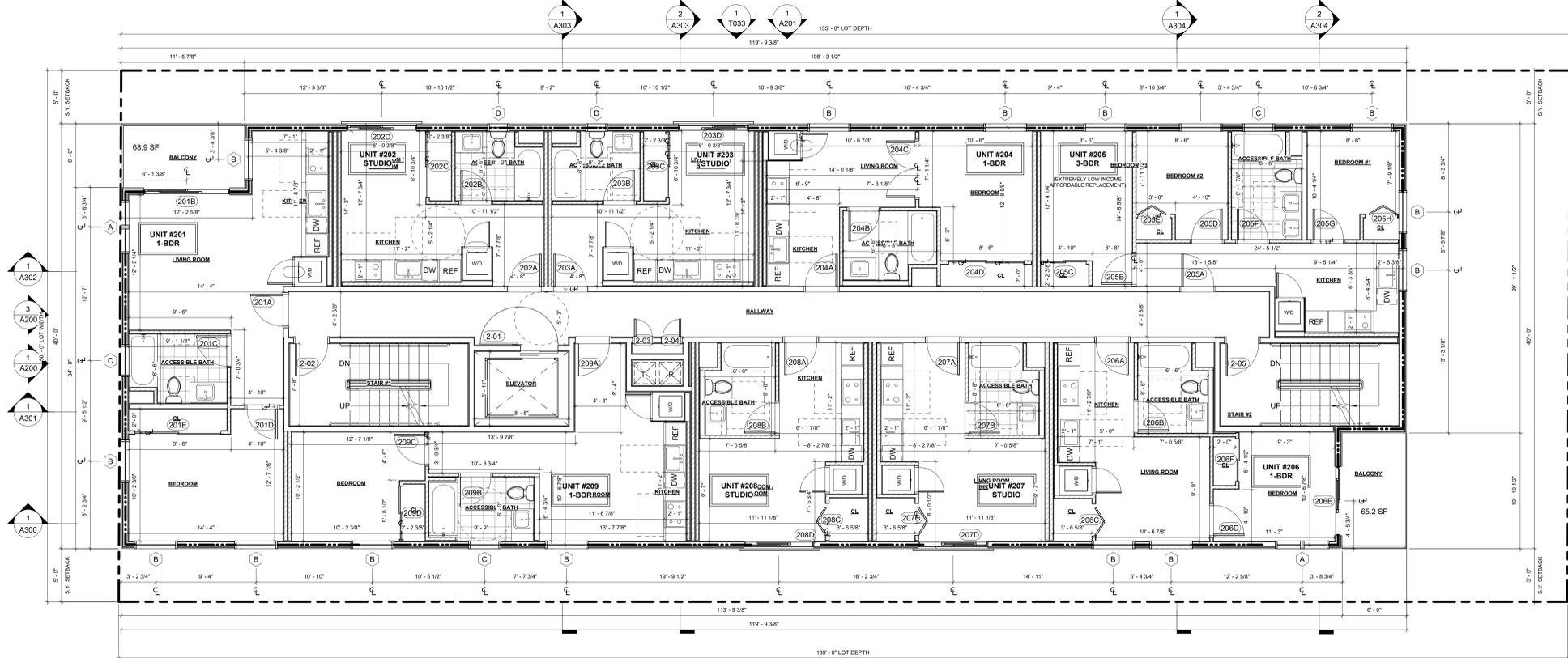


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 Page No. 9 of 34
 Case No. DIR-2021-1238-TOC-SPP-HCA

13-LADBS STAMP AREA

1 2ND FLOOR PLAN
3/16" = 1'-0"

- KEYNOTES**
- 01 ROLL UP GARAGE DOOR
 - 02 BI-FOLDING REMOTE GARAGE ENTRY GATE
 - 03 PEDESTRIAN GATE
 - 04 STANDPIPE
 - 05 ELEVATOR FIRE DOOR
 - 06 AREA DRAIN LOCATIONS; SEE CIVIL
 - 07 INTERCOM
 - 08 FIRE ALARM CONTROL PANEL
 - 09 DOWNSPOUT
 - 10 SINGLE SHORT-TERM BICYCLE PARKING SPACE, TYP. 2 TOTAL SHORT-TERM SPACES PROVIDED
 - 11 MIN. 1-INCH (INSIDE DIAMETER) RACEWAY TO ACCOMMODATE A DEDICATED 200/240 VOLT BRANCH CIRCUIT. RACEWAY SHALL ORIGINATE AT THE MAIN SERVICE OR SUBPANEL AND TERMINATE IN CLOSE PROXIMITY TO THE EVCS INTO A LISTED CABINET, BOX, OR ENCLOSURE. SEE SHEET NOTES #10 AND #11 FOR ADDITIONAL INFO
 - 12 FIRE DEPARTMENT CONNECTION
 - 13 ??AUTOMATIC DOOR OPENER FOR SIDE YARD GATE??

- LEGEND**
- CONCRETE WALL - SEE STRUCTURAL DRAWINGS
 - 8" CMU WALL - SEE STRUCTURAL DRAWINGS
 - 2 X 4 MTL. STUD FURRING WALL - SEE STRUCTURAL DRAWINGS
 - 1-HR RATED CONSTRUCTION - SEE SHEET X.1 FOR DETAILS
 - 2-HR RATED CONSTRUCTION - SEE SHEET X.1 FOR DETAILS
 - CARBON MONOXIDE ALARM, HARD-WIRED W/ BATTERY BACK-UP
 - CEILING MOUNTED BATTERY OPERATED SMOKE DETECTOR, HARD-WIRED W/ BATTERY BACK-UP
 - WHISPER-QUIET CEILING EXHAUST FANLIGHT COMBO, 50 CFM MIN. ENERGY STAR RATED, HUMIDISTAT CONTROLLED EXHAUST FAN DUCTED TO EXTERIOR
 - EXIT SIGN

- SHEET NOTES**
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 2. ALL DIMENSIONS TO BE VERIFIED IN FIELD PRIOR TO COMMENCEMENT OF WORK. ANY DISCREPANCIES BETWEEN THESE PLANS AND ACTUAL SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT IMMEDIATELY.
 3. AT ALL INTERIOR WALLS, INSTALL 1 LAYER 5/8" CMW BOTH SIDES. AT WET LOCATION, INSTALL CEMENT BOARD ON WET SIDE OF WALL.
 4. SEE STRUCTURAL DRAWINGS FOR ALL FRAMING AND FOUNDATION INFORMATION.
 5. ALL DOORS TO BE FRAMED 6" FROM THE ADJACENT PERPENDICULAR WALL TO THE THROAT OF THE HINGE SIDE OF THE DOOR, U.O.N.
 6. ALL EXTERIOR DOORS SHALL OPEN ONTO A LANDING IN THE DIRECTION OF THE DOORSWING THAT IS NO MORE THAN 1/2" BELOW THE DOOR THRESHOLD ELEVATION.
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 8. 1/2" MAX THRESHOLD @ ALL ACCESSIBLE DOOR LANDINGS.
 9. MAX CROSS SLOPE @ OF ALL ACCESSIBLE DOORS.
 10. THE ELECTRICAL SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT THE FULL RATED AMPERAGE OF THE EVSE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.
 11. THE SERVICE PANEL OR SUBPANEL CURCUPIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.
 12. EXTERIOR WALLS SHALL HAVE A FIRE-RESISTANCE NOT LESS THAN (1) HOUR. (CBC 603.1)
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 16. BUILDINGS SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS. SEE LOS ANGELES FIRE CODE SECTION 510 FOR MORE DETAILS
 17. ALL ROOF RUNOFF TO DRAIN TO STORMWATER PLANTERS PER CIVIL PLANS.

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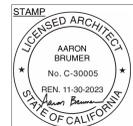
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ISSUE	DATE	DESCRIPTION



DRAWING TITLE
 2ND FLOOR PLAN

A102

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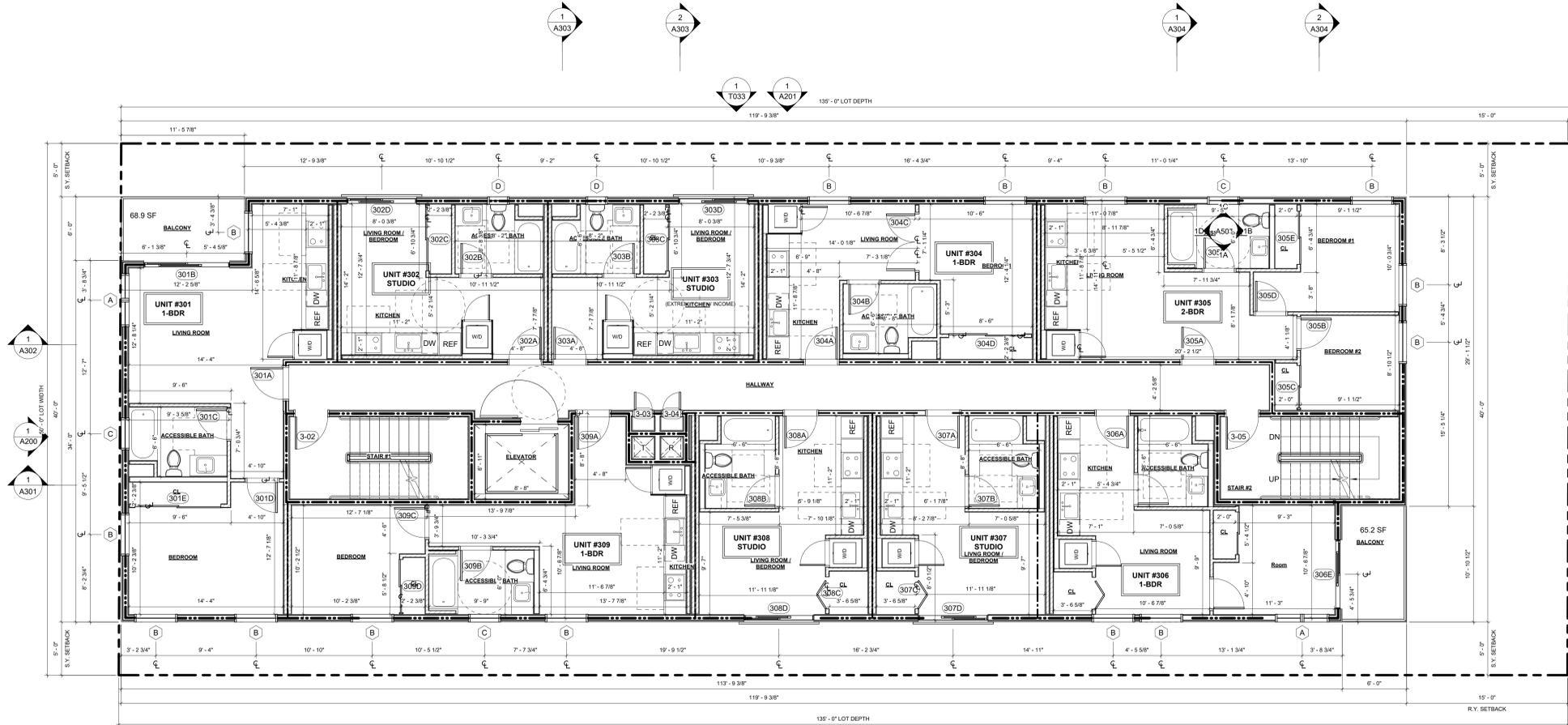


EXHIBIT "A"
 Page No. 10 of 34
 Case No. DIR-2021-1238-TOC-SPP-HCA

13-LADBS STAMP AREA

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

- KEYNOTES**
- (01) STANDPIPE
 - (02) ELEVATOR FIRE DOOR
 - (03) AREA DRAINS
 - (04) ELECTRICAL PANEL
 - (05) DEX-O-TEX, CLASS 'A' DECK COVERING WEATHERWEAR COATING IN 304 "INSERT COLOR NAME" XL COLOR SRI: 46 SEE SHEET T-15 FOR SPECIFICATION

- LEGEND**
- 2 X 6 W/ STUD WALL - SEE STRUCTURAL DRAWINGS
 - 2 X 4 W/ STUD WALL - SEE STRUCTURAL DRAWINGS
 - 2 - 2 X 4 W/ STUD WALL - SEE STRUCTURAL DRAWINGS
 - 1-HR RATED CONSTRUCTION - SEE SHEET X-1 FOR DETAILS
 - 2-HR RATED CONSTRUCTION - SEE SHEET X-1 FOR DETAILS
 - CM CARBON MONOXIDE ALARM, HARD-WIRED W/ BATTERY BACK-UP
 - S CEILING MOUNTED BATTERY OPERATED SMOKE DETECTOR, HARD-WIRED W/ BATTERY BACK-UP
 - WHISPER-QUIET CEILING EXHAUST FAN/LIGHT COMBO, 50 CFM MIN. ENERGY STAR RATED, HUMIDISTAT CONTROLLED EXHAUST FAN DUCTED TO EXTERIOR
 - EXIT SIGN

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 8. 1/2" MAX THRESHOLD @ ALL ACCESSIBLE DOOR LANDINGS.
 9. MAX CROSS SLOPE @ OF ALL ACCESSIBLE DOORS.
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 15. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5, CHART NO. 5
 16. BUILDINGS SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS. SEE LOS ANGELES FIRE CODE SECTION 510 FOR MORE DETAILS.
 17. ALL ROOF RUNOFF TO DRAIN TO STORMWATER PLANTERS PER CIVIL PLANS.

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PROJECT:
30-UNIT MULTIFAMILY DEVELOPMENT

1114 N. HELIOTROPE DR.
LOS ANGELES, CA. 90029

ISSUE	DATE	DESCRIPTION
01	07.06.2022	CITY PLANNING SET #1
02	09.09.2022	PZA SUBMITTAL #1
03	05.15.2023	PZA RESUBMITTAL #1
04	08.07.2023	PZA RESUBMITTAL #2
05	10.16.2023	PZA RESUBMITTAL #3
06	10.20.2023	PZA RESUBMITTAL #4

ISSUE	DATE	DESCRIPTION



DRAWING TITLE
3RD FLOOR PLAN

A103

1114 HELIOTROPE DR.

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N HELIOTROPE DR.

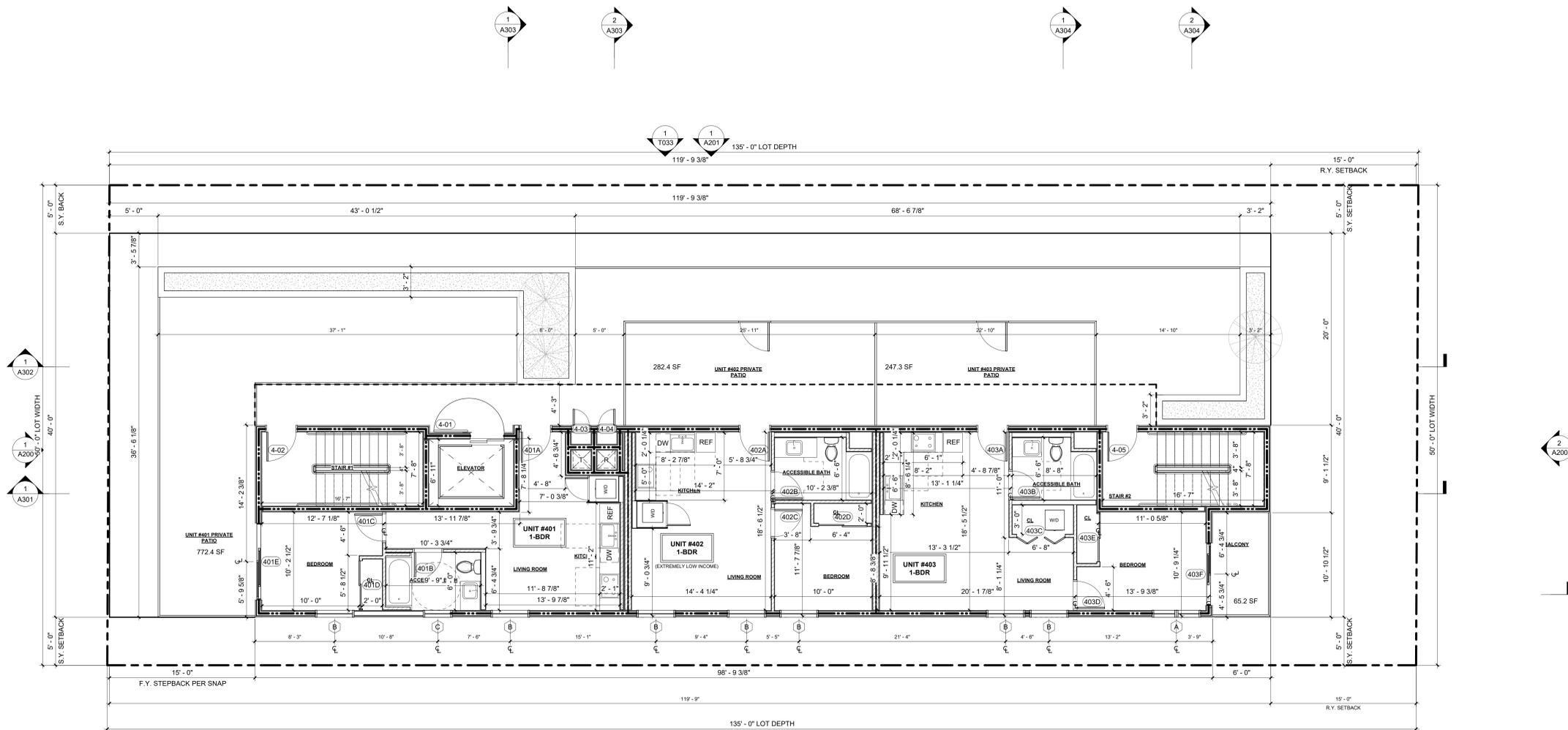


EXHIBIT "A"
 Page No. 11 of 34
 Case No. DIR-2021-1238-TOC-SPP-HCA

13-LADBS STAMP AREA

1 4TH FLOOR PLAN
3/16" = 1'-0"

KEYNOTES

- (01) STANDPIPE
- (02) ELEVATOR FIRE DOOR
- (03) AREA DRAINS
- (04) ELECTRICAL PANEL
- (05) DEX-O-TEX, CLASS 'A' DECK COVERING WEATHERWEAR COATING IN 304 "INSERT COLOR NAME" XL COLOR SRI: 46 SEE SHEET T-15 FOR SPECIFICATION

LEGEND

- 2 X 6 WD STUD WALL - SEE STRUCTURAL DRAWINGS
- 2 X 4 WD STUD WALL - SEE STRUCTURAL DRAWINGS
- 2 - 2 X 4 WD STUD WALL - SEE STRUCTURAL DRAWINGS
- 1-HR RATED CONSTRUCTION - SEE SHEET X-1 FOR DETAILS
- 2-HR RATED CONSTRUCTION - SEE SHEET X-1 FOR DETAILS
- CARBON MONOXIDE ALARM, HARD-WIRED W/ BATTERY BACK-UP
- CEILING MOUNTED BATTERY OPERATED SMOKE DETECTOR, HARD-WIRED W/ BATTERY BACK-UP
- WHISPER-QUIET CEILING EXHAUST FAN/LIGHT COMBO, 50 CFM MIN. ENERGY STAR RATED, HUMIDISTAT CONTROLLED EXHAUST FAN DUCTED TO EXTERIOR
- EXIT SIGN

SHEET NOTES

1. ALL DIMENSIONS ARE TO FACE OF FRAMING, CENTERLINE OF STRUCTURAL POST, OR EDGE OF SLAB U.O.N.
2. ALL DIMENSIONS TO BE VERIFIED IN FIELD PRIOR TO COMMENCEMENT OF WORK. ANY DISCREPANCIES BETWEEN THESE PLANS AND ACTUAL SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT IMMEDIATELY.
3. AT ALL INTERIOR WALLS, INSTALL 1 LAYER 5/8" GWB BOTH SIDES. AT WET LOCATION, INSTALL CEMENT BOARD ON WET SIDE OF WALL.
4. SEE STRUCTURAL DRAWINGS FOR ALL FRAMING AND FOUNDATION INFORMATION.
5. ALL DOORS TO BE FRAMED 6" FROM THE ADJACENT PERPENDICULAR WALL TO THE THROAT OF THE HINGE SIDE OF THE DOOR, U.O.N.
6. ALL EXTERIOR DOORS SHALL OPEN ONTO A LANDING IN THE DIRECTION OF THE DOORSWING THAT IS NO MORE THAN 1/2" BELOW THE DOOR THRESHOLD ELEVATION.
7. SEE INTERIORS PACKAGE FOR ALL INTERIOR MATERIALS, FIXTURES, AND FINISHES.
8. 1/2" MAX THRESHOLD @ ALL ACCESSIBLE DOOR LANDINGS.
9. MAX CROSS SLOPE @ OF ALL ACCESSIBLE DOORS.
10. THE ELECTRICAL SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT THE FULL RATED AMPERAGE OF THE EVSE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.
11. THE SERVICE PANEL OR SUBPANEL CURCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.
12. EXTERIOR WALLS SHALL HAVE A FIRE-RESISTANCE NOT LESS THAN (1) HOUR. (CBC 603.1)
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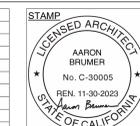
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DRAWING TITLE
 4TH FLOOR PLAN

A104

1114 HELIOTROPE DR.

N HELIOTROPE DR.

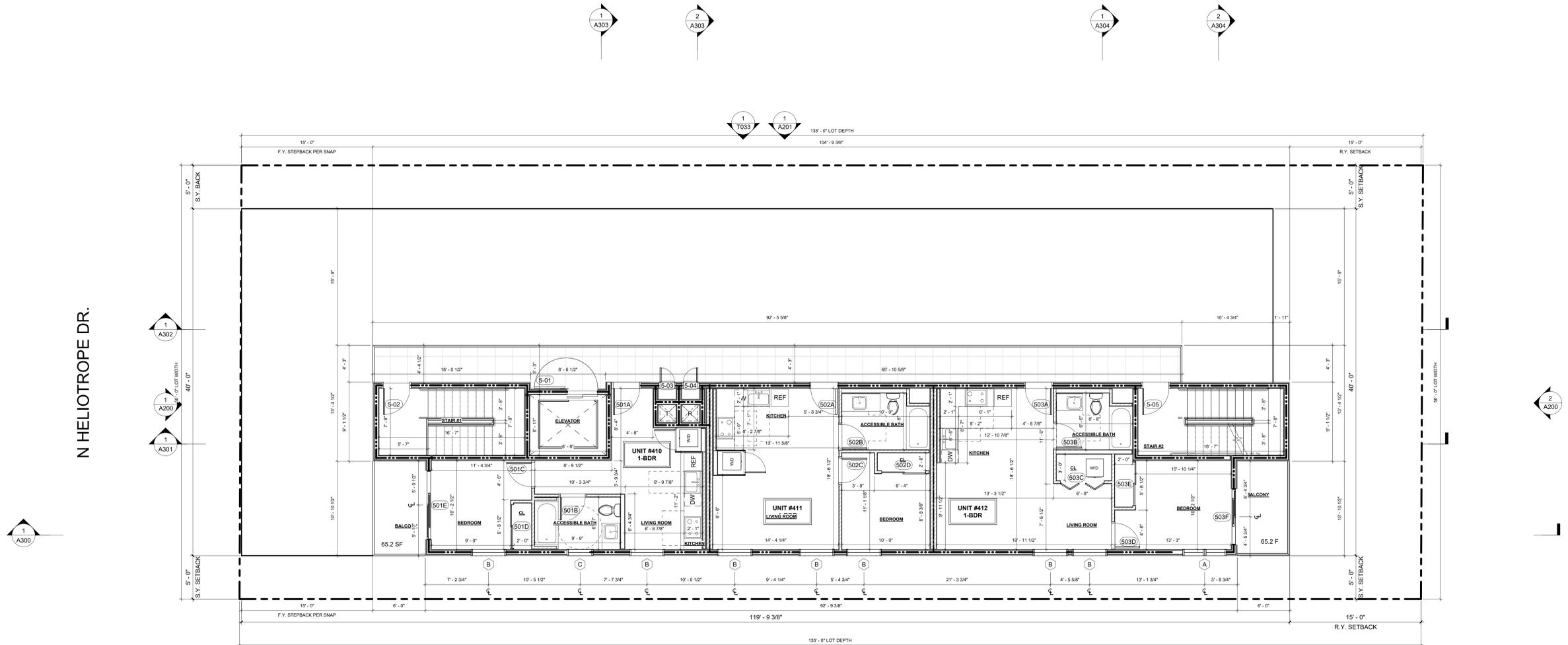


EXHIBIT "A"
 Page No. 12 of 34
 Case No. DIR-2021-1238-TOC-SPP-HCA

13-LADBS STAMP AREA

1 5TH FLOOR PLAN
3/16" = 1'-0"

- KEYNOTES**
- (01) STANDPIPE
 - (02) ELEVATOR FIRE DOOR
 - (03) AREA DRAINS
 - (04) ELECTRICAL PANEL
 - (05) DEX-O-TEX, CLASS 'A' DECK COVERING WEATHERWEAR COATING IN 304 "INSERT COLOR NAME" XL COLOR SRI: 46 SEE SHEET T-15 FOR SPECIFICATION

- LEGEND**
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 - 2 X 4 WD STUD WALL - SEE STRUCTURAL DRAWINGS
 - 2 - 2 X 4 WD STUD WALL - SEE STRUCTURAL DRAWINGS
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 - CM CARBON MONOXIDE ALARM, HARD-WIRED W/ BATTERY BACK-UP
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 3. AT ALL INTERIOR WALLS, INSTALL 1 LAYER 5/8" GWB BOTH SIDES. AT WET LOCATION, INSTALL CEMENT BOARD ON WET SIDE OF WALL.
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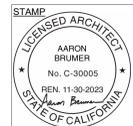
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 LOS ANGELES, CA. 90029

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ISSUE	DATE	DESCRIPTION



DRAWING TITLE
 5TH FLOOR PLAN

A105

1114 HELIOTROPE DR.

N HELIOTROPE DR.

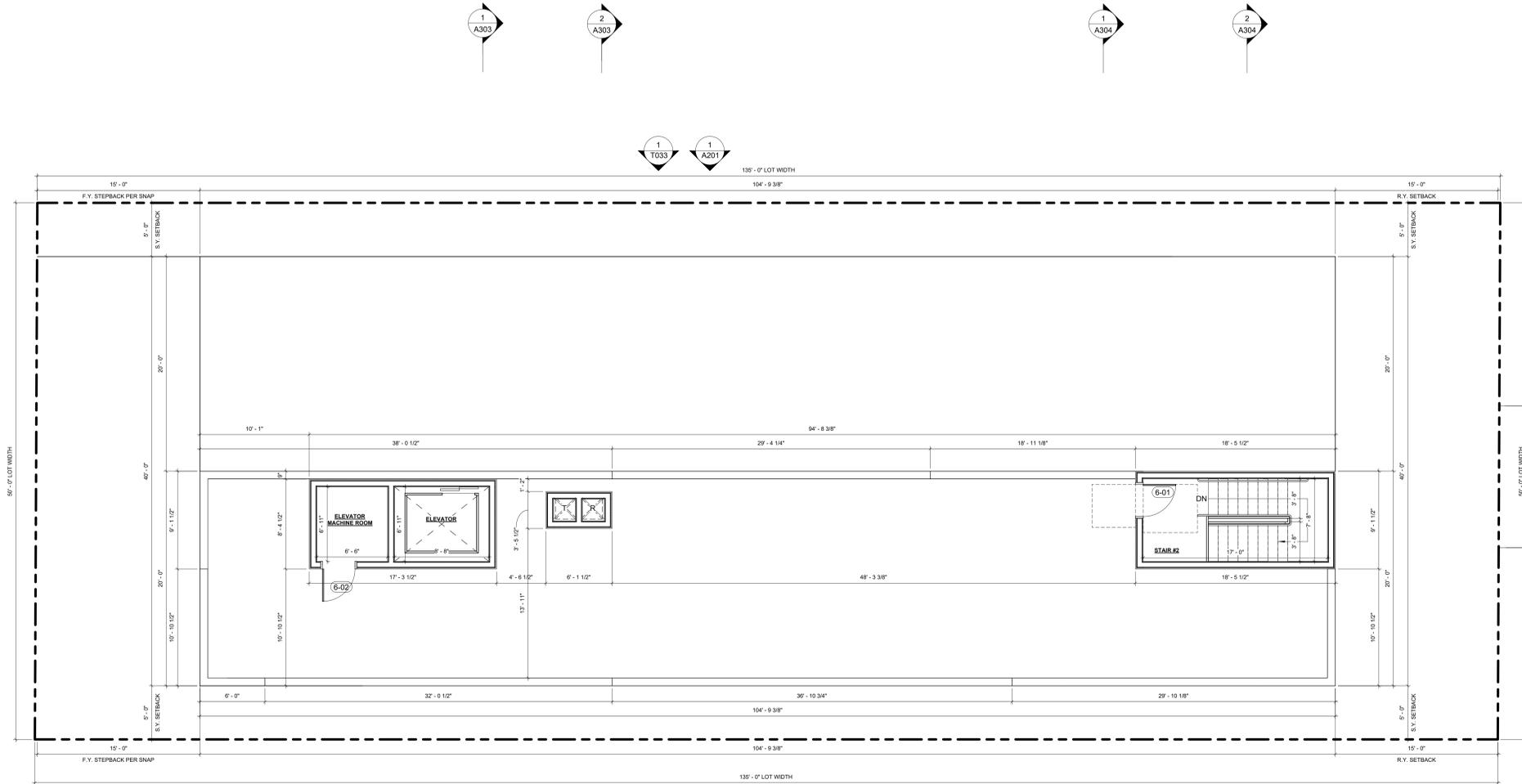


EXHIBIT "A"
 Page No. 13 of 34
 Case No. DIR-2021-1238-TOC-SPP-HCA

13-LADBS STAMP AREA

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

KEYNOTES

(01)	STANDPIPE
(02)	ELEVATOR FIRE DOOR
(03)	AREA DRAINS
(04)	ELECTRICAL PANEL
(05)	DEX-O-TEX, CLASS 'A' DECK COVERING WEATHERWEAR COATING IN 304 "INSERT COLOR NAME" XL COLOR SRI: 46 SEE SHEET T-15 FOR SPECIFICATION

LEGEND

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	2 X 4 WD STUD WALL - SEE STRUCTURAL DRAWINGS		CEILING MOUNTED BATTERY OPERATED SMOKE DETECTOR, HARD-WIRED W/ BATTERY BACK-UP
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	1-HR RATED CONSTRUCTION - SEE SHEET X-1 FOR DETAILS		EXIT SIGN
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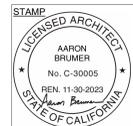
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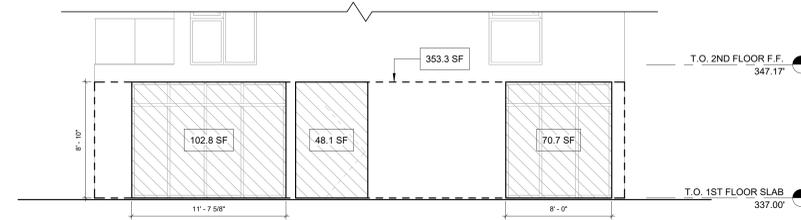


DRAWING TITLE
 ROOF PLAN

A106

1114 HELIOTROPE DR.

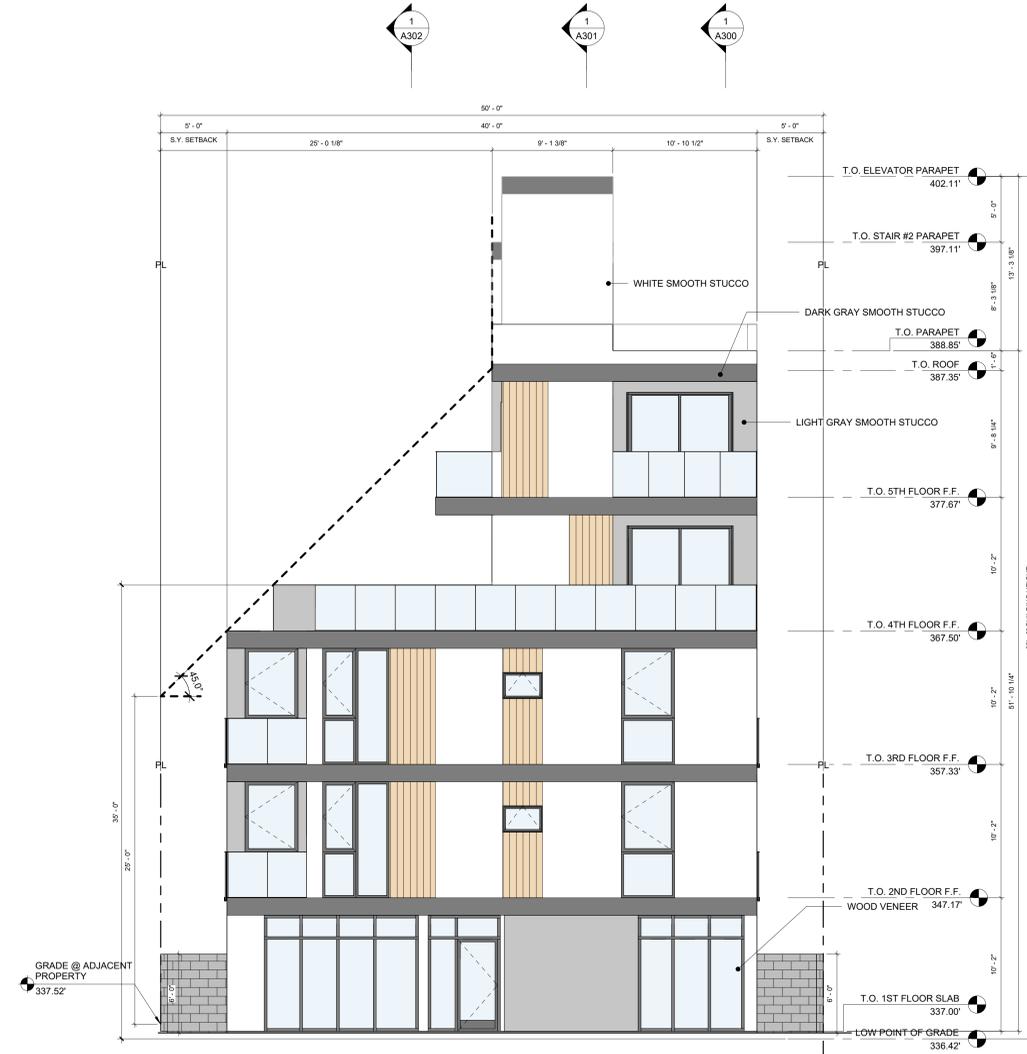
TRANSPARENCY CALCULATIONS - WEST ELEVATION
 TOTAL TRANSPARENCY AREA = 102.8+48.1+70.7 = 221.6 SF
 OVERALL SURFACE AREA = 353.3 SF
 % TRANSPARENCY AREA = 221.6 / 353.3 = 62.7%



3 WEST EXTERIOR ELEVATION - TRANSPARENCY DIAGRAM
 3/16" = 1'-0"



2 EAST EXTERIOR ELEVATION
 3/16" = 1'-0"



1 WEST EXTERIOR ELEVATION
 3/16" = 1'-0"

EXHIBIT "A"
 Page No. 14 of 34
 Case No. DIR-2021-1238-TOC-SPP-HCA

13-LADBS STAMP AREA

NOTE: PER VERMONT/WESTERN TRANSIT ORIENTED DISTRICT SPECIFIC PLAN (STATION NEIGHBORHOOD AREA PLAN)

SECTION 9. SUBAREA C COMMUNITY CENTER

G. PEDESTRIAN THROUGHWAYS.
 2. FACADE TREATMENT.

THE BUILDING FACADE FACING THE PEDESTRIAN WALK WAY SHALL BE IMPROVED IN ACCORDANCE WITH THE PROVISIONS OF WITH THE GUIDELINES.

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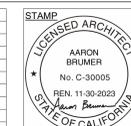
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DRAWING TITLE
 EXTERIOR ELEVATIONS

A200

1114 HELIOTROPE DR.



EXHIBIT "A"
 Page No. 15 of 34
 Case No. DIR-2021-1238-TOC-SPP-HCA

13-LADBS STAMP AREA

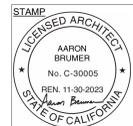
1 NORTH EXTERIOR ELEVATION
3/16" = 1'-0"

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DRAWING TITLE
 EXTERIOR ELEVATIONS

A201

1114 HELIOTROPE DR.

N HELIOTROPE DR.



EXHIBIT "A"

Page No. 16 of 34

Case No. DIR-2021-1238-TOC-SPP-HCA

13-LADBS STAMP AREA

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

ARCHITECT:
AARON BRUMER AND ASSOC. ARCHITECTS
10999 RIVERSIDE DRIVE, SUITE #302
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PHONE: (310) 422-9234
EMAIL: AARON@AARONBRUMER.COM

STRUCTURAL:
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C: 213-392-0034
EMAIL: BOLDENGINEER@GMAIL.COM

CIVIL:
POINT ENGINEERING, INC
9227 RESEDA BLVD #111
NORTHRIDGE, CA 91324
T: 213 258 8451
EMAIL:
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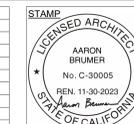
LANDSCAPE:
GREEN REPUBLIC LANDSCAPES INC.
13743 VENTURA BLVD UNIT 220
SHERMAN OAKS, CA 91423
T: (818) 616-1860
EMAIL:
INFO@GREENREPUBLICLANDSCAPES.COM

PROJECT:
30-UNIT MULTIFAMILY DEVELOPMENT

1114 N. HELIOTROPE DR.
LOS ANGELES, CA. 90029

ISSUE	DATE	DESCRIPTION
01	07.06.2022	CITY PLANNING SET #1
02	09.09.2022	PZA SUBMITTAL #1
03	05.15.2023	PZA RESUBMITTAL #1
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05	10.16.2023	PZA RESUBMITTAL #3
06	10.20.2023	PZA RESUBMITTAL #4

ISSUE	DATE	DESCRIPTION

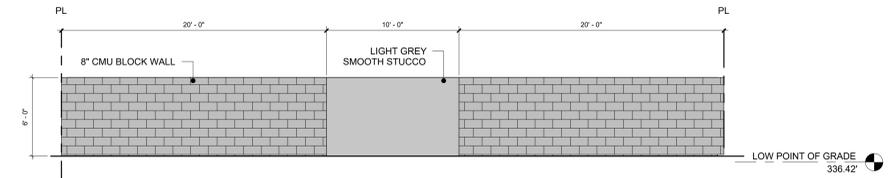


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EXTERIOR ELEVATIONS

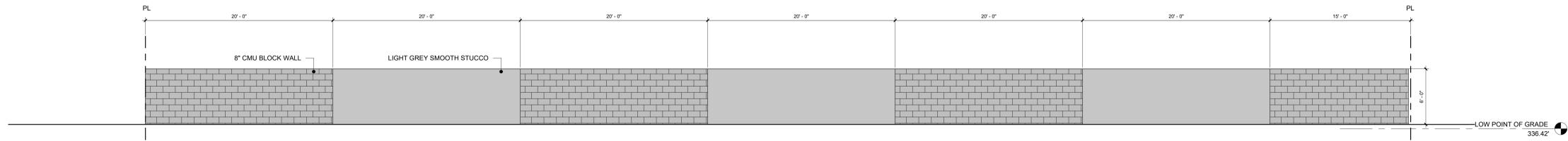
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1114 HELIOTROPE DR.

