



DEPARTMENT OF CITY PLANNING APPEAL RECOMMENDATION REPORT

City Planning Commission

Date: January 28, 2021
Time: After 8:30 a.m.*
Place: In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [<https://zoom.us/>].

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

Case No.: DIR-2020-4062-TOC-HCA-1A
CEQA No.: ENV-2020-4063-CE
Incidental Cases: DIR-2020-4062-TOC-HCA
Related Cases: N/A
Council No.: 10 – Herb J. Wesson Jr.
Plan Area: Wilshire
Plan Overlays: None
Certified NC: P.I.C.O.
GPLU: Medium Residential
Zone: [Q]R3-1-O
Applicant: 1551 South Orange Grove LLC
Representative: Heather Lee, The Ketter Group
Appellant: Robert Mandel, AJR Holdings 17, LLC

Public Hearing: Required
Appeal Status: Not further appealable
Expiration Date: January 29, 2021
Multiple Approval: No

PROJECT LOCATION: 1551 (1557-1559) South Orange Grove Avenue

PROPOSED PROJECT: The proposed project includes the demolition of three (3) existing residential structures, on two lots and the construction, use, and maintenance of a new 36,838 square-foot, six-story (6), approximately 61'8" high residential building. The project will provide thirty (30) dwelling units with three (3) of the units set aside for Extremely Low Income Households, parking at-grade and one (1) level of subterranean parking for a total of 52 automobile parking spaces.

APPEAL: Appeal of the November 13, 2020, Director of Planning Determination which:

1. Determined, based on the whole of the administrative record, that the project is exempt from the CEQA Guidelines, Section 15332 Class 32 and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies; and

2. Approved, pursuant to Los Angeles Municipal Code Section 12.22-A.31, a Transit Oriented Communities Affordable Housing Incentive Program for a Tier 3 project totaling 30 dwelling units, including three (3) units reserved for Extremely Low Income (ELI) Household occupancy, for a period of 55 years, along with the following three (3) Additional Incentives:
 - a. Yard/Setback. To permit a 30% reduction of two side-yard setbacks;
 - b. Height. To permit a maximum of 17 feet and 5 inches in building height; and
 - c. Open Space. To permit a 20% reduction in the required open space
3. Adopted the Conditions of Approval and Findings.

RECOMMENDED ACTIONS:

1. **Deny** the appeal;
2. **Determine** based on the whole of the administrative record, the project is exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
3. **Sustain** the Director of Planning's determination to conditionally approve a TOC Affordable Housing Incentive Program for a Tier 3 a 70 percent increase in density, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program along with the following three (3) incentives for a qualifying Tier 3 project totaling 30 dwelling units, including three (3) units reserved for Extremely Low Income (ELI) Household occupancy, for a period of 55 years; and
4. **Adopt** the findings herein.

VINCENT P. BERTONI, AICP
Director of Planning



Heather Bleemers, Senior City Planner



Esther Ahn, City Planner



Obiamaka Ude, Planning Assistant
Telephone: (213) 978-1394

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)*. While all written communications are given to the Commission for consideration, the initial packets are sent to the Commission's Office a 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 the 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. The meeting facility and its parking are wheelchair accessible. 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 at least seven (7) days prior to the meeting by calling the City Planning Commission Office at (213) 978-1300.

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Notice of Exemption and Categorical Exemption for Case No. ENV-2020-4063-CE

PROJECT ANALYSIS

Project Summary

The project proposes the demolition of three (3) existing residential structures, on two lots and the construction, use, and maintenance of a new six-story (6), approximately 61'8" high residential building with 30 dwelling units, parking at-grade and one (1) level of subterranean parking. The proposed building will encompass approximately 36,838 square feet in total building area, resulting in a Floor Area Ratio (FAR) of approximately 4.2:1.

Of the 30 units proposed, 2 will be one bedroom, 14 will be two bedrooms, and 14 will be three bedrooms. The project proposes to provide 52 residential automobile parking spaces which includes and one (1) electric vehicle charging station. Additionally, the project proposes 30 long-term bicycle parking and three (3) short-term bicycle parking spaces.

A total of 3,465 square feet of open space will be provided by way of yards, balconies, and roof patio. The project will maintain a 20-foot front yard, as required by the underlying Qualified Permanent Condition of Ordinance No. 179884, and a 6 foot-4 inch setback for the northeast and southwest side yards—a 30 percent reduction from the required 9 feet— as a TOC incentive.

Background

The project site consists of two existing lots encompassing approximately 13,772.2 square feet of lot area with three dwelling units. The properties are single-story units, one having three bedrooms (1551 South Orange Grove), one having two bedrooms (1557 South Orange Drive) and a single room occupancy unit (1559 South Orange Avenue). The subject site is located within the Wilshire Community Plan Area and is zoned [Q]R3-1-O with a corresponding land use designation of Medium Residential.

The "Q" Qualified Permanent Condition, established pursuant to Ordinance Number 179,884, limits the allowable uses otherwise permitted in the R3 Zone. The subject property is also located within a Transit Priority Area in the City of Los Angeles (ZI-2452) and an Urban Agriculture Incentive Zone. The property is not otherwise within the boundaries of any specific plan, community design overlay, or interim control ordinance.

The project site is located within a Tier 3 Transit Oriented Communities Affordable Housing Incentive Area, qualified by its proximity to the intersection of a Major Transit Stop. The project site is located within 1,500 feet of the Metro Rapid Line 780, local Metro Line 217, Santa Monica Line 7, and Santa Monica line R7 at the intersection of Fairfax Avenue and Pico. As such, the project meets the eligibility requirements for a TOC Housing Development to be located within 1,500 feet of a Major Transit Stop.

Surrounding Properties

Surrounding properties are developed with single-family, and multi-family residential uses. Properties abutting the subject site to the east and west are zoned [Q]R3-1-O, improved with single-story residential developments. Properties abutting the site to the north are zoned [Q]R3-1-O characterized by multi-family and single-family residences. Properties abutting the site to the south are zoned [Q]R3-1-O and improved with multi-story and single-story residential buildings.

Streets

Orange Grove Avenue, abutting the property to the east, is designated Local Street – Standard, dedicated to a right-of-way width of 60 feet, a roadway width of 36 feet and is improved with asphalt, concrete curb, gutter, and sidewalk.