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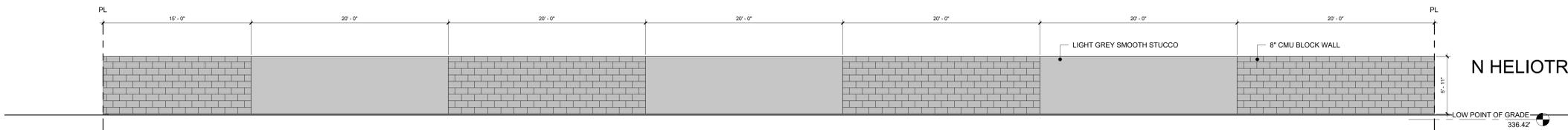


3 EAST PERIMETER WALL ELEVATION
3/16" = 1'-0"



2 SOUTH PERIMETER WALL ELEVATION
3/16" = 1'-0"

EXHIBIT "A"
Page No. 17 of 34
Case No. DIR-2021-1238-TOC-SPP-HCA



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

13-LADBS STAMP AREA

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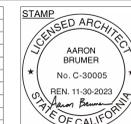
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PROJECT:
30-UNIT MULTIFAMILY DEVELOPMENT

1114 N. HELIOTROPE DR.
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05	10.16.2023	PZA RESUBMITTAL #3
06	10.20.2023	PZA RESUBMITTAL #4

ISSUE	DATE	DESCRIPTION



DRAWING TITLE
PERIMETER WALL ELEVATION

A203

1114 HELIOTROPE DR.

N HELIOTROPE DR.

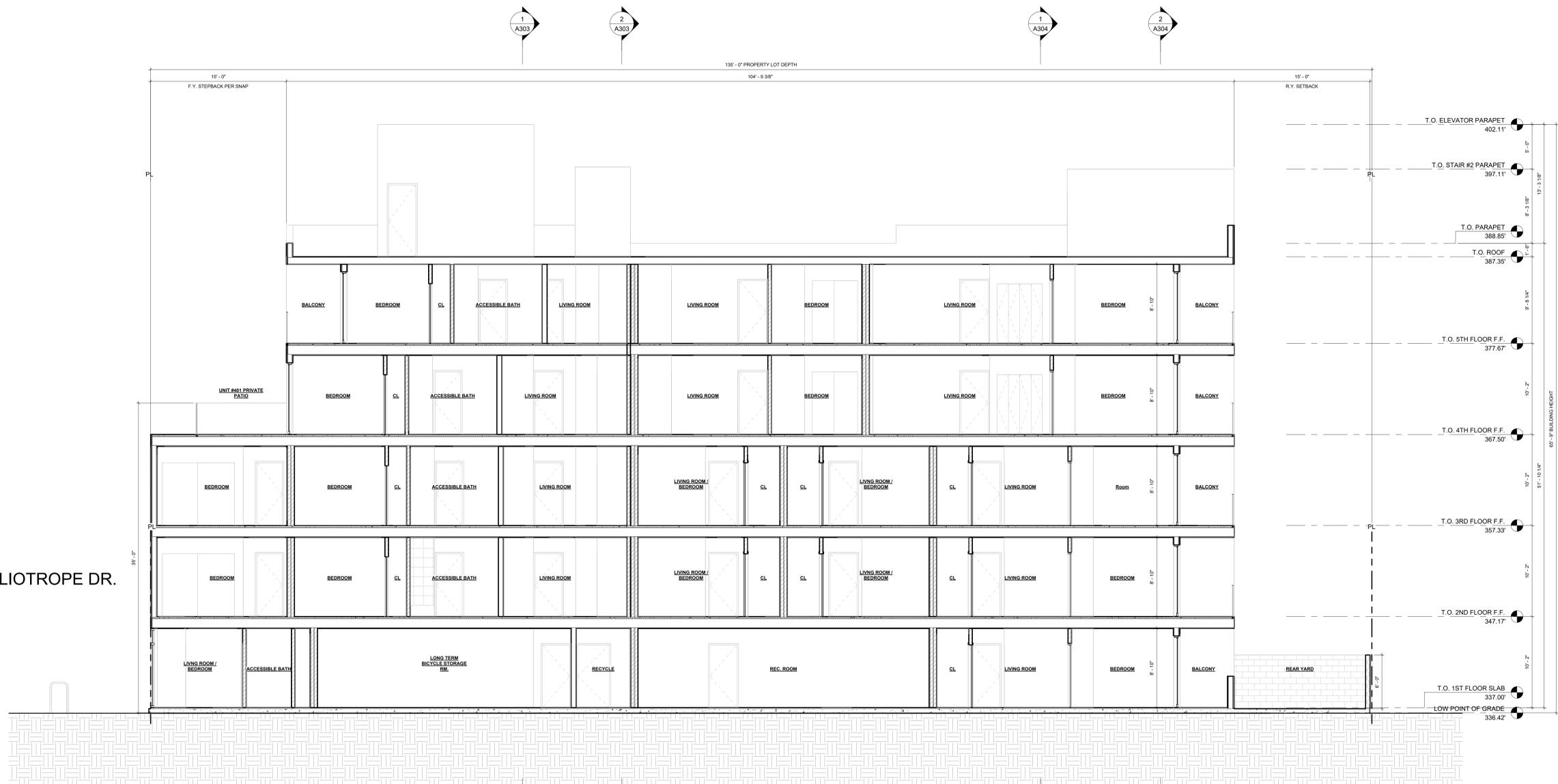


EXHIBIT "A"
 Page No. 18 of 34
 Case No. DIR-2021-1238-TOC-SPP-HCA

13-LADBS STAMP AREA

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

ARCHITECT:
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PROJECT:
 30-UNIT MULTIFAMILY DEVELOPMENT
 1114 N. HELIOTROPE DR.
 LOS ANGELES, CA. 90029

ISSUE	DATE	DESCRIPTION
01	07.06.2022	CITY PLANNING SET #1
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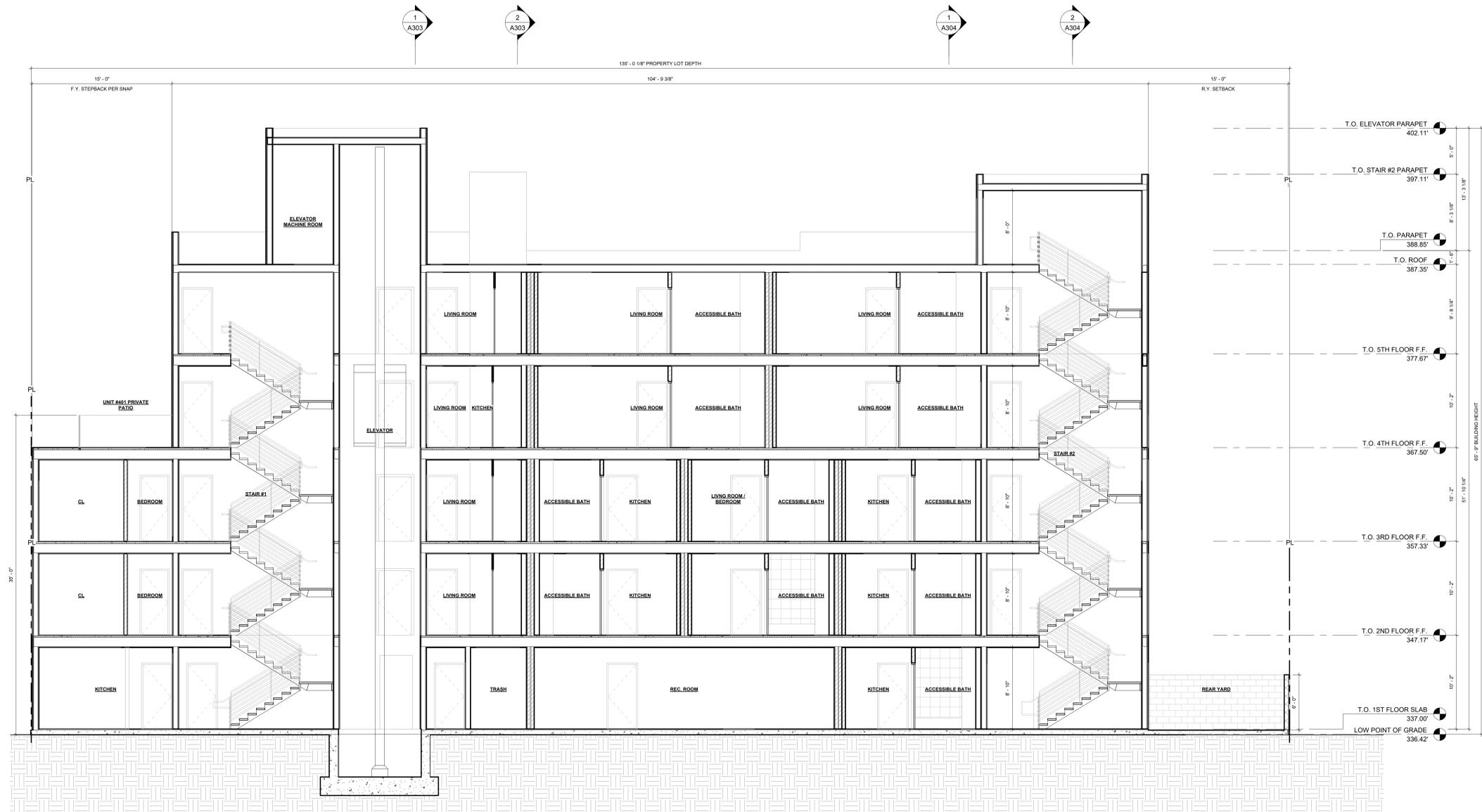
ISSUE	DATE	DESCRIPTION



DRAWING TITLE
 LONG SECTION-1

A300
 1114 HELIOTROPE DR.

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N HELIOTROPE DR.

EXHIBIT "A"
 Page No. 19 of 34
 Case No. DIR-2021-1238-TOC-SPP-HCA

13-LADBS STAMP AREA

1 LONG SECTION 2
 3/16" = 1'-0"

ARCHITECT:
 AARON BRUMER AND ASSOC. ARCHITECTS
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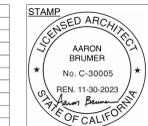
CIVIL:
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PROJECT:
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 LOS ANGELES, CA. 90029

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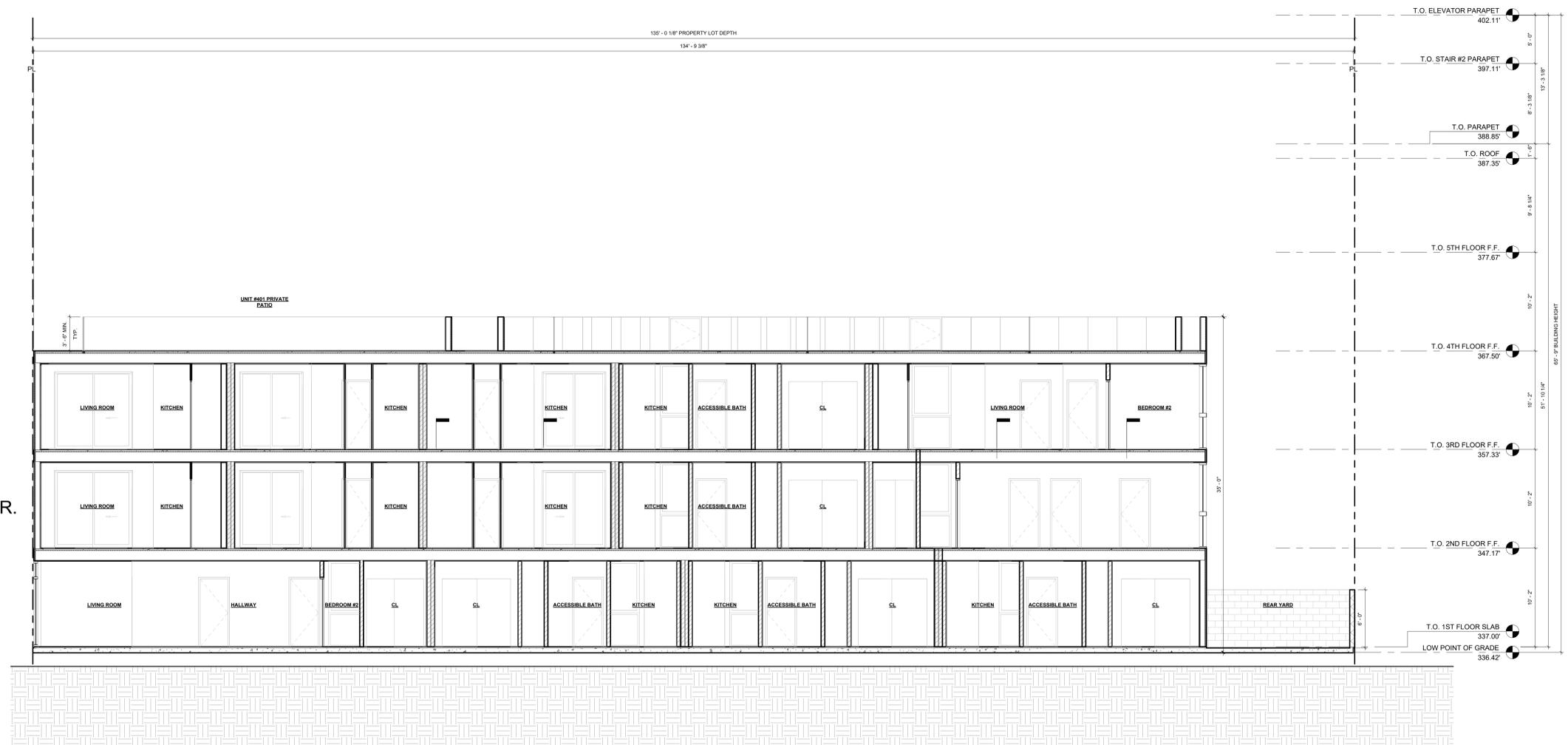
ISSUE	DATE	DESCRIPTION



DRAWING TITLE
 LONG SECTION-2

A301
 DR.

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N HELIOTROPE DR.

EXHIBIT "A"
 Page No. 20 of 34
 Case No. DIR-2021-1238-TOC-SPP-HCA

13-LADBS STAMP AREA

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

ARCHITECT:
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 EMAIL: AARON@AARONBRUMER.COM

STRUCTURAL:
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PROJECT:
 30-UNIT MULTIFAMILY DEVELOPMENT
 1114 N. HELIOTROPE DR.
 LOS ANGELES, CA. 90029

ISSUE	DATE	DESCRIPTION
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06	10.20.2023	PZA RESUBMITTAL #4

ISSUE	DATE	DESCRIPTION



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 LONG SECTION-3

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 1114 HELIOTROPE DR.

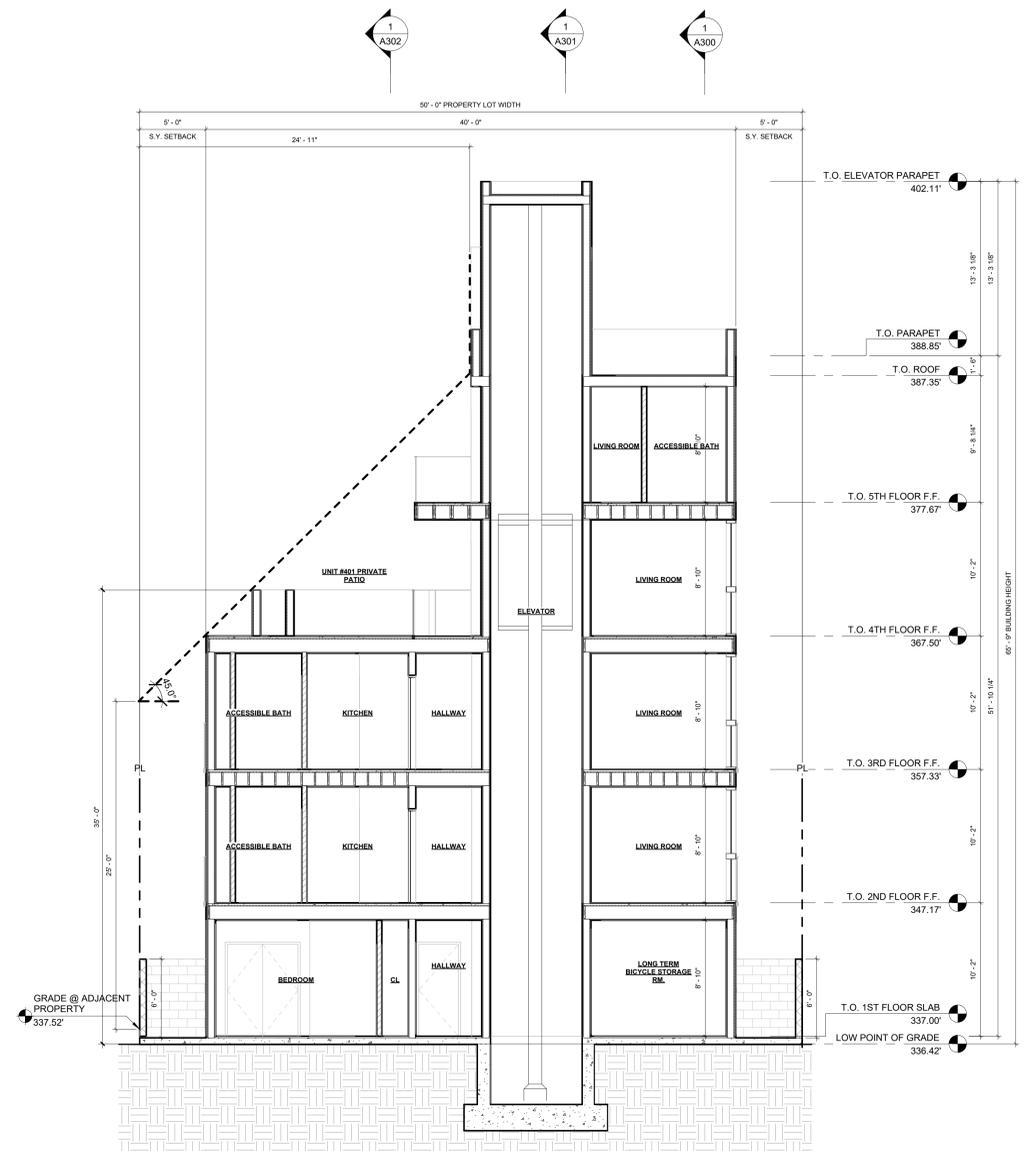
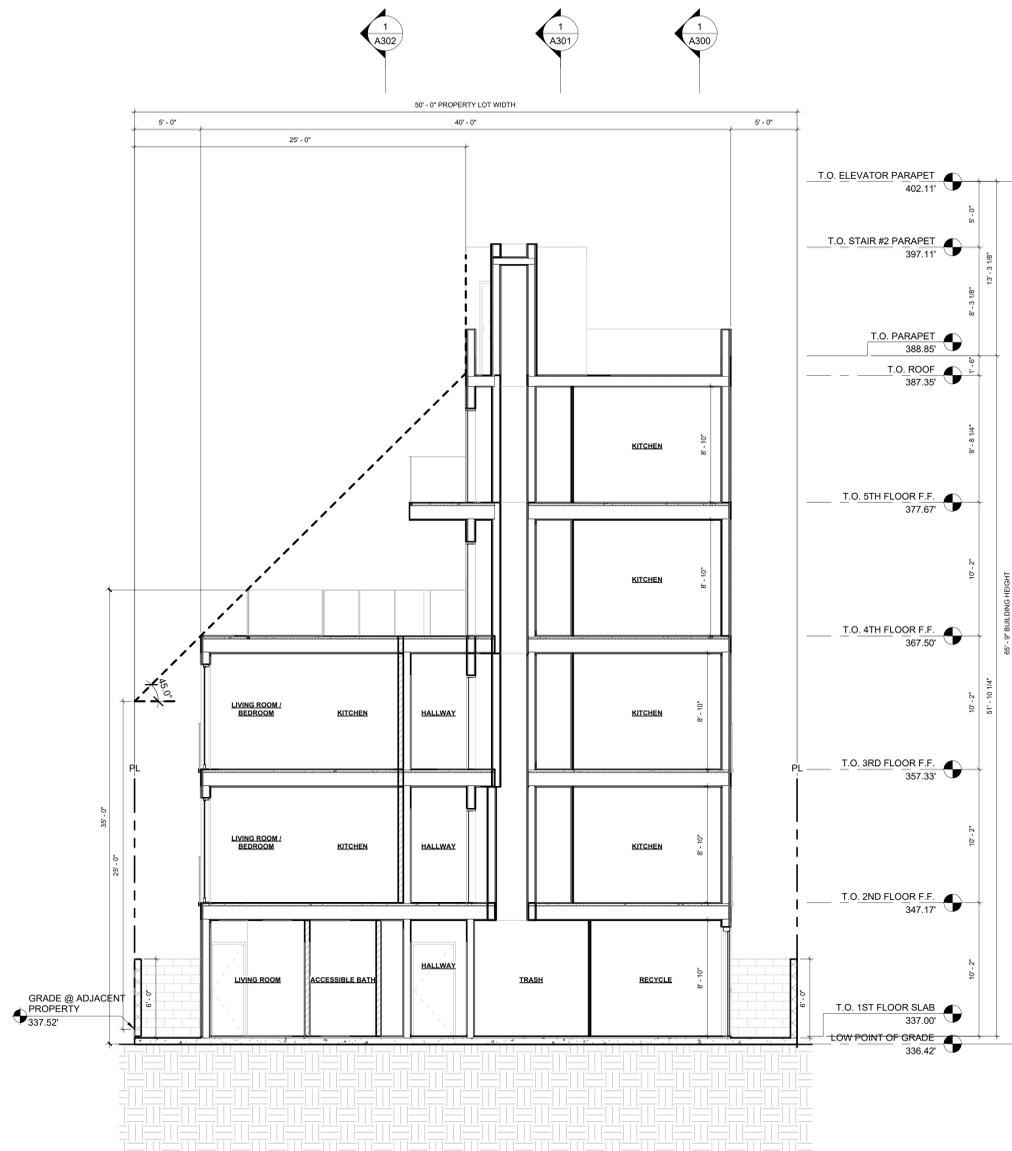


EXHIBIT "A"
 Page No. 21 of 34
 Case No. DIR-2021-1238-TOC-SPP-HCA

13-LADBS STAMP AREA

2 SHORT SECTION 2
 3/16" = 1'-0"

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

ARCHITECT:
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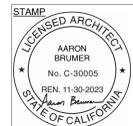
LANDSCAPE:
 GREEN REPUBLIC LANDSCAPES INC.
 13743 VENTURA BLVD UNIT 220
 SHERMAN OAKS, CA 91423
 T: (818) 616-1860
 EMAIL:
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PROJECT:
 30-UNIT MULTIFAMILY DEVELOPMENT

1114 N. HELIOTROPE DR.
 LOS ANGELES, CA. 90029

ISSUE	DATE	DESCRIPTION
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06	10.20.2023	PZA RESUBMITTAL #4

ISSUE	DATE	DESCRIPTION



DRAWING TITLE
 SHORT SECTIONS

A303

1114 HELIOTROPE DR.

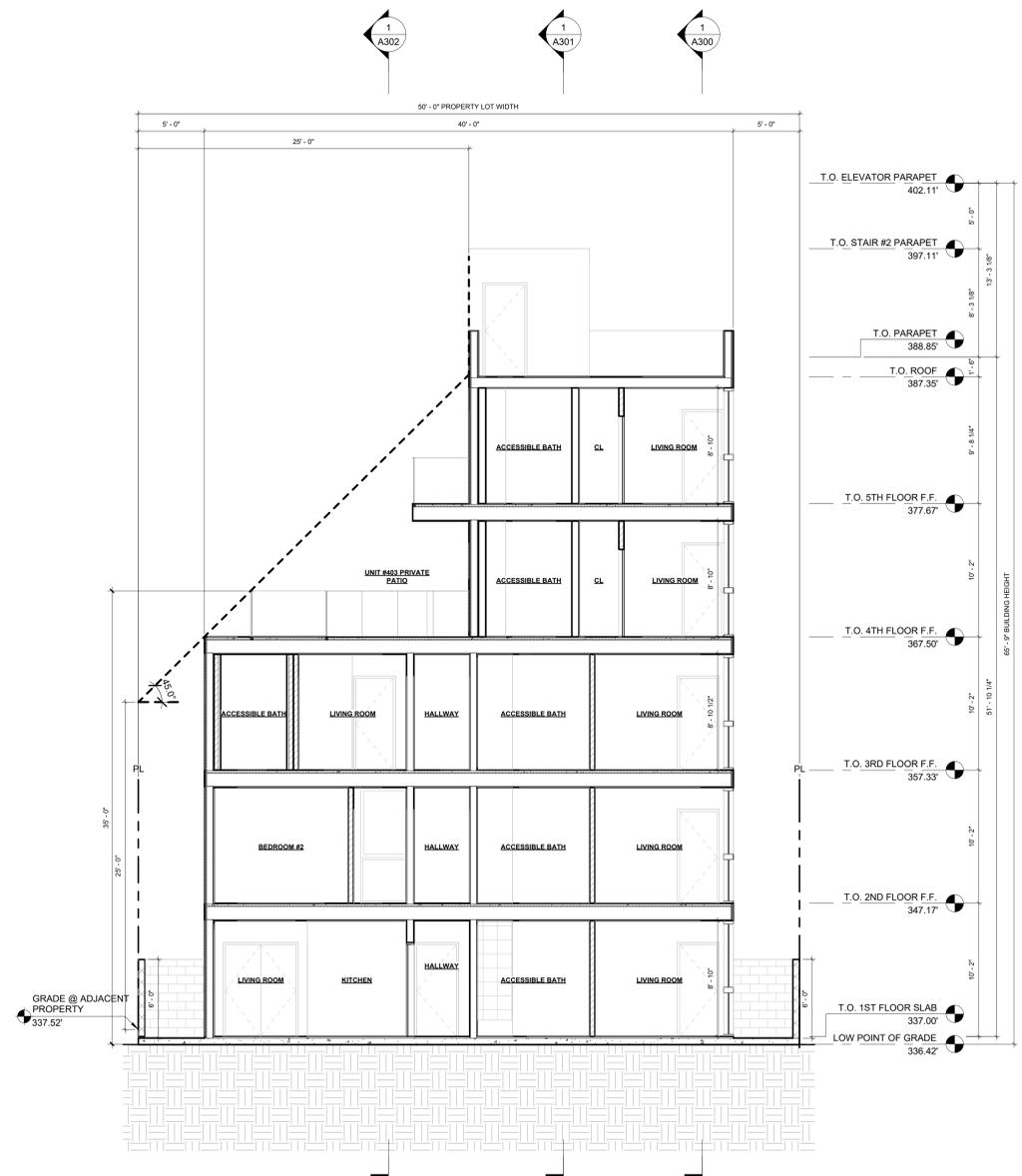
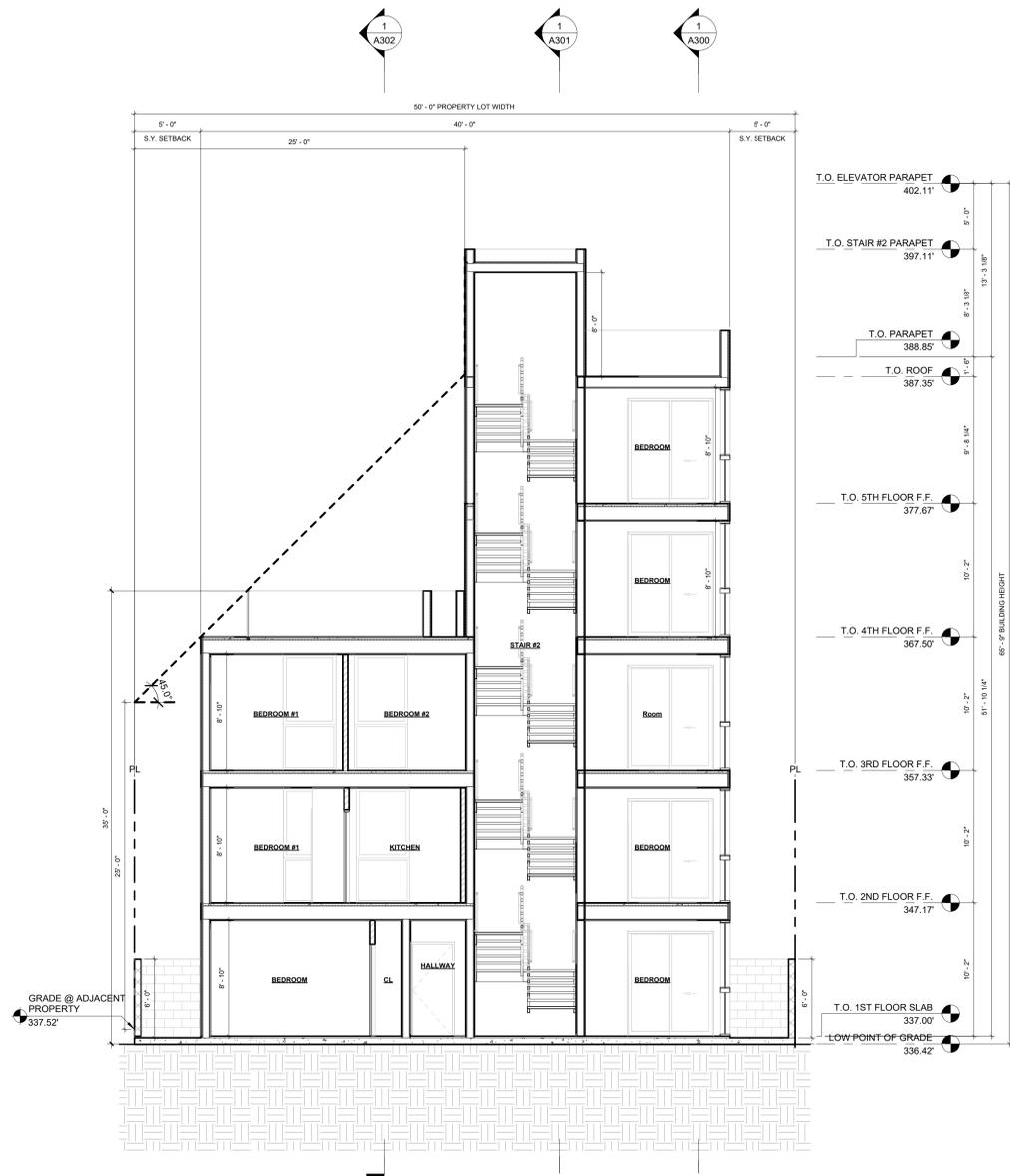


EXHIBIT "A"
 Page No. 22 of 34
 Case No. DIR-2021-1238-TOC-SPP-HCA

13-LADBS STAMP AREA

2 SHORT SECTION 4
3/16" = 1'-0"

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

ARCHITECT:
AARON BRUMER AND ASSOC. ARCHITECTS
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 NORTH HOLLYWOOD, CA 91602
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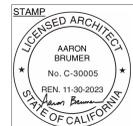
CIVIL:
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 NORTH RIDGE, CA 91324
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PROJECT:
30-UNIT MULTIFAMILY DEVELOPMENT
 1114 N. HELIOTROPE DR.
 LOS ANGELES, CA. 90029

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ISSUE	DATE	DESCRIPTION



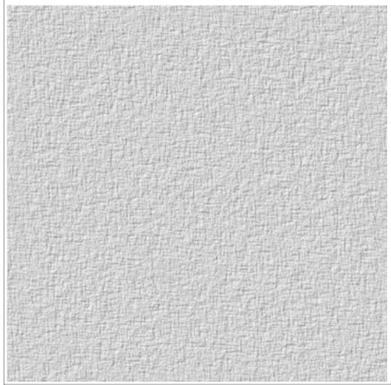
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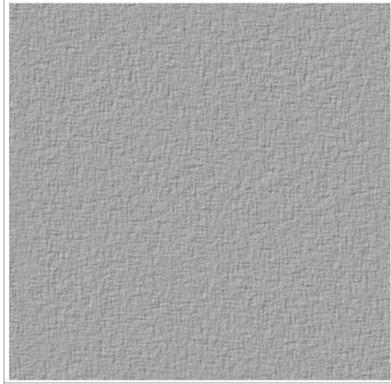
1114 HELIOTROPE DR.



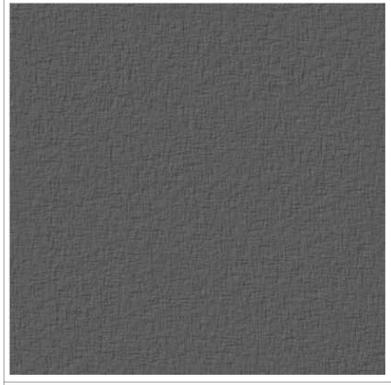
EXHIBIT "A"
 Page No. 23 of 34
 Case No. DIR-2021-1238-TOC-SPP-HCA



1. WHITE SMOOTH STUCCO



2. LIGHT GRAY SMOOTH STUCCO



3. DARK GRAY SMOOTH STUCCO



4. WOOD VENEER

ARCHITECT:
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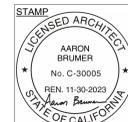
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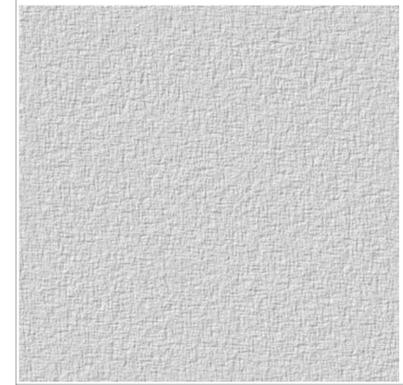
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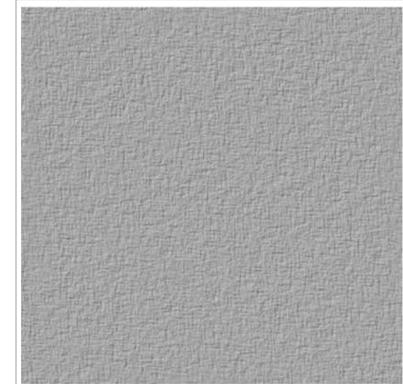
1114 HELIOTROPE DR.



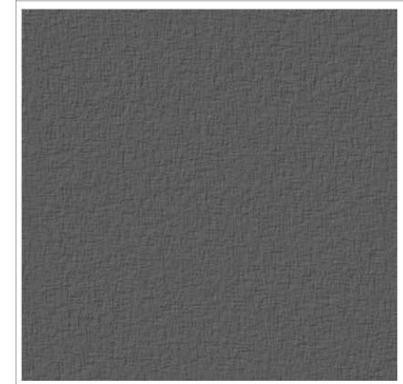
EXHIBIT "A"
 Page No. 24 of 34
 Case No. DIR-2021-1238-TOC-SPP-HCA



1. WHITE SMOOTH STUCCO



2. LIGHT GRAY SMOOTH STUCCO



3. DARK GRAY SMOOTH STUCCO



4. WOOD VENEER

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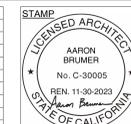
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ISSUE	DATE	DESCRIPTION



DRAWING TITLE
 RENDERING

A401

1114 HELIOTROPE DR.



CLIENT

Yaov Atzmon
1114 N Heliotrope Dr
Los Angeles, 90029

PROJECT

1114 N Heliotrope Dr

DATE

6-7-2023

REVISIONS

Revision	Description
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

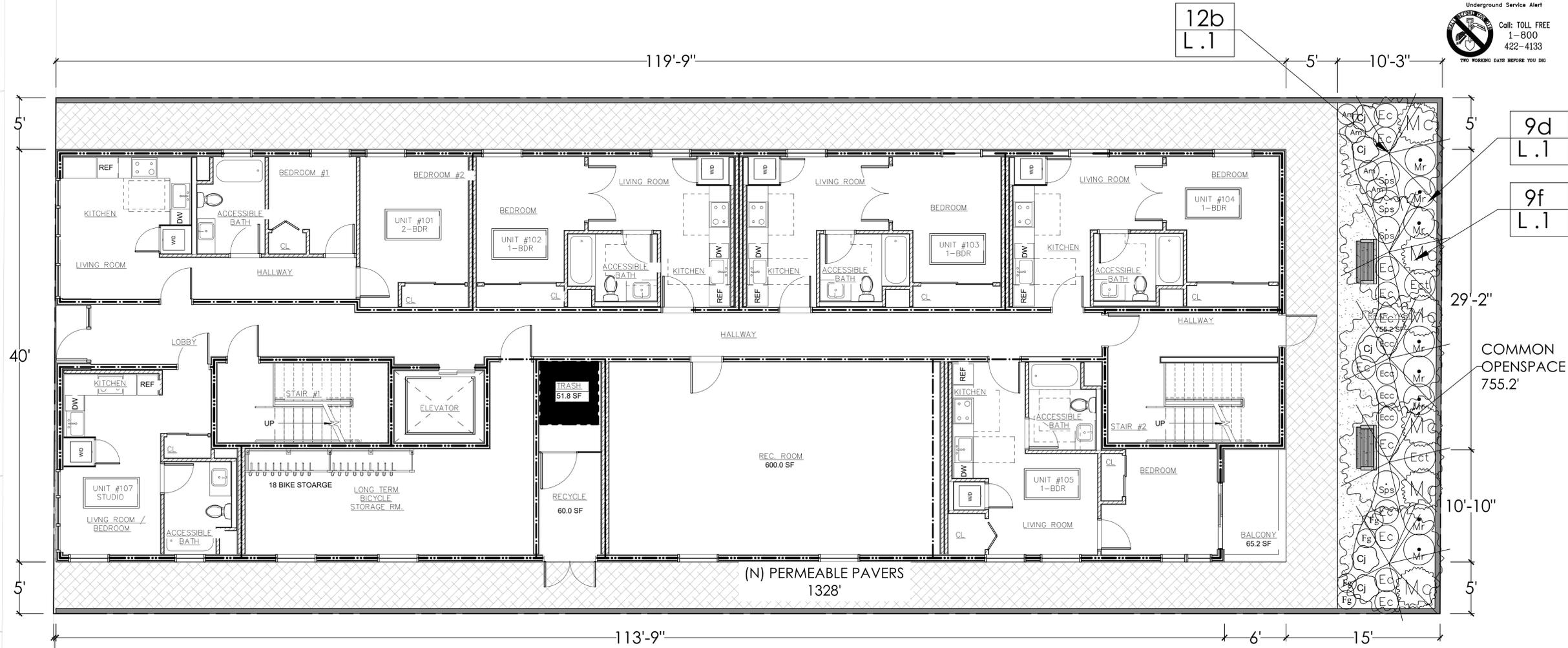
DRAWING BY: Alisa Summerford
SCALE: 3/16" = 1'-0"

SHEET TITLE

GROUND FLOOR LANDSCAPE PLAN

SHEET NUMBER

L-1
SHEET 1 OF 4



GROUND FLOOR LANDSCAPE PLAN:

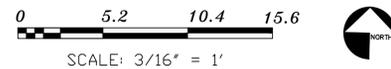


EXHIBIT "A"
Page No. 25 of 34
Case No. DIR-2021-1238-TOC-SPP-HCA

LANDSCAPE NOTES:

"I have complied with the criteria of the ordinance and applied them for the efficient use of water in the landscape design plans".