Relevant Cases

Ordinance No. ORD-179,884 – On May 22, 2008, the Los Angeles City Council approved an Ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map for the project vicinity. The Ordinance was adopted from Case No. CPC-2007-540-ZC through establishing a Zone Change from [Q]R3-1-O and R3-1-O to [Q]R3-1-O.

Case No. VTT-67376 – On April 17, 2007, The City Planning Commission upheld the Advisory Agency’s approval for a 14-unit residential condominium project as shown on a map stamp-dated August 29, 2006 in the Wilshire Community Plan.

Approved Actions

On November 13, 2020, the designee of the Director of Planning issued a Determination for Case No. DIR-2020-4062-TOC-HCA, which determined that the project is categorically exempt from CEQA and approved Base and Additional Incentives under the TOC Affordable Housing Incentive Program, as follows:

Categorical Exemption per CEQA

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

The proposed project and potential impacts were analyzed in accordance with the State CEQA Guidelines, which establishes guidelines and thresholds of significant impact, and provides the data for determining whether or not the impacts of a proposed project reach or exceed those thresholds. From analysis of the proposed project, it has been determined that the project is Categorical Exempt from environmental review pursuant to Chapter 3, Article 19, Section 15332 of the CEQA Guidelines (Class 32). The Class 32 Exemption is intended to promote infill development within urbanized areas.

The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of “In-fill Projects”. The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting the five conditions listed below.

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

- 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.*

The proposed project involves the construction of a new six-story, 62 feet high, 30-unit apartment building on a single lot encompassing approximately 13,769 square feet of lot area. The project is consistent with the surrounding developments (which consists of established residential uses), is consistent with the requirements of State Density Bonus Law, and is entirely consistent with the existing General Plan designation, zoning, and requirements of the LAMC. The density of the R3 Zone allows for one unit for every 800 square feet of lot area. The site allows for 18 Base Density units in addition to the 17 by-right units. The project site is located in the Faircrest Heights neighborhood, a long-developed and urbanized area in the Mid-City area of Los Angeles. There are no native trees that are protected by the Los Angeles Municipal Code Protected Tree Ordinance and the project site also is not within or near any listed significant ecological areas. The project will not generate a significant number of vehicle trips and will not result in any significant impacts to land use planning, environmental habitat, noise, air quality, or water quality. The project is located in an urbanized and long-developed area, and thus will be adequately served by all required public utilities and services.

In addition, as the project is in an urbanized area, it is not in a particularly sensitive environment, and will not impact an environmental resource of hazardous or critical concern that is designated, precisely mapped, or officially adopted by any federal, state, or local agency. The project will not result in any significant impacts and, therefore, will not make a cumulatively considerable contribution to any significant impacts that are not already accounted for by the General Plan and future environmental clearances. The project is consistent with the surrounding developments, including established residential uses, does not present any unusual circumstances that would result in a significant impact on the environment, and would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA. Therefore, none of the possible exceptions to Categorical Exemptions, found in Section 15300.2 Exceptions, apply to this project, and as such, the project qualifies for a Class 32 Categorical Exemption.

Transit Oriented Communities Affordable Housing Incentive Program

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 subject property is located within a Tier 3 TOC Affordable Housing Incentive Area qualified by its proximity to a Major Transit stop involving the project site is located within 1,500 feet of two Metro Bus Lines: Metro Rapid Bus Line 780 and 217 Local Metro Line at the intersection of Pico Boulevard and Fairfax Avenue, and two Santa Monica Bus Lines: Santa Monica Line 7 and Santa Monica R7 at the intersection of Pico Boulevard and Fairfax Avenue. As such, the project is eligible for Tier 3 Base and Additional Incentives, as shown by the following approved Conditions of Approval.

Tier 3 Base Incentives

- a. **Residential Density.** The project shall be limited to a maximum density of 30 residential dwelling units (equal to a density increase of 70 percent), including On-site Restricted Affordable Units.
- b. **Floor Area Ratio (FAR).** The project shall be permitted a maximum FAR of 4.5 to 1 for a Tier 3 project in a residential zone.
- c. **Parking.**
 1. **Automobile Parking.** Automobile parking shall be provided consistent with LAMC Section 12.22-A,31. The proposed development, a Tier 3 project, shall not be required to exceed 0.5 automobile parking spaces per unit. A greater number of parking spaces may be provided at the applicant's discretion.
 2. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21-A,16. In the event that the number of On-Site Restricted Affordable Units should increase or the composition of such units should change, then no modification of this determination shall be necessary and the number of bicycle parking spaces shall be re-calculated consistent with LAMC Section 12.21-A,16.
 3. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by HCIDLA.

Tier 3 Additional Incentives

- a. **Yard/Setback.** The project shall be permitted to utilize the 30 percent reduction of side yard setback requirements for two yards from 9 feet to 6 feet and 4 inches.
- b. **Height.** The project shall be permitted an increase of 16 feet and 8 inches in building height, equal to a maximum building height of 61 feet and 8 inches, with limited additional height permitted for roof structures, stairwells, elevator shafts, etc. as permitted by the LAMC. For any increase in height over 11 feet, the building shall be stepped back at least 15 feet from the exterior face of the ground floor of the building along any street frontage.
- c. **Open Space.** The project shall be permitted a maximum reduction of 20 percent of the required amount of open space from 4,300 square feet to 3,465 square feet.

APPEAL ANALYSIS

Appeal Summary

On November 13, 2020, the Director of Planning issued a Determination to conditionally approve Base and Additional Incentives for increased density and Floor Area Ratio and reduced parking, open space, and setbacks through the TOC Affordable Housing Incentive Program.

On November 30, 2020, within the 15-day appeal period, an appeal was filed by Robert Mandel, an abutting property owner to the subject site. The appeal justifications include grievances against zone consistency, light and air deprivation, the necessity of additional incentives, enforcement provisions, and harm to the community.

Appeal Points and Staff Response

The following statements are from the submitted appeal documents and are responded to below. The appeal in its entirety is attached herein for reference.

1. **Inconsistency with the R-3 Zone**

Appeal Comment:

“The project is not consistent with the R-3 Zone, the Community Plan, or good Zoning Practice.”