"A minimum 3-inch layer of mulch shall be applied on all exposed soil surfaces of planting areas except turf areas, creeping or rooting groundcovers, or direct seeding applications where mulch is contraindicated".

"A Certificate of Completion shall be filled out and certified by either the signer of the landscape plans, the signer of the irrigation plans, or the licensed landscape contractor for the project".

"For soils less than 6% organic matter in the top 6 inches of soil, compost at a rate of a minimum of four cubic yards per 1,000 square feet of permeable area shall be incorporated to a depth of six inches into the soil".

"I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package"
OWNER SIGNATURE _____

SQ.FOOTAGE CHARTS

TOTAL LANDSCAPE 338 SQ. FT.	TOTAL % LANDSCAPE 17%	TOTAL % OF CALIF. NATIVES 100%
TOTAL HARDSCAPE 1615 SQ. FT.	TOTAL % HARDSCAPE 83%	TOTAL % OF NON NATIVES 0%

OPEN SPACE REQUIREMENTS FOR 6 OR MORE RESIDENTIAL UNITS

MINIMUM OPEN SPACE REQUIRED	OPEN SPACE REQUIRED	OPEN SPACE PROVIDED
175 SQ.FT. PER UNIT HAVING > 3 HABITABLE ROOMS	3075 SQ. FT.	3186.3 SQ. FT.
125 SQ.FT. PER UNIT HAVING 3 HABITABLE ROOMS	30 UNITS WITH < 3 HABITABLE ROOMS (30 x 100 = 3000)	PRIVATE BALCONY: 1243.9 SQ. FT. RECREATION ROOM: 600 SQ. FT. COMMON OPEN SPACE: 755.2 SQ. FT.
100 SQ.FT. PER UNIT HAVING < 3 HABITABLE ROOMS		

CITY OF LOS ANGELES LANDSCAPE POINTS

Total s.f. or Project Site: 6750
Total number of points required for site: 10
Total number of points claimed: 18

Detail of Points

Item No.	per LA City Guidelines Sheet No.	Points Claimed	Callout
9. Site Design	D. Use of 100% California native plants throughout the project (50% of Landscape points)	5	9d L.1
9. Site Design	F. Use of Class I or Class II compost as a soil amendment in all landscaped areas	3	9f L.1
12. Bonus Points	B. Planting of any tree, of a tree taxon that does not exist within a 1000-foot radius of the project boundaries (5 points per tree, up to 50% of required landscape points, for Los Angeles area native plants)	10	12b L.1

TOTAL NUMBER POINTS CLAIMED: 18



CLIENT

Yaov Atzmon
1114 N Heliotrope Dr
Los Angeles, 90029

PROJECT

1114 N Heliotrope Dr

DATE

6-7-2023

REVISIONS

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DRAWING BY: Alisa Summerford
SCALE: NA

SHEET TITLE

GROUND FLOOR LEGEND & DETAILS

SHEET NUMBER

L-2

SHEET 2 OF 4

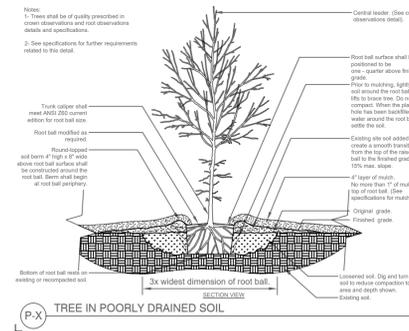
GROUND FLOOR PLANT LEGEND:

TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE	PLANT TYPE
	5	PARKINSONIA FLORIDA	BLUE PALO VERDE	24" BOX	VERY LOW <10%	NATIVE TREE
PERENNIALS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE	PLANT TYPE
	4	ACHILLEA MILLEFOLIUM	COMMON YARROW	1 GAL	LOW 10-30%	NATIVE PERENNIAL
	5	CEANOTHUS 'JULIA PHELPS	JULIA PHELPS CALIFORNIA LILAC	5 GAL	LOW 10-30%	NATIVE SHRUB
	11	ENCELIA CALIFORNICA	COAST SUNFLOWER	5 GAL	VERY LOW <10%	NATIVE SHRUB
	4	EPHILOBIUM CANUM	CALIFORNIA FUCHSIA	1 GAL	LOW 10-30%	NATIVE PERENNIAL
	2	ERIODICTYON CRASSIFOLIUM	THICKLEAF YERBA SANTA	5 GAL	VERY LOW <10%	NATIVE SHRUB
	4	FESTUCA CALIFORNICA	CALIFORNIA FESCUE	1 GAL	LOW 10-30%	NATIVE PERENNIAL
	8	MUHLENBERGIA RIGENS	DEER GRASS	5 GAL	LOW 10-30%	NATIVE ORNAMENTAL GRASS
	6	MYRICA CALIFORNIA	PACIFIC WAX MYRTLE	5 GAL	LOW 10-30%	NATIVE SHRUB
	4	SALVIA LEUCOPHYLLA	PURPLE SAGE	5 GAL	VERY LOW <10%	NATIVE SHRUB

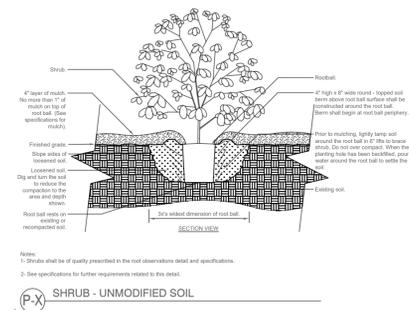
GROUND FLOOR PLANT IMAGES:



TREE DETAIL:



SHRUB DETAIL:



GROUND COVER DETAIL:

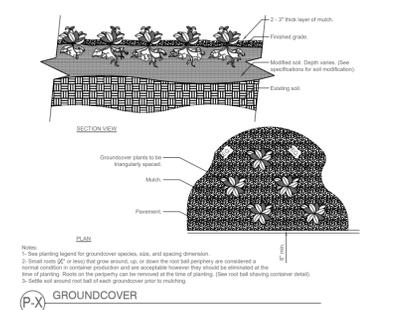


EXHIBIT "A"
Page No. 26 of 34
Case No. DIR-2021-1238-TOC-SPP-HCA

THE USE AND PUBLICATION OF THESE PLANS, SPECIFICATIONS, AND DETAILS SHALL BE RESTRICTED TO THE ORIGINAL SITE AND PHASE FOR WHICH THEY WERE PREPARED AND TITLE HERETO REMAINS IN THE LANDSCAPE DESIGNER. USE WITHOUT WRITTEN CONSENT OF GREEN REPUBLIC LANDSCAPES IS PROHIBITED. VISUAL CONTACT CONSTITUTE ACCEPTANCE OF THESE RESTRICTIONS.

GROUND FLOOR PERMEABILITY CHART:

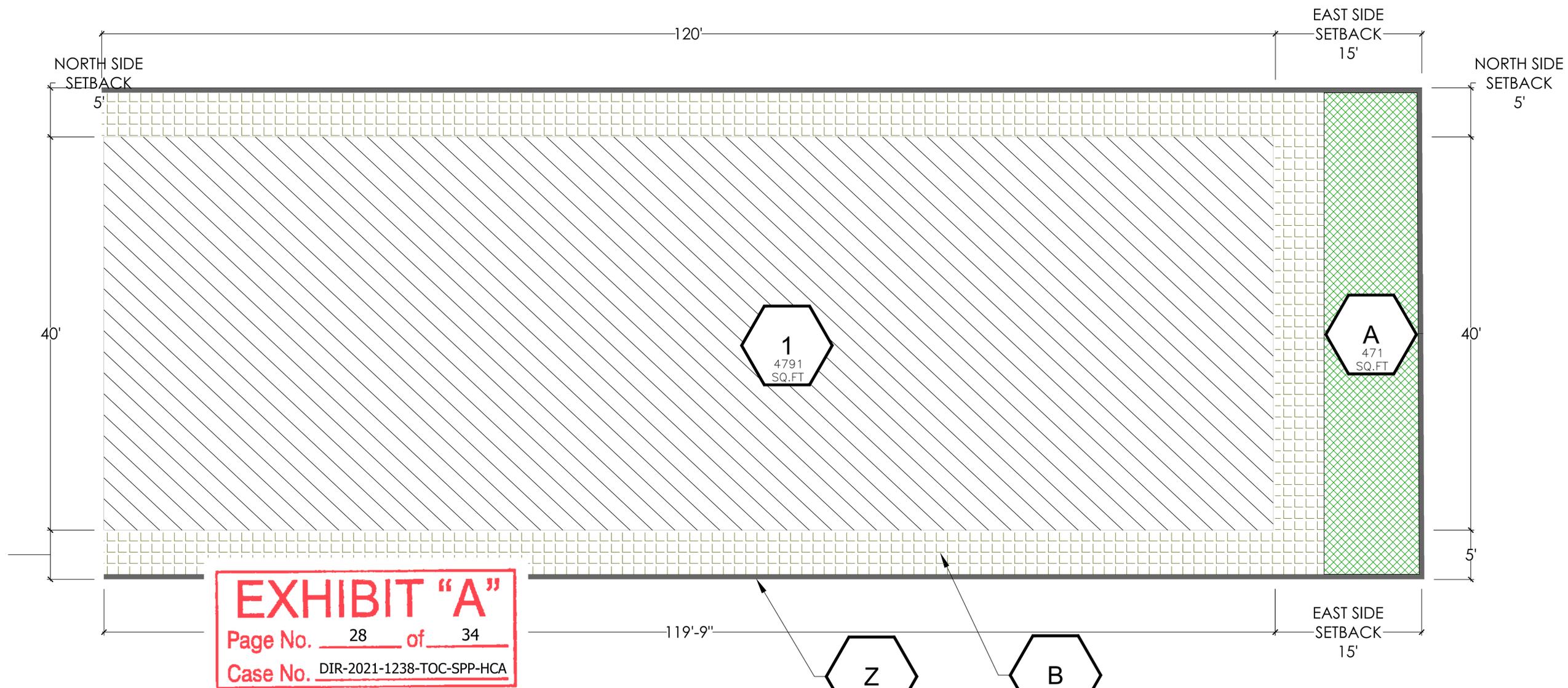
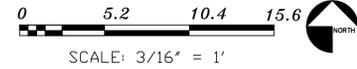


EXHIBIT "A"

Page No. 28 of 34
Case No. DIR-2021-1238-TOC-SPP-HCA

1114 N HELIOTROPE
TOTAL LOT AREA = 6750 SF

PERVIOUS AREA = 1799.0 SF
IMPERVIOUS AREA = 4791.0 SF
MISC WALL (HORZ AREA) = 160.0 SF
TOTAL AREA = 6750.0 SF

TOTAL SF IN SETBACK CALCULATIONS

FRONT YARD (WEST) = 0 SF
REAR YARD (EAST) = 755 SF
SIDE YARD (NORTH) = 675 SF
SIDE YARD (SOUTH) = 675 SF
TOTAL SF IN SETBACKS = 2105 SF

FRONT YARD (WEST) SETBACK AREA: 0 SF

TOTAL PERMEABLE AREA = 0 SF
TOTAL WEST SETBACK PERMEABILITY = 0.0%

PERVIOUS AREAS
A) LANDSCAPE = 471.0 SF
B) PERMEABLE PAVERS. = 1328.0 SF

TOTAL AREA = 1799.0 SF

TOTAL PERCENTAGE OF PERMEABILITY

PERVIOUS AREAS = 1801.0 SF
IMPERVIOUS AREA = 4950.0 SF
TOTAL AREA = 6750.0 SF

PERCENTAGE OF PERVIOUS AREAS = 27.0%
PERCENTAGE OF IMPERVIOUS AREAS = 73.0%

REAR YARD (EAST) SETBACK AREA: 755 SF

TOTAL PERMEABLE AREA = 721 SF
TOTAL WEST SETBACK PERMEABILITY = 96.0%

IMPERVIOUS AREAS
1) RESIDENCE = 4791.0 SF

TOTAL AREA = 4791.0 SF

SIDE YARD (NORTH) SETBACK AREA: 675 SF

TOTAL PERMEABLE AREA = 605 SF
TOTAL NORTH SETBACK PERMEABILITY = 90.0%

Z) MISC. WALLS (HORIZONTAL AREA) = 160.0 SF

TOTAL AREA = 160.0 SF

SIDE YARD (SOUTH) SETBACK AREA: 675 SF

TOTAL PERMEABLE AREA = 605 SF
TOTAL SOUTH SETBACK PERMEABILITY = 90.0%



CLIENT

Yaov Atzmon
1114 N Heliotrope Dr
Los Angeles, 90029

PROJECT

1114 N Heliotrope Dr

DATE

6-7-2023

REVISIONS

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DRAWING BY: Alisa Summerford
SCALE: 3/16" = 1'-0"

SHEET TITLE

PERMABILITY PLAN

SHEET NUMBER

L-4

SHEET 4 OF 4



C L I E N T

Yoav Atzom
1114 N Heliotrope Dr
Los Angeles, 90029

P R O J E C T

1114 N Heliotrope Dr

DATE

6-7-2023

R E V I S I O N S

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DRAWING BY: Saul Navarro

SCALE: NTS

S H E E T T I T L E

HYDROZONE NOTES AND CALCS

S H E E T N U M B E R

I-5

SHEET 5 OF 6

GENERAL NOTES

- ALL CONTROL AND COMMON WIRE TO BE AWG #14UF-600 VOLT SOLID COPPER
- PROVIDE P.V.C. SCHED. 40 SLEEVES FOR ALL LATERAL AND PRESSURE LINE AND CONTROL WIRING UNDER PAVING INSTALL WITH 30" OF COVER AND RECOMPACT TO 95%. USE SEPARATE SLEEVES FOR MAINLINE, LATERAL AND WIRE.
- ACTUAL LOCATION OF AUTOMATIC CONTROLLER TO BE VERIFIED WITH OWNER OR HIS REPRESENTATIVE.
- IF MAINLINE AND CONTROL VALVES SHOWN IN WALK AREAS, IT IS FOR CLARITY ONLY. ROUTE IN PLANTED AREAS.
- STOP ALL BACK DRAINAGE OF HEADS.
- USE TEFLON TAPE OR DOPE ON ALL MALE PIPE THREADS OF CONTROL ASSEMBLY, SWING JOINT AND BACKFLOW ASSEMBLY.
- THE IRRIGATION CONTRACTOR SHALL FLUSH AND ADJUST ALL SPRINKLER HEADS FOR OPTIMUM PERFORMANCE AND TO PREVENT OVERSPRAY ONTO WALKS, ROADWAYS AND/OR BUILDINGS, AS MUCH AS POSSIBLE. THIS SHALL INCLUDE SELECTING THE BEST DEGREE OF ARC TO FIT EXISTING SITE CONDITIONS AND TO THROTTLE THE FLOW CONTROL AT EACH VALVE TO OBTAIN THE OPTIMUM OPERATING PRESSURE FOR EACH.
- DO NOT WILLFULLY INSTALL THE SPRINKLER SYSTEM AS SHOWN ON THE DRAWINGS WHEN IT IS OBVIOUS IN THE FIELD THAT OBSTRUCTIONS, INCLUDING NEW PLANT MATERIALS, GRADE DIFFERENCES OR DIFFERENCES IN THE AREA DIMENSIONS EXIST THAT ARE IN CONFLICT WITH THE PLANS. SUCH CONFLICT SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER'S AUTHORIZED REPRESENTATIVE IN WRITING. IN THE EVENT OF THE NOTIFICATION IS NOT PERFORMED, THE IRRIGATION INSTALLER SHALL ASSUME FULL RESPONSIBILITY FOR ANY ON-SITE ADJUSTMENTS NECESSARY TO MAKE SURE THE SYSTEM PERFORMS AT NO ADDITIONAL COST TO THE OWNER.
- IT IS THE RESPONSIBILITY OF THE IRRIGATION CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL GRADE DIFFERENCES, LOCATIONS OF WALKS, RETAINING WALLS ETC. HE SHALL COORDINATE HIS WORK WITH THE GENERAL CONTRACTOR AND OTHER SUB-CONTRACTORS FOR THE LOCATION AND INSTALLATION OF PIPE SLEEVES THROUGH WALLS, UNDER ROADWAYS, PAVING STRUCTURES, ETC.
- INSTALL VALVES IN SHRUB OR GROUND COVER AREAS 12" FROM EXISTING SIDEWALK AS SPACE PERMITS.
- ALL PVC LATERAL TO BE SCHEDULE 40- 3/4". ALL MAINLINE TO BE SCHEDULE 40: 1-1/4".
- THE IRRIGATION CONTRACTOR SHALL KEEP AN ACCURATE RECORD OF ALL FIELD REVISIONS AND SHALL PRESENT THE OWNER AND SHALL PRESENT THE OWNER WITH AN "AS-BUILT" SET OF SEPIAS AT THE CONCLUSION
- THE IRRIGATION SYSTEM SHALL BE TESTED IN THE FIELD BEFORE FINAL APPROVAL.

TEST ALL SPRINKLER MAINS AFTER PIPE IS LAID AND JOINTS ARE COMPLETED BY SUBMITTING TO A PRESSURE TEST OF ONE AND ONE HALF TIMES EXISTING STATIC PRESSURE IN THE PRESENCE OF THE OWNER'S REPRESENTATIVE. DO NOT BACKFILL ANY TRENCH UNTIL THE OWNER'S REPRESENTATIVE HAS APPROVED THE TEST. REPAIR ANY LEAKS UNTIL LINES MEET TEST REQUIREMENTS AND THE OWNER'S REPRESENTATIVE'S APPROVAL. ALL LATERALS SHALL BE TESTED UNDER MAIN PRESSURE FOR LEAKS; ANY LEAKS SHALL BE REPAIRED. ALL TESTS WITH THE EXCEPTION OF THE LATERALS SHALL BE FOR A DURATION OF 4 HOURS WITH A MAXIMUM DROP
- AT THE TIME OF FINAL INSPECTION, THE PERMIT APPLICANT MUST PROVIDE THE OWNER OF THE PROPERTY WITH A CERTIFICATE OF COMPLETION, CERTIFICATE OF INSTALLATION, IRRIGATION SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE.
- UNLESS CONTRADICTED BY A SOILS TEST, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL
- PRESSURE REGULATING DEVICES ARE REQUIRED IF WATER PRESSURE IS BELOW OR EXCEEDS THE RECOMMENDED PRESSURE OF THE SPECIFIED IRRIGATION DEVICES.
- CHECK VALVES OR ANTI-DRAIN VALVES ARE REQUIRED ON ALL SPRINKLER HEADS WHERE LOW POINT DRAINAGE COULD OCCUR.
- AN IRRIGATION AUDIT REPORT SHALL BE COMPLETED AT TIME OF FINAL INSPECTION.
- A DIAGRAM OF THE IRRIGATION PLAN SHOWING HYDROZONES SHALL BE KEPT WITH THE IRRIGATION CONTROLLER FOR SUBSEQUENT MANAGEMENT PURPOSES.

IRRIGATION NOTES per MWEL0

"A diagram of the irrigation plan showing hydrozones shall be kept with the irrigation controller for subsequent management purposes".

"An irrigation audit report shall be completed at the time of final inspection".

"Pressure regulating devices are required if water pressure is below or exceeds the recommended pressure of the specific irrigation devices".

"Check valves or anti-drain valves are required on all sprinkler heads where low point drainage could occur".

"Recirculating water systems shall be used for water features".

"I have complied with the criteria of the ordinance and applied them for the efficient use of water in the landscape design plans".

"A Certificate of Completion shall be filled out and certified by either the designer of the landscape plans, irrigation plans, or the licensed landscape contractor for the project".

CALCULATIONS

HYDROZONE	PLANT TYPE	PLANT WATER USE TYPE	PLANT FACTOR (PF)	AREA (HA) (SQ.F.)	PF X HA (SQ.F.)	PERCENT OF LANDSCAPE AREA (LA)	IRRIGATION EFFICIENCY (IE)	HYDROZONE ETWU	IRRIGATION METHOD
1	Achillea, Ceanothus, Encelia, Ephilobium, Eriodictyon, Festuca, Myrica, Muhlenbergia, Salvia	LW	0.3	305	91.5	61%	0.81	3509	D
2	Parkinsonia	MW	0.5	33	16.5	7%	0.81	633	B
3	Calandrinia, Epilobium, Encelia, Festuca, Lessingia	LW	0.3	107	32.1	21%	0.81	1231	D
4	Arctostaphylos	MW	0.5	17	8.5	3%	0.81	326	B
5	Calandrinia, Epilobium, Festuca	LW	0.3	42	12.6	8%	0.81	483	D
				TOTAL	504	100%		6182	

NOTE: Turf shall not be overseeded in winter months. Therefore plant factor used is warm season turf: .06

$$MAWA = (Eto)[0.62] / [(0.55 \times LA) + (0.45 \times SLA)]$$

Eto	Conversion factor	Et adjustment factor	LA	Et adjustment factor	SLA	Allocated Gallons
50.1	0.62	0.55	504	0.45	0	8610

$$ETWU = (50.1 \text{ IN}) \cdot [0.62] \cdot [(PF \times HA / IE)] = \text{GALLONS PER YEAR}$$

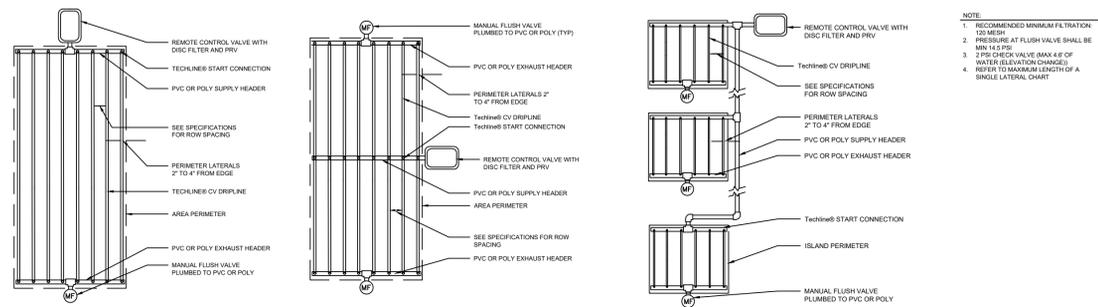
Calculated above

MAWA > ETWU	
MAWA	8610
ETWU	6182
Difference:	2429

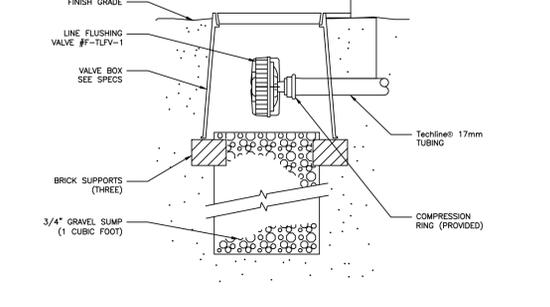
PER MWEL0:			
VLW	Very Low water (0.1)	Overhead spray (S)	0.75
LW	Low water (0.2-0.3)	Sub surface drip (D)	0.81
MW	Moderate water (0.4-0.6)	Emitters (E)	0.81
HW	High water (0.7-1.0)	Bubbler (B)	0.81



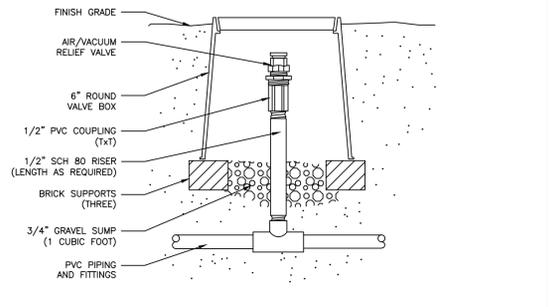
THE USE AND PUBLICATION OF THESE PLANS, SPECIFICATIONS, AND DESIGNS SHALL BE RESTRICTED TO THE ORIGINAL SITE AND PHASE FOR WHICH THEY WERE PREPARED AND TITLE THEREIN REMAINS IN THE LANDSCAPE DESIGNER. USE WITHOUT WRITTEN CONSENT OF GREEN REPUBLIC LANDSCAPES IS PROHIBITED. VISUAL CONTACT CONSTITUTES ACCEPTANCE OF THESE RESTRICTIONS.



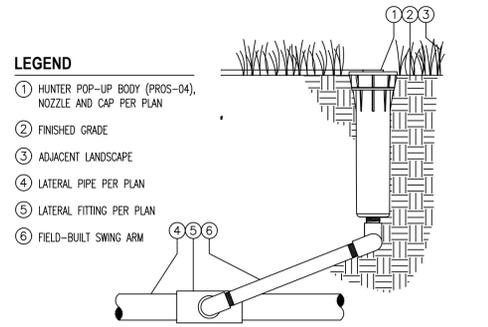
Techline® CV END FEED LAYOUT CENTER FEED LAYOUT MULTI PLANTER LAYOUT
 .4 OR .6 GPH



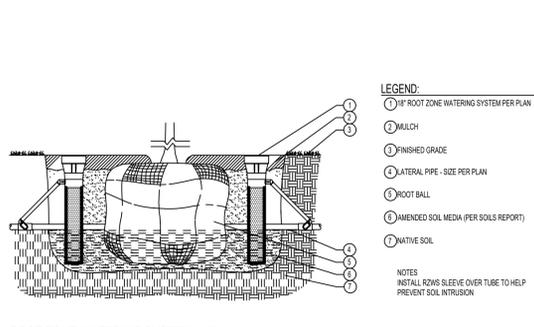
Techline® LINE FLUSHING VALVE (PLUMBED TO Techline®)



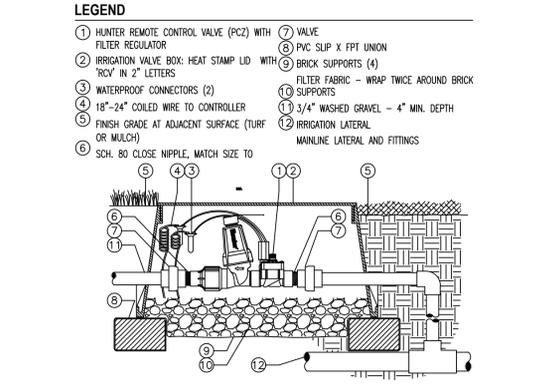
Techline® AIR/VACUUM RELIEF (PLUMBED TO PVC)



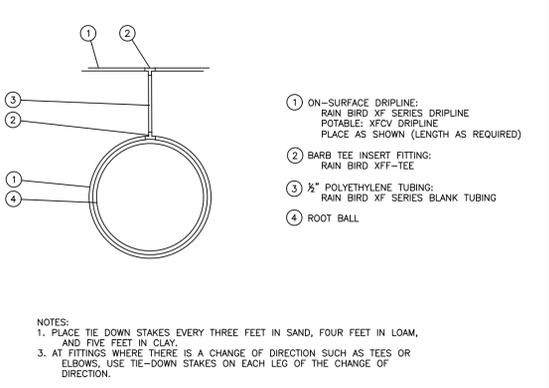
POP-UP BODY (PROS-04) WITH SWING ARM USING BUBBLER PCN NOZZLE
 Hunter® SB.PRO.24 NOT TO SCALE



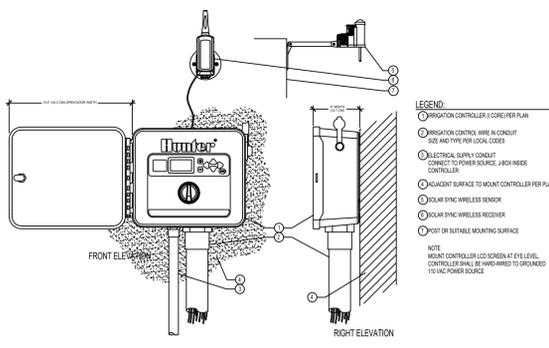
ROOT ZONE WATERING SYSTEM - 18"
 Hunter® HM.RZWS.02 NOT TO SCALE



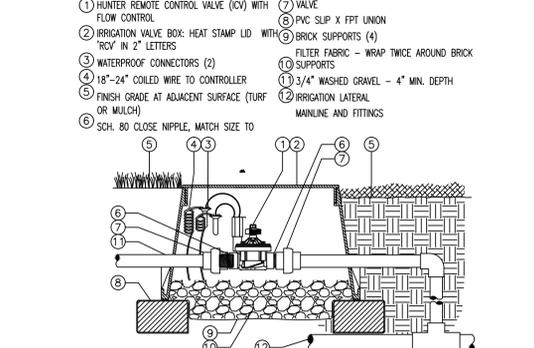
DRIP CONTROL ZONE KIT (PCZ-101-LF) WITH UNIONS
 Hunter® V.PCZ.02 NOT TO SCALE



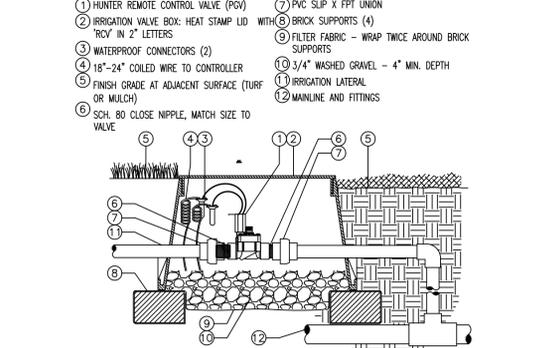
XFCV ON-SURFACE DRIPLINE AROUND TREE
 Rain Bird®



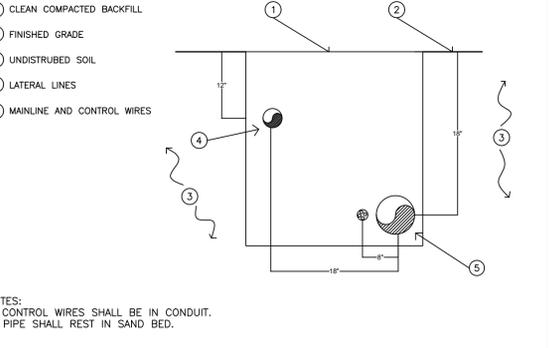
CORE - WALL MOUNT / SOLAR SYNC WIRELESS
 Hunter® C.CORE.01 / S.SS.04 NOT TO SCALE



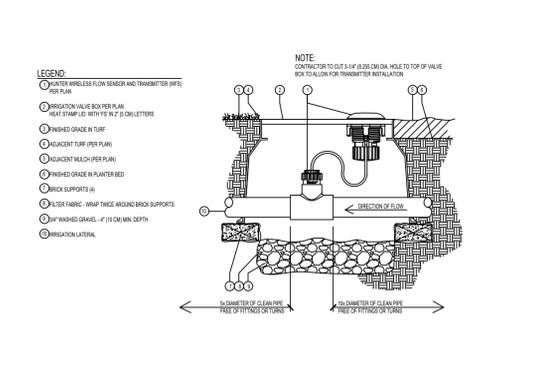
IN-LINE VALVE (ICV-101G) WITH UNIONS FOR USE AS MASTER VALVE
 Hunter® V.ICV.02 NOT TO SCALE



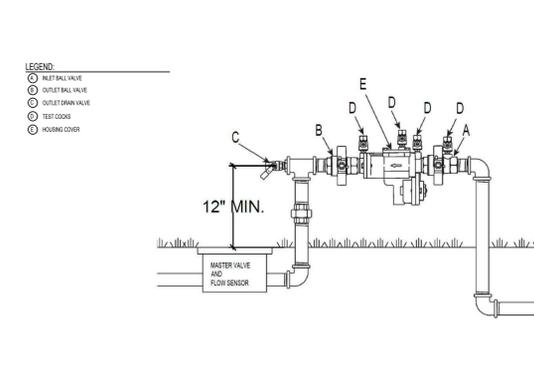
IN-LINE VALVE (PGV-101G) WITH UNIONS
 Hunter® V.PGV.06 NOT TO SCALE



PIPE INSTALLATION
 Rain Bird®



WIRELESS FLOW SENSOR (WFS)
 Hunter® NOT TO SCALE



DOUBLE CHECK VALVE ASSEMBLY (SERIES 850) FEBCO
 NOT TO SCALE

TESTANDRAIN®
 BRASS BRACKLE BALL VALVE 1/2"

SELECT DESIRED SIZE:

PRODUCT SIZE	A	B	C	D	E	F	G	H	I
1/2"	0.750"	1.750"	2.250"	0.250"	0.250"	0.250"	1.250"	1.250"	2.250"
3/4"	0.750"	2.250"	2.750"	0.250"	0.250"	0.250"	1.250"	1.250"	2.750"
1 1/4"	0.750"	2.750"	3.250"	0.250"	0.250"	0.250"	1.250"	1.250"	3.250"
1 1/2"	0.750"	3.250"	3.750"	0.250"	0.250"	0.250"	1.250"	1.250"	3.750"
2"	0.750"	3.750"	4.250"	0.250"	0.250"	0.250"	1.250"	1.250"	4.250"

NOTES:
 1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
 2. DO NOT SCALE DRAWING.
 3. THIS DRAWING IS INTENDED FOR USE BY ARCHITECTS, ENGINEERS, CONTRACTORS, CONSULTANTS AND DESIGN PROFESSIONALS FOR PLANNING PURPOSES ONLY. THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION.
 4. ALL INFORMATION CONTAINED HEREIN WAS CURRENT AT THE TIME OF DEVELOPMENT BUT MUST BE REVIEWED AND APPROVED BY THE PRODUCT MANUFACTURER TO BE CONSIDERED ACCURATE.
 5. CONTRACTOR NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT www.CADSWELL.COM AND ENTER REFERENCE NUMBER 9195-01

TESTANDRAIN®
 100 QUAKER LANE
 MALVERN, PA
 PHONE: (610) 295-4800
 FAX: (610) 295-4856
www.testandrain.com

EXHIBIT "A"
 Page No. 34 of 34
 Case No. DIR-2021-1238-TOC-SPP-HCA



REVISIONS

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EXHIBIT E – CATEGORICAL EXEMPTION

- E.1 – NOTICE OF EXEMPTION (ENV-2021-1239-CE)
- E.2 – CLASS 32 JUSTIFICATIONS (ENV-2021-1239-CE)
- E.3 – NOISE, GREENHOUSE GAS, AND AIR QUALITY STUDY

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-2021-1238-TOC-SPP-HCA

LEAD CITY AGENCY
City of Los Angeles (Department of City Planning)

CASE NUMBER
ENV-2021-1239-CE

PROJECT TITLE
DIR-2021-1238-TOC-SPP-HCA

COUNCIL DISTRICT
13 – Soto-Martinez

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) Map attached.
1114 North Heliotrope Drive

PROJECT DESCRIPTION: Additional page(s) attached.
The demolition of a single-family dwelling and a detached garage, and the construction, use and maintenance of a five-story, 15,450 square-foot, 30-unit residential building. The project proposes to grade an export up to 500 cubic yards of earth.

NAME OF APPLICANT / OWNER:
Yoav Atzmon, 1114 Heliotrope Partners, LLC (Applicant / Property Owner)

CONTACT PERSON (If different from Applicant/Owner above) (AREA CODE) TELEPHONE NUMBER | EXT.
Ben Rocca (Representative) (818) 288-8669

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

STATE CEQA STATUTE & GUIDELINES

STATUTORY EXEMPTION(S)
Public Resources Code Section(s) _____

CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)
CEQA Guideline Section(s) / Class(es) Section 15332 / Class 32

OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b))

JUSTIFICATION FOR PROJECT EXEMPTION: Additional page(s) attached
In-fill development meeting the conditions described in CEQA Guidelines 15332: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered, rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services

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 Danalynn Dominguez  STAFF TITLE City Planner

ENTITLEMENTS APPROVED TOC-SPP-HCA

**DEPARTMENT OF
CITY PLANNING**

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JUSTIFICATION FOR CATEGORICAL EXEMPTION CASE NO. ENV-2021-1239-CE

The Department of City Planning determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the State CEQA Guidelines designate the subject Project as Categorically Exempt under Section 15332 (Class 32), Case No. ENV-2021-1239-CE, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

Project Description

The proposed project is for the demolition of a single-family dwelling and a detached garage and the construction, use and maintenance of a five-story, 15,450 square-foot, 30-unit residential building, measuring 65 feet and 9 inches in height. The project is setting aside 11 percent of the total 30 units and a minimum of 11 percent of the base 17 units, respectively, for Extremely Low-Income Households. The building will contain 15,450 square feet of floor area with a 2.29:1 FAR. The unit mix will be comprised of nine (9) studios, 18 one-bedroom units, two (2) two-bedroom units, and one (1) three-bedroom unit. There will be no automobile parking spaces, 19 bicycle parking spaces, and 3,186.3 square feet of usable open space. The number of units and size is not unusual for the vicinity of the subject site and is similar in scope to other existing multi-family dwellings in the area. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

The City has considered whether the Proposed Project is subject any of the five (5) exceptions that would prohibit the use of a categorical exemption as set forth in State CEQA Guidelines Section 15300.2. There are five (5) Exceptions which must be considered in order to find a project exempt under CEQA: (a) Cumulative Impacts; (b) Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources.