Staff Response:

The project site at 1551 (1557-1559) South Orange Grove is within the Wilshire Community Plan Area and is designated for Medium Residential land uses in the R3 Zone. The project is zoned an [Q]R-3-1-O, which is consistent with the range of zones under the site's land use designation. The R-3 Zone allows for one unit for every 800 square feet of lot area. The site occupies a lot size of 13,769.98 square feet having 18 base density units. The project meets all eligibility requirements for the TOC Affordable Housing Incentive Program. As such, the project is eligible for Base Incentives and up to three (3) additional incentives. As base incentives, the project is eligible to (1) increase the maximum allowable number of dwelling units permitted by 70 percent, (2) increase the maximum allowable FAR from 3:1 up to a maximum of 4.5:1 in a [Q]R3-1-O Zone (3) provide automobile parking at a ratio of 0.5 spaces per residential unit. As Additional Incentives, the project is requesting (1) a 16 foot and 8 inch increase in building height, from 45 feet to 61 feet and 8 inches, (2) a 30% reduction of the 9-foot side yard setback requirements of the R3 Zone to 6 feet and 4 inches and (3) a 20% reduction of open space from 4,300 square feet to 3,465 square feet. The project meets the TOC Guideline requirements of providing at least 11 percent of the base units for Extremely Low-Income Households in exchange for the additional incentives. The project is setting aside three (3) units for Extremely Low-Income Households, which equates to ten (10) percent of the 30 proposed units permitted through the Transit Oriented Guidelines for Tier 3. With the additional units granted through the TOC Incentive Program, the project is entitled to a maximum density of 31 units. The project was approved for a total of 30 units. Thus, the project is consistent with the R3 density.

The project site is located in a neighborhood consisting of a mix of residential developments. Properties to the east and west are zoned [Q]R3-1-O, improved with single-story residential developments. Properties abutting the site to the north are zoned [Q]R3-1-O characterized by multi-family and single-family residences. Properties abutting the site to the south are zoned [Q]R3-1-O and improved with multi-story and single-story residential buildings. The project is consistent with the Wilshire Community Plan as the project meets the goal of providing a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Wilshire community through a policy of encouraging higher density residential uses near major public transportation centers. In addition, the project will promote architectural compatibility and will provide landscaping to new development to protect the character and scale of existing residential neighborhoods.

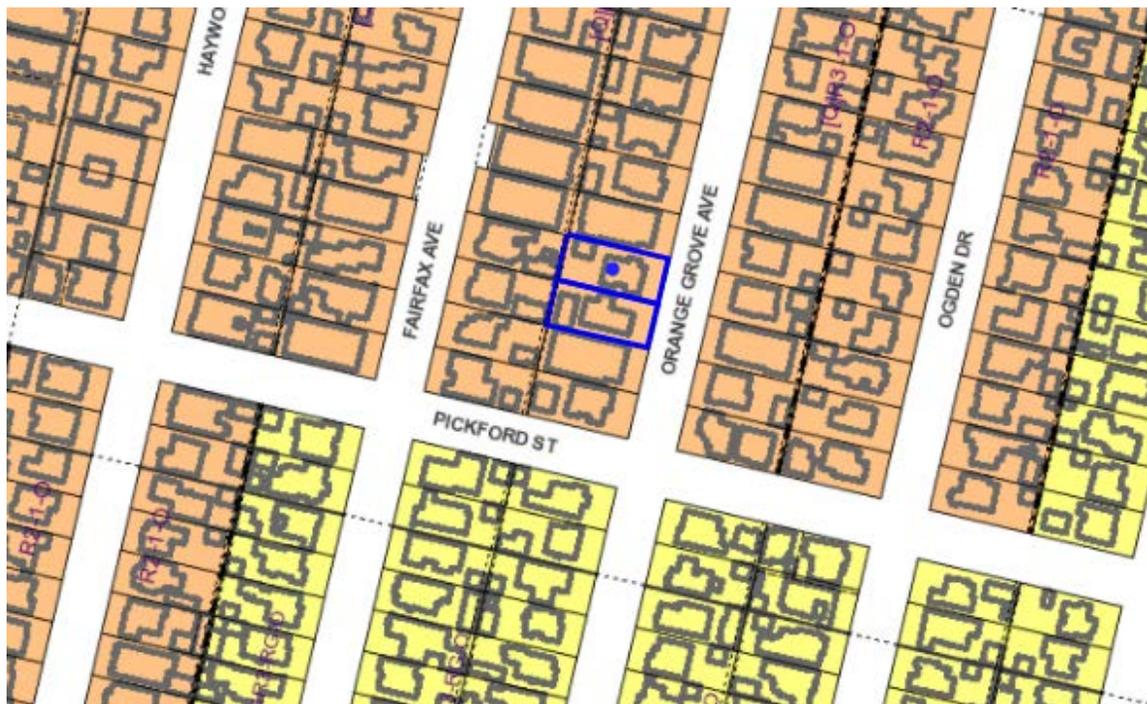


Figure 1: ZIMAS Map

The site is subject to Qualified Permanent Conditions that mandate and restrict attributes such as setbacks, yards, landscaping, open space, and architectural features. The proposed project zone designation, zone attributes, density, and height are consistent with the Community Plan and Qualified Permanent Conditions. The project complies with restrictions such as a minimum of 50 percent of common usable open space planted in ground cover, screening of the parking level, modulated façade with balconies and recessed windows, and minimum 20-foot front yard setback found in the Qualified Permanent Condition however, through the Transit Oriented Communities Incentive program passed by LA City voters in 2016, housing development projects have access to incentives that provide relief from certain restrictions such as a 16 foot and 8 inch increase in building height, a 20% reduction of open space from 4,300 square feet to 3,465 square feet, and a 30% reduction of the 9-foot side yard setback requirements in order to provide for the affordable units.

2. Light and Air not discussed in the Environmental Statements

Appeal Comment:

“The project will significantly and negatively impact the neighboring property by depriving long standing, contented residents of light and air. This is not discussed in any of the environmental statements, and not discussed in any mitigation measures.”

Staff Response:



Figure 2: 1551 South Orange Grove Avenue rendering.

The proposed project is beholden to the Citywide Design Guidelines and has been conditioned to provide a pedestrian friendly environment through landscaping, the screening of mechanical equipment, and stepping back stories above 30 feet and again at the fifth story to ensure that the massing of the property fits in with the streetscape and permits ample light and airflow. Cantilever balconies on the northern, eastern, and southern facades of the property will be constructed with tempered glass ensuring that dimension is added along the profile of the building. Balconies along the eastern facade along Orange Grove Avenue are constrained to protrude no more than 24 inches per the underlying zone. Furthermore, the eastern façade of the property facing Orange Grove Avenue will be embellished with a garden wall, blending materials to provide articulation in the building. The property will conform to the front yard requirements as mandated by the underlying zone and will maintain visual continuity at the pedestrian level.