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

The project is located at 1114 North Heliotrope Drive within the Hollywood Community Plan. There are currently six (6) projects dating back to March 4, 2019, which are either currently filed with the Department of City Planning or have received a Letter of Determination from the Department of City Planning but have yet to receive a Certificate of Occupancy from the Los

Angeles Department of Building and Safety (LADBS). As such, there are projects within 1,320 feet of the same type and in the same place as the subject project.

PROJECTS WITHIN A QUARTER-MILE FROM THE SUBJECT SITE			
(filed or filed and approved)			
Address	Case Number	Date Filed	Scope of Work
1115 N. Berendo Street	DIR-2021-1538-TOC-SPP-HCA	2/25/2021	New 30-unit residential building
1148 N. Berendo Street	DIR-2021-10890-SPP-HCA	12/30/2021	New duplex and single family dwelling
1200 N. Vermont Avenue	DIR-2019-1254-TOC-SPP	03/04/2019	New 29-unit mixed-use building
4750 W. Santa Monica Boulevard	DIR-2020-4249-TOC-SPP-VHCA	7/17/2020	New 85-unit mixed-use building
1040 N. Kenmore Avenue	DIR-2020-667-TOC-SPP-SIP	1/30/2020	New 62-unit residential building
1015 N. Vermont Avenue	DIR-2019-5645-TOC-SPR-SPP	9/23/2019	New 187-unit mixed-use building

According to SCAQMD, individual construction projects that do not exceed the SCAQMD's recommended daily thresholds for project-specific impacts would not cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. Construction-related daily emissions at the project site would not exceed SCAQMD's regional or localized significance thresholds. Furthermore, an Air Quality Study prepared by Yorke Engineering, LLC on October 5, 2022, concluded that any cumulative impacts would be less than significant. Therefore, the project's contribution to cumulative construction-related regional emissions would not be cumulatively considerable and therefore would be less than significant. Construction of the project also would have a less-than-significant impact with regard to localized emissions.

As noise is a localized phenomenon and decreases in magnitude as distance from the source increases, only projects and ambient growth in the nearby area could combine with the proposed project to result in cumulatively considerable noise impacts. These above noted projects will begin construction and end construction at different timelines, with minor overlap between projects. Furthermore, a Noise Study prepared by Yorke Engineering, LLC on October 5, 2022, concluded that any cumulative impacts would be less than significant. Thus,

the construction of these known projects will be staggered and therefore do not have the potential to cumulatively contribute to air quality, construction traffic, and noise levels.

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

As mentioned, the project proposes a 30-unit residential building in an area zoned and designated for such development, through the use of an 80% density increase through the TOC Affordable Housing Incentive Program in exchange for affordable housing. All surrounding lots are developed with multi-family buildings. The project proposes a FAR of 2.29:1 which is within the maximum 2.75:1 FAR otherwise permitted by Subarea C of the SNAP in conjunction with an increase permitted per the TOC Affordable Housing Incentive Program in exchange for affordable housing. The proposed building will be five-stories in an area that is currently developed with buildings that range in height from one- to six-stories. In conjunction with the TOC Affordable Housing Incentive Program, the proposed building will not be unusual for the vicinity of the subject site and will be similar in scope to future residential buildings in the area that use the TOC Affordable Housing Incentive Program in exchange for affordable housing. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

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

As it relates to development along a Scenic Highway, the only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. State Route 27 is located approximately 17 miles to the west of the subject property. Therefore, the subject site will not create any impacts within a designated state scenic highway.

- (d) Hazardous Waste.** *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.*

In regards to Hazardous Waste sites, according to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site. As such, the project would not be developed on a site identified as a hazardous site pursuant to Section 65962.5 of the Government Code.

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

The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register; and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. The Department of City Planning, Office of Historic Resources confirmed that the existing single-family dwelling is not considered historic for the purposes of CEQA per an email dated April 9, 2024. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

CEQA Determination – Class 32 Categorical Exemption Applies

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the conditions as follows: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services

(a) The project is consistent with applicable general plan designation, applicable policies, and applicable zoning designations.

The subject site is located within the Hollywood Community Plan area. Lot 83 are zoned R4-1D and have a General Plan Land Use Designation of Highway Oriented Commercial. As shown in the case file, the project is consistent with the applicable Hollywood Community Plan designation and policies and all applicable zoning designations and regulations in conjunction with the TOC Affordable Housing Incentive Program.

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

The subject site is wholly within the City of Los Angeles, on a site that is approximately 0.155 acres. The surrounding area is characterized by level topography, improved streets and residential and commercial development. The property to the north is located within Subarea A of the SNAP and is developed with an apartment building. The properties to the east are located within Subarea C of the SNAP and are developed with a duplex. The property to the west is located within Subarea B of the SNAP and is developed with single family dwelling. The property to the south is located within Subarea C of the SNAP and is developed with a commercial building.

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

The site previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. Moreover, a Tree Report prepared on April 3, 2023 by Lisa Smith, Certified Arborist #WE-3782B, concluded that there are no protected trees or protected shrubs on-site.

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

The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations, and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water. A Noise Study that was prepared by York Engineering, LLC on October 5, 2022, concluded that any impacts would be less than significant. Furthermore, the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator resulted in the proposed project having a net increase of 112 daily vehicle trips and a net increase of 694 daily VMT. Based on the VMT Calculator, the project is not required to perform VMT analysis under the VMT standards. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air

pollutants did not exceed the established SCAQMD construction and operational thresholds. Therefore, the project would not result in any significant effects related to traffic, noise, air quality, or water quality.

(e) The proposed project has been reviewed by City staff and can be adequately served by all required utilities and public services.

The project site will be adequately served by all public utilities and services given that the construction of a residential building will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32. As the project has been found to be categorically exempt from CEQA, the project is not anticipated to have a negative effect on the environment and no mitigation measures are required.

October 5, 2022

Mr. Ben Rocca
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Subject: Update Air Quality, Greenhouse Gas, and Noise Study for 1114 North Heliotrope Drive and 1115 North Berendo Street in Los Angeles, CA

Dear Mr. Rocca:

Yorke Engineering, LLC (Yorke) is pleased to provide this update Air Quality (AQ), Greenhouse Gas (GHG), and Noise Letter Report. This AQ/GHG/Noise Letter Report includes CalEEMod emissions estimates, criteria pollutant analysis, localized significance level (LST) analysis, GHG analysis, and Noise analysis for two proposed multi-residential buildings in the City of Los Angeles, California (City). These evaluations will support the Applicant's submittal of the Department of City Planning Environmental Assessment Form (EAF) for Class 32 Categorical Exemptions (CatEx) for Transit Oriented Communities (TOC) infill development projects.

PROJECT DESCRIPTION

Rocca Development, Inc. (Rocca) is proposing to separately develop two multi-unit residential buildings to be located at 1114 North Heliotrope Drive and 1115 North Berendo Street in the City of Los Angeles, CA (the City), which is within the SCAQMD. Both project sites are just north of Santa Monica Boulevard, about halfway between Sunset Boulevard and the Hollywood Freeway (US-101). The two parcels share a contiguous rear property line; however, construction and operation are assumed to occur independently:

- 1114 North Heliotrope Drive – 6,750-square-feet (0.155-acre); and
- 1115 North Berendo Street – 6,750-square-feet (0.155-acre).

Both parcels contain existing old residential buildings that will be demolished. Consistent with similar projects in the general area, the Los Angeles Department of City Planning (LA City Planning) has requested an Air Quality, Greenhouse Gas, and Noise Study for the proposed Projects.

ASSUMPTIONS

The following basic assumptions were used in developing the emission estimates for the proposed Projects using the California Emissions Estimator Model[®] (CalEEMod):

- Some project design features including sizes of the building features and parking area sizes were defined by the Applicant.
- Default construction equipment, including hours used per data were applied to construction phases of the projects.

- During grading and site preparation the project sites will be watered three times daily.
- Low VOC paints will be used.
- Parking was assumed to be open with an elevator and is included in the CalEEMod modeling.
- The Projects are expected to require up to approximately 6-7 months of planned work activities (i.e., from mobilization to substantial completion) comprising six construction phases (demolition, grading, site preparation, building construction, paving, and architectural coating).
- Approximately 1,900 square feet of old buildings will be removed from each site during the demolition phases.
- Consistent with TOC, the Projects are expected to increase transit accessibility, as it is located 0.13 mile (700 feet) from the closest transit station.
- To address potential cumulative impacts of the two similar projects, simultaneous construction and operation was assumed in the analysis.

LIST OF TABLES

The project analyses and results are summarized in the following tables:

- Table 1a: Land Use Data for CalEEMod Input – 1114 N. Heliotrope Dr.
- Table 1b: Land Use Data for CalEEMod Input – 1115 N. Berendo St.
- Table 2: SCAQMD CEQA Thresholds of Significance
- Table 3: Construction Emissions Summary and Significance Evaluation
- Table 4: Operational Emissions Summary and Significance Evaluation
- Table 5: Construction Localized Significance Threshold Evaluation
- Table 6: Operational Localized Significance Threshold Evaluation
- Table 7: Greenhouse Gas Emissions Summary and Significance Evaluation
- Table 8: Comparable Projects Within 0.25-Mile Radius of Sites
- Table 9: Typical Sound Level Characteristics
- Table 10: FHWA Noise Reference Levels and Usage Factors
- Table 11: Estimated Peak Activity Daytime Noise Impacts – Residential Receptors

AIR QUALITY AND GREENHOUSE GAS IMPACTS ANALYSES

In order to evaluate the potential for Air Quality and Greenhouse Gas impacts of a proposed project, quantitative significance criteria established by the local air quality agency, such as the SCAQMD, may be relied upon to make significance determinations based on mass emissions of criteria pollutants and GHGs, as presented in this report. As shown below, approval of the project would not result in any significant effects relating to air quality or greenhouse gases.

Project Emissions Estimation

The construction and operation analysis were performed using the California Emissions Estimation Model[®] (CalEEMod), version 2020.4.0, the official statewide land use computer model designed to provide a uniform platform for estimating potential criteria pollutant and GHG emissions associated with both construction and operations of land use projects under CEQA. The model quantifies direct emissions from construction and operations (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. The mobile source emission factors used in the model – published by the California Air Resources Board (CARB) – include the Pavley standards and Low Carbon Fuel standards. The model also identifies project design features, regulatory measures, and control measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from the selected measures. CalEEMod was developed by the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the SCAQMD, the Bay Area Air Quality Management District (BAAQMD), the San Joaquin Valley Air Pollution Control District (SJVAPCD), and other California air districts. Default land use data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) were provided by the various California air districts to account for local requirements and conditions. As the official assessment methodology for land use projects in California, CalEEMod is relied upon herein for construction and operational emissions quantification, which forms the basis for the impact analysis.

Based on information received from the Applicant, land use data used for CalEEMod input is presented in Table 1a (1114 N. Heliotrope) and Table 1b (1115 N. Berendo). The SCAQMD quantitative significance thresholds shown in Table 2 were used to evaluate project emissions impacts (SCAQMD 2019).

Table 1a: Land Use Data for CalEEMod Input – 1114 N. Heliotrope Dr.						
Project Element	Land Use Type	Land Use Subtype	Unit Amount	Size Metric	Lot Acreage (footprint)	Square Feet (est.)
Residential Units	Residential	Apartment Mid Rise	26	Dwelling Units	0.06	11,376
Parking Lot	Parking	Unenclosed Parking with Elevator	0.46	1000 sq. ft.	0.01	460
Landscaping	Parking	Other Non-Asphalt Surfaces	3.69	1000 sq. ft.	0.085	3,690
Project Site					0.155	15,526

Source: Applicant 2021, CalEEMod version 2020.4.0

Notes:

Electric utility is Los Angeles Department of Water and Power (LADWP)

Table 1b: Land Use Data for CalEEMod Input – 1115 N. Berendo St.						
Project Element	Land Use Type	Land Use Subtype	Unit Amount	Size Metric	Lot Acreage (footprint)	Square Feet (est.)
Residential Units	Residential	Apartment Mid Rise	26	Dwelling Units	0.06	11,356
Parking Lot	Parking	Unenclosed Parking with Elevator	0.46	1000 sq. ft.	0.01	460
Landscaping	Parking	Other Non-Asphalt Surfaces	3.69	1000 sq. ft.	0.085	3,690
Project Site					0.155	15,506

Source: Applicant 2021, CalEEMod version 2020.4.0

Notes:

Electric utility is Los Angeles Department of Water and Power (LADWP)

Table 2: SCAQMD CEQA Thresholds of Significance		
Pollutant	Project Construction (lbs/day)	Project Operation (lbs/day)
ROG (VOC)	75	55
NO _x	100	55
CO	550	550
SO _x	150	150
PM ₁₀	150	150
PM _{2.5}	55	55
24-hour PM _{2.5} Increment	10.4 µg/m ³	2.5 µg/m ³
24-hour PM ₁₀ Increment	10.4 µg/m ³	2.5 µg/m ³
Annual PM ₁₀ Increment	1.0 µg/m ³ annual average	
1-hour NO ₂ Increment	0.18 ppm (state)	
Annual NO ₂ Increment	0.03 ppm (state) & 0.0534 ppm (federal)	
1-hour SO ₂ Increment	0.25 ppm (state) & 0.075 ppm (federal – 99th percentile)	
24-hour SO ₂ Increment	0.04 ppm (state)	
24-hour Sulfate Increment	25 ug/m ³ (state)	
1-hour CO Increment	20 ppm (state) & 35 ppm (federal)	
8-hour CO Increment	9.0 ppm (state/federal)	
Toxic Air Contaminants (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥10 in 1 million	
	Cancer Burden >0.5 excess cancer cases (in areas ≥1 in 1 million)	
	Chronic & Acute Hazard Index ≥1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to Rule 402	
Greenhouse Gases	10,000 MT/yr CO ₂ e for industrial facilities	
	3,000 MT/yr CO ₂ e for land use projects (draft proposal)	

Source: SCAQMD 2019, 2008b

Criteria Pollutants from Project Construction

A project's construction phase produces many types of emissions, generally PM₁₀ (including PM_{2.5}) in fugitive dust and diesel engine exhaust are the pollutants of greatest concern. Construction activities will include construction of 4 levels. Construction-related emissions can cause substantial increases in localized concentrations of PM₁₀, as well as affecting PM₁₀ compliance with ambient air quality standards on a regional basis. The use of diesel-powered construction equipment emits ozone precursors oxides of nitrogen (NO_x) and reactive organic gases (ROG), and diesel particulate matter (DPM); however, the use of diesel-powered equipment would be minimal. Use of architectural coatings and other materials associated with finishing buildings may also emit ROG and TACs. CEQA significance thresholds address the impacts of construction activity emissions on local and regional air quality. Thresholds are also provided for other potential impacts related to project construction, such as odors and TACs.

The SCAQMD's approach to CEQA analyses of fugitive dust impacts is to require implementation of effective and comprehensive dust control measures rather than to require detailed quantification of emissions. PM₁₀ emitted during construction can vary greatly depending on the level of activity, the specific operations taking place, the equipment being operated, local soils, weather conditions,

and other factors, making quantification difficult. Despite this variability in emissions, experience has shown that there are several feasible control measures that can be reasonably implemented to significantly reduce fugitive dust emissions from construction. For larger projects, the SCAQMD has determined that compliance with an approved fugitive dust control plan comprising Best Management Practices (BMPs), primarily through frequent water application, constitutes sufficient control to reduce PM₁₀ impacts to a level considered less than significant.

Criteria Pollutants from Project Operation

The term “project operations” refers to the full range of activities that can or may generate criteria pollutant, GHG, and TAC emissions when the project is functioning in its intended use. For projects, such as office parks, shopping centers, apartment buildings, residential subdivisions, and other indirect sources, motor vehicles traveling to and from the project represents the primary source of air pollutant emissions. For industrial projects and some commercial projects, equipment operation and manufacturing processes, i.e., permitted stationary sources, can be of greatest concern from an emissions standpoint. CEQA significance thresholds address the impacts of operational emission sources on local and regional air quality. Thresholds are also provided for other potential impacts related to project operations, such as odors.

Results of Criteria Emissions Analyses

In order to address potential cumulative air quality impacts of the two independent projects, mass emissions were estimated assuming simultaneous construction and operation.

Table 3 shows unmitigated and mitigated peak day criteria construction emissions and evaluates mitigated emissions against SCAQMD significance thresholds.

Table 4 shows unmitigated and mitigated peak day criteria operational emissions and evaluates mitigated emissions against SCAQMD significance thresholds.

As shown in Tables 3 and 4, cumulative mass emissions of criteria pollutants from simultaneous construction and operation are below applicable SCAQMD significance thresholds.

PROJECTED IMPACT: Less Than Significant (LTS)

Table 3: Daily Construction Emissions Summary and Significance Evaluation

Criteria Pollutants	Unmitigated (lbs/day)	Mitigated (lbs/day)	Threshold (lbs/day)	Significance
ROG (VOC)	14.7	14.7	75	LTS
NO _x	22.3	22.3	100	LTS
CO	8.9	8.9	550	LTS
SO _x	0.06	0.06	150	LTS
Total PM ₁₀	5.3	2.4	150	LTS
Total PM _{2.5}	3.0	1.5	55	LTS

Sources: SCAQMD 2019, CalEEMod version 2020.4.0

Notes:

lbs/day are winter or summer maxima for planned land use

Total PM₁₀ / PM_{2.5} comprises fugitive dust plus engine exhaust

LTS - Less Than Significant

Table 4: Daily Operational Emissions Summary and Significance Evaluation

Criteria Pollutants	Unmitigated (lbs/day)	Mitigated (lbs/day)	Threshold (lbs/day)	Significance
ROG (VOC)	1.5	1.4	55	LTS
NO _x	1.2	1.0	55	LTS
CO	13.5	11.9	550	LTS
SO _x	0.02	0.02	150	LTS
Total PM ₁₀	2.1	1.7	150	LTS
Total PM _{2.5}	0.6	0.5	55	LTS

Sources: SCAQMD 2019, CalEEMod version 2020.4.0

Notes:

lbs/day are winter or summer maxima for planned land use

Total PM₁₀ / PM_{2.5} comprises fugitive dust plus engine exhaust

LTS - Less Than Significant

Localized Significance Threshold Analysis

The SCAQMD's Localized Significance Threshold (LST) methodology (2008a) was used to analyze the neighborhood scale impacts of NO_x, CO, PM₁₀, and PM_{2.5} associated with project-specific mass emissions. Introduced in 2003, the LST methodology was revised in 2008 to include the PM_{2.5} significance threshold methodology and update the LST mass rate lookup tables for the new 1-hour NO₂ standard.

For determining localized air quality impacts from small projects in a defined geographic source-receptor area (SRA), the LST methodology provides mass emission rate lookup tables for 1-acre, 2-acre, and 5-acre parcels by SRA. The tabulated LSTs represent the maximum mass emissions from a project that will not cause or contribute to an exceedance of state or national ambient air quality standards (CAAQS or NAAQS) for the above pollutants and were developed based on ambient concentrations of these pollutants for each SRA in the South Coast Air Basin. (SCAQMD 2008a)

For most land use projects, the highest daily emission rates occur during the site preparation and grading phases of construction; however, since the project would not have a site preparation and grading phase the building construction phase is used for the LST analysis.

Since land use operational emissions – mainly from associated traffic – are dispersed over a wide area, localized impacts from project operation are substantially lower than during project construction. However, an Operational LST analysis was also performed. The land use category “Apartment Mid Rise” assumes that there are many residences commuting to and from the location daily.

The combined Project sites are 0.31 acres in source-receptor area Zone 2 – Northwest Coastal Los Angeles county. The 1-acre screening lookup tables were used to evaluate NO_x, CO, PM₁₀, and PM_{2.5} impacts on nearby receptors. The nearest receptor is approximately 15 meters away from the sites; however, the impact evaluation was performed using the closest distance within SCAQMD LST tables of 25 meters for construction. (SCAQMD 2008a)

Results of Localized Significance Threshold Analysis

The LST results provided in Tables 5 and 6 show that on-site emissions from simultaneous construction and operations would meet the LST passing criteria at the nearest receptors (25 meters). Thus, impacts would be less than significant.

PROJECTED IMPACT: Less Than Significant (LTS)

Table 5: Construction Localized Significance Threshold Evaluation				
Criteria Pollutants	Mitigated (lbs/day)	Threshold (lbs/day)	Percent of Threshold	Result
NO _x	22.3	103	22%	Pass
CO	8.9	562	2%	Pass
PM ₁₀	2.4	4	60%	Pass
PM _{2.5}	1.5	3	50%	Pass

Sources: SCAQMD 2019, CalEEMod version 2020.4.0

Notes:

Source-receptor area Zone 2 – Northwest Coastal Los Angeles County

1-acre area, 25 meters to receptor

Table 6: Operations Localized Significance Threshold Evaluation				
Criteria Pollutants	Mitigated (lbs/day)	Threshold (lbs/day)	Percent of Threshold	Result
NO _x	1.0	103	1%	Pass
CO	11.9	562	2%	Pass
PM ₁₀	0.18	1	18%	Pass
PM _{2.5}	0.07	1	7%	Pass

Sources: SCAQMD 2019, CalEEMod version 2020.4.0

Notes:

Source-receptor area Zone 2 – Northwest Coastal Los Angeles County

1-acre area, 25 meters to receptor

Operational PM₁₀/PM_{2.5} includes 1 mile around project site for mobile source fugitive dust plus engine exhaust

Greenhouse Gas Emissions from Construction and Operation

Greenhouse gases – primarily carbon dioxide (CO₂), methane (CH₄), and nitrous (N₂O) oxide, collectively reported as carbon dioxide equivalents (CO₂e) – are directly emitted from stationary

source combustion of natural gas in equipment such as water heaters, boilers, process heaters, and furnaces. GHGs are also emitted from mobile sources such as on-road vehicles and off-road construction equipment burning fuels such as gasoline, diesel, biodiesel, propane, or natural gas (compressed or liquefied). Indirect GHG emissions result from electric power generated elsewhere (i.e., power plants) used to operate process equipment, lighting, and utilities at a facility. Also, included in GHG quantification is electric power used to pump the water supply (e.g., aqueducts, wells, pipelines) and disposal and decomposition of municipal waste in landfills. (CARB 2017)

California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2019 standards improved upon the 2016 standards for new construction of, and additions and alterations to, residential, commercial, and industrial buildings. The 2019 standards went into effect on January 1, 2020 (CEC 2019).

Since the Title 24 standards require energy conservation features in new construction (e.g., high-efficiency lighting, high-efficiency heating, ventilating, and air-conditioning (HVAC) systems, thermal insulation, double-glazed windows, water conserving plumbing fixtures, etc.), they indirectly regulate and reduce GHG emissions.

Using CalEEMod, direct onsite and offsite GHG emissions were estimated for simultaneous construction and operation, and indirect offsite GHG emissions were estimated to account for electric power used by the combined Projects, water conveyance, and solid waste disposal.

Results of Greenhouse Gas Emissions Analyses

The SCAQMD officially adopted an industrial facility mass emissions threshold of 10,000 metric tons (MT) CO₂e per year (SCAQMD 2019) and has proposed a residential/commercial mass emissions threshold of 3,000 metric tons (MT) CO₂e per year. (SCAQMD 2008b)

Table 7 shows combined (cumulative) unmitigated and mitigated GHG emissions and evaluates mitigated emissions against SCAQMD significance thresholds. Operational efficiency measures incorporate typical code-required energy and water conservation features. Off-site traffic impacts are included in these emissions estimates, along with construction emissions amortized over 30 years.

PROJECTED IMPACT: Less Than Significant (LTS)

Greenhouse Gases	Unmitigated (MT/yr)	Mitigated (MT/yr)	Threshold (MT/yr)	Significance
CO ₂	429	361	—	—
CH ₄	0.4	0.3	—	—
N ₂ O	0.0	0.0	—	—
CO ₂ e	444	373	3,000	LTS

Sources: SCAQMD 2019, 2008b, CalEEMod version 2020.4.0

Notes:

Comprises annual operational emissions plus construction emissions amortized over 30 years

CUMULATIVE EFFECTS

Table 8 lists five comparable Class 32 TOC infill residential projects within a 0.25-mile radius of the Project sites obtained from the Los Angeles City Planning Department. These characterize the incremental impacts of other past, present, and reasonably foreseeable future actions in the vicinity of the proposed Project sites per state CEQA Guidelines Section 15355(b).

SCAQMD Guidance

The SCAQMD’s guidance on addressing cumulative impacts for air quality is as follows: “As Lead Agency, the SCAQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR [Environmental Impact Report].” “Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.”¹

Approved	Site Address	Description	Case No.	Status
Q1 2020	1148 N. Berendo St.	8 units TOC	ENV-2020-1372-CE	CatEx
Q2 2019	1200 N. Vermont Ave.	29 units TOC	ENV-2019-1255-CE	CatEx
Q3 2020	4750 W. Santa Monica Blvd.	85 units TOC	ENV-2020-4250-CE	CatEx
Q2 2020	1040 N. Kenmore Ave.	62 units TOC	DIR-2020-667-TOC-SPP-SIP	CatEx
Q2 2020	1015 N. Vermont Ave.	187 units TOC	ENV-2019-5646-CE	CatEx

Source: Los Angeles City Planning

Discussion

CEQA Guidelines

As referenced above, SCAQMD cumulative air quality significance thresholds are the same as project-specific air quality significance thresholds. Because the criteria pollutant mass emissions impacts shown in Tables 3 and 4 would not be expected to exceed any of the SCAQMD air quality significance thresholds, cumulative air quality impacts from the comparable projects shown in Table 8 would also be expected to be less than significant. Therefore, potential adverse impacts from implementing the proposed Projects would not be “cumulatively considerable” as defined by state CEQA Guidelines Section 15064(h)(1) for air quality impacts. Per state CEQA Guidelines Section 15064(h)(4), the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed Projects’ incremental effects are cumulatively considerable.

PROJECTED IMPACT: Less Than Significant (LTS)

¹ South Coast AQMD Cumulative Impacts Working Group White Paper on Potential Control Strategies to Address Cumulative Impacts From Air Pollution, August 2003, Appendix D, Cumulative Impact Analysis Requirements Pursuant to CEQA, at D-3. <http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulativeimpacts-white-paper-appendix.pdf>.

NOISE IMPACTS ANALYSES

Noise Analysis Methodology

The screening-level noise analysis for Project construction was completed based on methodology developed by the U.S. Department of Transportation Federal Highway Administration (DOT FHWA) at the John A. Volpe National Transportation Systems Center and other technical references consistent with CalEEMod outputs (equipment utilization). The DOT FHWA methodology uses actual noise measurement data collected during the Boston “Big Dig” project (1991-2006) as reference levels for a wide variety of construction equipment in common use, such as on the proposed Projects. This noise analysis did not include field measurements of ambient noise in the vicinity of the Project sites.

The FHWA noise model provides relatively conservative predictions because it does not account for site-specific geometry, dimensions of nearby structures, and local environmental conditions that can affect sound transmission, reflection, and attenuation. As a result, actual measured sound levels at receptors may vary somewhat from predictions, typically lower. Additionally, the impacts of noise upon receptors (persons) are subjective because of differences in individual sensitivities and perceptions.

Noise impacts were evaluated against community noise standards contained in the City or County General Plan or other state or federal agency as applicable to the vicinity of the Project sites. For these Projects, the City of Los Angeles Municipal Code (LAMC), Chapter XI, Noise Regulation, Sections 112.02, 112.03, 112.05, and 41.40 contain the applicable evaluation criteria. Screening-level Project-generated noise is evaluated in relation to established thresholds of significance. Additionally, the same methods are used to determine noise impacts on the nearest sensitive receptor.

During construction activities, the Projects would generate noise due to operation of minimal off-road equipment, portable equipment, and vehicles at or near the Project sites. No significant increase in traffic is expected due to these relatively small projects. No strong sources of vibrations are planned to be used during construction activities.

Since the Projects are near urban streets, the incremental effect of Project operations (possible slightly increased traffic) would not be quantifiable against existing traffic noise (background) in the Project vicinities (i.e., less than significant impact). Also, since no airport is closer than 2 miles from the Project sites, evaluation of aircraft noise upon the Projects is not required.

Environmental Setting

Noise Descriptors

Noise is typically described as any unwanted or objectionable sound. Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity, the A-weighted decibel scale (dBA). Table 9 lists common sources of sound and their intensities in dBA.

Table 9: Typical Sound Level Characteristics		
Pressure (N/m²)	Level (dB)	Sound Level Characteristic
2000	160	Rocket Launch
600	150	Military Jet Plane Takeoff
200	140	Threshold of Pain
60	130	Commercial Jet Plane Takeoff
20	120	Industrial Chipper or Punch Press
6	110	Loud Automobile Horn
2	100	Passing Diesel Truck – Curb Line
0.6	90	Factory - Heavy Manufacturing
0.2	80	Factory - Light Manufacturing
0.06	70	Open Floor Office - Cubicles
0.02	60	Conversational Speech
0.006	50	Private Office - Walled
0.002	40	Residence in Daytime
0.0006	30	Bedroom at Night
0.0002	20	Recording or Broadcasting Studio
0.00006	10	Threshold of Good Hearing - Adult
0.00002	0	Threshold of Excellent Hearing - Child

Sources: Broch 1971, Plog 1988

Notes:

Reference Level $P_0 = 0.00002 \text{ N/m}^2 = 0.0002 \text{ } \mu\text{bar}$

N/m^2 = Newtons per square meter (the Newton is the unit of force derived in the metric system); it is equal to the amount of net force required to accelerate one kilogram of mass at a rate of one meter per second squared ($1 \text{ kg} \cdot 1 \text{ m/s}^2$) in the direction of the applied force.

In most situations, a 3-dBA change in sound pressure is considered a “just-detectable” difference. A 5-dBA change (either louder or quieter) is readily noticeable, and 10-dBA change is a doubling (if louder) or halving (if quieter) of the subjective loudness. Sound from a small, localized source (a “point” source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (drops off) at a rate of 6 dBA for each doubling of the distance.

The duration of noise and the time period at which it occurs are important factors in determining the impact of noise on sensitive receptors. A single number called the equivalent continuous noise level (L_{eq}) may be used to describe sound that is changing in level. It is also used to describe the acoustic range of the noise source being measured, which is accomplished through the maximum L_{eq} (L_{max}) and minimum L_{eq} (L_{min}) indicators.

In determining the daily measure of community noise, it is important to account for the difference in human response to daytime and nighttime noise. Noise is more disturbing at night than during the day, and noise indices have been developed to account for the varying duration of noise events over time, as well as community response to them. The Community Noise Equivalent Level (CNEL) adds a 5-dB penalty to the “nighttime” hourly noise levels (HNLs) (i.e., 7:00 p.m. to 10:00

p.m.) and the Day-Night Average Level (L_{dn}) adds a 10-dB penalty to the evening HNLs (Caltrans 2013, FTA 2006).

Vibration Descriptors

Vibration is a unique form of noise because its energy is carried through structures and the earth, whereas noise is carried through the air. Thus, vibration is generally felt rather than heard. Typically, ground borne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. Actual human and structural response to different vibration levels is influenced by a combination of factors, including soil type, distance between the source and receptor, duration, and the number of perceived events.

While not a direct health hazard, the energy transmitted through the ground as vibration may result in structural damage, which may be costly to repair and dangerous in the event of structural failure. To assess the potential for structural damage associated with vibration, the vibratory ground motion in the vicinity of the affected structure is measured in terms of point peak velocity/peak particle velocity (PPV) in the vertical and horizontal directions (vector sum). A freight train passing at 100 feet may cause PPVs of 0.1 inch per second, while a strong earthquake may produce PPVs in the range of 10 inches per second. Minor cosmetic damage to buildings may begin in the range of 0.5 inch per second (Caltrans 2013, FTA 2006).

Existing Noise Environment - Cumulative

The Project sites are in the City of Los Angeles, Los Angeles County, in a characteristically urban and densely populated area subject to noise from local traffic on public streets (Santa Monica Blvd. and U.S. Route 101), buses, trains, construction, and small power equipment (e.g., lawn mowers, edger, etc.). The FHWA noise model puts the expected daytime ambient noise from known sources at about 65 dBA at the nearest sensitive receptors to the proposed Projects. This cumulative model is based on traffic from Santa Monica Blvd. as well as a general 40 dBA urban background noise.

Sensitive Receptors

Some land uses are generally regarded as being more sensitive to noise than others due to the types of population groups or activities involved. Sensitive population groups include children and the elderly. The City of Los Angeles Noise Element also includes residential areas as noise-sensitive land uses. Other sensitive land uses generally include hospitals, schools, childcare facilities, senior facilities, libraries, churches, and parks.

The nearest schools to the Project sites are Ramona Elementary School approximately 1,400 feet (425 meters) west of the site and Lockwood Avenue Elementary School, approximately 2,000 feet (600 meters) southeast of the site. Interceding building, and other multi-story buildings, would substantially shield all the schools from construction noise. The nearest residential receptors are north of the sites, approximately 50 feet (15 meters) from the central construction zones; and, for consistency with LST, a source-receptor distance of 25 meters (82 feet) was used. All construction activities would be short-term and temporary. All construction work is planned to be conducted during daylight hours; no nighttime work is planned to be performed. Upon completion of construction, construction generated noise would permanently cease. Since the proposed Projects are located in a dense urban area and not within 500 feet of a major freeway, no significant additional long-term traffic is expected, and therefore no additional Project-related noise is expected over the long term.

Regulatory Setting

California

The State of California does not promulgate statewide standards for environmental noise but requires each city and county to include a noise element in its general plan [California Government Code Section 65302(f)]. In addition, Title 4 of the CCR has guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. In general, the guidelines require that community noise standards:

- Protect residents from the harmful and annoying effects of exposure to excessive noise;
- Prevent incompatible land uses from encroaching upon existing or programmed land uses likely to create significant noise impacts; and
- Encourage the application of state-of-the-art land use planning methodologies in the area of managing and minimizing potential noise conflicts.

Construction vibration is regulated at the state level in accordance with standards established by the *Transportation and Construction-Induced Vibration Guidance Manual* issued by Caltrans in 2004. Continuous sources include the use of vibratory compaction equipment and other construction equipment that creates vibration other than in single events. Transient sources create a single isolated vibration event, such as blasting. Thresholds for continuous sources are 0.5 and 0.1 inch per second PPV for structural damage and annoyance, respectively. Thresholds for transient sources are 1.0 and 0.9 PPV for structural damage and annoyance, respectively (Caltrans 2013).

City of Los Angeles Municipal Code – Chapter XI, Noise Regulation

For these Projects, the City of Los Angeles Municipal Code (LAMC), Chapter XI, Noise Regulation, Sections 112.02, 112.03, 112.05, and 41.40 contain the applicable evaluation criteria.

Operational on-site stationary sources of mechanical noise are required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties, e.g., nearby residential buildings, by more than 5 dBA. Modern roof-mounted mechanical equipment is designed to meet this standard.

LAMC Section 112.03 references Section 41.40 which regulates noise from construction activities. Outdoor construction activities that generate noise are prohibited between the nighttime hours of 9:00 pm and 7:00 am Monday through Friday, and between 6:00 pm and 8:00 am on Saturdays and national holidays. Construction activities are prohibited on Sundays. The construction activities associated with the proposed Projects would comply with these LAMC requirements.

Per Section 112.05, construction noise impacts would be significant if noise from powered equipment or powered hand tools used for construction within 500 feet (150 meters) of a residential zone exceeds 75 A-weighted decibels (dBA) at a distance of 50 feet (15 meters) from the noise source between the hours of 7:00 am and 10:00 pm. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the 75 dBA limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. However, the

burden of proof of technical infeasibility is placed upon the person or persons generating the noise, i.e., the contractor and owner or owner's agent.

Results of Cumulative Screening Noise Analysis

The proposed Projects can be characterized as independent development of two multi-residential buildings with below ground parking. Most noise would occur during the demolition, grading, site preparation, building construction, and paving when heavy equipment would be operating.

During each of the six construction phases there would be a different mix of equipment operating and cumulative noise levels would vary based on the amount of equipment in operation and the location of each activity at the Project sites. In general, use of off-road equipment and portable equipment would generate noise due to engine mechanicals, engine exhaust, driveline mechanicals, shaft-driven devices and accessories, hydraulics operation, ground friction and displacement, and gravity drops (dumping, unloading).

Since no intense percussive actions (e.g., hard rock-breaking, large pile-driving) are planned to occur during the site work, no strong groundborne vibrations are expected to be generated that could affect nearby structures or be noticeable to their occupants.

Types of equipment (FHWA 2006) to be used during the Projects and noise-emitting characteristics (i.e., usage factors, reference dBA, and percussive source) are shown in Table 10 consistent with CalEEMod outputs (Attachment 1).

The Projects are expected to require up to approximately 6-7 months of planned work activities (i.e., from mobilization to substantial completion) comprising six construction phases:

- 1) Demolition
- 2) Site Preparation
- 3) Grading
- 4) Building construction
- 5) Paving
- 6) Architectural coating.

Deviations from this schedule would not affect the noise analysis because noise does not persist or accumulate in the environment. To assess cumulative noise impacts, simultaneous construction of the two Projects was assumed, and incorporating street traffic noise and urban background noise described above.

Table 10: FHWA Noise Reference Levels and Usage Factors

CalEEMod Construction Detail			FHWA Equipment Type	Ref.	Usage Factor	Ref. Level	Percussive Source
Phase Name	Equipment Description	Qty.			percent	dBA	Yes/No
Demolition (1)	Concrete/Industrial Saws	1	Concrete Saw	1	20%	90	No
	Rubber Tired Dozers	1	Tractor (rubber tire)	1	40%	84	No
	Tractors/Loaders/Backhoes	2	Backhoe (with loader)	1	40%	80	No
Site Preparation (2)	Graders	1	Grader	1	40%	85	No
	Tractors/Loaders/Backhoes	1	Backhoe (with loader)	1	40%	80	No
Grading (3)	Rubber Tired Dozers	1	Tractor (rubber tire)	1	40%	84	No
	Tractors/Loaders/Backhoes	1	Backhoe (with loader)	1	40%	80	No
	Graders	1	Grader	1	40%	85	No
Building Construction (4)	Tractors/Loaders/Backhoes	2	Backhoe (with loader)	1	40%	80	No
	Cranes	1	Crane	1	16%	85	No
	Forklifts	2	Forklift	1	40%	80	No
Paving (5)	Cement and Mortar Mixers	4	Drum Mixer	1	50%	80	No
	Pavers	1	Paver (asphalt)	1	50%	85	No
	Rollers	1	Roller	1	20%	85	No
	Tractors/Loaders/Backhoes	1	Backhoe (with loader)	1	40%	80	No
Architectural Coating (6)	Air Compressors	1	Compressor (air)	1	40%	80	No

Source: CalEEMod version 2020.4.0, FHWA 2006

Table 11 shows a comparison of: screening-level estimated daytime exterior noise impacts for peak construction activities at designated receptors, and the CEQA thresholds outlined in LAMC Chapter XI, using FHWA attenuation algorithms. If the threshold is not exceeded, then these Projects should be considered acceptable.

Table 11: Estimated Peak Activity Daytime Noise Impacts – Residential Receptors (mitigated)^{c, d}				
Construction Phases	Normal Acceptance Criteria – LAMC 112.05			
	Modeled Noise Level (L_{eq} dBA)^a	CalEEMod Duration (days)	Significance Threshold (CNEL dBA)^b	Exceeds Threshold (Yes/No)?
Background	65.0	-	-	No
Demolition	72.5	10	75	No
Site Preparation	69.6	1	75	No
Grading	71.4	2	75	No
Building Construction	70.3	100	75	No
Paving	73.0	5	75	No
Architectural Coating	66.6	10	75	No
Long-Term Impact	65.0	-	-	No

Sources: CalEEMod version 2020.4.0, FHWA 2006, Broch 1971, Plog 1988, LAMC 112.05

Notes:

^a Cumulative impacts include two sites with existing street traffic and ambient background noise sources

^b LAMC 112.05

^c Modeled residential receptor is 25 meters (82 feet) north and south of the center of the construction zone

^d Control comprises noise barriers on site perimeter (see Discussion)

Discussion

Construction Noise – LAMC Sections 112.03 and 112.05

Construction noise impacts would be significant if, as defined by Los Angeles Municipal Code (LAMC) Section 112.05, noise from powered equipment or powered hand tools used for construction within 500 feet (150 meters) of a residential zone exceeds 75 A-weighted decibels (dBA) at a distance of 50 feet (15 meters) from the noise source between the hours of 7:00 am and 10:00 pm. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the 75 dBA limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. However, the burden of proof of technical infeasibility is placed upon the person or persons generating the noise, i.e., the contractor and owner or owner's agent.

LAMC Section 112.03 references Section 41.40 which regulates noise from construction activities. Outdoor construction activities that generate noise are prohibited between the nighttime hours of 9:00 pm and 7:00 am Monday through Friday, and between 6:00 pm and 8:00 am on Saturdays and national holidays. Construction activities are prohibited on Sundays. The construction activities associated with the proposed Projects would comply with these LAMC requirements.

Although the estimated construction-related exterior noise levels associated with the proposed Projects are modeled to normally be below the 75 dBA threshold, there may be times when the construction activities could intermittently and marginally exceed the 75 dBA threshold at 50 feet from the noise source. To minimize impacts, the Projects will implement technically feasible control measures in compliance with the standards set forth in LAMC Section 112.05. Specifically, the use of deflectors/barriers such as plywood construction fencing (½-inch thickness), flexible sound-absorbing curtains, or existing intervening buildings, can reduce line-of-sight exterior noise levels by approximately 5 to 15 dBA, depending on the applied physical configuration (FHWA 2006). The estimated noise impacts shown in Table 11 incorporate these control measures.

With the application of construction noise control measures exterior noise levels would be reduced by approximately 10 dBA, possibly up to 15 dBA. Therefore, based on the provisions set forth in LAMC 112.05, implementation of the LAMC-required noise control measures described below would enable the proposed Projects to comply with the LAMC, and construction noise impacts would be less than significant.

The construction noise control measures required by LAMC 112.05 would include the following:

- 1) The Projects shall comply with the City of Los Angeles Noise Ordinance No. 161,574 (see LAMC Section 112.05), and any subsequent ordinances (et seq), which prohibit the emission or creation of noise beyond certain levels.
- 2) Construction shall be restricted to the hours of 7:00 am to 9:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturdays or national holidays. No construction work shall be performed at any time on Sundays.
- 3) Construction activities shall be scheduled to avoid operating several pieces of large equipment simultaneously, which can cumulatively cause higher noise levels.
- 4) Noise-generating equipment operated at the Project sites shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.
- 5) Noise-generating equipment, where its location on the site may be flexible (e.g., air compressors, generators, cement and mortar mixers, and materials deliveries), shall be placed as far as practical from the nearest noise sensitive land uses. Natural and/or manmade barriers (e.g., trees, fencing, curtains) shall be used to screen propagation of noise from such activities toward these land uses to the maximum extent possible.
- 6) For outside work BMPs, the Projects shall implement noise barriers comprising plywood construction fencing and/or flexible sound-absorbing curtains as practicable. The noise barriers shall be erected around the perimeter of the construction site to minimize the transmission of construction noise toward nearby noise-sensitive land uses. The noise barriers shall be at least 8 feet in height and constructed of materials achieving an Insertion Loss (IL) coefficient of at least 5 dBA for flexible curtains, 8 dBA for rigid plywood fencing, or 10 dBA in combination (FHWA 2006).
- 7) The Projects shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048 (see LAMC Section 91.106.4.8), 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 and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public, i.e., in plain sight.

Operational Noise – LAMC Section 112.02

Upon completion of construction and occupancy of the proposed Projects, on-site operational noise would be generated mainly by heating, ventilation, and air conditioning (HVAC) equipment installed on the roof of the new building. However, the overall noise levels generated by the new HVAC equipment are not expected to be substantially greater than generated by older HVAC equipment installed on existing buildings near the Project sites. As such, the new HVAC equipment associated with the proposed Projects would not represent a substantially new type or source of noise in the general vicinity. In addition, the operation of this and any other on-site stationary sources of mechanical noise would be required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties, e.g., nearby residential buildings, by more than 5 dBA. Such equipment is designed to meet this standard.

No adverse impacts are expected from, and no noise control measures would be required for, the operation of the proposed Projects. Therefore, the operational noise impacts of the proposed Projects would be less than significant.

Interior areas of the completed Projects would not be adversely impacted by ambient (outdoor) urban noise because the Projects would be constructed to meet applicable California Code of Regulations (CCR) Title 24 Parts 6 and 11 building energy efficiency standards (CEC 2019). Thermal insulation, e.g., fiberglass batting in exterior walls and double-pane windows, also attenuates sound transmission and thus would provide an acceptable interior noise environment, which is particularly important for sensitive land uses. Specifically, the proposed Projects would be designed and constructed to maintain interior noise levels at or below a Community Noise Equivalent Level (CNEL) of 45 dBA in any normally occupied space of the Projects with no other sources of interior noise operating, such as HVAC, appliances, power tools, or office equipment. As such, interior noise impacts of the proposed Projects would be less than significant.

This study predicts a less than significant impact in accordance with the LAMC. As described above, temporary noise barriers may need to be installed as a control measure during the early stages of construction where demolition activities are conducted.

PROJECTED IMPACT: Less Than Significant (LTS)

1114 N. Heliotrope Dr. and 1115 N. Berendo St.

October 5, 2022

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CLOSING

Thank you very much for the opportunity to be of assistance to Rocca Development. Should you have any questions, please contact me at (805) 293-7867 (office).

Sincerely,



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Enclosures/Attachments:

1. CalEEMod Outputs

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ATTACHMENT 1 – CALEEMOD OUTPUTS

Heliotrope & Berendo - Los Angeles-South Coast County, Winter

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

**Heliotrope & Berendo
Los Angeles-South Coast County, Winter**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	52.00	Dwelling Unit	0.12	22,752.00	149
Unenclosed Parking with Elevator	0.92	1000sqft	0.02	920.00	0
Other Non-Asphalt Surfaces	7.38	1000sqft	0.17	7,380.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage and square footage updated per architectural drawings.

Construction Phase - Architectural coatings timeline updated to reflect plan.

Grading - Total acres graded updated to reflect parcel size.

Demolition -

Woodstoves - Architectural drawings show no woodstoves or fireplaces.

Construction Off-road Equipment Mitigation - Will be watering exposed area and conducting street sweeping.

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Heliotrope & Berendo - Los Angeles-South Coast County, Winter

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

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	75
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	PhaseEndDate	6/22/2022	6/29/2022
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	44.20	0.00
tblFireplaces	NumberNoFireplace	5.20	0.00
tblFireplaces	NumberWood	2.60	0.00
tblGrading	AcresOfGrading	1.50	0.31
tblGrading	AcresOfGrading	0.50	0.31
tblGrading	MaterialExported	0.00	700.00
tblLandUse	LandUseSquareFeet	52,000.00	22,752.00
tblLandUse	LotAcreage	1.37	0.12
tblWoodstoves	NumberCatalytic	2.60	0.00
tblWoodstoves	NumberNoncatalytic	2.60	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

Heliotrope & Berendo - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.6224	0.0495	4.2919	2.3000e-004		0.0238	0.0238		0.0238	0.0238	0.0000	7.7265	7.7265	7.4300e-003	0.0000	7.9124
Energy	0.0138	0.1183	0.0503	7.6000e-004		9.5700e-003	9.5700e-003		9.5700e-003	9.5700e-003		151.0271	151.0271	2.8900e-003	2.7700e-003	151.9246
Mobile	0.8634	0.9880	8.8924	0.0191	2.0349	0.0142	2.0492	0.5420	0.0132	0.5552		1,951.2275	1,951.2275	0.1360	0.0857	1,980.1722
Total	1.4997	1.1558	13.2346	0.0201	2.0349	0.0476	2.0825	0.5420	0.0465	0.5886	0.0000	2,109.9812	2,109.9812	0.1463	0.0885	2,140.0091

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	0.6224	0.0495	4.2919	2.3000e-004		0.0238	0.0238		0.0238	0.0238	0.0000	7.7265	7.7265	7.4300e-003	0.0000	7.9124
Energy	0.0135	0.1156	0.0492	7.4000e-004		9.3400e-003	9.3400e-003		9.3400e-003	9.3400e-003		147.5243	147.5243	2.8300e-003	2.7000e-003	148.4010
Mobile	0.7696	0.8270	7.4085	0.0154	1.6232	0.0116	1.6348	0.4324	0.0108	0.4431		1,564.8975	1,564.8975	0.1158	0.0719	1,589.2157
Total	1.4055	0.9921	11.7496	0.0163	1.6232	0.0447	1.6679	0.4324	0.0439	0.4762	0.0000	1,720.1484	1,720.1484	0.1261	0.0746	1,745.5290

Heliotrope & Berendo - Los Angeles-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	6.28	14.16	11.22	18.93	20.23	6.06	19.91	20.23	5.78	19.09	0.00	18.48	18.48	13.82	15.71	18.43

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	1/3/2022	1/14/2022	5	10	
2	Site Preparation	Site Preparation	1/15/2022	1/17/2022	5	1	
3	Grading	Grading	1/18/2022	1/19/2022	5	2	
4	Building Construction	Building Construction	1/20/2022	6/8/2022	5	100	
5	Paving	Paving	6/9/2022	6/15/2022	5	5	
6	Architectural Coating	Architectural Coating	6/16/2022	6/29/2022	5	10	

Acres of Grading (Site Preparation Phase): 0.31

Acres of Grading (Grading Phase): 0.31

Acres of Paving: 0.19

Residential Indoor: 46,073; Residential Outdoor: 15,358; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 498 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20

Heliotrope & Berendo - Los Angeles-South Coast County, Winter

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

Grading	Graders	1	6.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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	88.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	41.00	7.00	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	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

Heliotrope & Berendo - Los Angeles-South Coast County, Winter

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

3.2 Demolition - 2022

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					0.3699	0.0000	0.3699	0.0560	0.0000	0.0560			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
Total	0.7094	6.4138	7.4693	0.0120	0.3699	0.3375	0.7074	0.0560	0.3225	0.3786		1,147.9025	1,147.9025	0.2119		1,153.2001

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	7.7300e-003	0.2971	0.0677	1.0600e-003	0.0298	2.1300e-003	0.0319	8.1600e-003	2.0300e-003	0.0102		115.7658	115.7658	6.1400e-003	0.0184	121.3930
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	0.0370	0.0279	0.3614	9.7000e-004	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		97.8803	97.8803	2.8500e-003	2.6700e-003	98.7483
Total	0.0448	0.3250	0.4291	2.0300e-003	0.1415	2.8500e-003	0.1444	0.0378	2.6900e-003	0.0405		213.6461	213.6461	8.9900e-003	0.0210	220.1413

Heliotrope & Berendo - Los Angeles-South Coast County, Winter

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

3.2 Demolition - 2022

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					0.1443	0.0000	0.1443	0.0218	0.0000	0.0218			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001
Total	0.7094	6.4138	7.4693	0.0120	0.1443	0.3375	0.4818	0.0218	0.3225	0.3444	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001

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	7.7300e-003	0.2971	0.0677	1.0600e-003	0.0129	2.1300e-003	0.0150	4.0200e-003	2.0300e-003	6.0500e-003		115.7658	115.7658	6.1400e-003	0.0184	121.3930
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	0.0370	0.0279	0.3614	9.7000e-004	0.0389	7.2000e-004	0.0396	0.0118	6.6000e-004	0.0124		97.8803	97.8803	2.8500e-003	2.6700e-003	98.7483
Total	0.0448	0.3250	0.4291	2.0300e-003	0.0518	2.8500e-003	0.0546	0.0158	2.6900e-003	0.0185		213.6461	213.6461	8.9900e-003	0.0210	220.1413

Heliotrope & Berendo - Los Angeles-South Coast County, Winter

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

3.3 Site Preparation - 2022

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					0.4079	0.0000	0.4079	0.0475	0.0000	0.0475			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367		942.5179	942.5179	0.3048		950.1386
Total	0.5797	6.9332	3.9597	9.7300e-003	0.4079	0.2573	0.6653	0.0475	0.2367	0.2842		942.5179	942.5179	0.3048		950.1386

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	0.4001	15.3793	3.5067	0.0547	1.5403	0.1100	1.6504	0.4223	0.1053	0.5276		5,992.5815	5,992.5815	0.3177	0.9508	6,283.8710
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	0.0185	0.0140	0.1807	4.8000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		48.9402	48.9402	1.4200e-003	1.3400e-003	49.3742
Total	0.4187	15.3932	3.6874	0.0552	1.5962	0.1104	1.7066	0.4371	0.1056	0.5427		6,041.5216	6,041.5216	0.3191	0.9522	6,333.2452

Heliotrope & Berendo - Los Angeles-South Coast County, Winter

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

3.3 Site Preparation - 2022

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					0.1591	0.0000	0.1591	0.0185	0.0000	0.0185			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367	0.0000	942.5179	942.5179	0.3048		950.1386
Total	0.5797	6.9332	3.9597	9.7300e-003	0.1591	0.2573	0.4164	0.0185	0.2367	0.2553	0.0000	942.5179	942.5179	0.3048		950.1386

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	0.4001	15.3793	3.5067	0.0547	0.6677	0.1100	0.7778	0.2081	0.1053	0.3134		5,992.5815	5,992.5815	0.3177	0.9508	6,283.8710
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	0.0185	0.0140	0.1807	4.8000e-004	0.0195	3.6000e-004	0.0198	5.8800e-003	3.3000e-004	6.2100e-003		48.9402	48.9402	1.4200e-003	1.3400e-003	49.3742
Total	0.4187	15.3932	3.6874	0.0552	0.6872	0.1104	0.7976	0.2140	0.1056	0.3196		6,041.5216	6,041.5216	0.3191	0.9522	6,333.2452

Heliotrope & Berendo - Los Angeles-South Coast County, Winter

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

3.4 Grading - 2022

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					4.6809	0.0000	4.6809	2.5004	0.0000	2.5004			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759		1,364.8198	1,364.8198	0.4414		1,375.8551
Total	1.0832	12.0046	5.9360	0.0141	4.6809	0.5173	5.1982	2.5004	0.4759	2.9763		1,364.8198	1,364.8198	0.4414		1,375.8551

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	0.0296	0.0223	0.2891	7.7000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		78.3043	78.3043	2.2800e-003	2.1400e-003	78.9987
Total	0.0296	0.0223	0.2891	7.7000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		78.3043	78.3043	2.2800e-003	2.1400e-003	78.9987

Heliotrope & Berendo - Los Angeles-South Coast County, Winter

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

3.4 Grading - 2022

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					1.8256	0.0000	1.8256	0.9752	0.0000	0.9752			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759	0.0000	1,364.8198	1,364.8198	0.4414		1,375.8551
Total	1.0832	12.0046	5.9360	0.0141	1.8256	0.5173	2.3429	0.9752	0.4759	1.4511	0.0000	1,364.8198	1,364.8198	0.4414		1,375.8551

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	0.0296	0.0223	0.2891	7.7000e-004	0.0311	5.7000e-004	0.0317	9.4000e-003	5.3000e-004	9.9300e-003		78.3043	78.3043	2.2800e-003	2.1400e-003	78.9987
Total	0.0296	0.0223	0.2891	7.7000e-004	0.0311	5.7000e-004	0.0317	9.4000e-003	5.3000e-004	9.9300e-003		78.3043	78.3043	2.2800e-003	2.1400e-003	78.9987

Heliotrope & Berendo - Los Angeles-South Coast County, Winter

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

3.5 Building Construction - 2022

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	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.9393	1,103.9393	0.3570		1,112.8652
Total	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.9393	1,103.9393	0.3570		1,112.8652

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	0.0136	0.3570	0.1216	1.3700e-003	0.0448	3.2800e-003	0.0481	0.0129	3.1400e-003	0.0161		147.3785	147.3785	4.9100e-003	0.0213	153.8357
Worker	0.1519	0.1144	1.4816	3.9700e-003	0.4583	2.9300e-003	0.4612	0.1215	2.7000e-003	0.1242		401.3093	401.3093	0.0117	0.0110	404.8682
Total	0.1655	0.4715	1.6032	5.3400e-003	0.5031	6.2100e-003	0.5093	0.1345	5.8400e-003	0.1403		548.6878	548.6878	0.0166	0.0322	558.7039

Heliotrope & Berendo - Los Angeles-South Coast County, Winter

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

3.5 Building Construction - 2022

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	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.939 3	1,103.939 3	0.3570		1,112.865 2
Total	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.939 3	1,103.939 3	0.3570		1,112.865 2

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	0.0136	0.3570	0.1216	1.3700e-003	0.0209	3.2800e-003	0.0242	7.0300e-003	3.1400e-003	0.0102		147.3785	147.3785	4.9100e-003	0.0213	153.8357
Worker	0.1519	0.1144	1.4816	3.9700e-003	0.1595	2.9300e-003	0.1624	0.0482	2.7000e-003	0.0509		401.3093	401.3093	0.0117	0.0110	404.8682
Total	0.1655	0.4715	1.6032	5.3400e-003	0.1804	6.2100e-003	0.1866	0.0552	5.8400e-003	0.0611		548.6878	548.6878	0.0166	0.0322	558.7039

Heliotrope & Berendo - Los Angeles-South Coast County, Winter

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

3.6 Paving - 2022

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	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758		1,035.8246	1,035.8246	0.3017		1,043.3677
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758		1,035.8246	1,035.8246	0.3017		1,043.3677

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	0.0667	0.0502	0.6505	1.7400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0545		176.1846	176.1846	5.1300e-003	4.8100e-003	177.7470
Total	0.0667	0.0502	0.6505	1.7400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0545		176.1846	176.1846	5.1300e-003	4.8100e-003	177.7470

Heliotrope & Berendo - Los Angeles-South Coast County, Winter

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

3.6 Paving - 2022

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	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758	0.0000	1,035.8246	1,035.8246	0.3017		1,043.3677
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758	0.0000	1,035.8246	1,035.8246	0.3017		1,043.3677

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	0.0667	0.0502	0.6505	1.7400e-003	0.0700	1.2900e-003	0.0713	0.0212	1.1900e-003	0.0223		176.1846	176.1846	5.1300e-003	4.8100e-003	177.7470
Total	0.0667	0.0502	0.6505	1.7400e-003	0.0700	1.2900e-003	0.0713	0.0212	1.1900e-003	0.0223		176.1846	176.1846	5.1300e-003	4.8100e-003	177.7470

Heliotrope & Berendo - Los Angeles-South Coast County, Winter

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

3.7 Architectural Coating - 2022

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	14.4675					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	14.6720	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062

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	0.0296	0.0223	0.2891	7.7000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		78.3043	78.3043	2.2800e-003	2.1400e-003	78.9987
Total	0.0296	0.0223	0.2891	7.7000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		78.3043	78.3043	2.2800e-003	2.1400e-003	78.9987

Heliotrope & Berendo - Los Angeles-South Coast County, Winter

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

3.7 Architectural Coating - 2022

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	14.4675					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	14.6720	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062

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	0.0296	0.0223	0.2891	7.7000e-004	0.0311	5.7000e-004	0.0317	9.4000e-003	5.3000e-004	9.9300e-003		78.3043	78.3043	2.2800e-003	2.1400e-003	78.9987
Total	0.0296	0.0223	0.2891	7.7000e-004	0.0311	5.7000e-004	0.0317	9.4000e-003	5.3000e-004	9.9300e-003		78.3043	78.3043	2.2800e-003	2.1400e-003	78.9987

Heliotrope & Berendo - Los Angeles-South Coast County, Winter

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

	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	0.7696	0.8270	7.4085	0.0154	1.6232	0.0116	1.6348	0.4324	0.0108	0.4431		1,564.8975	1,564.8975	0.1158	0.0719	1,589.2157
Unmitigated	0.8634	0.9880	8.8924	0.0191	2.0349	0.0142	2.0492	0.5420	0.0132	0.5552		1,951.2275	1,951.2275	0.1360	0.0857	1,980.1722

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	282.88	255.32	212.68	918,921	732,986
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	282.88	255.32	212.68	918,921	732,986

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
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unenclosed Parking with	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

Heliotrope & Berendo - Los Angeles-South Coast County, Winter

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
Other Non-Asphalt Surfaces	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
Unenclosed Parking with Elevator	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	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	0.0135	0.1156	0.0492	7.4000e-004		9.3400e-003	9.3400e-003		9.3400e-003	9.3400e-003		147.5243	147.5243	2.8300e-003	2.7000e-003	148.4010
NaturalGas Unmitigated	0.0138	0.1183	0.0503	7.6000e-004		9.5700e-003	9.5700e-003		9.5700e-003	9.5700e-003		151.0271	151.0271	2.8900e-003	2.7700e-003	151.9246

Heliotrope & Berendo - Los Angeles-South Coast County, Winter

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

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas 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	1283.73	0.0138	0.1183	0.0503	7.6000e-004		9.5700e-003	9.5700e-003		9.5700e-003	9.5700e-003		151.0271	151.0271	2.8900e-003	2.7700e-003	151.9246
Other Non-Asphalt Surfaces	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
Unenclosed Parking with Elevator	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
Total		0.0138	0.1183	0.0503	7.6000e-004		9.5700e-003	9.5700e-003		9.5700e-003	9.5700e-003		151.0271	151.0271	2.8900e-003	2.7700e-003	151.9246

Heliotrope & Berendo - Los Angeles-South Coast County, Winter

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas s 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	1.25396	0.0135	0.1156	0.0492	7.4000e-004		9.3400e-003	9.3400e-003		9.3400e-003	9.3400e-003		147.5243	147.5243	2.8300e-003	2.7000e-003	148.4010
Other Non-Asphalt Surfaces	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
Unenclosed Parking with Elevator	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
Total		0.0135	0.1156	0.0492	7.4000e-004		9.3400e-003	9.3400e-003		9.3400e-003	9.3400e-003		147.5243	147.5243	2.8300e-003	2.7000e-003	148.4010

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- No Hearths Installed

Heliotrope & Berendo - Los Angeles-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.6224	0.0495	4.2919	2.3000e-004		0.0238	0.0238		0.0238	0.0238	0.0000	7.7265	7.7265	7.4300e-003	0.0000	7.9124
Unmitigated	0.6224	0.0495	4.2919	2.3000e-004		0.0238	0.0238		0.0238	0.0238	0.0000	7.7265	7.7265	7.4300e-003	0.0000	7.9124

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	0.0396					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4534					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	0.1294	0.0495	4.2919	2.3000e-004		0.0238	0.0238		0.0238	0.0238		7.7265	7.7265	7.4300e-003		7.9124
Total	0.6224	0.0495	4.2919	2.3000e-004		0.0238	0.0238		0.0238	0.0238	0.0000	7.7265	7.7265	7.4300e-003	0.0000	7.9124

Heliotrope & Berendo - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.0396					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4534					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	0.1294	0.0495	4.2919	2.3000e-004		0.0238	0.0238		0.0238	0.0238		7.7265	7.7265	7.4300e-003		7.9124
Total	0.6224	0.0495	4.2919	2.3000e-004		0.0238	0.0238		0.0238	0.0238	0.0000	7.7265	7.7265	7.4300e-003	0.0000	7.9124

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

Heliotrope & Berendo - Los Angeles-South Coast County, Winter

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

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
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Heliotrope & Berendo - Los Angeles-South Coast County, Summer

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

**Heliotrope & Berendo
Los Angeles-South Coast County, Summer**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	52.00	Dwelling Unit	0.12	22,752.00	149
Unenclosed Parking with Elevator	0.92	1000sqft	0.02	920.00	0
Other Non-Asphalt Surfaces	7.38	1000sqft	0.17	7,380.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage and square footage updated per architectural drawings.

Construction Phase - Architectural coatings timeline updated to reflect plan.

Grading - Total acres graded updated to reflect parcel size.

Demolition -

Woodstoves - Architectural drawings show no woodstoves or fireplaces.

Construction Off-road Equipment Mitigation - Will be watering exposed area and conducting street sweeping.

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Heliotrope & Berendo - Los Angeles-South Coast County, Summer

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

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	75
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	PhaseEndDate	6/22/2022	6/29/2022
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	44.20	0.00
tblFireplaces	NumberNoFireplace	5.20	0.00
tblFireplaces	NumberWood	2.60	0.00
tblGrading	AcresOfGrading	1.50	0.31
tblGrading	AcresOfGrading	0.50	0.31
tblGrading	MaterialExported	0.00	700.00
tblLandUse	LandUseSquareFeet	52,000.00	22,752.00
tblLandUse	LotAcreage	1.37	0.12
tblWoodstoves	NumberCatalytic	2.60	0.00
tblWoodstoves	NumberNoncatalytic	2.60	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

Heliotrope & Berendo - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.6224	0.0495	4.2919	2.3000e-004		0.0238	0.0238		0.0238	0.0238	0.0000	7.7265	7.7265	7.4300e-003	0.0000	7.9124
Energy	0.0138	0.1183	0.0503	7.6000e-004		9.5700e-003	9.5700e-003		9.5700e-003	9.5700e-003		151.0271	151.0271	2.8900e-003	2.7700e-003	151.9246
Mobile	0.8787	0.9142	9.1178	0.0200	2.0349	0.0142	2.0492	0.5420	0.0132	0.5552		2,038.1808	2,038.1808	0.1323	0.0820	2,065.9317
Total	1.5150	1.0820	13.4600	0.0210	2.0349	0.0476	2.0825	0.5420	0.0465	0.5886	0.0000	2,196.9345	2,196.9345	0.1426	0.0848	2,225.7687

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	0.6224	0.0495	4.2919	2.3000e-004		0.0238	0.0238		0.0238	0.0238	0.0000	7.7265	7.7265	7.4300e-003	0.0000	7.9124
Energy	0.0135	0.1156	0.0492	7.4000e-004		9.3400e-003	9.3400e-003		9.3400e-003	9.3400e-003		147.5243	147.5243	2.8300e-003	2.7000e-003	148.4010
Mobile	0.7856	0.7652	7.5368	0.0160	1.6232	0.0116	1.6348	0.4324	0.0108	0.4431		1,634.1306	1,634.1306	0.1120	0.0687	1,657.4135
Total	1.4215	0.9303	11.8779	0.0170	1.6232	0.0447	1.6679	0.4324	0.0438	0.4762	0.0000	1,789.3814	1,789.3814	0.1223	0.0714	1,813.7269

Heliotope & Berendo - Los Angeles-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	6.17	14.02	11.75	19.01	20.23	6.06	19.91	20.23	5.80	19.09	0.00	18.55	18.55	14.27	15.75	18.51

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	1/3/2022	1/14/2022	5	10	
2	Site Preparation	Site Preparation	1/15/2022	1/17/2022	5	1	
3	Grading	Grading	1/18/2022	1/19/2022	5	2	
4	Building Construction	Building Construction	1/20/2022	6/8/2022	5	100	
5	Paving	Paving	6/9/2022	6/15/2022	5	5	
6	Architectural Coating	Architectural Coating	6/16/2022	6/29/2022	5	10	

Acres of Grading (Site Preparation Phase): 0.31

Acres of Grading (Grading Phase): 0.31

Acres of Paving: 0.19

Residential Indoor: 46,073; Residential Outdoor: 15,358; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 498 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20

Heliotrope & Berendo - Los Angeles-South Coast County, Summer

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

Grading	Graders	1	6.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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	88.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	41.00	7.00	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	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

Heliotope & Berendo - Los Angeles-South Coast County, Summer

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

3.2 Demolition - 2022

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					0.3699	0.0000	0.3699	0.0560	0.0000	0.0560			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
Total	0.7094	6.4138	7.4693	0.0120	0.3699	0.3375	0.7074	0.0560	0.3225	0.3786		1,147.9025	1,147.9025	0.2119		1,153.2001

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	7.9200e-003	0.2855	0.0666	1.0600e-003	0.0298	2.1200e-003	0.0319	8.1600e-003	2.0300e-003	0.0102		115.7319	115.7319	6.1500e-003	0.0184	121.3575
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	0.0346	0.0253	0.3936	1.0200e-003	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		103.3442	103.3442	2.8200e-003	2.5000e-003	104.1603
Total	0.0425	0.3108	0.4602	2.0800e-003	0.1415	2.8400e-003	0.1444	0.0378	2.6900e-003	0.0405		219.0760	219.0760	8.9700e-003	0.0209	225.5178

Heliotrope & Berendo - Los Angeles-South Coast County, Summer

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

3.2 Demolition - 2022

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					0.1443	0.0000	0.1443	0.0218	0.0000	0.0218			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001
Total	0.7094	6.4138	7.4693	0.0120	0.1443	0.3375	0.4818	0.0218	0.3225	0.3444	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001

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	7.9200e-003	0.2855	0.0666	1.0600e-003	0.0129	2.1200e-003	0.0150	4.0200e-003	2.0300e-003	6.0500e-003		115.7319	115.7319	6.1500e-003	0.0184	121.3575
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	0.0346	0.0253	0.3936	1.0200e-003	0.0389	7.2000e-004	0.0396	0.0118	6.6000e-004	0.0124		103.3442	103.3442	2.8200e-003	2.5000e-003	104.1603
Total	0.0425	0.3108	0.4602	2.0800e-003	0.0518	2.8400e-003	0.0546	0.0158	2.6900e-003	0.0185		219.0760	219.0760	8.9700e-003	0.0209	225.5178

Heliotrope & Berendo - Los Angeles-South Coast County, Summer

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

3.3 Site Preparation - 2022

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					0.4079	0.0000	0.4079	0.0475	0.0000	0.0475			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367		942.5179	942.5179	0.3048		950.1386
Total	0.5797	6.9332	3.9597	9.7300e-003	0.4079	0.2573	0.6653	0.0475	0.2367	0.2842		942.5179	942.5179	0.3048		950.1386

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	0.4100	14.7795	3.4460	0.0547	1.5403	0.1098	1.6501	0.4223	0.1051	0.5274		5,990.8252	5,990.8252	0.3182	0.9505	6,282.0356
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	0.0173	0.0126	0.1968	5.1000e-004	0.0559	3.6000e-004	0.0563	0.0148	3.3000e-004	0.0152		51.6721	51.6721	1.4100e-003	1.2500e-003	52.0801
Total	0.4273	14.7921	3.6428	0.0552	1.5962	0.1102	1.7064	0.4371	0.1054	0.5425		6,042.4973	6,042.4973	0.3196	0.9518	6,334.1157

Heliotrope & Berendo - Los Angeles-South Coast County, Summer

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

3.3 Site Preparation - 2022

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					0.1591	0.0000	0.1591	0.0185	0.0000	0.0185			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367	0.0000	942.5179	942.5179	0.3048		950.1386
Total	0.5797	6.9332	3.9597	9.7300e-003	0.1591	0.2573	0.4164	0.0185	0.2367	0.2553	0.0000	942.5179	942.5179	0.3048		950.1386

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	0.4100	14.7795	3.4460	0.0547	0.6677	0.1098	0.7775	0.2081	0.1051	0.3132		5,990.8252	5,990.8252	0.3182	0.9505	6,282.0356
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	0.0173	0.0126	0.1968	5.1000e-004	0.0195	3.6000e-004	0.0198	5.8800e-003	3.3000e-004	6.2100e-003		51.6721	51.6721	1.4100e-003	1.2500e-003	52.0801
Total	0.4273	14.7921	3.6428	0.0552	0.6872	0.1102	0.7973	0.2140	0.1054	0.3194		6,042.4973	6,042.4973	0.3196	0.9518	6,334.1157

Heliotope & Berendo - Los Angeles-South Coast County, Summer

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

3.4 Grading - 2022

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					4.6809	0.0000	4.6809	2.5004	0.0000	2.5004			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759		1,364.8198	1,364.8198	0.4414		1,375.8551
Total	1.0832	12.0046	5.9360	0.0141	4.6809	0.5173	5.1982	2.5004	0.4759	2.9763		1,364.8198	1,364.8198	0.4414		1,375.8551

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	0.0277	0.0202	0.3149	8.2000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		82.6754	82.6754	2.2500e-003	2.0000e-003	83.3282
Total	0.0277	0.0202	0.3149	8.2000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		82.6754	82.6754	2.2500e-003	2.0000e-003	83.3282

Heliotope & Berendo - Los Angeles-South Coast County, Summer

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

3.4 Grading - 2022

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					1.8256	0.0000	1.8256	0.9752	0.0000	0.9752			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759	0.0000	1,364.8198	1,364.8198	0.4414		1,375.8551
Total	1.0832	12.0046	5.9360	0.0141	1.8256	0.5173	2.3429	0.9752	0.4759	1.4511	0.0000	1,364.8198	1,364.8198	0.4414		1,375.8551

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	0.0277	0.0202	0.3149	8.2000e-004	0.0311	5.7000e-004	0.0317	9.4000e-003	5.3000e-004	9.9300e-003		82.6754	82.6754	2.2500e-003	2.0000e-003	83.3282
Total	0.0277	0.0202	0.3149	8.2000e-004	0.0311	5.7000e-004	0.0317	9.4000e-003	5.3000e-004	9.9300e-003		82.6754	82.6754	2.2500e-003	2.0000e-003	83.3282

Heliotrope & Berendo - Los Angeles-South Coast County, Summer

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

3.5 Building Construction - 2022

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	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.9393	1,103.9393	0.3570		1,112.8652
Total	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.9393	1,103.9393	0.3570		1,112.8652

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	0.0138	0.3429	0.1176	1.3700e-003	0.0448	3.2700e-003	0.0481	0.0129	3.1200e-003	0.0160		147.3231	147.3231	4.9200e-003	0.0212	153.7726
Worker	0.1419	0.1036	1.6137	4.1900e-003	0.4583	2.9300e-003	0.4612	0.1215	2.7000e-003	0.1242		423.7112	423.7112	0.0115	0.0103	427.0571
Total	0.1556	0.4465	1.7312	5.5600e-003	0.5031	6.2000e-003	0.5093	0.1345	5.8200e-003	0.1403		571.0343	571.0343	0.0165	0.0315	580.8297

Heliotrope & Berendo - Los Angeles-South Coast County, Summer

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

3.5 Building Construction - 2022

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	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.939 3	1,103.939 3	0.3570		1,112.865 2
Total	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.939 3	1,103.939 3	0.3570		1,112.865 2

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	0.0138	0.3429	0.1176	1.3700e-003	0.0209	3.2700e-003	0.0242	7.0300e-003	3.1200e-003	0.0102		147.3231	147.3231	4.9200e-003	0.0212	153.7726
Worker	0.1419	0.1036	1.6137	4.1900e-003	0.1595	2.9300e-003	0.1624	0.0482	2.7000e-003	0.0509		423.7112	423.7112	0.0115	0.0103	427.0571
Total	0.1556	0.4465	1.7312	5.5600e-003	0.1804	6.2000e-003	0.1866	0.0552	5.8200e-003	0.0611		571.0343	571.0343	0.0165	0.0315	580.8297

Heliotope & Berendo - Los Angeles-South Coast County, Summer

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

3.6 Paving - 2022

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	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758		1,035.8246	1,035.8246	0.3017		1,043.3677
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758		1,035.8246	1,035.8246	0.3017		1,043.3677

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	0.0623	0.0455	0.7085	1.8400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0545		186.0196	186.0196	5.0700e-003	4.5000e-003	187.4885
Total	0.0623	0.0455	0.7085	1.8400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0545		186.0196	186.0196	5.0700e-003	4.5000e-003	187.4885

Heliotrope & Berendo - Los Angeles-South Coast County, Summer

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

3.6 Paving - 2022

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	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758	0.0000	1,035.8246	1,035.8246	0.3017		1,043.3677
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758	0.0000	1,035.8246	1,035.8246	0.3017		1,043.3677

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	0.0623	0.0455	0.7085	1.8400e-003	0.0700	1.2900e-003	0.0713	0.0212	1.1900e-003	0.0223		186.0196	186.0196	5.0700e-003	4.5000e-003	187.4885
Total	0.0623	0.0455	0.7085	1.8400e-003	0.0700	1.2900e-003	0.0713	0.0212	1.1900e-003	0.0223		186.0196	186.0196	5.0700e-003	4.5000e-003	187.4885

Heliotrope & Berendo - Los Angeles-South Coast County, Summer

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

3.7 Architectural Coating - 2022

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	14.4675					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	14.6720	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062

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	0.0277	0.0202	0.3149	8.2000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		82.6754	82.6754	2.2500e-003	2.0000e-003	83.3282
Total	0.0277	0.0202	0.3149	8.2000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		82.6754	82.6754	2.2500e-003	2.0000e-003	83.3282

Heliotrope & Berendo - Los Angeles-South Coast County, Summer

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

3.7 Architectural Coating - 2022

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	14.4675					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	14.6720	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062

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	0.0277	0.0202	0.3149	8.2000e-004	0.0311	5.7000e-004	0.0317	9.4000e-003	5.3000e-004	9.9300e-003		82.6754	82.6754	2.2500e-003	2.0000e-003	83.3282
Total	0.0277	0.0202	0.3149	8.2000e-004	0.0311	5.7000e-004	0.0317	9.4000e-003	5.3000e-004	9.9300e-003		82.6754	82.6754	2.2500e-003	2.0000e-003	83.3282

Heliotrope & Berendo - Los Angeles-South Coast County, Summer

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

	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	0.7856	0.7652	7.5368	0.0160	1.6232	0.0116	1.6348	0.4324	0.0108	0.4431		1,634.1306	1,634.1306	0.1120	0.0687	1,657.4135
Unmitigated	0.8787	0.9142	9.1178	0.0200	2.0349	0.0142	2.0492	0.5420	0.0132	0.5552		2,038.1808	2,038.1808	0.1323	0.0820	2,065.9317

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	282.88	255.32	212.68	918,921	732,986
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	282.88	255.32	212.68	918,921	732,986

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
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unenclosed Parking with	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

Heliotrope & Berendo - Los Angeles-South Coast County, Summer

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
Other Non-Asphalt Surfaces	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
Unenclosed Parking with Elevator	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	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	0.0135	0.1156	0.0492	7.4000e-004		9.3400e-003	9.3400e-003		9.3400e-003	9.3400e-003		147.5243	147.5243	2.8300e-003	2.7000e-003	148.4010
NaturalGas Unmitigated	0.0138	0.1183	0.0503	7.6000e-004		9.5700e-003	9.5700e-003		9.5700e-003	9.5700e-003		151.0271	151.0271	2.8900e-003	2.7700e-003	151.9246

Heliotope & Berendo - Los Angeles-South Coast County, Summer

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

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas 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	1283.73	0.0138	0.1183	0.0503	7.6000e-004		9.5700e-003	9.5700e-003		9.5700e-003	9.5700e-003		151.0271	151.0271	2.8900e-003	2.7700e-003	151.9246
Other Non-Asphalt Surfaces	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
Unenclosed Parking with Elevator	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
Total		0.0138	0.1183	0.0503	7.6000e-004		9.5700e-003	9.5700e-003		9.5700e-003	9.5700e-003		151.0271	151.0271	2.8900e-003	2.7700e-003	151.9246

Heliotope & Berendo - Los Angeles-South Coast County, Summer

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

5.2 Energy by Land Use - NaturalGas

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	1.25396	0.0135	0.1156	0.0492	7.4000e-004		9.3400e-003	9.3400e-003		9.3400e-003	9.3400e-003		147.5243	147.5243	2.8300e-003	2.7000e-003	148.4010
Other Non-Asphalt Surfaces	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
Unenclosed Parking with Elevator	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
Total		0.0135	0.1156	0.0492	7.4000e-004		9.3400e-003	9.3400e-003		9.3400e-003	9.3400e-003		147.5243	147.5243	2.8300e-003	2.7000e-003	148.4010

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- No Hearths Installed

Heliotrope & Berendo - Los Angeles-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.6224	0.0495	4.2919	2.3000e-004		0.0238	0.0238		0.0238	0.0238	0.0000	7.7265	7.7265	7.4300e-003	0.0000	7.9124
Unmitigated	0.6224	0.0495	4.2919	2.3000e-004		0.0238	0.0238		0.0238	0.0238	0.0000	7.7265	7.7265	7.4300e-003	0.0000	7.9124

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	0.0396					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4534					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	0.1294	0.0495	4.2919	2.3000e-004		0.0238	0.0238		0.0238	0.0238		7.7265	7.7265	7.4300e-003		7.9124
Total	0.6224	0.0495	4.2919	2.3000e-004		0.0238	0.0238		0.0238	0.0238	0.0000	7.7265	7.7265	7.4300e-003	0.0000	7.9124

Heliotrope & Berendo - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.0396					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4534					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	0.1294	0.0495	4.2919	2.3000e-004		0.0238	0.0238		0.0238	0.0238		7.7265	7.7265	7.4300e-003		7.9124
Total	0.6224	0.0495	4.2919	2.3000e-004		0.0238	0.0238		0.0238	0.0238	0.0000	7.7265	7.7265	7.4300e-003	0.0000	7.9124

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

Heliotrope & Berendo - Los Angeles-South Coast County, Summer

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

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
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Heliotrope & Berendo - Los Angeles-South Coast County, Annual

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

**Heliotrope & Berendo
Los Angeles-South Coast County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	52.00	Dwelling Unit	0.12	22,752.00	149
Unenclosed Parking with Elevator	0.92	1000sqft	0.02	920.00	0
Other Non-Asphalt Surfaces	7.38	1000sqft	0.17	7,380.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage and square footage updated per architectural drawings.