Figure 3: East Building Elevation



Figure 4: South Building Elevation

3. Additional Incentives

Appeal Comment:

“The additional incentives are not necessary on a cost basis to provide the Low Income units. This will be a very high rent building in a very desirable neighborhood.”

Staff Response:

The project site is located within a Tier 3 Transit Oriented Communities Affordable Housing Incentive Area, qualified by its proximity to the intersection of a Major Transit Stop. The project site is located within 1,500 feet of the Metro Rapid Line 780, local Metro Line 217, Santa Monica Line 7, and Santa Monica line R7 at the intersection of Fairfax

Avenue and Pico. As such, the project meets the eligibility requirements for a TOC Housing Development to be located within 1,500 feet of a Major Transit Stop.

The project's location in a Tier 3 zone qualifies the project for the additional incentives requested as outlined in the TOC Guidelines adopted September 22, 2017. The applicant may request the incentives available for the Tier based on the TOC Guidelines facilitated by Measure JJJ. As such, the proposed project is consistent with the intent and policies of the TOC Guidelines.

4. Mitigation Measures

Appeal Comment:

"The mitigation measures are without enforcement provisions or designations."

Staff Response:

The proposed project and potential impacts were analyzed in accordance with the State CEQA Guidelines, which establishes guidelines and thresholds of significant impact, and provides the data for determining whether or not the impacts of a proposed project reach or exceed those thresholds. From analysis of the proposed project, it has been determined that the project is Categorical Exempt from environmental review pursuant to Chapter 3, Article 19, Section 15332 of the CEQA Guidelines (Class 32). The Class 32 Exemption is intended to promote infill development within urbanized areas. Given that the project is exempt from CEQA, no mitigation measures have been imposed on the project. However, the project would be required to comply with any regulatory compliance measures as stated in the Class 32 justifications (Exhibit E).

5. Compatibility

Appeal Comment:

By arriving at foregone conclusions regarding density, height, yard, and area incentives, the neighborhood is being irreparably and permanently harmed. If the Director will always arrive at the conclusion that the "Additional Incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project," without regard for compatibility, then the very process and intent of discretionary action based on a site by site analysis, is turned on its head."

Staff Response:

The subject project is compliant with the requirements of the underlying zone restrictions and the Qualified Permanent Conditions with the allowance of the TOC Base and Additional Incentives. The project sets aside 10% of the total units for Extremely Low Income residents in the Tier 3 transit area and are therefore able to increase density up to 70% as allowed by the TOC Guidelines. The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The list of Additional Incentives in the Transit Oriented Communities Guidelines were pre-evaluated at the time the Transit Oriented Communities Affordable Housing Incentive Program Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the Additional Incentives are

required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

The requested incentive for an increase in building height is expressed in the Menu of Incentives in the TOC Guidelines which permit exceptions to zoning requirements that results in building design or construction efficiencies that facilitate the creation of affordable housing. Specifically, a Tier 3 project is permitted a maximum increase of two (2) stories and 22 feet in building height, resulting in a total maximum building height of 67 feet in lieu of the maximum 45 feet otherwise permitted by the underlying [Q]R3-1-O Zone. This requested incentive will allow the developer to increase the height of the structure to allow the units reserved for affordable housing to be constructed and increase the overall space dedicated to residential uses. These incentives support the applicant's decision to reserve three (3) units for affordable housing.

The requested incentive to reduce the side yard setback requirements of the R3 Zone by 30% is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate the creation of affordable housing. In this case, the applicant has requested to utilize the side yard reduction incentive for both side yards. The project has four (4) yard requirements due to the requirements of the underlying permanent Qualified Conditions of the [Q]R3-1-O Zone. The requested incentives will allow the developer to expand the building footprint and allow for the construction of more units, including affordable units, while remaining in compliance with all other applicable zoning regulations.

CONCLUSION AND STAFF RECOMMENDATION

The appeals of the case herein do not demonstrate that the Director of Planning erred or abused their discretion. The findings made to approve the TOC Affordable Housing Incentive Program Base and Additional Incentives, and to determine that the project is categorically exempt have been done in full conformance with the applicable provisions of the Los Angeles Municipal Code and California Environmental Quality Act. The development is consistent with the underlying zone and TOC Guidelines, and the building has been designed and conditioned to be sensitive to and compatible with surrounding uses. The project site is located in an area transitioning to higher density development.

Therefore, it is recommended that the City Planning Commission affirm that the project is categorically exempt from environmental review, deny the appeal, sustain the Director's Determination approving the TOC Base and Additional Incentives, and adopt the Director's Conditions of Approval and Findings.