Construction Phase - Architectural coatings timeline updated to reflect plan.

Grading - Total acres graded updated to reflect parcel size.

Demolition -

Woodstoves - Architectural drawings show no woodstoves or fireplaces.

Construction Off-road Equipment Mitigation - Will be watering exposed area and conducting street sweeping.

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

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

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	75
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	PhaseEndDate	6/22/2022	6/29/2022
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	44.20	0.00
tblFireplaces	NumberNoFireplace	5.20	0.00
tblFireplaces	NumberWood	2.60	0.00
tblGrading	AcresOfGrading	1.50	0.31
tblGrading	AcresOfGrading	0.50	0.31
tblGrading	MaterialExported	0.00	700.00
tblLandUse	LandUseSquareFeet	52,000.00	22,752.00
tblLandUse	LotAcreage	1.37	0.12
tblWoodstoves	NumberCatalytic	2.60	0.00
tblWoodstoves	NumberNoncatalytic	2.60	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-3-2022	4-2-2022	0.2841	0.2841
2	4-3-2022	7-2-2022	0.2963	0.2963
		Highest	0.2963	0.2963

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	tons/yr										MT/yr					
Area	0.1062	6.1800e-003	0.5365	3.0000e-005		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	0.8762	0.8762	8.4000e-004	0.0000	0.8973
Energy	2.5300e-003	0.0216	9.1900e-003	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	88.0858	88.0858	3.4900e-003	8.2000e-004	88.4182
Mobile	0.1469	0.1734	1.5535	3.3500e-003	0.3452	2.4600e-003	0.3477	0.0921	2.2800e-003	0.0944	0.0000	309.5456	309.5456	0.0212	0.0135	314.1119
Waste						0.0000	0.0000		0.0000	0.0000	4.8555	0.0000	4.8555	0.2870	0.0000	12.0294
Water						0.0000	0.0000		0.0000	0.0000	1.0749	21.2951	22.3699	0.1114	2.7300e-003	25.9688
Total	0.2556	0.2012	2.0992	3.5200e-003	0.3452	7.1800e-003	0.3524	0.0921	7.0000e-003	0.0991	5.9304	419.8026	425.7330	0.4239	0.0171	441.4256

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1062	6.1800e-003	0.5365	3.0000e-005		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	0.8762	0.8762	8.4000e-004	0.0000	0.8973
Energy	2.4700e-003	0.0211	8.9700e-003	1.3000e-004		1.7100e-003	1.7100e-003		1.7100e-003	1.7100e-003	0.0000	86.8469	86.8469	3.4500e-003	8.1000e-004	87.1740
Mobile	0.1306	0.1449	1.2920	2.6800e-003	0.2754	2.0000e-003	0.2774	0.0735	1.8600e-003	0.0753	0.0000	248.2364	248.2364	0.0181	0.0113	252.0680
Waste						0.0000	0.0000		0.0000	0.0000	3.1561	0.0000	3.1561	0.1865	0.0000	7.8191
Water						0.0000	0.0000		0.0000	0.0000	0.8599	18.0714	18.9313	0.0892	2.1900e-003	21.8134
Total	0.2393	0.1722	1.8375	2.8400e-003	0.2754	6.6800e-003	0.2820	0.0735	6.5400e-003	0.0800	4.0160	354.0309	358.0469	0.2981	0.0143	369.7717

	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	6.39	14.41	12.47	19.32	20.23	6.96	19.96	20.23	6.57	19.27	32.28	15.67	15.90	29.69	16.09	16.23

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	1/3/2022	1/14/2022	5	10	
2	Site Preparation	Site Preparation	1/15/2022	1/17/2022	5	1	
3	Grading	Grading	1/18/2022	1/19/2022	5	2	

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

4	Building Construction	Building Construction	1/20/2022	6/8/2022	5	100
5	Paving	Paving	6/9/2022	6/15/2022	5	5
6	Architectural Coating	Architectural Coating	6/16/2022	6/29/2022	5	10

Acres of Grading (Site Preparation Phase): 0.31

Acres of Grading (Grading Phase): 0.31

Acres of Paving: 0.19

Residential Indoor: 46,073; Residential Outdoor: 15,358; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 498 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Graders	1	6.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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

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	88.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	41.00	7.00	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	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.8500e-003	0.0000	1.8500e-003	2.8000e-004	0.0000	2.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.5500e-003	0.0321	0.0374	6.0000e-005		1.6900e-003	1.6900e-003		1.6100e-003	1.6100e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308
Total	3.5500e-003	0.0321	0.0374	6.0000e-005	1.8500e-003	1.6900e-003	3.5400e-003	2.8000e-004	1.6100e-003	1.8900e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308

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

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	1.5000e-003	3.4000e-004	1.0000e-005	1.5000e-004	1.0000e-005	1.6000e-004	4.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.5250	0.5250	3.0000e-005	8.0000e-005	0.5505
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.4000e-004	1.8500e-003	0.0000	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4506	0.4506	1.0000e-005	1.0000e-005	0.4546
Total	2.1000e-004	1.6400e-003	2.1900e-003	1.0000e-005	7.0000e-004	1.0000e-005	7.1000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.9756	0.9756	4.0000e-005	9.0000e-005	1.0052

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.2000e-004	0.0000	7.2000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.5500e-003	0.0321	0.0374	6.0000e-005		1.6900e-003	1.6900e-003		1.6100e-003	1.6100e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308
Total	3.5500e-003	0.0321	0.0374	6.0000e-005	7.2000e-004	1.6900e-003	2.4100e-003	1.1000e-004	1.6100e-003	1.7200e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308

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

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	1.5000e-003	3.4000e-004	1.0000e-005	6.0000e-005	1.0000e-005	7.0000e-005	2.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.5250	0.5250	3.0000e-005	8.0000e-005	0.5505
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.4000e-004	1.8500e-003	0.0000	1.9000e-004	0.0000	2.0000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.4506	0.4506	1.0000e-005	1.0000e-005	0.4546
Total	2.1000e-004	1.6400e-003	2.1900e-003	1.0000e-005	2.5000e-004	1.0000e-005	2.7000e-004	8.0000e-005	1.0000e-005	9.0000e-005	0.0000	0.9756	0.9756	4.0000e-005	9.0000e-005	1.0052

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.0000e-004	0.0000	2.0000e-004	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9000e-004	3.4700e-003	1.9800e-003	0.0000		1.3000e-004	1.3000e-004		1.2000e-004	1.2000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310
Total	2.9000e-004	3.4700e-003	1.9800e-003	0.0000	2.0000e-004	1.3000e-004	3.3000e-004	2.0000e-005	1.2000e-004	1.4000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310

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

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-004	7.7800e-003	1.7400e-003	3.0000e-005	7.6000e-004	5.0000e-005	8.1000e-004	2.1000e-004	5.0000e-005	2.6000e-004	0.0000	2.7177	2.7177	1.4000e-004	4.3000e-004	2.8498
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	9.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0225	0.0225	0.0000	0.0000	0.0227
Total	2.1000e-004	7.7900e-003	1.8300e-003	3.0000e-005	7.9000e-004	5.0000e-005	8.4000e-004	2.2000e-004	5.0000e-005	2.7000e-004	0.0000	2.7403	2.7403	1.4000e-004	4.3000e-004	2.8726

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.0000e-005	0.0000	8.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9000e-004	3.4700e-003	1.9800e-003	0.0000		1.3000e-004	1.3000e-004		1.2000e-004	1.2000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310
Total	2.9000e-004	3.4700e-003	1.9800e-003	0.0000	8.0000e-005	1.3000e-004	2.1000e-004	1.0000e-005	1.2000e-004	1.3000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310

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3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-004	7.7800e-003	1.7400e-003	3.0000e-005	3.3000e-004	5.0000e-005	3.9000e-004	1.0000e-004	5.0000e-005	1.6000e-004	0.0000	2.7177	2.7177	1.4000e-004	4.3000e-004	2.8498
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0225	0.0225	0.0000	0.0000	0.0227
Total	2.1000e-004	7.7900e-003	1.8300e-003	3.0000e-005	3.4000e-004	5.0000e-005	4.0000e-004	1.0000e-004	5.0000e-005	1.6000e-004	0.0000	2.7403	2.7403	1.4000e-004	4.3000e-004	2.8726

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.6800e-003	0.0000	4.6800e-003	2.5000e-003	0.0000	2.5000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0800e-003	0.0120	5.9400e-003	1.0000e-005		5.2000e-004	5.2000e-004		4.8000e-004	4.8000e-004	0.0000	1.2381	1.2381	4.0000e-004	0.0000	1.2482
Total	1.0800e-003	0.0120	5.9400e-003	1.0000e-005	4.6800e-003	5.2000e-004	5.2000e-003	2.5000e-003	4.8000e-004	2.9800e-003	0.0000	1.2381	1.2381	4.0000e-004	0.0000	1.2482

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

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	3.0000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0721	0.0721	0.0000	0.0000	0.0727
Total	3.0000e-005	2.0000e-005	3.0000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0721	0.0721	0.0000	0.0000	0.0727

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.8300e-003	0.0000	1.8300e-003	9.8000e-004	0.0000	9.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0800e-003	0.0120	5.9400e-003	1.0000e-005		5.2000e-004	5.2000e-004		4.8000e-004	4.8000e-004	0.0000	1.2381	1.2381	4.0000e-004	0.0000	1.2482
Total	1.0800e-003	0.0120	5.9400e-003	1.0000e-005	1.8300e-003	5.2000e-004	2.3500e-003	9.8000e-004	4.8000e-004	1.4600e-003	0.0000	1.2381	1.2381	4.0000e-004	0.0000	1.2482

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

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	3.0000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0721	0.0721	0.0000	0.0000	0.0727
Total	3.0000e-005	2.0000e-005	3.0000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0721	0.0721	0.0000	0.0000	0.0727

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0343	0.3513	0.3576	5.7000e-004		0.0186	0.0186		0.0171	0.0171	0.0000	50.0739	50.0739	0.0162	0.0000	50.4787
Total	0.0343	0.3513	0.3576	5.7000e-004		0.0186	0.0186		0.0171	0.0171	0.0000	50.0739	50.0739	0.0162	0.0000	50.4787

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

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.8000e-004	0.0180	5.9700e-003	7.0000e-005	2.2100e-003	1.6000e-004	2.3700e-003	6.4000e-004	1.6000e-004	7.9000e-004	0.0000	6.6835	6.6835	2.2000e-004	9.6000e-004	6.9764
Worker	7.0200e-003	5.8500e-003	0.0760	2.0000e-004	0.0225	1.5000e-004	0.0226	5.9700e-003	1.3000e-004	6.1000e-003	0.0000	18.4754	18.4754	5.3000e-004	5.0000e-004	18.6392
Total	7.7000e-003	0.0239	0.0820	2.7000e-004	0.0247	3.1000e-004	0.0250	6.6100e-003	2.9000e-004	6.8900e-003	0.0000	25.1590	25.1590	7.5000e-004	1.4600e-003	25.6156

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0343	0.3513	0.3576	5.7000e-004		0.0186	0.0186		0.0171	0.0171	0.0000	50.0738	50.0738	0.0162	0.0000	50.4787
Total	0.0343	0.3513	0.3576	5.7000e-004		0.0186	0.0186		0.0171	0.0171	0.0000	50.0738	50.0738	0.0162	0.0000	50.4787

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

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.8000e-004	0.0180	5.9700e-003	7.0000e-005	1.0400e-003	1.6000e-004	1.2000e-003	3.5000e-004	1.6000e-004	5.1000e-004	0.0000	6.6835	6.6835	2.2000e-004	9.6000e-004	6.9764
Worker	7.0200e-003	5.8500e-003	0.0760	2.0000e-004	7.8600e-003	1.5000e-004	8.0100e-003	2.3800e-003	1.3000e-004	2.5200e-003	0.0000	18.4754	18.4754	5.3000e-004	5.0000e-004	18.6392
Total	7.7000e-003	0.0239	0.0820	2.7000e-004	8.9000e-003	3.1000e-004	9.2100e-003	2.7300e-003	2.9000e-004	3.0300e-003	0.0000	25.1590	25.1590	7.5000e-004	1.4600e-003	25.6156

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.6200e-003	0.0148	0.0176	3.0000e-005		7.4000e-004	7.4000e-004		6.9000e-004	6.9000e-004	0.0000	2.3492	2.3492	6.8000e-004	0.0000	2.3663
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.6200e-003	0.0148	0.0176	3.0000e-005		7.4000e-004	7.4000e-004		6.9000e-004	6.9000e-004	0.0000	2.3492	2.3492	6.8000e-004	0.0000	2.3663

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

3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.3000e-004	1.6700e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4056	0.4056	1.0000e-005	1.0000e-005	0.4092
Total	1.5000e-004	1.3000e-004	1.6700e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4056	0.4056	1.0000e-005	1.0000e-005	0.4092

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.6200e-003	0.0148	0.0176	3.0000e-005		7.4000e-004	7.4000e-004		6.9000e-004	6.9000e-004	0.0000	2.3492	2.3492	6.8000e-004	0.0000	2.3663
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.6200e-003	0.0148	0.0176	3.0000e-005		7.4000e-004	7.4000e-004		6.9000e-004	6.9000e-004	0.0000	2.3492	2.3492	6.8000e-004	0.0000	2.3663

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

3.6 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.3000e-004	1.6700e-003	0.0000	1.7000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	6.0000e-005	0.0000	0.4056	0.4056	1.0000e-005	1.0000e-005	0.4092
Total	1.5000e-004	1.3000e-004	1.6700e-003	0.0000	1.7000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	6.0000e-005	0.0000	0.4056	0.4056	1.0000e-005	1.0000e-005	0.4092

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0723					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0200e-003	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787
Total	0.0734	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787

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

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.1000e-004	1.4800e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3605	0.3605	1.0000e-005	1.0000e-005	0.3637
Total	1.4000e-004	1.1000e-004	1.4800e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3605	0.3605	1.0000e-005	1.0000e-005	0.3637

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0723					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0200e-003	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787
Total	0.0734	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787

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

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.1000e-004	1.4800e-003	0.0000	1.5000e-004	0.0000	1.6000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.3605	0.3605	1.0000e-005	1.0000e-005	0.3637
Total	1.4000e-004	1.1000e-004	1.4800e-003	0.0000	1.5000e-004	0.0000	1.6000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.3605	0.3605	1.0000e-005	1.0000e-005	0.3637

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1306	0.1449	1.2920	2.6800e-003	0.2754	2.0000e-003	0.2774	0.0735	1.8600e-003	0.0753	0.0000	248.2364	248.2364	0.0181	0.0113	252.0680
Unmitigated	0.1469	0.1734	1.5535	3.3500e-003	0.3452	2.4600e-003	0.3477	0.0921	2.2800e-003	0.0944	0.0000	309.5456	309.5456	0.0212	0.0135	314.1119

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	282.88	255.32	212.68	918,921	732,986
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	282.88	255.32	212.68	918,921	732,986

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
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unenclosed Parking with	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
Other Non-Asphalt Surfaces	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

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

Unenclosed Parking with Elevator	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374
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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	62.4226	62.4226	2.9800e-003	3.6000e-004	62.6046
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	63.0816	63.0816	3.0100e-003	3.6000e-004	63.2654
NaturalGas Mitigated	2.4700e-003	0.0211	8.9700e-003	1.3000e-004		1.7100e-003	1.7100e-003		1.7100e-003	1.7100e-003	0.0000	24.4243	24.4243	4.7000e-004	4.5000e-004	24.5694
NaturalGas Unmitigated	2.5300e-003	0.0216	9.1900e-003	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	25.0042	25.0042	4.8000e-004	4.6000e-004	25.1528

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

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	468562	2.5300e-003	0.0216	9.1900e-003	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	25.0042	25.0042	4.8000e-004	4.6000e-004	25.1528
Other Non-Asphalt Surfaces	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	0.0000
Unenclosed Parking with Elevator	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	0.0000
Total		2.5300e-003	0.0216	9.1900e-003	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	25.0042	25.0042	4.8000e-004	4.6000e-004	25.1528

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

5.2 Energy by Land Use - Natural Gas

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	457694	2.4700e-003	0.0211	8.9700e-003	1.3000e-004		1.7100e-003	1.7100e-003		1.7100e-003	1.7100e-003	0.0000	24.4243	24.4243	4.7000e-004	4.5000e-004	24.5694
Other Non-Asphalt Surfaces	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	0.0000
Unenclosed Parking with Elevator	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	0.0000
Total		2.4700e-003	0.0211	8.9700e-003	1.3000e-004		1.7100e-003	1.7100e-003		1.7100e-003	1.7100e-003	0.0000	24.4243	24.4243	4.7000e-004	4.5000e-004	24.5694

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	199191	62.5213	2.9800e-003	3.6000e-004	62.7036
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	1784.8	0.5602	3.0000e-005	0.0000	0.5618
Total		63.0816	3.0100e-003	3.6000e-004	63.2654

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	197172	61.8877	2.9500e-003	3.6000e-004	62.0681
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	1704.3	0.5349	3.0000e-005	0.0000	0.5365
Total		62.4226	2.9800e-003	3.6000e-004	62.6046

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- No Hearths Installed

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1062	6.1800e-003	0.5365	3.0000e-005		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	0.8762	0.8762	8.4000e-004	0.0000	0.8973
Unmitigated	0.1062	6.1800e-003	0.5365	3.0000e-005		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	0.8762	0.8762	8.4000e-004	0.0000	0.8973

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	tons/yr										MT/yr					
Architectural Coating	7.2300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0828					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0162	6.1800e-003	0.5365	3.0000e-005		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	0.8762	0.8762	8.4000e-004	0.0000	0.8973
Total	0.1062	6.1800e-003	0.5365	3.0000e-005		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	0.8762	0.8762	8.4000e-004	0.0000	0.8973

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	tons/yr										MT/yr					
Architectural Coating	7.2300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0828					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0162	6.1800e-003	0.5365	3.0000e-005		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	0.8762	0.8762	8.4000e-004	0.0000	0.8973
Total	0.1062	6.1800e-003	0.5365	3.0000e-005		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	0.8762	0.8762	8.4000e-004	0.0000	0.8973

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	18.9313	0.0892	2.1900e-003	21.8134
Unmitigated	22.3699	0.1114	2.7300e-003	25.9688

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	3.38801 / 2.13592	22.3699	0.1114	2.7300e-003	25.9688
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		22.3699	0.1114	2.7300e-003	25.9688

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	2.71041 / 2.00563	18.9313	0.0892	2.1900e-003	21.8134
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		18.9313	0.0892	2.1900e-003	21.8134

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3.1561	0.1865	0.0000	7.8191
Unmitigated	4.8555	0.2870	0.0000	12.0294

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	23.92	4.8555	0.2870	0.0000	12.0294
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		4.8555	0.2870	0.0000	12.0294

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	15.548	3.1561	0.1865	0.0000	7.8191
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		3.1561	0.1865	0.0000	7.8191

9.0 Operational Offroad

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

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
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User Defined Equipment

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

11.0 Vegetation

EXHIBIT F – REVISED CONDITIONS OF APPROVAL AND FINDINGS

F.1 – REVISED CONDITIONS OF APPROVAL AND FINDINGS

F.2 – REDLINED REVISED CONDITIONS OF APPROVAL AND FINDINGS

REVISED CONDITIONS OF APPROVAL

Revised TOC Affordable Housing Incentive Program Conditions

1. **Residential Density.** The project shall be limited to a maximum density of 30 residential dwelling units, including On-Site Restricted Affordable Units.
2. **On-Site Restricted Affordable Units.** The project shall provide a minimum of four (4) On-Site Restricted Affordable units, consisting of four (4) units for Extremely Low Income Households, as defined in the California Health and Safety Code to the satisfaction of the Los Angeles Housing Department (LAHD). In the event the SB 8 Replacement Unit condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.
3. **SB 8 Replacement Units.** The project shall be required to comply with the Replacement Unit Determination (RUD) letter, dated March 16, 2023, to the satisfaction of LAHD. The most restrictive affordability levels shall be followed in the covenant. In the event the On-site Restricted Affordable Units condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.
4. **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.
5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make four (4) units available to Extremely Income Households or equal to 11 percent of the project's total proposed residential density allowed, 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 reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22 A.31, to the satisfaction of LAHD, and in consideration of the project's Replacement Unit Determination. Unless otherwise required by state or federal law, the project shall provide an onsite building manager's unit, which the owner shall designate in the covenant. The Owner may not use an affordable restricted unit for the manager's unit.
6. **Rent Stabilization Ordinance (RSO).** Prior to the issuance of a Certificate of Occupancy, the owner shall obtain approval from LAHD regarding replacement of affordable units, provision of RSO Units, and qualification for the Exemption from the Rent Stabilization Ordinance with Replacement Affordable Units in compliance with Ordinance No. 184,873. In order for all the new units to be exempt from the Rent Stabilization Ordinance, the applicant will need to either replace all withdrawn RSO units with affordable units on a one-for-one basis or provide at least 20 percent of the total number of newly constructed rental units as affordable, whichever results in the greater number. The executed and recorded covenant and agreement submitted and approved by LAHD shall be provided.
7. **Floor Area Ratio (FAR).** The maximum FAR shall be limited to 2.29:1, or 15,450 square feet. For purposes of this grant, the buildable area is considered the entire parcel's square footage.
8. **Automobile Parking.** Automobile parking shall be provided consistent with LAMC Section 12.22 A.31, which permits no residential parking for a project located in Tier 4 TOC Affordable Housing Incentive Area and no more than 34 residential parking spaces and no more than 15 guest parking spaces per the SNAP.

9. **Height.** The project shall be limited to a maximum building height of 65 feet, 9 inches, as measured from grade to the highest point of the structure. Architectural rooftop features as identified in LAMC Section 12.21.1 B.3 may be erected up to 10 feet above the height limit if the structures and features are set back a minimum of 10 feet from the roof perimeter and screened from view at street level.
10. **Building Stepback.** The project shall be limited to 35 feet in height for the portion of the building located within 15 feet from the front property line. Any guardrail located within the stepback area must be made of glass material.
11. **Transitional Height.** Within 25 feet of the property line abutting the Subarea A (Neighborhood Conservation) lot, the 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 Subarea A.
12. **Open Space.** The project shall provide a minimum of 3,075 square feet of usable open space, of which 768.75 square feet must be located at grade level or first habitable room level. The common open space shall be open to the sky, must be at least 600 square feet in size, and have a minimum dimension of 15 feet when measured perpendicular from any point on each of the boundaries of the open space area. Balconies shall have a minimum dimension of six feet and patios shall have a minimum dimension of 10 feet. Balconies and patios not meeting the minimum dimension requirements when measured perpendicular from any point on each of the boundaries of the open space area cannot be counted towards the square-footage allocated towards meeting the overall usable open space requirement.

SNAP Conditions

13. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Central Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code, the project conditions, or the project permit authorization.
14. **Parks First.** Prior to the issuance of a Certificate of Occupancy, the applicant shall complete the following:
 - a. Make a payment to the Department of Recreation and Parks (RAP) for the required Park Fee pursuant to LAMC Section 17.12. Contact RAP staff by email at rap.parkfees@lacity.org, by phone at (213) 202-2682 or in person at the public counter at 221 N. Figueroa St., Suite 400 (4th Floor), Los Angeles, CA 90012 to arrange for payment.
 - b. Make a payment of \$124,700 to the Parks First Trust Fund for the net increase of 29 residential dwelling units. The calculation of a Parks First Trust Fund Fee to be paid pursuant to the Vermont/Western SNAP shall be off-set by the Park Fee paid pursuant to LAMC Section 17.12 as a result of the project.
 - c. The applicant shall provide proof of payment for the Park Fee to the Department of City Planning (DCP), Central Project Planning Division staff to determine the resulting amount of Parks First Trust Fund Fee to be paid. DCP staff shall sign off on the Certificate of Occupancy in the event there are no resulting Parks First Trust Fund Fee to be paid.

- d. In the event there are remaining Parks First Trust Fund Fees to be paid, the applicant shall make a payment to the Office of the City Administrative Officer (CAO), Parks First Trust Fund. Contact Melinda Gejer and Kristine Harutyunyan of the CAO to arrange for payment. Melinda Gejer may be reached at (213) 473-9758 or Melinda.Gejer@lacity.org. Kristine Harutyunyan may be reached at (213) 473-7573 or Kristine.Harutyunyan@lacity.org. The applicant shall submit proof of payment for the Parks First Trust Fund Fee to DCP staff, who will then sign off on the Certificate of Occupancy.
 - e. All residential units in a project containing units set aside as affordable for Very Low or Low Income Households that are subsidized with public funds and/or Federal or State Tax Credits with affordability covenants of at least 30 years are exempt from the Parks First Trust Fund.
15. **Use.** The proposed residential use shall be permitted on the subject property.
 16. **Bicycle Parking.** The project shall provide a minimum of 15 bicycle parking spaces on site, as shown in Exhibit "A."
 17. **Setback.** No front, side or rear yard setbacks shall be required.
 18. **Utilities.** All new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made by the applicant for future underground service.
 19. **Transparent Elements.** At least 177 square feet of the ground floor façade shall be constructed with transparent building materials along Heliotrope Drive.
 20. **Surface Mechanical Equipment.** All surface or ground-mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets, shall be screened from public view and treated to match the materials and colors of the building which they serve.
 21. **Rooftop Appurtenances.** All rooftop equipment and building appurtenances shall be screened from any street, public right-of-way, or adjacent property with enclosures or parapet walls constructed of materials complimentary to the materials and design of the main structure.
 22. **Trash, Service Equipment and Satellite Dishes.** Trash, service equipment and satellite dishes, including transformer areas, shall be located away from streets and enclosed or screened by landscaping, fencing or other architectural means. The trash area shall be enclosed by a minimum six-foot high decorative masonry wall. Each trash enclosure shall have a separate area for recyclables. Any transformer area within the front yard shall be enclosed or screened.
 23. **Design of Entrance.** The applicant shall submit detailed elevations of the ground floor illustrating that all pedestrian entrances, including entries to commercial and retail stores, residential lobby area, and the pedestrian throughways, are accented with architectural elements such as columns, overhanging roofs, or awnings. The location of Entrances shall be in the center of the façade or symmetrically spaced if there are more than one.
 24. **Landscape Plan.** The applicant shall submit a final landscape plan prepared by a licensed landscape architect showing enhanced paving such as stamped concrete, permeable paved surfaces, tile and/or brick within paved areas in front, side and rear yards.

25. **Lighting.** The applicant shall comply with the following standards:
- a. **On-Site Lighting.** The applicant shall install on-site lighting along all vehicular access ways and pedestrian walkways. Parking areas shall have a minimum of $\frac{3}{4}$ foot-candle of flood lighting measured at the pavement. All on-site lighting shall be directed away from adjacent properties. This condition shall not preclude the installation of low-level security lighting.
 - b. **Lighting Shielded.** Sources of illumination shall be shielded from casting light higher than 15 degrees below the horizontal plane as measured from the light source. They shall not cast light directly into adjacent residential windows.
 - c. **Light Mounting Height.** A maximum mounting height of light sources for ground level illumination shall be 14 feet, measured from the finished grade of the area to be lit.
 - d. **Lamp Color.** Color corrected ("white") high pressure sodium (HPS), color corrected fluorescent (2,700-3,000 degrees K), metal halide, or incandescent lamps shall be used for ground level illumination. Standard "peach" high pressure sodium, low pressure sodium, standard mercury vapor, and cool white fluorescent shall not be used for ground floor illumination.
26. **Security Devices.** If at any time during the life of the project the property owner wishes to install security devices such as window grilles and/or gates, such security devices shall be designed so as to be fully concealed from public view. The applicant shall be required to acquire approval from the Department of City Planning, Central Project Planning Division for the installation of any security devices on the exterior or the structure through a building permit clearance sign off.
27. **Hours of Operation.** All parking lot cleaning activities and other similar maintenance activities shall take place between the hours of 7:00 a.m. to 8:00 p.m., Monday through Friday and 10:00 a.m. to 4:00 p.m. on Saturday and Sunday.
28. **Noise.** Any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley shall be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition.
29. **Future Signage.** All future signs shall be reviewed by Project Planning staff for compliance with the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan and Design Guidelines. Filing for a Project Permit shall not be necessary unless a Project Permit Adjustment or Exception is required. Any pole, roof or off-site sign, any sign containing flashing, mechanical or strobe lights are prohibited. Canned signs should not be used.

Administrative Conditions

30. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved". A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.

31. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
32. **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.
33. **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.
34. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
35. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
36. **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.
37. **Recording Covenant.** Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center at the time of Condition Clearance for attachment to the subject case file.
38. **Indemnification and Reimbursement of Litigation Costs.** The applicant shall do all of the following:
 - (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
 - (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the

entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

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

PROJECT BACKGROUND

The subject property consists of one (1) rectangular lot with 50 feet of frontage along the easterly side of Heliotrope Drive between Lexington Avenue and Santa Monica Boulevard. The subject lot has a uniform depth of 135 feet for a total size of 6,750 square feet per the topographic survey, prepared by Civil Engineer Hosang Kim, License No. 67288. The project site is located within the Hollywood Community Plan and Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan. The site is zoned R4-1D, designated for Community Commercial land uses and is currently improved with a single-family dwelling and a detached garage.

The applicant requests a Project Permit Compliance to permit the demolition of a single-family dwelling and a detached garage, and the construction, use and maintenance of a five-story, 15,450 square-foot, 30-unit residential building measuring 65 feet, 9 inches in height. The project consists of 3,186 square feet of open space and no automobile parking spaces.

The surrounding area is characterized by level topography and improved streets. The property to the north is located within Subarea A of the SNAP and is developed with an apartment building. The properties to the east are located within Subarea C of the SNAP and are developed with a duplex. The property to the west is located within Subarea B of the SNAP and is developed with single family dwelling. The property to the south is located within Subarea C of the SNAP and is developed with a commercial building.

The applicant is seeking a discretionary approval of the TOC Housing Incentive Program with the following incentives:

Base Incentives:

1. Up to 80 percent increase in density,
2. 2.29:1 Floor Area Ratio (FAR); and
3. No residential parking,

Additional Incentives:

1. Transitional Height per TOC in lieu of the required SNAP transitional height and an up to 11-foot increase to the stepback requirement per the SNAP, which limits any structure from exceeding 30 feet in height within 15 feet of the front property line, along Heliotrope Drive, and
2. A 25 percent reduction in the minimum common open space dimension.

Urban Design Review

On November 10, 2021, the proposed project was taken to Urban Design Studio's (UDS) Office Hours for review. UDS' Office Hours function is to provide input directly to the project planner at meetings. The Studio's feedback focuses on ways a project can be improved to comply more fully with the Studio's three (3) design approaches which are: 1) Pedestrian First Design, 2) 360 Degree Design, and 3) Climate Adaptive Design. At this meeting, the Urban Design Studio had comments regarding the location of the bicycle parking, additional design elements along each of the proposed elevations, updated landscape plans, and open space area proposal. In response, the applicant updated the plans to include a more detailed landscape plan and further detail around each elevation. The updated plans also switched the location of the proposed stairwell and elevator shaft for better circulation throughout the building.

HOUSING REPLACEMENT (HOUSING CRISIS ACT - SB 8 DETERMINATION)

The Los Angeles Housing Department (LAHD) reviewed all of the existing structures at the subject site and determined, per the Housing Crisis Act of 2019 (SB 8) Replacement Unit Determination (RUD), dated March 16, 2023, that one (1) unit is subject to the replacement pursuant to the requirements of the HCA, including one (1) unit restricted to Extremely Low Income Households. The one (1) unit restricted for Extremely Low Income Households required by the SB 8 RUD is satisfied by the four (4) units set aside for habitation by Extremely Low Income Households proposed through the Transit Oriented Communities Affordable Housing Incentive Program, and the project will be required to comply with all of the 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).

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 ½ 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. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are 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.

The project site is located within 750 feet from the Vermont/Santa Monica Metro Red Line Station, which qualifies the site as Tier 4 of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Guidelines).

Pursuant to the TOC Guidelines, the project is eligible for Base Incentives and up to three (3) Additional Incentives for setting aside 11 percent of the total 30 units and more than 11 percent of the base 17 units for Extremely Low Income Households. Base Incentives include: (1) an increase of the maximum allowable number of dwelling units permitted by 80 percent, (2) an increase of the maximum allowable floor area ratio (FAR) to allow a FAR of up to 2.75:1 when the base FAR is less than 1.25:1; and (3) a zero residential automobile parking requirement. The applicant requests two (2) Additional Incentives as follows: (1) transitional height per TOC in lieu of the otherwise required SNAP transitional height requirement when abutting a Subarea A lot and an up to 11-foot increase to the stepback requirement per the SNAP, which limits any structure from exceeding 30 feet in height within 15 feet of the front property line, along Heliotrope Drive; and (2) an up to 25 percent reduction to permit a minimum common open space dimension of 15 feet in lieu of the minimum 20 feet otherwise required.