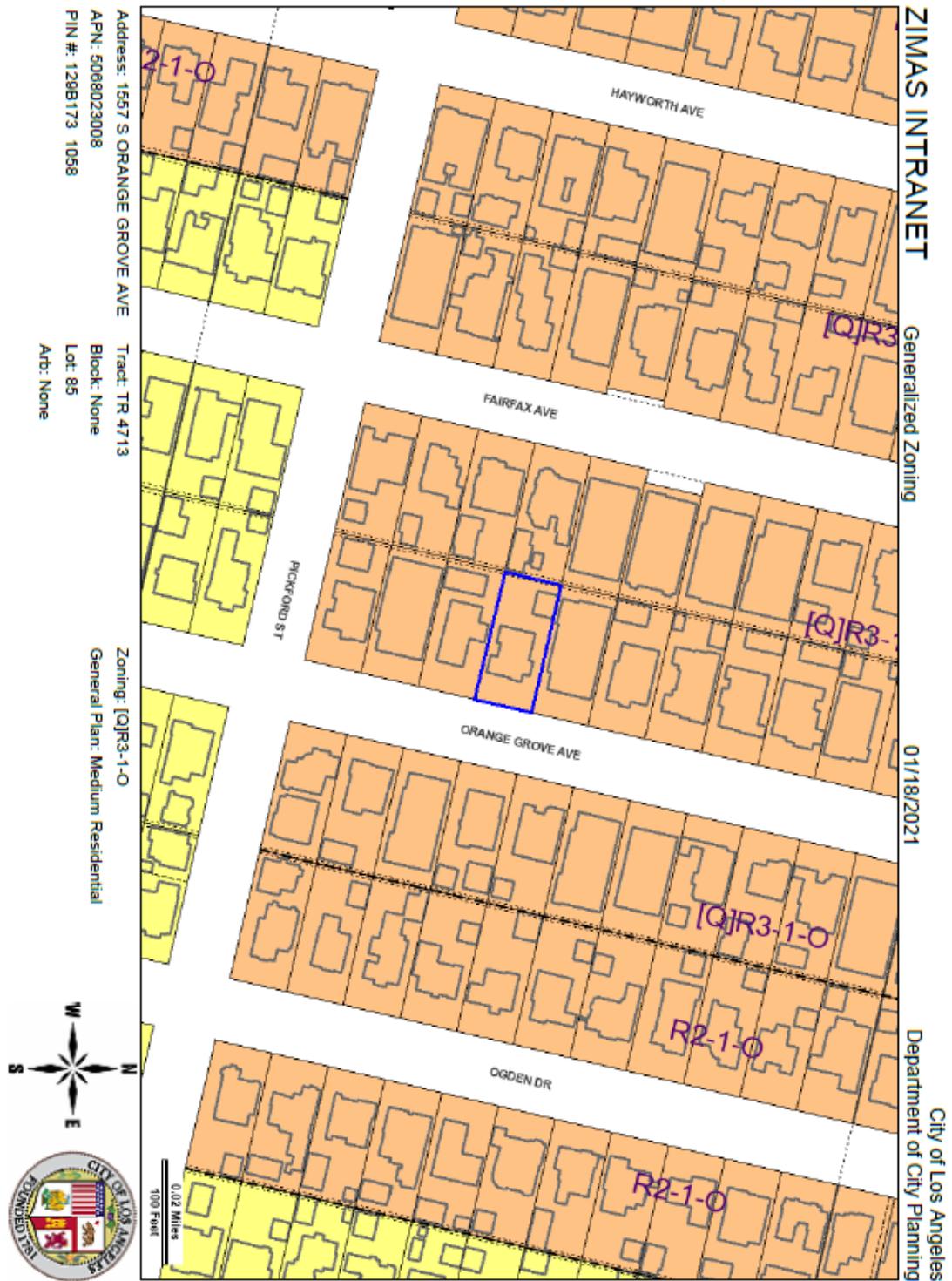
EXHIBIT A

Maps

ZIMAS Map

Vicinity Map

ZIMAS Map



Vicinity Map

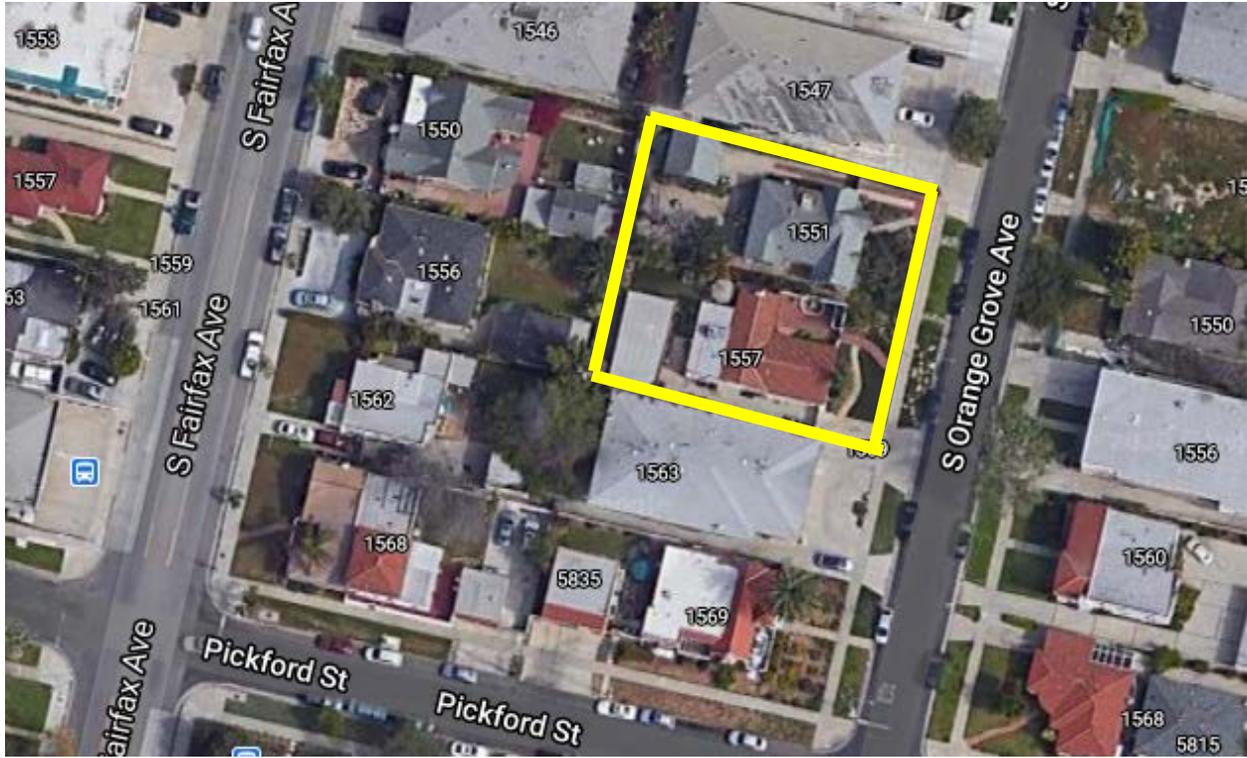


EXHIBIT B
Appeal Application



APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

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

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

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

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

Regarding Case Number: _____

Project Address: _____

Final Date to Appeal: _____

2. APPELLANT

Appellant Identity:
(check all that apply)

- Representative Property Owner
- Applicant Operator of the Use/Site

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

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

- Representative Owner Aggrieved Party
- Applicant Operator

3. APPELLANT INFORMATION

Appellant's Name: _____

Company/Organization: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ E-mail: _____

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

Self Other: _____

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

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): _____

Company: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ E-mail: _____

5. JUSTIFICATION/REASON FOR APPEAL

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

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

If Yes, list the condition number(s) here: _____

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

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

6. APPLICANT'S AFFIDAVIT

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

Appellant Signature: _____ Date: 11/25/20

Robert M. West member/manager

GENERAL APPEAL FILING REQUIREMENTS

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

1. Appeal Documents

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

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

b. Electronic Copy

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

c. Appeal Fee

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

d. Notice Requirement

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

SPECIFIC CASE TYPES - APPEAL FILING INFORMATION

C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)

1. Density Bonus/TOC

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

NOTE:

- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.
- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.

- Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

D. WAIVER OF DEDICATION AND OR IMPROVEMENT

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

NOTE:

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

E. TENTATIVE TRACT/VESTING

1. Tentative Tract/Vesting - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

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

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

F. BUILDING AND SAFETY DETERMINATION

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

a. Appeal Fee

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

b. Notice Requirement

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

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

a. Appeal Fee

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

b. Notice Requirement

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

G. NUISANCE ABATEMENT

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

NOTE:

- Nuisance Abatement is only appealable to the City Council.

a. Appeal Fee

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

2. Plan Approval/Compliance Review

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

a. Appeal Fee

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

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

NOTES

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

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

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

Case No. DIR-2020-4062-TOC-HCA
CEQA: ENV-2020-4063-CE
Location: 1551(1557-1559) Orange Grove Avenue

Justification of Appeal to Approval for case # DIR-2020-4062-TOC-HCA

The project is not consistent with the R-3 zone, the Community Plan, or good Zoning Practice.

The project is not consistent with the community plan.

It fails to "Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods" or "Promote architectural compatibility and landscaping for new Multiple Family residential development to protect the character and scale of existing residential neighborhoods" by inserting this huge, glistening, out of scale and out of character edifice into a modest wood framed residential neighborhood.

The project will significantly and negatively impact the neighboring property by depriving long standing, contented residents of light and air. This is not discussed in any of the environmental statements, and not discussed in any mitigation measures.

The additional incentives are not necessary on a cost basis to provide the Low Income units. This will be a very high rent building in a very desirable neighborhood.

The mitigation measures are without enforcement provisions or designations. Who enforces all of these "mitigation" measures?

By arriving at foregone conclusions regarding density, height, yard, and area incentives, the neighborhood is being irreparably and permanently harmed

If the Director will always arrive at the conclusion that the "Additional Incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project", without regard for compatibility, then the vary process and intent of discretionary action based on a site by site analysis, is turned on it's head.

EXHIBIT C

Director's Determination DIR-2020-4062-TOC-HCA

**DEPARTMENT OF
CITY PLANNING**

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

VAHID KHORSAND
VICE-PRESIDENT

DAVID H. J. AMBROZ
CAROLINE CHOE
HELEN LEUNG
KAREN MACK
MARC MITCHELL

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ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

VACANT
DEPUTY DIRECTOR

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

November 13, 2020

Applicant

1551 South Orange Grove LLC (A)
12650 Riverside Drive Unit # 100
Studio City, CA 91607

Owner

1551 South Orange Grove LLC (O)
12650 Riverside Drive Unit # 100
Studio City, CA 91607

Representative

Heather Lee (R)
The Ketter Group
12650 Riverside Drive Unit # 100
Studio City, CA 91607

Case No. DIR-2020-4062-TOC-HCA

CEQA: ENV-2020-4063-CE

Location: 1551(1557-1559) Orange
Grove Avenue

Council District: 10 – Herb J. Wesson Jr.

Neighborhood Council: P.I.C.O.

Community Plan Area: Wilshire

Land Use Designation: Medium Residential

Zone: [Q]R3-1-O

Legal Description: Lots 85-86; Tract TR4713

Last Day to File an Appeal: November 30, 2020

DETERMINATION – Transit Oriented Communities Affordable Housing Incentive Program

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

1. **Determine** that, based on the whole of the administrative record, the project is exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. **Approve with Conditions** a 70 percent increase in density, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program along with the following three (3) incentives for a qualifying Tier 3 project totaling 30 dwelling units, including three (3) units reserved for Extremely Low Income (ELI) Household occupancy, for a period of 55 years;

- a. **Yard/Setback.** Utilization of the 30 percent reduction of two side-yard setbacks from 9 feet to 6 feet and 4 inches; and
 - b. **Height.** A maximum increase of 17 feet and 5 inches in building height to permit a maximum building height of 62 feet and 5 inches in lieu of the maximum 45 feet otherwise permitted; and
 - c. **Open Space.** A maximum reduction of 20 percent in the required amount of open space from 4,300 square feet to 3,465 square feet.
3. **Adopt** the attached Findings.

CONDITIONS OF APPROVAL

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

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the project conditions. Changes beyond minor deviations required by other City Departments or the LAMC may not be made without prior review by the Department of City Planning, Expedited Processing Section, and written approval by the Director of Planning. Each change shall be identified and justified in writing.
2. **On-site Restricted Affordable Units.** Three units (3), or equal to ten percent of the total number of dwelling units, shall be designated for Extremely Low Income Households, as defined by the Los Angeles Housing and Community Investment Department (HCIDLA) and California Government Code Section 65915(c)(2).
3. **Changes in On-site Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A,31.
4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the HCIDLA to make ten percent of the total number of dwelling units available to Extremely Low Income Households, for rent as determined to be affordable to such households by HCIDLA for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with LAMC Section 12.22-A,31, to the satisfaction of HCIDLA, and in consideration of the project's Housing Crisis Act of 2019 (SB330) TOC Replacement Unit Determination. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.
5. **Base Incentives.**

- a. **Residential Density.** The project shall be limited to a maximum density of 30 residential dwelling units (equal to a density increase of 70 percent), including On-site Restricted Affordable Units.
- b. **Floor Area Ratio (FAR).** The project shall be permitted a maximum FAR of 4.5 to 1 for a Tier 3 project in a residential zone.
- c. **Parking.**
 - i. **Automobile Parking.** Automobile parking shall be provided consistent with LAMC Section 12.22-A,31. The proposed development, a Tier 3 project, shall not be required to exceed 0.5 automobile parking spaces per unit. A greater number of parking spaces may be provided at the applicant's discretion.
 - ii. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21-A,16. In the event that the number of On-Site Restricted Affordable Units should increase or the composition of such units should change, then no modification of this determination shall be necessary and the number of bicycle parking spaces shall be re-calculated consistent with LAMC Section 12.21-A,16.
 - iii. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by HCIDLA.