The project site is zoned R4-1D, which allows R4 density. This complies with Subarea C Section 9.A of the SNAP which states that only R4 density is allowed regardless of the underlying zone, and thus, limits residential density of the subject property to a maximum of one dwelling unit for each 400 square feet of lot area. The R4 density allows a maximum base density of 17 units on a 6,750 square-foot lot. The project is permitted an 80 percent increase in density, which allows a maximum of 31 units. The project proposes a total of 30 units, which is within the maximum density permitted.

The TOC Guidelines allow a maximum 2.75:1 FAR for a 100% residential development otherwise allowed a Base FAR less than 1.25:1 within SNAP Subarea C. The project will consist of 15,450 square feet of floor area, which results in a maximum 2.29:1 FAR.

Per the TOC Guidelines, a project containing 30 dwelling units within Tier 4 has no residential parking space requirements. The project proposes no parking spaces, thereby satisfying this requirement.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS

To be an eligible Transit Oriented Communities (TOC) Housing Development, a project must meet the Eligibility criteria set forth in Section IV of the TOC 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 it 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) 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 4 TOC Affordable Housing Incentive Area. As part of the proposed development, the project is required to reserve at least 11 percent, or four (4) units, of the total 30 units for Extremely Low Income Households. The project proposes four (4) units restricted to Extremely Low Income Households. As such, the project 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.*

A Major Transit Stop is a site containing a retail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The project site is located within 750 feet from the Vermont/Santa Monica Metro Red Line Station. As such, the project meets the eligibility requirement for proximity to a Major Transit Stop.

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

Pursuant to the Determination made by the Los Angeles Housing Department (LAHD) dated March 16, 2023, one (1) dwelling unit is subject to replacement for Extremely Low

Income Households under SB 8. The proposed project is reserving four (4) units for Extremely Low Income households. As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Section 65915(c)(3).

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, 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.*

The project is seeking two (2) Additional Incentives as follows: (1) transitional height per TOC in lieu of the otherwise required SNAP transitional height requirement when abutting a Subarea A lot and an up to 11-foot increase to the setback requirement per the SNAP, which limits any structure from exceeding 30 feet in height within 15 feet of the front property line, along Heliotrope Drive; and (2) an up to 25 percent reduction to permit a minimum common open space dimension of 15 feet in lieu of the minimum 20 feet

otherwise required. The applicant is setting aside 20 percent, or four (4) units, of the base 17 units for Extremely Low Income Households. As such, the project meets the eligibility requirement for 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 two (2) Additional Incentives beyond the three (3) permitted in exchange for reserving at least 11 percent of the base 17 units for Extremely Low Income Households. 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 project site consists of one (1) lot, which is located within a Tier 4 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 applicant has not selected a lower Tier and is not providing the percentage of On-Site Restricted Affordable Housing units required for any Lower Tier. As such, this eligibility requirement does not apply.

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. As such, this eligibility requirement does not apply.

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 (TOC) 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) of the LAMC, the Director shall approve a density bonus and requested incentives unless the Director finds that:**

- a. **The incentives are not required to provide for affordable housing costs 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. 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 incentives in the TOC Guidelines were pre-evaluated at the time the TOC

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 on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project. The following incentives allow the developer to utilize the transitional height regulation outlined in the TOC Guidelines in lieu of the SNAP transitional height requirement and reduce open space requirements per the SNAP so that affordable housing units reserved for Extremely Low Income Households can be constructed, and the overall space dedicated to residential uses is increased. These incentives support the applicant's decision to reserve four (4) units for Extremely Low Income Households.

Height: The applicant requests to utilize the transitional height per TOC Guidelines in lieu of the otherwise required SNAP transitional height requirement when abutting a Subarea A (Neighborhood Conservation) lot. The applicant also requests an up to 11-foot increase to the stepback requirement per the SNAP, which limits any structure from exceeding 30 feet in height within 15 feet of the front property line, along Heliotrope Drive. The requested transitional height regulation is expressed in the Menu of Incentives in the TOC Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs.

Open Space Dimension: The applicant requests an up to 25 percent reduction to permit a minimum common open space dimension of 15 feet in lieu of the minimum 20 feet otherwise required. The requested open space incentive is expressed in the Menu of Incentives in the TOC Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. The requested incentive allows the inclusion of affordable housing, while still providing usable open space as intended by the Code.

- b. The Incentive will not 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 are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income Households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.**

There is no substantial evidence in the record that the proposed incentives will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). As required by Section 12.22 A.25 (e)(2), the project meets the eligibility criterion that is required for density bonus projects. The project also 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. Therefore, there is no substantial evidence that the proposed incentives will have a specific adverse impact on public health and safety.

REVISED VERMONT/WESTERN SNAP FINDINGS

- 2. The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.**

- A. Parks First.** Section 6.F of the Vermont/Western Specific Plan requires the applicant to pay a Parks First Trust Fund of \$4,300 for each new residential unit, prior to the issuance of a Certificate of Occupancy. The project proposes the demolition of a single-family dwelling and a detached garage and the construction, use and maintenance of a five-story, 30-unit residential building, resulting in a net increase of 29 residential units. The project is therefore required to pay a total of \$124,700 into the Parks First Trust Fund. The calculation of a Parks First Trust Fund fee to be paid or actual park space to be provided pursuant to the Parks First Ordinance shall be off-set by the amount of any fee pursuant to LAMC Section 17.12 or dwelling unit construction tax pursuant to LAMC Section 21.10.1, et seq. This requirement is reflected in the Condition of Approval. As conditioned, the project complies with Section 6.F of the Specific Plan.
- B. Use.** Section 9.A of the Vermont/Western Specific Plan states that residential uses permitted in the R4 Zone by LAMC Section 12.11 and commercial uses permitted in the C4 Commercial Zone by LAMC Section 12.16 shall be permitted by-right on any lot located within Subarea C of the Specific Plan area. The subject site is 6,750 square feet in size, allowing a maximum of 17 base dwelling units per the underlying zone. However, the applicant is seeking a 77 percent increase in the maximum allowable density permitted in the SNAP to allow 30 dwelling units in lieu of the otherwise permitted 17 dwelling units, in exchange for setting aside at least 11 percent, or four (4) units, of the total 30 units for Extremely Low Income households per the TOC Affordable Housing Incentive Program. The project has been conditioned to record a covenant with the Los Angeles Housing Department (LAHD) to make four (4) units available to Extremely Low Income Households to ensure the applicant sets aside the required number of units for affordable housing to be eligible for a 77 percent increase from the total density permitted by the SNAP. No commercial uses are proposed. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 9.A of the Specific Plan.
- C. Height and Floor Area.** Section 9.B of the Vermont/Western Specific Plan requires that mixed-use projects shall not exceed a maximum building height of 75 feet and 100 percent commercial projects shall not exceed a maximum building height of 35 feet; except that roofs and roof structures for the purposes specified in Section 12.21.1 B.3 of the Code, may be erected up to 10 feet above the height limit established in this section, if those structures and features are setback a minimum of 10 feet from the roof perimeter and are screened from view at street level by a parapet or a sloping roof. However, since the SNAP is silent on 100 percent residential buildings within this Subarea, the height is taken from the underlying zone of R4-1D, which has no height limit. The project proposes the demolition of a single-family dwelling and a detached garage, and the construction, use and maintenance of a five-story, 30-unit residential building with a maximum height of 65 feet and nine (9) inches.

According to the SNAP, no portion of any structure to exceed 30 feet in height within 15 feet from the front property line. However, the applicant is requesting a five (5)-foot increase in the maximum height limit in exchange for setting aside at least 11 percent, or two (2) units, of the base 17 units for Extremely Low Income Households.

Moreover, a project comprised exclusively of residential uses, shall take its FAR requirement from the underlying zone of R4-1D. Pursuant to the "D" Limitation, as established by Ordinance No. 164,687, allows a base FAR to a maximum 0.5:1. However, the applicant is seeking a FAR increase to 2.29:1 in exchange for setting aside at least 11 percent, or two (2) units, of the base 17 units for Extremely Low Income Households. The applicant is proposing to set aside an overall four (4) units for Extremely Low Income households, which is 24 percent of the base 17 units.

FAR Increase			
	Limit per R4-1D	With TOC (If Base FAR < 1.25:1)	Proposed
SNAP FAR 100% Residential	0.5:1	2.75:1	2.29:1

The project site contains 6,750 square feet of lot area and the proposed building contains a combined floor area of 15,450 square feet, resulting in a FAR of approximately 2.29:1 FAR which is below the allowable 2.75:1 FAR per the TOC incentive. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 9.B of the Specific Plan.

D. Transitional Height. Section 9.C of the Vermont/Western Specific Plan states that portions of buildings on a lot located within Subarea C adjoining or abutting a lot within Subarea A shall not exceed 25 feet in height, 33 feet in height, and 61 feet in height when located within 0-49 feet, 50-99 feet, and 100-200 feet respectively. The project site abuts a Subarea A lot to the north. The proposed residential building falls within the first two distance requirements of the SNAP and are limited to 25 feet in height and 33 feet in height. However, the applicant is seeking to utilize the Transitional Height incentive per TOC in lieu of the otherwise required SNAP transitional height requirement when abutting a Subarea A lot, which allows buildings located within Tier 4 to 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 zone or Specific Plan, within the first 25 feet of the property line. As shown in the elevations and sections of “Exhibit A,” the portion of the building abutting the Subarea A lot within 25 feet is below the 45-degree angle originating 25 feet above grade at the north property line. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 9.C of the Specific Plan.

E. Usable Open Space. Section 9.D of the Vermont/Western Specific Plan states that residential projects with two or more dwelling units must provide specified amounts of common and private open space pursuant to the standards set forth in LAMC 12.21 G.2 of the Code. The Specific Plan further stipulates that up to 75 percent of the total open space may be located above the grade level or first habitable room level of the project, and that roof decks may be used in their entirety as common or private open space, excluding that portion of the roof within 20 feet of the roof perimeter. Units containing less than three (3) habitable rooms require 100 square feet of open space per unit. Units containing three (3) habitable rooms require 125 square feet of open space per unit. Units containing more than three (3) habitable rooms require 175 square feet of open space per unit. The Vermont/Western SNAP sets forth the minimum usable open space requirement, as shown in the table below:

SNAP Minimum Usable Open Space			
	Units	Sq. Ft. Required	Usable Open Space (sq. ft.)
Dwelling Units with Less than 3 Habitable Rooms	27	100	2,700
Dwelling Units with 3 Habitable Rooms	3	125	375
Dwelling Units with More than 3 Habitable Rooms	0	175	0
Total Minimum Usable Open Space			3,075

25% located at grade or first habitable room level	768.75
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The applicant is proposing a total of 3,186.3 square feet of open space of which approximately 1,355 square feet is located at grade level. However, the applicant is seeking a 25 decrease in the minimum common open space dimension requirement in the SNAP in exchange of for setting aside at least 11 percent, or two (2) units, of the base 17 units for Extremely Low Income Households. The applicant is proposing to set aside an overall four (4) units for Extremely Low Income households.

The project is therefore required to provide a minimum of 3,075 square feet of open space of which 768.75 square feet must be located at grade level or first habitable room level. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 9.D of the Specific Plan.

- F. Project Parking Requirements.** Section 9.E of the Vermont/Western Specific Plan sets forth a minimum and maximum parking standard for residential projects, as shown in the tables below:

SNAP Minimum Parking Spaces			
	Parking Space Per Square Feet / Unit	Units	Parking Spaces
Dwelling Units with Less than 3 Habitable Rooms	1	27	27
Dwelling Units with 3 Habitable Rooms	1	2	2
Dwelling Units with More than 3 Habitable Rooms	1.5	1	1
Total Residential Required Spaces			30
Guest	.25	30	7
Total Minimum Required Spaces (inclusive of guest parking)			37

SNAP Maximum Parking Spaces			
	Parking Space Per Square Feet / Unit	Units	Parking Spaces
Dwelling Units with Less than 3 Habitable Rooms	1	27	29
Dwelling Units with 3 Habitable Rooms	1.5	2	3
Dwelling Units with More than 3 Habitable Rooms	2	1	2
Total Residential Allowed Spaces			34
Guest	.50	30	15
Total Maximum Allowed Spaces (inclusive of guest parking)			49

However, the applicant proposes to utilize the Automobile Parking Incentive under the TOC Housing Incentive Program, which allows zero (0) residential parking spaces in Tier 4 of TOC, in exchange for setting aside the required percentage of affordable units. The TOC Automobile Parking Incentive replaces the minimum parking requirement in the SNAP; however, the project is still subject to the maximum parking requirement per the SNAP. The SNAP limits the maximum number of automobile parking spaces to 49, inclusive of guest parking spaces. The project will provide one no parking spaces (as permitted by TOC), which is within the maximum requirements.

Therefore, as conditioned and in conjunction with the reduced residential parking spaces per TOC, the project complies with Section 9.E of the Specific Plan.

Bicycles. Section 9.E.2 of the Vermont/Western Specific Plan requires any residential project with two (2) or more dwelling units to provide one-half (0.5) bicycle parking space per residential unit. The proposed development consists of 30 residential units, thus, requiring 15 bicycle parking spaces. As shown on Exhibit “A”, Sheet T000, the applicant proposes 16 bicycle spaces located within the ground floor of the proposed building. Therefore, the project complies with Section 9.E.2 of the Specific Plan.

- G. Conversion Requirements.** Section 9.F of the Vermont/Western Specific Plan sets forth requirements pertaining to the conversion of existing structures to residential condominium uses. The project proposes the demolition of a single-family dwelling and a detached garage and the construction, use and maintenance of a five-story, 15,450 square-foot, 30-unit residential building. The project does not include the conversion of existing commercial structures to residential condos. Therefore, Section 9.F of the Specific Plan does not apply.
- H. Pedestrian Throughways.** Section 9.G states that applicants shall provide one public pedestrian walkway, throughway, or path for every 250 feet of street frontage for the project. The pedestrian throughway shall be accessible to the public and have a minimum vertical clearance of 12 feet and a minimum horizontal clearance of ten-feet. The proposed building will occupy 50 feet of frontage along the easterly side of Heliotrope Drive. Therefore, Section 9.G of the Specific Plan does not apply.
- I. Yards.** Section 9.H of the Vermont/Western Specific Plan specifies that no front, side or rear yard setbacks shall be required for the development of any project within Subarea C. No yard setbacks are required, however, the proposed project includes a 15-foot rear yard setback and five (5)-foot side yard setbacks. Therefore, the new development complies with Section 9.H of the Specific Plan.
- J. Development Standards.** Section 9.I of the Vermont/Western Specific Plan requires that all projects with new development and extensive remodeling be in substantial conformance with the following Development Standards and Design Guidelines. The proposed project conforms to Development Standards and Design Guidelines as discussed in Findings below.

Development Standards

- (1) Landscape Plan.** The Development Standard for Subarea C requires that all open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by lawns and other ground coverings, allowing for convenient outdoor activity. All landscaped areas shall be landscaped in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or licensed landscape contractor. The illustrative landscape plan in Exhibit “A” shows that adequate landscaping will be provided throughout the project site. The grade level and first habitable room level will be landscaped with shrubbery, ground cover, and trees. While the illustrative landscape plan includes a planting schedule showing different types of trees, ground cover and shrubs that may be used for landscaping, including specific details of types, quantities, location, and size of plant materials proposed, there is no irrigation plan. As such, the applicant is required to submit a final landscape plan prepared by a licensed landscape architect showing an irrigation plan. Therefore, as conditioned, the project complies with this Development Standard.

- (2) **Usable Open Space.** This Development Standard requires that common usable open space must have a dimension of 20 feet and a minimum common open space area of 400 square feet for projects with less than 10 dwelling units and 600 square feet for projects with 10 dwelling units or more. The Development Standard further stipulates that private usable open space, such as balconies with a minimum dimension of six feet, may reduce the required usable open space directly commensurating with the amount of private open space provided. The applicant is seeking a 25 decrease in the minimum common open space dimension requirement in the SNAP in exchange of for setting aside at least 11 percent, or two (2) units, of the base 17 units for Extremely Low Income Households. The applicant is proposing to set aside an overall four (4) units for Extremely Low Income households. The applicant proposes a common open space area within the rear yard of the proposed building for a total area of 1,355.2 square feet common open space and 1,831.1 square feet of private open space areas throughout the building. Therefore, as conditioned and as allowed per TOC, the project complies with this Development Standard.
- (3) **Streetscape Elements.** The Development Standards require that any project along Vermont Avenue, Virgil Avenue, or Hollywood Boulevard between the Hollywood Freeway and Western Avenue, or referred to in the Barnsdall Park Master Plan, or projects along major and secondary highways, to conform to the standards and design intentions for improvement of the public right-of-way. The project site is located along Heliotrope Drive, which is considered a Local Street – Standard, therefore, this Development Standards does not apply.
- (4) **Pedestrian/Vehicular Circulation.** The Development Standards require that all projects be oriented to a main commercial street and shall avoid pedestrian/vehicular conflicts by adhering to standards related to parking lot location, curb cuts, pedestrian entrances, pedestrian walkways and speed bumps. The subject property is oriented towards Heliotrope Drive, which is considered a local street. Therefore, the Pedestrian/Vehicular Circulation Development Standards do not apply.
- (5) **Utilities.** The Development Standards require that when new utility service is installed in conjunction with new development or extensive remodeling, all proposed utilities on the project site shall be placed underground. The applicant does not propose any installation of new utility service at this time. However, in the event new utility lines are to be installed on the site, the Conditions of Approval require all new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made for future underground service. Therefore, as conditioned, the project complies with this Development Standard.
- (6) **Building Design.** The purpose of the following provisions is to ensure that a project avoids large blank expenses of building walls, is designed in harmony with the surrounding neighborhood, and contributes to a lively pedestrian friendly atmosphere. Accordingly, the following standards shall be met:
- a) **Stepbacks.** The Development Standards require that 1) no portion of any structure exceed more than 30 feet in height within 15 feet of the front property line, and 2) that all buildings with a property line fronting on a Major Highway, including Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard, and Vermont Avenue, shall set the second floor back from the first floor frontage at least ten feet. The proposed building has a front property line along Heliotrope Drive, which is classified as a Local Street – Standard. Therefore, the proposed project is subject to only the first stepback requirement. However, the applicant is requesting a five (5)-foot increase in the maximum height limit in exchange for setting aside at least 11 percent, or two (2) units,

of the base 17 units for Extremely Low Income Households. Per the section and elevation sheets in “Exhibit A” the building proposes a 35-foot height limit within 15 feet of the front property line. Therefore, the project complies with this Development Standard.

- b) **Transparent Building Elements.** The Development Standards require that transparent building elements such as windows and doors occupy at least 50 percent of the ground floor facades on the front and side elevations and 20 percent of the surface area of the rear elevation of the ground floor portion which has surface parking in the rear of the structure. Moreover, a “side elevation ground floor façade” has been interpreted by Staff to only mean those facades which face a street or alley and not facades along interior lot lines that face other buildings. The subject site currently has a west elevation that faces Heliotrope Drive. The remaining north, south, and east facades are along interior lot lines that face other buildings, not a street. The project must provide a minimum transparency of 176.65 square feet along Heliotrope Drive. The project proposes approximately 221 square feet of transparent building elements along Heliotrope Drive, which is more than the minimum required. Therefore, as conditioned, the project complies with this Development Standard.
 - c) **Façade Relief.** The Development Standards require that exterior walls provide a break in plane for every 20 feet horizontally and every 30 feet vertically. As seen in “Exhibit A” the project proposes horizontal and vertical plane breaks through the use of the façade incrementally stepped away from the street, recessed windows, change in material, and lineal orientation of the façade construction. Therefore, the project complies with this Development Standard.
 - d) **Building Materials.** The Development Standards require that building facades be comprised of at least two types of complimentary building materials. The project proposes the use of white smooth stucco, light gray smooth stucco, dark gray smooth stucco, gray brick, wood veneer and dark gray metal on all elevations of the structure. Therefore, the project complies with this Development Standard.
 - e) **Surface Mechanical Equipment.** The Development Standards require that all surface or ground mounted mechanical equipment be screened from public view and treated to match the materials and colors of the building which they serve. The plans do not reflect any surface or ground mounted mechanical equipment. A Conditions of Approval has been incorporated to require surface mechanical equipment to be screened from public view and treated to match the materials and colors of the building which they serve. Therefore, as conditioned, the project complies with this Development Standard.
 - f) **Roof Lines.** The Development Standards require that all rooflines in excess of 40 feet are broken up through the use of gables, dormers, plant-ons, cutouts, or other appropriate means. As seen in “Exhibit A”, Sheet A200-202, all roof lines are continuously broken up to not exceed a horizontal roof line of 40 feet or greater. Therefore, the project complies with this Development Standard.
- (7) **Rooftop Appurtenances.** The Development Standards require that all rooftop equipment and building appurtenances shall be screened from public view or architecturally integrated into the design of the building. The proposed project will have no mechanical equipment placed on the roof. In the event that rooftop mechanical equipment is constructed, a Condition of Approval has been included

requiring said equipment and ducts be screened from view from any street, public right-of-way or adjacent property and the screening shall be solid and match the exterior materials, design and color of the building. Therefore, as conditioned, the project complies with this Development Standard.

- (8) **Trash and Recycling Areas.** The Development Standards require that trash storage bins be located within a gated, covered enclosure constructed of identical building materials, be a minimum of six feet high, and have a separate area for recyclables. The proposed project provides a trash and recycle enclosure located on the ground floor. Therefore, the project complies with this Development Standard.
- (9) **Pavement.** The Development Standards require that paved areas not used as parking and driveway areas consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile, and/or brick pavers. The illustrative landscape plan in Exhibit "A" shows various paved areas on the project site. Therefore, the project complies with this Development Standard.
- (10) **Freestanding Walls.** The Development Standards require that all freestanding walls contain an architectural element at intervals of no more than 20 feet and be set back from the property line adjacent to a public street. As seen in "Exhibit A", Sheet A203, all freestanding walls contain an architectural element at intervals of no more than 20 feet. Therefore, the project complies with this Development Standard.
- (11) **Parking Structures – Required Commercial Frontage.** The Development Standards require that all of the building frontage along major or secondary highways, for a parking structure shall be for commercial, community facilities, or other non-residential uses to a minimum depth of 25 feet. This Development Standard applies to standalone parking structures, which the project does not propose. Therefore, this Development Standard does not apply.
- (12) **Parking Structures – Façade Treatments.** The Development Standards require parking structures be designed to match the style, materials and colors of the main building. This Development Standard applies to standalone parking structures, which the project does not propose. Therefore, this Development Standard does not apply.
- (13) **Parking Structures Across from Residential Uses.** The Development Standards require parking structures abutting or directly across an alley or public street from any residential use or zone conform to standards regarding the façade facing the residential use or zone. This Development Standard applies to standalone parking structures, which the project does not propose. Therefore, this Development Standard does not apply.
- (14) **Surface Parking Lots.** The Development Standards require at least 10 percent of the surface parking lot to be landscaped with: one (1) 24-inch box shade tree for every four parking spaces, spaced evenly to create an orchard-like effect; a landscaped buffer around the property line; and a three and a half foot solid decorative masonry wall behind a three-foot landscaped buffer. The trees shall be located so that an overhead canopy effect is anticipated to cover at least 50 percent of the parking area after 10 years of growth. The project does not propose a surface parking lot. Therefore, this Development Standard does not apply.
- (15) **Surface Parking Abutting Residential.** The Development Standards require surface parking abutting or directly across an alley or public street from any residential use or zone conform to standards regarding a decorative wall and landscaping buffer. The project does not propose a surface parking lot. The parking for the project is located

within the ground level of the proposed residential building. Therefore, this Development Standard does not apply.

- (16) **On-Site Lighting.** The Development Standards require that the project include on-site lighting along all vehicular and pedestrian access ways. The Development Standards specify that the acceptable level of lighting intensity is $\frac{3}{4}$ foot-candle of flood lighting measured from the ground, a maximum mounting height of light sources shall be 14 feet, and “white” color corrected lamp color shall be used for ground level illumination. A Condition of Approval has been included to ensure that any lighting shall meet the on-site lighting standards mentioned above. Therefore, as conditioned, the project complies with this Development Standard.
- (17) **Security Devices.** The Development Standards require security devices to be screened from public view. The proposed project does not contain any type of security devices at this time. In the event that additional security devices are installed in the future, a Condition of Approval has been included requiring all proposed devices to be integrated into the design of the building, concealed and retractable. Therefore, the project complies with this Development Standard.
- (18) **Privacy.** The Development Standards require that buildings be arranged to avoid windows facing windows across property lines, or the private open space of other residential units. The applicant has provided elevations, which depict the windows of the existing adjacent structures to the north superimposed onto the proposed project. There are no windows proposed along the provided elevations which face the windows of the structures to the north. Therefore, the project complies with this Development Standard.
- (19) **Hours of Operation.** The Development Standards require that parking lot cleaning and sweeping, trash collection and deliveries be limited between 7:00 a.m. - 8:00 p.m. Monday through Friday, and 10:00 a.m. - 4:00 p.m. on Saturdays and Sundays. The applicant has been required in the Conditions of Approval to comply with this Development Standard. Therefore, as conditioned, the project complies with this Development Standard.
- (20) **Noise Control.** The Development Standards require that any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition. The proposed building has multiple windows in the front façade with a line of sight directly to New Hampshire Avenue. A Condition of Approval has been included requiring any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley to be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition. Therefore, as conditioned, the project complies with this Development Standard.
- (21) **Required Ground Floor Uses.** The Development Standards states that 100 percent of street level uses within Subarea C must be commercial uses up to a depth of 25 feet. However, this Development Standard has been interpreted by Staff to only apply to Mixed-Use projects, not 100 percent residential projects. The applicant proposes a five-story, 30-unit residential building. Therefore, this Development Standard does not apply.

Design Guidelines

- (22) **Urban Form.** The Design Guidelines encourage transforming commercial streets away from a highway oriented, suburban format into a distinctly urban, pedestrian oriented and enlivened atmosphere by providing outdoor seating areas, informal gathering of chairs, and mid-block pedestrian walkways. The Guidelines also indicate that streets should begin to function for the surrounding community like an outdoor public living room and that transparency should exist between what is happening on the street and on the ground floor level of the buildings. The project is designed to enhance the pedestrian experience along Heliotrope Drive by providing approximately 62.7 percent transparency increasing visibility into the ground floor from the streets. The project will also include bike racks and shade trees on the public right of way. Therefore, as proposed, the project complies with this Design Guideline.
- (23) **Building Form.** The Design Guidelines encourage every building to have a clearly defined ground plane, roof expression and middle or shaft that relates the two. The ground plane of the project is defined by facades that consist of aluminum, glass, and textured metal panel. The upper floors are defined by balconies and various planes that consist of cement plaster and windows. The roof plane varies in height and adds articulation to the building. Therefore, as proposed, the project complies with this Design Guideline.
- (24) **Architectural Features.** The Design Guidelines encourage courtyards, balconies, arbors, roof gardens, water features, and trellises. Appropriate visual references to historic building forms – especially Mediterranean traditions – are encouraged in new construction. The proposed project provides private balconies and contains an open courtyard on the ground level. Furthermore, the street-facing elevation employs a variety of building materials and articulation by way of recessed balconies, changes in building plane, and transparency. Therefore, the project complies with this Design Guideline.
- (25) **Building Color.** The Design Guidelines encourage buildings be painted three colors: a dominant color, a subordinate color and a “grace note” color. The proposed project includes multiple colors such as white, light gray and wood as its dominant colors and dark grey as its subordinate façade color. Therefore, the project complies with this Design Guideline.
- (26) **Signs.** The Design Guidelines provide extensive guidance related to the placement, type, and style of signage to be used for projects. The Guidelines identify appropriate signs for the Specific Plan area to include wall signs, small projecting hanging signs, awnings or canopy signs, small directory signs, and window signs. The applicant does not propose signs as part of this application. Therefore, this Design Guideline does not apply.
- (27) **Plant Materials on Facades.** The Design Guidelines encourage facade plant materials in addition to permanent landscaping. Plants can be arranged in planters, containers, hanging baskets, flower boxes, etc. The applicant does not propose any plant materials on facades. Therefore, this Design Guideline does not apply.
- 3. The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review, which would mitigate the negative environmental effects of the project, to the extent physically feasible.**

The Department of City Planning determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act and the State CEQA Guidelines

designate the subject Project as Categorically Exempt under Section 15332 (Class 32), Case No. ENV-2021-1239-CE, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. The instant authorization is further conditioned 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.

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.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

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."

APPEAL PERIOD - EFFECTIVE DATE

This grant is not a permit or license and any permits and/or licenses required by law must be obtained from the proper public agency. If any Condition of this grant is violated or not complied with, then the applicant or their successor in interest may be prosecuted for violating these Conditions the same as for any violation of the requirements contained in the Los Angeles Municipal Code (LAMC).

This determination will become effective after the end of appeal period date on the first page of this document, unless an appeal is filed with the Department of City Planning. An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure the Development Services Center (DSC) staff has adequate time to review and accept the documents, and to allow appellants time to submit payment.

An appeal may be filed utilizing the following options:

Online Application System (OAS): The OAS (<https://planning.lacity.gov/oas>) allows entitlement appeals to be submitted entirely electronically by allowing an appellant to fill out and submit an appeal application online directly to City Planning’s DSC, and submit fee payment by credit card or e-check.

Drop off at DSC. Appeals of this determination can be submitted in-person at the Metro or Van Nuys DSC locations, and payment can be made by credit card or check. City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal applications; alternatively, appeal applications can be filed with staff at DSC public counters. Appeal applications must be on the prescribed forms, and accompanied by the required fee and a copy of the determination letter. Appeal applications shall be received by the DSC public counter and paid for on or before the above date or the appeal will not be accepted.

Forms are available online at <http://planning.lacity.gov/development-services/forms>. Public offices are located at:

Metro DSC
(213) 482-7077
201 N. Figueroa Street
Los Angeles, CA 90012
planning.figcounter@lacity.org

Van Nuys DSC
(818) 374-5050
6262 Van Nuys Boulevard
Van Nuys, CA 91401
planning.mbc2@lacity.org

West Los Angeles DSC
(CURRENTLY CLOSED)
(310) 231-2901
1828 Sawtelle Boulevard
West Los Angeles, CA 90025
planning.westla@lacity.org

City Planning staff may follow up with the appellant via email and/or phone if there are any questions or missing materials in the appeal submission, to ensure that the appeal package is complete and meets the applicable LAMC provisions.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Verification of condition compliance with building plans and/or building permit applications are done at the City Planning Metro or Valley DSC locations. An in-person or virtual appointment for Condition Clearance can be made through the City’s [BuildLA](http://BuildLA.appointments.lacity.org) portal (appointments.lacity.org). The applicant is further advised to notify any consultant representing you of this requirement as well.



QR Code to
Online Appeal Filing



QR Code to Forms for In-
Person Appeal Filing



QR Code to BuildLA Appointment
Portal for Condition Clearance

Only an applicant or any owner or tenant of a property abutting, across the street or alley from, or having a common corner with the subject property can appeal the Transit Oriented Communities/Density Bonus Compliance Review Determination. Per the Density Bonus Provision of State Law (Government Code Section 65915), the Density Bonus increase in units above the base density limits per the underlying zone(s) and the appurtenant parking

reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per LAMC Sections 12.22 A.25 and 12.22 A.31, appeals of Density Bonus Compliance Review and Transit Oriented Communities cases with the Director of Planning or Zoning Administrator as the initial decision maker are heard by the City Planning Commission.

VINCENT P. BERTONI, AICP
Director of Planning

Approved by:

Prepared by:

Jane Choi, AICP, Principal City Planner

Danalynn Dominguez, City Planner
danalynn.dominguez@lacity.org

REVISED CONDITIONS OF APPROVAL

Revised TOC Affordable Housing Incentive Program Conditions

1. **Residential Density.** The project shall be limited to a maximum density of 30 residential dwelling units, including On-Site Restricted Affordable Units.
2. **On-Site Restricted Affordable Units.** The project shall provide a minimum of four (4) On-Site Restricted Affordable units, consisting of four (4) units for Extremely Low Income Households, as defined in the California Health and Safety Code to the satisfaction of the Los Angeles Housing Department (LAHD). In the event the SB 8 Replacement Unit condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.
3. **SB 8 Replacement Units.** The project shall be required to comply with the Replacement Unit Determination (RUD) letter, dated March 16, 2023, to the satisfaction of LAHD. The most restrictive affordability levels shall be followed in the covenant. In the event the On-site Restricted Affordable Units condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.
4. **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.
5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make four (4) units available to Extremely Income Households or equal to 11 percent of the project's total proposed residential density allowed, 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 reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22 A.31, to the satisfaction of LAHD, and in consideration of the project's Replacement Unit Determination. Unless otherwise required by state or federal law, the project shall provide an onsite building manager's unit, which the owner shall designate in the covenant. The Owner may not use an affordable restricted unit for the manager's unit.
6. **Rent Stabilization Ordinance (RSO).** Prior to the issuance of a Certificate of Occupancy, the owner shall obtain approval from LAHD regarding replacement of affordable units, provision of RSO Units, and qualification for the Exemption from the Rent Stabilization Ordinance with Replacement Affordable Units in compliance with Ordinance No. 184,873. In order for all the new units to be exempt from the Rent Stabilization Ordinance, the applicant will need to either replace all withdrawn RSO units with affordable units on a one-for-one basis or provide at least 20 percent of the total number of newly constructed rental units as affordable, whichever results in the greater number. The executed and recorded covenant and agreement submitted and approved by LAHD shall be provided.
7. **Floor Area Ratio (FAR).** The maximum FAR shall be limited to 2.29:1, or 15,450 square feet. For purposes of this grant, the buildable area is considered the entire parcel's square footage.
8. **Automobile Parking.** Automobile parking shall be provided consistent with LAMC Section 12.22 A.31, which permits no residential parking for a project located in Tier 4 TOC Affordable Housing Incentive Area and no more than 34 residential parking spaces and no more than 15 guest parking spaces per the SNAP.

9. **Height.** The project shall be limited to a maximum building height of 65 feet, 9 inches, as measured from grade to the highest point of the structure. Architectural rooftop features as identified in LAMC Section 12.21.1 B.3 may be erected up to 10 feet above the height limit if the structures and features are set back a minimum of 10 feet from the roof perimeter and screened from view at street level.
10. **Building Stepback.** The project shall be limited to 35 feet in height for the portion of the building located within 15 feet from the front property line. Any guardrail located within the stepback area must be made of glass material.
11. **Transitional Height.** Within 25 feet of the property line abutting the Subarea A (Neighborhood Conservation) lot, the 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 Subarea A.
12. **Open Space.** The project shall provide a minimum of 3,425-075 square feet of usable open space, of which 781-25768.75 square feet must be located at grade level or first habitable room level. The common open space shall be open to the sky, must be at least 600 square feet in size, and have a minimum dimension of 15 feet when measured perpendicular from any point on each of the boundaries of the open space area. Balconies shall have a minimum dimension of six feet and patios shall have a minimum dimension of 10 feet. Balconies and patios not meeting the minimum dimension requirements when measured perpendicular from any point on each of the boundaries of the open space area cannot be counted towards the square-footage allocated towards meeting the overall usable open space requirement.

SNAP Conditions

13. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Central Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code, the project conditions, or the project permit authorization.
14. **Parks First.** Prior to the issuance of a Certificate of Occupancy, the applicant shall complete the following:
 - a. Make a payment to the Department of Recreation and Parks (RAP) for the required Park Fee pursuant to LAMC Section 17.12. Contact RAP staff by email at rap.parkfees@lacity.org, by phone at (213) 202-2682 or in person at the public counter at 221 N. Figueroa St., Suite 400 (4th Floor), Los Angeles, CA 90012 to arrange for payment.
 - b. Make a payment of \$124,700 to the Parks First Trust Fund for the net increase of 29 residential dwelling units. The calculation of a Parks First Trust Fund Fee to be paid pursuant to the Vermont/Western SNAP shall be off-set by the Park Fee paid pursuant to LAMC Section 17.12 as a result of the project.
 - c. The applicant shall provide proof of payment for the Park Fee to the Department of City Planning (DCP), Central Project Planning Division staff to determine the resulting amount of Parks First Trust Fund Fee to be paid. DCP staff shall sign off on the Certificate of Occupancy in the event there are no resulting Parks First Trust Fund Fee to be paid.

- d. In the event there are remaining Parks First Trust Fund Fees to be paid, the applicant shall make a payment to the Office of the City Administrative Officer (CAO), Parks First Trust Fund. Contact Melinda Gejer and Kristine Harutyunyan of the CAO to arrange for payment. Melinda Gejer may be reached at (213) 473-9758 or Melinda.Gejer@lacity.org. Kristine Harutyunyan may be reached at (213) 473-7573 or Kristine.Harutyunyan@lacity.org. The applicant shall submit proof of payment for the Parks First Trust Fund Fee to DCP staff, who will then sign off on the Certificate of Occupancy.
 - e. All residential units in a project containing units set aside as affordable for Very Low or Low Income Households that are subsidized with public funds and/or Federal or State Tax Credits with affordability covenants of at least 30 years are exempt from the Parks First Trust Fund.
15. **Use.** The proposed residential use shall be permitted on the subject property.
 16. **Bicycle Parking.** The project shall provide a minimum of 15 bicycle parking spaces on site, as shown in Exhibit "A."
 17. **Setback.** No front, side or rear yard setbacks shall be required.
 18. **Utilities.** All new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made by the applicant for future underground service.
 19. **Transparent Elements.** At least 177 square feet of the ground floor façade shall be constructed with transparent building materials along Heliotrope Drive.
 20. **Surface Mechanical Equipment.** All surface or ground-mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets, shall be screened from public view and treated to match the materials and colors of the building which they serve.
 21. **Rooftop Appurtenances.** All rooftop equipment and building appurtenances shall be screened from any street, public right-of-way, or adjacent property with enclosures or parapet walls constructed of materials complimentary to the materials and design of the main structure.
 22. **Trash, Service Equipment and Satellite Dishes.** Trash, service equipment and satellite dishes, including transformer areas, shall be located away from streets and enclosed or screened by landscaping, fencing or other architectural means. The trash area shall be enclosed by a minimum six-foot high decorative masonry wall. Each trash enclosure shall have a separate area for recyclables. Any transformer area within the front yard shall be enclosed or screened.
 23. **Design of Entrance.** The applicant shall submit detailed elevations of the ground floor illustrating that all pedestrian entrances, including entries to commercial and retail stores, residential lobby area, and the pedestrian throughways, are accented with architectural elements such as columns, overhanging roofs, or awnings. The location of Entrances shall be in the center of the façade or symmetrically spaced if there are more than one.
 24. **Landscape Plan.** The applicant shall submit a final landscape plan prepared by a licensed landscape architect showing enhanced paving such as stamped concrete, permeable paved surfaces, tile and/or brick within paved areas in front, side and rear yards.

25. **Lighting.** The applicant shall comply with the following standards:
- a. **On-Site Lighting.** The applicant shall install on-site lighting along all vehicular access ways and pedestrian walkways. Parking areas shall have a minimum of $\frac{3}{4}$ foot-candle of flood lighting measured at the pavement. All on-site lighting shall be directed away from adjacent properties. This condition shall not preclude the installation of low-level security lighting.
 - b. **Lighting Shielded.** Sources of illumination shall be shielded from casting light higher than 15 degrees below the horizontal plane as measured from the light source. They shall not cast light directly into adjacent residential windows.
 - c. **Light Mounting Height.** A maximum mounting height of light sources for ground level illumination shall be 14 feet, measured from the finished grade of the area to be lit.
 - d. **Lamp Color.** Color corrected ("white") high pressure sodium (HPS), color corrected fluorescent (2,700-3,000 degrees K), metal halide, or incandescent lamps shall be used for ground level illumination. Standard "peach" high pressure sodium, low pressure sodium, standard mercury vapor, and cool white fluorescent shall not be used for ground floor illumination.
26. **Security Devices.** If at any time during the life of the project the property owner wishes to install security devices such as window grilles and/or gates, such security devices shall be designed so as to be fully concealed from public view. The applicant shall be required to acquire approval from the Department of City Planning, Central Project Planning Division for the installation of any security devices on the exterior or the structure through a building permit clearance sign off.
27. **Hours of Operation.** All parking lot cleaning activities and other similar maintenance activities shall take place between the hours of 7:00 a.m. to 8:00 p.m., Monday through Friday and 10:00 a.m. to 4:00 p.m. on Saturday and Sunday.
28. **Noise.** Any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley shall be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition.
29. **Future Signage.** All future signs shall be reviewed by Project Planning staff for compliance with the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan and Design Guidelines. Filing for a Project Permit shall not be necessary unless a Project Permit Adjustment or Exception is required. Any pole, roof or off-site sign, any sign containing flashing, mechanical or strobe lights are prohibited. Canned signs should not be used.

Administrative Conditions

30. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved". A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.

31. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
32. **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.
33. **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.
34. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
35. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
36. **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.
37. **Recording Covenant.** Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center at the time of Condition Clearance for attachment to the subject case file.
38. **Indemnification and Reimbursement of Litigation Costs.** The applicant shall do all of the following:
 - (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
 - (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the

entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

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

PROJECT BACKGROUND

The subject property consists of one (1) rectangular lot with 50 feet of frontage along the easterly side of Heliotrope Drive between Lexington Avenue and Santa Monica Boulevard. The subject lot has a uniform depth of 135 feet for a total size of 6,750 square feet per the topographic survey, prepared by Civil Engineer Hosang Kim, License No. 67288. The project site is located within the Hollywood Community Plan and Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan. The site is zoned R4-1D, designated for Community Commercial land uses and is currently improved with a single-family dwelling and a detached garage.

The applicant requests a Project Permit Compliance to permit the demolition of a single-family dwelling and a detached garage, and the construction, use and maintenance of a five-story, 15,450 square-foot, 30-unit residential building measuring 65 feet, 9 inches in height. The project consists of 3,186 square feet of open space and no automobile parking spaces.

The surrounding area is characterized by level topography and improved streets. The property to the north is located within Subarea A of the SNAP and is developed with an apartment building. The properties to the east are located within Subarea C of the SNAP and are developed with a duplex. The property to the west is located within Subarea B of the SNAP and is developed with single family dwelling. The property to the south is located within Subarea C of the SNAP and is developed with a commercial building.

The applicant is seeking a discretionary approval of the TOC Housing Incentive Program with the following incentives:

Base Incentives:

1. Up to 80 percent increase in density,
2. 2.29:1 Floor Area Ratio (FAR); and
3. No residential parking,

Additional Incentives:

1. Transitional Height per TOC in lieu of the required SNAP transitional height and an up to 11-foot increase to the stepback requirement per the SNAP, which limits any structure from exceeding 30 feet in height within 15 feet of the front property line, along Heliotrope Drive, and
2. A 25 percent reduction in the minimum common open space dimension.

Urban Design Review

On November 10, 2021, the proposed project was taken to Urban Design Studio's (UDS) Office Hours for review. UDS' Office Hours function is to provide input directly to the project planner at meetings. The Studio's feedback focuses on ways a project can be improved to comply more fully with the Studio's three (3) design approaches which are: 1) Pedestrian First Design, 2) 360 Degree Design, and 3) Climate Adaptive Design. At this meeting, the Urban Design Studio had comments regarding the location of the bicycle parking, additional design elements along each of the proposed elevations, updated landscape plans, and open space area proposal. In response, the applicant updated the plans to include a more detailed landscape plan and further detail around each elevation. The updated plans also switched the location of the proposed stairwell and elevator shaft for better circulation throughout the building.

HOUSING REPLACEMENT (HOUSING CRISIS ACT - SB 8 DETERMINATION)

The Los Angeles Housing Department (LAHD) reviewed all of the existing structures at the subject site and determined, per the Housing Crisis Act of 2019 (SB 8) Replacement Unit Determination (RUD), dated March 16, 2023, that one (1) unit is subject to the replacement pursuant to the requirements of the HCA, including one (1) unit restricted to Extremely Low Income Households. The one (1) unit restricted for Extremely Low Income Households required by the SB 8 RUD is satisfied by the four (4) units set aside for habitation by Extremely Low Income Households proposed through the Transit Oriented Communities Affordable Housing Incentive Program, and the project will be required to comply with all of the 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).

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 ½ 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. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are 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.

The project site is located within 750 feet from the Vermont/Santa Monica Metro Red Line Station, which qualifies the site as Tier 4 of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Guidelines).

Pursuant to the TOC Guidelines, the project is eligible for Base Incentives and up to three (3) Additional Incentives for setting aside 11 percent of the total 30 units and more than 11 percent of the base 17 units for Extremely Low Income Households. Base Incentives include: (1) an increase of the maximum allowable number of dwelling units permitted by 80 percent, (2) an increase of the maximum allowable floor area ratio (FAR) to allow a FAR of up to 2.75:1 when the base FAR is less than 1.25:1; and (3) a zero residential automobile parking requirement. The applicant requests two (2) Additional Incentives as follows: (1) transitional height per TOC in lieu of the otherwise required SNAP transitional height requirement when abutting a Subarea A lot and an up to 11-foot increase to the stepback requirement per the SNAP, which limits any structure from exceeding 30 feet in height within 15 feet of the front property line, along Heliotrope Drive; and (2) an up to 25 percent reduction to permit a minimum common open space dimension of 15 feet in lieu of the minimum 20 feet otherwise required.

The project site is zoned R4-1D, which allows R4 density. This complies with Subarea C Section 9.A of the SNAP which states that only R4 density is allowed regardless of the underlying zone, and thus, limits residential density of the subject property to a maximum of one dwelling unit for each 400 square feet of lot area. The R4 density allows a maximum base density of 17 units on a 6,750 square-foot lot. The project is permitted an 80 percent increase in density, which allows a maximum of 31 units. The project proposes a total of 30 units, which is within the maximum density permitted.

The TOC Guidelines allow a maximum 2.75:1 FAR for a 100% residential development otherwise allowed a Base FAR less than 1.25:1 within SNAP Subarea C. The project will consist of 15,450 square feet of floor area, which results in a maximum 2.29:1 FAR.

Per the TOC Guidelines, a project containing 30 dwelling units within Tier 4 has no residential parking space requirements. The project proposes no parking spaces, thereby satisfying this requirement.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS

To be an eligible Transit Oriented Communities (TOC) Housing Development, a project must meet the Eligibility criteria set forth in Section IV of the TOC 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 it 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) 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 4 TOC Affordable Housing Incentive Area. As part of the proposed development, the project is required to reserve at least 11 percent, or four (4) units, of the total 30 units for Extremely Low Income Households. The project proposes four (4) units restricted to Extremely Low Income Households. As such, the project 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.*

A Major Transit Stop is a site containing a retail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The project site is located within 750 feet from the Vermont/Santa Monica Metro Red Line Station. As such, the project meets the eligibility requirement for proximity to a Major Transit Stop.

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

Pursuant to the Determination made by the Los Angeles Housing Department (LAHD) dated March 16, 2023, one (1) dwelling unit is subject to replacement for Extremely Low

Income Households under SB 8. The proposed project is reserving four (4) units for Extremely Low Income households. As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Section 65915(c)(3).

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, 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.*

The project is seeking two (2) Additional Incentives as follows: (1) transitional height per TOC in lieu of the otherwise required SNAP transitional height requirement when abutting a Subarea A lot and an up to 11-foot increase to the setback requirement per the SNAP, which limits any structure from exceeding 30 feet in height within 15 feet of the front property line, along Heliotrope Drive; and (2) an up to 25 percent reduction to permit a minimum common open space dimension of 15 feet in lieu of the minimum 20 feet

otherwise required. The applicant is setting aside 20 percent, or four (4) units, of the base 17 units for Extremely Low Income Households. As such, the project meets the eligibility requirement for 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 two (2) Additional Incentives beyond the three (3) permitted in exchange for reserving at least 11 percent of the base 17 units for Extremely Low Income Households. 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 project site consists of one (1) lot, which is located within a Tier 4 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 applicant has not selected a lower Tier and is not providing the percentage of On-Site Restricted Affordable Housing units required for any Lower Tier. As such, this eligibility requirement does not apply.

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. As such, this eligibility requirement does not apply.

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 (TOC) 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) of the LAMC, the Director shall approve a density bonus and requested incentives unless the Director finds that:**

- a. **The incentives are not required to provide for affordable housing costs 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. 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 incentives in the TOC Guidelines were pre-evaluated at the time the TOC

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 on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project. The following incentives allow the developer to utilize the transitional height regulation outlined in the TOC Guidelines in lieu of the SNAP transitional height requirement and reduce open space requirements per the SNAP so that affordable housing units reserved for Extremely Low Income Households can be constructed, and the overall space dedicated to residential uses is increased. These incentives support the applicant's decision to reserve four (4) units for Extremely Low Income Households.

Height: The applicant requests to utilize the transitional height per TOC Guidelines in lieu of the otherwise required SNAP transitional height requirement when abutting a Subarea A (Neighborhood Conservation) lot. The applicant also requests an up to 11-foot increase to the stepback requirement per the SNAP, which limits any structure from exceeding 30 feet in height within 15 feet of the front property line, along Heliotrope Drive. The requested transitional height regulation is expressed in the Menu of Incentives in the TOC Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs.

Open Space Dimension: The applicant requests an up to 25 percent reduction to permit a minimum common open space dimension of 15 feet in lieu of the minimum 20 feet otherwise required. The requested open space incentive is expressed in the Menu of Incentives in the TOC Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. The requested incentive allows the inclusion of affordable housing, while still providing usable open space as intended by the Code.

- b. The Incentive will not 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 are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income Households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.**

There is no substantial evidence in the record that the proposed incentives will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). As required by Section 12.22 A.25 (e)(2), the project meets the eligibility criterion that is required for density bonus projects. The project also 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. Therefore, there is no substantial evidence that the proposed incentives will have a specific adverse impact on public health and safety.

REVISED VERMONT/WESTERN SNAP FINDINGS

- 2. The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.**

- A. Parks First.** Section 6.F of the Vermont/Western Specific Plan requires the applicant to pay a Parks First Trust Fund of \$4,300 for each new residential unit, prior to the issuance of a Certificate of Occupancy. The project proposes the demolition of a single-family dwelling and a detached garage and the construction, use and maintenance of a five-story, 30-unit residential building, resulting in a net increase of 29 residential units. The project is therefore required to pay a total of \$124,700 into the Parks First Trust Fund. The calculation of a Parks First Trust Fund fee to be paid or actual park space to be provided pursuant to the Parks First Ordinance shall be off-set by the amount of any fee pursuant to LAMC Section 17.12 or dwelling unit construction tax pursuant to LAMC Section 21.10.1, et seq. This requirement is reflected in the Condition of Approval. As conditioned, the project complies with Section 6.F of the Specific Plan.
- B. Use.** Section 9.A of the Vermont/Western Specific Plan states that residential uses permitted in the R4 Zone by LAMC Section 12.11 and commercial uses permitted in the C4 Commercial Zone by LAMC Section 12.16 shall be permitted by-right on any lot located within Subarea C of the Specific Plan area. The subject site is 6,750 square feet in size, allowing a maximum of 17 base dwelling units per the underlying zone. However, the applicant is seeking a 77 percent increase in the maximum allowable density permitted in the SNAP to allow 30 dwelling units in lieu of the otherwise permitted 17 dwelling units, in exchange for setting aside at least 11 percent, or four (4) units, of the total 30 units for Extremely Low Income households per the TOC Affordable Housing Incentive Program. The project has been conditioned to record a covenant with the Los Angeles Housing Department (LAHD) to make four (4) units available to Extremely Low Income Households to ensure the applicant sets aside the required number of units for affordable housing to be eligible for a 77 percent increase from the total density permitted by the SNAP. No commercial uses are proposed. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 9.A of the Specific Plan.
- C. Height and Floor Area.** Section 9.B of the Vermont/Western Specific Plan requires that mixed-use projects shall not exceed a maximum building height of 75 feet and 100 percent commercial projects shall not exceed a maximum building height of 35 feet; except that roofs and roof structures for the purposes specified in Section 12.21.1 B.3 of the Code, may be erected up to 10 feet above the height limit established in this section, if those structures and features are setback a minimum of 10 feet from the roof perimeter and are screened from view at street level by a parapet or a sloping roof. However, since the SNAP is silent on 100 percent residential buildings within this Subarea, the height is taken from the underlying zone of R4-1D, which has no height limit. The project proposes the demolition of a single-family dwelling and a detached garage, and the construction, use and maintenance of a five-story, 30-unit residential building with a maximum height of 65 feet and nine (9) inches.

According to the SNAP, no portion of any structure to exceed 30 feet in height within 15 feet from the front property line. However, the applicant is requesting a five (5)-foot increase in the maximum height limit in exchange for setting aside at least 11 percent, or two (2) units, of the base 17 units for Extremely Low Income Households.

Moreover, a project comprised exclusively of residential uses, shall take its FAR requirement from the underlying zone of R4-1D. Pursuant to the "D" Limitation, as established by Ordinance No. 164,687, allows a base FAR to a maximum 0.5:1. However, the applicant is seeking a FAR increase to 2.29:1 in exchange for setting aside at least 11 percent, or two (2) units, of the base 17 units for Extremely Low Income Households. The applicant is proposing to set aside an overall four (4) units for Extremely Low Income households, which is 24 percent of the base 17 units.

FAR Increase			
	Limit per R4-1D	With TOC (If Base FAR < 1.25:1)	Proposed
SNAP FAR 100% Residential	0.5:1	2.75:1	2.29:1

The project site contains 6,750 square feet of lot area and the proposed building contains a combined floor area of 15,450 square feet, resulting in a FAR of approximately 2.29:1 FAR which is below the allowable 2.75:1 FAR per the TOC incentive. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 9.B of the Specific Plan.

D. Transitional Height. Section 9.C of the Vermont/Western Specific Plan states that portions of buildings on a lot located within Subarea C adjoining or abutting a lot within Subarea A shall not exceed 25 feet in height, 33 feet in height, and 61 feet in height when located within 0-49 feet, 50-99 feet, and 100-200 feet respectively. The project site abuts a Subarea A lot to the north. The proposed residential building falls within the first two distance requirements of the SNAP and are limited to 25 feet in height and 33 feet in height. However, the applicant is seeking to utilize the Transitional Height incentive per TOC in lieu of the otherwise required SNAP transitional height requirement when abutting a Subarea A lot, which allows buildings located within Tier 4 to 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 zone or Specific Plan, within the first 25 feet of the property line. As shown in the elevations and sections of “Exhibit A,” the portion of the building abutting the Subarea A lot within 25 feet is below the 45-degree angle originating 25 feet above grade at the north property line. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 9.C of the Specific Plan.

E. Usable Open Space. Section 9.D of the Vermont/Western Specific Plan states that residential projects with two or more dwelling units must provide specified amounts of common and private open space pursuant to the standards set forth in LAMC 12.21 G.2 of the Code. The Specific Plan further stipulates that up to 75 percent of the total open space may be located above the grade level or first habitable room level of the project, and that roof decks may be used in their entirety as common or private open space, excluding that portion of the roof within 20 feet of the roof perimeter. Units containing less than three (3) habitable rooms require 100 square feet of open space per unit. Units containing three (3) habitable rooms require 125 square feet of open space per unit. Units containing more than three (3) habitable rooms require 175 square feet of open space per unit. The Vermont/Western SNAP sets forth the minimum usable open space requirement, as shown in the table below:

SNAP Minimum Usable Open Space			
	Units	Sq. Ft. Required	Usable Open Space (sq. ft.)
Dwelling Units with Less than 3 Habitable Rooms	27	100	2,700
Dwelling Units with 3 Habitable Rooms	23	125	250375
Dwelling Units with More than 3 Habitable Rooms	40	175	4750
Total Minimum Usable Open Space			3,4253,075

25% located at grade or first habitable room level	781.25768.75
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The applicant is proposing a total of 3,186.3 square feet of open space of which approximately 1,355 square feet is located at grade level. However, the applicant is seeking a 25 decrease in the minimum common open space dimension requirement in the SNAP in exchange of for setting aside at least 11 percent, or two (2) units, of the base 17 units for Extremely Low Income Households. The applicant is proposing to set aside an overall four (4) units for Extremely Low Income households.

The project is therefore required to provide a minimum of ~~3,125~~**3,075** square feet of open space of which ~~781.25768.75~~ square feet must be located at grade level or first habitable room level. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 9.D of the Specific Plan.

F. Project Parking Requirements. Section 9.E of the Vermont/Western Specific Plan sets forth a minimum and maximum parking standard for residential projects, as shown in the tables below:

SNAP Minimum Parking Spaces			
	Parking Space Per Square Feet / Unit	Units	Parking Spaces
Dwelling Units with Less than 3 Habitable Rooms	1	27	27
Dwelling Units with 3 Habitable Rooms	1	2	2
Dwelling Units with More than 3 Habitable Rooms	1.5	1	1
Total Residential Required Spaces			30
Guest	.25	30	7
Total Minimum Required Spaces (inclusive of guest parking)			37

SNAP Maximum Parking Spaces			
	Parking Space Per Square Feet / Unit	Units	Parking Spaces
Dwelling Units with Less than 3 Habitable Rooms	1	27	29
Dwelling Units with 3 Habitable Rooms	1.5	2	3
Dwelling Units with More than 3 Habitable Rooms	2	1	2
Total Residential Allowed Spaces			34
Guest	.50	30	15
Total Maximum Allowed Spaces (inclusive of guest parking)			49

However, the applicant proposes to utilize the Automobile Parking Incentive under the TOC Housing Incentive Program, which allows zero (0) residential parking spaces in Tier 4 of TOC, in exchange for setting aside the required percentage of affordable units. The TOC Automobile Parking Incentive replaces the minimum parking requirement in the SNAP; however, the project is still subject to the maximum parking requirement per the SNAP. The SNAP limits the maximum number of automobile parking spaces to 49, inclusive of guest parking spaces. The project will provide one no parking spaces (as permitted by TOC), which is within the maximum requirements.

Therefore, as conditioned and in conjunction with the reduced residential parking spaces per TOC, the project complies with Section 9.E of the Specific Plan.

Bicycles. Section 9.E.2 of the Vermont/Western Specific Plan requires any residential project with two (2) or more dwelling units to provide one-half (0.5) bicycle parking space per residential unit. The proposed development consists of 30 residential units, thus, requiring 15 bicycle parking spaces. As shown on Exhibit “A”, Sheet T000, the applicant proposes 16 bicycle spaces located within the ground floor of the proposed building. Therefore, the project complies with Section 9.E.2 of the Specific Plan.

- G. Conversion Requirements.** Section 9.F of the Vermont/Western Specific Plan sets forth requirements pertaining to the conversion of existing structures to residential condominium uses. The project proposes the demolition of a single-family dwelling and a detached garage and the construction, use and maintenance of a five-story, 15,450 square-foot, 30-unit residential building. The project does not include the conversion of existing commercial structures to residential condos. Therefore, Section 9.F of the Specific Plan does not apply.
- H. Pedestrian Throughways.** Section 9.G states that applicants shall provide one public pedestrian walkway, throughway, or path for every 250 feet of street frontage for the project. The pedestrian throughway shall be accessible to the public and have a minimum vertical clearance of 12 feet and a minimum horizontal clearance of ten-feet. The proposed building will occupy 50 feet of frontage along the easterly side of Heliotrope Drive. Therefore, Section 9.G of the Specific Plan does not apply.
- I. Yards.** Section 9.H of the Vermont/Western Specific Plan specifies that no front, side or rear yard setbacks shall be required for the development of any project within Subarea C. No yard setbacks are required, however, the proposed project includes a 15-foot rear yard setback and five (5)-foot side yard setbacks. Therefore, the new development complies with Section 9.H of the Specific Plan.
- J. Development Standards.** Section 9.I of the Vermont/Western Specific Plan requires that all projects with new development and extensive remodeling be in substantial conformance with the following Development Standards and Design Guidelines. The proposed project conforms to Development Standards and Design Guidelines as discussed in Findings below.

Development Standards

- (1) Landscape Plan.** The Development Standard for Subarea C requires that all open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by lawns and other ground coverings, allowing for convenient outdoor activity. All landscaped areas shall be landscaped in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or licensed landscape contractor. The illustrative landscape plan in Exhibit “A” shows that adequate landscaping will be provided throughout the project site. The grade level and first habitable room level will be landscaped with shrubbery, ground cover, and trees. While the illustrative landscape plan includes a planting schedule showing different types of trees, ground cover and shrubs that may be used for landscaping, including specific details of types, quantities, location, and size of plant materials proposed, there is no irrigation plan. As such, the applicant is required to submit a final landscape plan prepared by a licensed landscape architect showing an irrigation plan. Therefore, as conditioned, the project complies with this Development Standard.

- (2) **Usable Open Space.** This Development Standard requires that common usable open space must have a dimension of 20 feet and a minimum common open space area of 400 square feet for projects with less than 10 dwelling units and 600 square feet for projects with 10 dwelling units or more. The Development Standard further stipulates that private usable open space, such as balconies with a minimum dimension of six feet, may reduce the required usable open space directly commensurating with the amount of private open space provided. The applicant is seeking a 25 decrease in the minimum common open space dimension requirement in the SNAP in exchange of for setting aside at least 11 percent, or two (2) units, of the base 17 units for Extremely Low Income Households. The applicant is proposing to set aside an overall four (4) units for Extremely Low Income households. The applicant proposes a common open space area within the rear yard of the proposed building for a total area of 1,355.2 square feet common open space and 1,831.1 square feet of private open space areas throughout the building. Therefore, as conditioned and as allowed per TOC, the project complies with this Development Standard.
- (3) **Streetscape Elements.** The Development Standards require that any project along Vermont Avenue, Virgil Avenue, or Hollywood Boulevard between the Hollywood Freeway and Western Avenue, or referred to in the Barnsdall Park Master Plan, or projects along major and secondary highways, to conform to the standards and design intentions for improvement of the public right-of-way. The project site is located along Heliotrope Drive, which is considered a Local Street – Standard, therefore, this Development Standards does not apply.
- (4) **Pedestrian/Vehicular Circulation.** The Development Standards require that all projects be oriented to a main commercial street and shall avoid pedestrian/vehicular conflicts by adhering to standards related to parking lot location, curb cuts, pedestrian entrances, pedestrian walkways and speed bumps. The subject property is oriented towards Heliotrope Drive, which is considered a local street. Therefore, the Pedestrian/Vehicular Circulation Development Standards do not apply.
- (5) **Utilities.** The Development Standards require that when new utility service is installed in conjunction with new development or extensive remodeling, all proposed utilities on the project site shall be placed underground. The applicant does not propose any installation of new utility service at this time. However, in the event new utility lines are to be installed on the site, the Conditions of Approval require all new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made for future underground service. Therefore, as conditioned, the project complies with this Development Standard.
- (6) **Building Design.** The purpose of the following provisions is to ensure that a project avoids large blank expenses of building walls, is designed in harmony with the surrounding neighborhood, and contributes to a lively pedestrian friendly atmosphere. Accordingly, the following standards shall be met:
- a) **Stepbacks.** The Development Standards require that 1) no portion of any structure exceed more than 30 feet in height within 15 feet of the front property line, and 2) that all buildings with a property line fronting on a Major Highway, including Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard, and Vermont Avenue, shall set the second floor back from the first floor frontage at least ten feet. The proposed building has a front property line along Heliotrope Drive, which is classified as a Local Street – Standard. Therefore, the proposed project is subject to only the first stepback requirement. However, the applicant is requesting a five (5)-foot increase in the maximum height limit in exchange for setting aside at least 11 percent, or two (2) units,

of the base 17 units for Extremely Low Income Households. Per the section and elevation sheets in “Exhibit A” the building proposes a 35-foot height limit within 15 feet of the front property line. Therefore, the project complies with this Development Standard.

- b) **Transparent Building Elements.** The Development Standards require that transparent building elements such as windows and doors occupy at least 50 percent of the ground floor facades on the front and side elevations and 20 percent of the surface area of the rear elevation of the ground floor portion which has surface parking in the rear of the structure. Moreover, a “side elevation ground floor façade” has been interpreted by Staff to only mean those facades which face a street or alley and not facades along interior lot lines that face other buildings. The subject site currently has a west elevation that faces Heliotrope Drive. The remaining north, south, and east facades are along interior lot lines that face other buildings, not a street. The project must provide a minimum transparency of 176.65 square feet along Heliotrope Drive. The project proposes approximately 221 square feet of transparent building elements along Heliotrope Drive, which is more than the minimum required. Therefore, as conditioned, the project complies with this Development Standard.
 - c) **Façade Relief.** The Development Standards require that exterior walls provide a break in plane for every 20 feet horizontally and every 30 feet vertically. As seen in “Exhibit A” the project proposes horizontal and vertical plane breaks through the use of the façade incrementally stepped away from the street, recessed windows, change in material, and lineal orientation of the façade construction. Therefore, the project complies with this Development Standard.
 - d) **Building Materials.** The Development Standards require that building facades be comprised of at least two types of complimentary building materials. The project proposes the use of white smooth stucco, light gray smooth stucco, dark gray smooth stucco, gray brick, wood veneer and dark gray metal on all elevations of the structure. Therefore, the project complies with this Development Standard.
 - e) **Surface Mechanical Equipment.** The Development Standards require that all surface or ground mounted mechanical equipment be screened from public view and treated to match the materials and colors of the building which they serve. The plans do not reflect any surface or ground mounted mechanical equipment. A Conditions of Approval has been incorporated to require surface mechanical equipment to be screened from public view and treated to match the materials and colors of the building which they serve. Therefore, as conditioned, the project complies with this Development Standard.
 - f) **Roof Lines.** The Development Standards require that all rooflines in excess of 40 feet are broken up through the use of gables, dormers, plant-ons, cutouts, or other appropriate means. As seen in “Exhibit A”, Sheet A200-202, all roof lines are continuously broken up to not exceed a horizontal roof line of 40 feet or greater. Therefore, the project complies with this Development Standard.
- (7) **Rooftop Appurtenances.** The Development Standards require that all rooftop equipment and building appurtenances shall be screened from public view or architecturally integrated into the design of the building. The proposed project will have no mechanical equipment placed on the roof. In the event that rooftop mechanical equipment is constructed, a Condition of Approval has been included

requiring said equipment and ducts be screened from view from any street, public right-of-way or adjacent property and the screening shall be solid and match the exterior materials, design and color of the building. Therefore, as conditioned, the project complies with this Development Standard.

- (8) **Trash and Recycling Areas.** The Development Standards require that trash storage bins be located within a gated, covered enclosure constructed of identical building materials, be a minimum of six feet high, and have a separate area for recyclables. The proposed project provides a trash and recycle enclosure located on the ground floor. Therefore, the project complies with this Development Standard.
- (9) **Pavement.** The Development Standards require that paved areas not used as parking and driveway areas consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile, and/or brick pavers. The illustrative landscape plan in Exhibit "A" shows various paved areas on the project site. Therefore, the project complies with this Development Standard.
- (10) **Freestanding Walls.** The Development Standards require that all freestanding walls contain an architectural element at intervals of no more than 20 feet and be set back from the property line adjacent to a public street. As seen in "Exhibit A", Sheet A203, all freestanding walls contain an architectural element at intervals of no more than 20 feet. Therefore, the project complies with this Development Standard.
- (11) **Parking Structures – Required Commercial Frontage.** The Development Standards require that all of the building frontage along major or secondary highways, for a parking structure shall be for commercial, community facilities, or other non-residential uses to a minimum depth of 25 feet. This Development Standard applies to standalone parking structures, which the project does not propose. Therefore, this Development Standard does not apply.
- (12) **Parking Structures – Façade Treatments.** The Development Standards require parking structures be designed to match the style, materials and colors of the main building. This Development Standard applies to standalone parking structures, which the project does not propose. Therefore, this Development Standard does not apply.
- (13) **Parking Structures Across from Residential Uses.** The Development Standards require parking structures abutting or directly across an alley or public street from any residential use or zone conform to standards regarding the façade facing the residential use or zone. This Development Standard applies to standalone parking structures, which the project does not propose. Therefore, this Development Standard does not apply.
- (14) **Surface Parking Lots.** The Development Standards require at least 10 percent of the surface parking lot to be landscaped with: one (1) 24-inch box shade tree for every four parking spaces, spaced evenly to create an orchard-like effect; a landscaped buffer around the property line; and a three and a half foot solid decorative masonry wall behind a three-foot landscaped buffer. The trees shall be located so that an overhead canopy effect is anticipated to cover at least 50 percent of the parking area after 10 years of growth. The project does not propose a surface parking lot. Therefore, this Development Standard does not apply.
- (15) **Surface Parking Abutting Residential.** The Development Standards require surface parking abutting or directly across an alley or public street from any residential use or zone conform to standards regarding a decorative wall and landscaping buffer. The project does not propose a surface parking lot. The parking for the project is located

within the ground level of the proposed residential building. Therefore, this Development Standard does not apply.

- (16) **On-Site Lighting.** The Development Standards require that the project include on-site lighting along all vehicular and pedestrian access ways. The Development Standards specify that the acceptable level of lighting intensity is $\frac{3}{4}$ foot-candle of flood lighting measured from the ground, a maximum mounting height of light sources shall be 14 feet, and “white” color corrected lamp color shall be used for ground level illumination. A Condition of Approval has been included to ensure that any lighting shall meet the on-site lighting standards mentioned above. Therefore, as conditioned, the project complies with this Development Standard.
- (17) **Security Devices.** The Development Standards require security devices to be screened from public view. The proposed project does not contain any type of security devices at this time. In the event that additional security devices are installed in the future, a Condition of Approval has been included requiring all proposed devices to be integrated into the design of the building, concealed and retractable. Therefore, the project complies with this Development Standard.
- (18) **Privacy.** The Development Standards require that buildings be arranged to avoid windows facing windows across property lines, or the private open space of other residential units. The applicant has provided elevations, which depict the windows of the existing adjacent structures to the north superimposed onto the proposed project. There are no windows proposed along the provided elevations which face the windows of the structures to the north. Therefore, the project complies with this Development Standard.
- (19) **Hours of Operation.** The Development Standards require that parking lot cleaning and sweeping, trash collection and deliveries be limited between 7:00 a.m. - 8:00 p.m. Monday through Friday, and 10:00 a.m. - 4:00 p.m. on Saturdays and Sundays. The applicant has been required in the Conditions of Approval to comply with this Development Standard. Therefore, as conditioned, the project complies with this Development Standard.
- (20) **Noise Control.** The Development Standards require that any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition. The proposed building has multiple windows in the front façade with a line of sight directly to New Hampshire Avenue. A Condition of Approval has been included requiring any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley to be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition. Therefore, as conditioned, the project complies with this Development Standard.
- (21) **Required Ground Floor Uses.** The Development Standards states that 100 percent of street level uses within Subarea C must be commercial uses up to a depth of 25 feet. However, this Development Standard has been interpreted by Staff to only apply to Mixed-Use projects, not 100 percent residential projects. The applicant proposes a five-story, 30-unit residential building. Therefore, this Development Standard does not apply.

Design Guidelines

- (22) **Urban Form.** The Design Guidelines encourage transforming commercial streets away from a highway oriented, suburban format into a distinctly urban, pedestrian oriented and enlivened atmosphere by providing outdoor seating areas, informal gathering of chairs, and mid-block pedestrian walkways. The Guidelines also indicate that streets should begin to function for the surrounding community like an outdoor public living room and that transparency should exist between what is happening on the street and on the ground floor level of the buildings. The project is designed to enhance the pedestrian experience along Heliotrope Drive by providing approximately 62.7 percent transparency increasing visibility into the ground floor from the streets. The project will also include bike racks and shade trees on the public right of way. Therefore, as proposed, the project complies with this Design Guideline.
- (23) **Building Form.** The Design Guidelines encourage every building to have a clearly defined ground plane, roof expression and middle or shaft that relates the two. The ground plane of the project is defined by facades that consist of aluminum, glass, and textured metal panel. The upper floors are defined by balconies and various planes that consist of cement plaster and windows. The roof plane varies in height and adds articulation to the building. Therefore, as proposed, the project complies with this Design Guideline.
- (24) **Architectural Features.** The Design Guidelines encourage courtyards, balconies, arbors, roof gardens, water features, and trellises. Appropriate visual references to historic building forms – especially Mediterranean traditions – are encouraged in new construction. The proposed project provides private balconies and contains an open courtyard on the ground level. Furthermore, the street-facing elevation employs a variety of building materials and articulation by way of recessed balconies, changes in building plane, and transparency. Therefore, the project complies with this Design Guideline.
- (25) **Building Color.** The Design Guidelines encourage buildings be painted three colors: a dominant color, a subordinate color and a “grace note” color. The proposed project includes multiple colors such as white, light gray and wood as its dominant colors and dark grey as its subordinate façade color. Therefore, the project complies with this Design Guideline.
- (26) **Signs.** The Design Guidelines provide extensive guidance related to the placement, type, and style of signage to be used for projects. The Guidelines identify appropriate signs for the Specific Plan area to include wall signs, small projecting hanging signs, awnings or canopy signs, small directory signs, and window signs. The applicant does not propose signs as part of this application. Therefore, this Design Guideline does not apply.
- (27) **Plant Materials on Facades.** The Design Guidelines encourage facade plant materials in addition to permanent landscaping. Plants can be arranged in planters, containers, hanging baskets, flower boxes, etc. The applicant does not propose any plant materials on facades. Therefore, this Design Guideline does not apply.
- 3. The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review, which would mitigate the negative environmental effects of the project, to the extent physically feasible.**

The Department of City Planning determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act and the State CEQA Guidelines

designate the subject Project as Categorically Exempt under Section 15332 (Class 32), Case No. ENV-2021-1239-CE, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. The instant authorization is further conditioned 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.

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.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

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."

APPEAL PERIOD - EFFECTIVE DATE

This grant is not a permit or license and any permits and/or licenses required by law must be obtained from the proper public agency. If any Condition of this grant is violated or not complied with, then the applicant or their successor in interest may be prosecuted for violating these Conditions the same as for any violation of the requirements contained in the Los Angeles Municipal Code (LAMC).

This determination will become effective after the end of appeal period date on the first page of this document, unless an appeal is filed with the Department of City Planning. An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure the Development Services Center (DSC) staff has adequate time to review and accept the documents, and to allow appellants time to submit payment.

An appeal may be filed utilizing the following options:

Online Application System (OAS): The OAS (<https://planning.lacity.gov/oas>) allows entitlement appeals to be submitted entirely electronically by allowing an appellant to fill out and submit an appeal application online directly to City Planning’s DSC, and submit fee payment by credit card or e-check.

Drop off at DSC. Appeals of this determination can be submitted in-person at the Metro or Van Nuys DSC locations, and payment can be made by credit card or check. City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal applications; alternatively, appeal applications can be filed with staff at DSC public counters. Appeal applications must be on the prescribed forms, and accompanied by the required fee and a copy of the determination letter. Appeal applications shall be received by the DSC public counter and paid for on or before the above date or the appeal will not be accepted.

Forms are available online at <http://planning.lacity.gov/development-services/forms>. Public offices are located at:

Metro DSC
(213) 482-7077
201 N. Figueroa Street
Los Angeles, CA 90012
planning.figcounter@lacity.org

Van Nuys DSC
(818) 374-5050
6262 Van Nuys Boulevard
Van Nuys, CA 91401
planning.mbc2@lacity.org

West Los Angeles DSC
(CURRENTLY CLOSED)
(310) 231-2901
1828 Sawtelle Boulevard
West Los Angeles, CA 90025
planning.westla@lacity.org

City Planning staff may follow up with the appellant via email and/or phone if there are any questions or missing materials in the appeal submission, to ensure that the appeal package is complete and meets the applicable LAMC provisions.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Verification of condition compliance with building plans and/or building permit applications are done at the City Planning Metro or Valley DSC locations. An in-person or virtual appointment for Condition Clearance can be made through the City’s [BuildLA](http://BuildLA.appointments.lacity.org) portal (appointments.lacity.org). The applicant is further advised to notify any consultant representing you of this requirement as well.



QR Code to Online Appeal Filing



QR Code to Forms for In-Person Appeal Filing



QR Code to BuildLA Appointment Portal for Condition Clearance

Only an applicant or any owner or tenant of a property abutting, across the street or alley from, or having a common corner with the subject property can appeal the Transit Oriented Communities/Density Bonus Compliance Review Determination. Per the Density Bonus Provision of State Law (Government Code Section 65915), the Density Bonus increase in units above the base density limits per the underlying zone(s) and the appurtenant parking

reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per LAMC Sections 12.22 A.25 and 12.22 A.31, appeals of Density Bonus Compliance Review and Transit Oriented Communities cases with the Director of Planning or Zoning Administrator as the initial decision maker are heard by the City Planning Commission.

VINCENT P. BERTONI, AICP
Director of Planning

Approved by:

Prepared by:

Jane Choi, AICP, Principal City Planner

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