6. Additional Incentives.

- a. **Yard/Setback.** The project shall be permitted to utilize the 30 percent reduction of side yard setback requirements for two yards from 9 feet to 6 feet and 4 inches.
- b. **Height.** The project shall be permitted an increase of 16 feet and 8 inches in building height, equal to a maximum building height of 61 feet and 8 inches, with limited additional height permitted for roof structures, stairwells, elevator shafts, etc. as permitted by the LAMC. For any increase in height over 11 feet, the building shall be stepped back at least 15 feet from the exterior face of the ground floor of the building along any street frontage.
- c. **Open Space.** The project shall be permitted a maximum reduction of 20 percent of the required amount of open space from 4,300 square feet to 3,465 square feet.

Design Conformance Conditions

7. **Landscaping.** The project will comply with all applicable Permanent Qualifying conditions for the zone. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The landscape plan shall indicate landscape points for the project equivalent to 10 percent more than otherwise required by LAMC Section 12.40 and Landscape Ordinance Guidelines.
 - a. **Tree Requirement.** The project shall provide at least the minimum number of trees on-site to comply with the landscape requirement (LAMC Section 12.21 G(a)(3)). Pursuant to Ordinance No. 179,884, trees may not be less than 24-inch box in size and shall be planted within open space areas.

8. **Parking.** With the exception of vehicle and pedestrian entrances and intake grilles, all vehicle parking shall be completely within at-grade and subterranean parking garages along Orange Grove Avenue, and completely screened on all other sides of the building.
9. **Building Materials.** Each façade of the building shall incorporate a minimum of two (2) different building materials. Windows, doors, balcony/deck railings, and fixtures (such as lighting, signs, etc.) shall not count towards this requirement.
10. **Trash.** All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.
11. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer, if located in the front yard, shall be screened with landscaping on all exposed sides (those not adjacent to a building wall).
12. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, sidewalks, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
13. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way, nor from above.

Administrative Conditions

14. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building & Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building & Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building & Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
15. **Notations on Plans.** Plans submitted to the Department of Building & Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
16. **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.
17. **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.
18. **Department of Building & Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the 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 & Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building & Safety for Building Code compliance, shall require a referral of the revised plans back to the

Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

19. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
20. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
21. **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.
22. **Expedited Processing Section Fee.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
23. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- a. 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.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, of the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- c. 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).
- d. 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).

- e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

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

PROJECT BACKGROUND

The project site consists of two existing lots encompassing approximately 13,772.2 square feet of lot area with three dwelling units. The properties are single-story units, one having three bedrooms (1551 South Orange Grove), one having two bedrooms (1557 South Orange Drive) and a single room occupancy unit (1559 South Orange Avenue). The subject site is located within the Wilshire Community Plan Area and is zoned [Q]R3-1-O with a corresponding land use designation of Medium Residential. The "Q" Qualified Permanent Condition, established pursuant to Ordinance Number 179,884, limits the allowable uses otherwise permitted in the R3 Zone. The subject property is also located within a Transit Priority Area in the City of Los Angeles (ZI-2452) and an Urban Agriculture Incentive Zone. The property is not otherwise within the boundaries of any specific plan, community design overlay, or interim control ordinance.

The project site is located within a Tier 3 Transit Oriented Communities Affordable Housing Incentive Area, qualified by its proximity to the intersection of a Major Transit Stop. The project site is located within 1,500 feet of the Metro Rapid Line 780, local Metro Line 217, Santa Monica Line 7, and Santa Monica line R7 at the intersection of Fairfax Avenue and Pico. As such, the

project meets the eligibility requirements for a TOC Housing Development to be located within 1,500 feet of a Major Transit Stop.

The project proposes the demolition of three (3) existing residential structures, on two lots and the construction, use, and maintenance of a new six-story (6), approximately 61'8" high residential building with 30 dwelling units, parking at-grade and one (1) level of subterranean parking. The proposed building will encompass approximately 36,838 square feet in total building area, resulting in a Floor Area Ratio (FAR) of approximately 4.2:1. Of the 30 units proposed, 2 will be one bedroom, 14 will be two bedrooms, and 14 will be three bedrooms. The project proposes to provide 52 residential automobile parking spaces which includes and one (1) electric vehicle charging station. Additionally, the project proposes 30 long-term bicycle parking and three (3) short-term bicycle parking spaces. A total of 3,465 square feet of open space will be provided by way of yards, balconies, and roof patio. The project will maintain a 20 -foot front yard, as required by the underlying Qualified Permanent Condition of Ordinance No. 179884, and a 6 foot-4 inch setback for the northeast and southwest side yards—a 30 percent reduction from the required 9 feet— as a TOC incentive.

The project meets all eligibility requirements for the TOC Affordable Housing Incentive Program. As such, the project is eligible for Base Incentives and up to three (3) additional incentives. As base incentives, the project is eligible to (1) increase the maximum allowable number of dwelling units permitted by 70 percent, (2) increase the maximum allowable FAR from 3:1 up to a maximum of 4.5:1 in a [Q]R3-1-O Zone (3) provide automobile parking at a ratio of 0.5 spaces per residential unit. As Additional Incentives, the project is requesting (1) a 16 foot and 8 inch increase in building height, from 45 feet to 61 feet and 8 inches, (2) a 30% reduction of the 9-foot side yard setback requirements of the R3 Zone to 6 feet and 4 inches and (3) a 20% reduction of open space 4,300 square feet to 3,465 square feet. The project meets the TOC Guideline requirements of providing at least 11 percent of the base units for Extremely Low-Income Households in exchange for the additional incentives. The project is setting aside three (3) units for Extremely Low-Income Households, which equates to ten (10) percent of the 30 proposed units permitted through the Transit Oriented Guidelines for Tier 3.

SURROUNDING PROPERTIES

Surrounding properties are developed with single-family, and multi-family residential uses. Properties abutting the subject site to the east and west are zoned [Q]R3-1-O, improved with single-story residential developments. Properties abutting the site to the north are zoned [Q]R3-1-O characterized by multi-family and single-family residences. Properties abutting the site to the south are zoned [Q]R3-1-O and improved with multi-story and single-story residential buildings.

STREETS

Orange Grove Avenue, abutting the property to the east, is designated Local Street – Standard, dedicated to a right-of-way width of 60 feet, a roadway width of 36 feet and is improved with asphalt, concrete curb, gutter, and sidewalk.

HOUSING REPLACEMENT

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

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

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

Pursuant to the Determination made by the Housing and Community Investment Department (HCIDLA) dated May 6th, 2020, the proposed project is required to provide three (3) affordable replacement units on the subject site under the requirements of the Housing Crisis Act of 2019 (SB 330). The project proposes a 30-unit residential apartment development with three (3) units reserved for Extremely Low Income Households to satisfy the TOC requirements, as reflected in the Conditions of Approval. The Determination made by HCIDLA is attached to the subject case file and provides additional information.

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

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

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

The project site is located within a Tier 3 TOC Affordable Housing Incentive Area. As part of the proposed development, the project is required to reserve ten percent of the total

number of on-site dwelling units for Extremely Low Income Households. The project will reserve a total of three (3) on-site dwelling units for Extremely Low Income Households, which equates to 10 percent of the 30 total dwelling units proposed as part of the Housing Development. 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.*

As defined in the TOC Guidelines, a Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The project site is located within 1,500 feet of two Metro Bus Lines: Metro Rapid Bus Line 780 and 217 Local Metro Line at the intersection of Pico Boulevard and Fairfax Avenue, and two Santa Monica Bus Lines: Santa Monica Line 7 and Santa Monica R7 at the intersection of Pico Boulevard and Fairfax Avenue. As such, the project meets the eligibility requirements 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 Housing and Community Investment Department (HCIDLA) dated May 6, 2020, the proposed project is required to provide three replacement affordable housing units. The project will provide 3 extremely low-income units. Therefore, 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, Community Implementation Overlay (CPIO), Specific Plan, or overlay district. Therefore, 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 Section IV.1 above (except Moderate Income units).

- a. *One Additional Incentive may be granted for projects that include at least 4% of the base units for Extremely Low Income Households, at least 5% of the base units for Very Low Income Households, at least 10% of the base units for Lower Income Households, or at least 10% of the base units for persons and families of Moderate Income in a common interest development.*
- b. *Two Additional Incentives may be granted for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units for Very Low Income Households, at least 20% of the base units for Lower Income Households, or at least 20% of the base units for persons and families of Moderate Income in a common interest development.*
- c. *Three Additional Incentives may be granted for projects that include at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units for Very Low Income Households, at least 30% of the base units for Lower Income Households, or at least 30% of the base units for persons and families of Moderate Income in a common interest development.*

As an Eligible Housing Development, the project is eligible to receive the Base Incentives listed in the TOC Guidelines. The project is seeking three (3) Additional Incentives: (1) a 16 foot and 8 inch increase in building height, from 45 feet to 61 feet and 8 inches, (2) a 30% reduction of the 9-foot side yard setback requirements of the R3 Zone to 6 feet and 4 inches and (3) a 20% reduction of open space 4,300 square feet to 3,465 square feet. The project meets the TOC Guideline requirements of providing at least 11 percent of the base units for Extremely Low-Income Households in exchange for the additional incentives. The project is setting aside three (3) units for Extremely Low-Income Households, which equates to ten (10) percent of the 30 proposed units permitted through the Transit Oriented Guidelines for Tier 3.

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 additional incentives beyond the three (3) permitted in exchange for reserving at least 11 percent of the base units for Extremely Low-Income Households. The project is setting aside three (3) units for Extremely Low-Income Households, which equates to approximately 17 percent of the 18 base units permitted through the underlying zoning of the site. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11, and this eligibility requirement does not apply.

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

The subject property consists of two (2) contiguous lots, located within a Tier 3 TOC Affordable Housing Incentive Area. Both lots qualify for Tier 3 incentives.

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 selected the incentives available for their Tier and is providing the percentage of On-Site Restricted Affordable Housing units required for Tier 3. As such, the proposed project satisfies this eligibility requirement.

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 percent On-Site Restricted Affordable units. It is not eligible for or seeking an increase in Tier. As such, this eligibility requirement does not apply.

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

The project seeks three (3) Additional Incentives and therefore has demonstrated conformance to the Citywide Design Guidelines. The proposed development has been conditioned to ensure a well-designed project and compliance with the Design Guidelines. The project has been conditioned to provide a pedestrian-friendly environment through the provision of landscaping, screening of any mechanical equipment from the public right-of-way, and stepping back levels of the property above 35 feet. The project has also been conditioned to incorporate a variety of building materials and to either wrap or enclose all visible automobile parking in order to create visually interesting building façades and minimize impacts on surrounding properties.

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

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

1. **Pursuant to Section 12.22 A.25(g) of the LAMC, the Director shall approve a density bonus and requested incentive(s) unless the director finds that:**

- a. *The incentives are not required to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.*

The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for extremely low, very low, and lower income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are

a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

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

Height. The requested incentive for an increase in building height is expressed in the Menu of Incentives in the TOC Guidelines which permit exceptions to zoning requirements that results in building design or construction efficiencies that facilitate the creation of affordable housing. Specifically, a Tier 3 project is permitted a maximum increase of two (2) stories and 22 feet in building height, resulting in a total maximum building height of 67 feet in lieu of the maximum 45 feet otherwise permitted by the underlying [Q]R3-1-O Zone. This requested incentive will allow the developer to increase the height of the structure to allow the units reserved for affordable housing to be constructed and increase the overall space dedicated to residential uses. These incentives support the applicant's decision to reserve three (3) units for affordable housing.

Yard/Setback. The requested incentive to reduce the side yard setback requirements of the R3 Zone by 30% is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate the creation of affordable housing. In this case, the applicant has requested to utilize the side yard reduction incentive for both side yards. The project has four (4) yard requirements due to the requirements of the underlying permanent Qualified Conditions of the [Q]R3-1-O Zone. The R3 Zone requires a side yard setback of 9 feet. The applicant has also requested an open space reduction also expressed in the Menu of Incentives per Transit Oriented Communities Guidelines. The applicant has requested to reduce the required open space by 20% from 4,300 square-feet to 3,465 square-feet. These requested incentives will allow the developer to expand the building footprint and allow for the construction of more units, including affordable units, while remaining in compliance with all other applicable zoning regulations. The incentive further supports the applicant's decision to reserve three (3) units for affordable housing and facilitates the creation of affordable housing units.

- b. *The Incentive will 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 methods 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 has been no evidence provided to substantiate that the proposed incentives will 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. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)).

The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. There was no site within the vicinity of the project registered on SurveyLA as eligible for the California Register of Historical Resources nor the National Register of Historic Places. Further, there is no evidence that any historic persons or events are associated with the property. Thus, the property at 1551-1557 South Orange Grove Avenue does not meet the criteria for eligibility as a historic resource as defined by CEQA as the building is not eligible for inclusion on the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument either as an individual historic resource or as a contributing building to an eligible historic district.

According to ZIMAS, the project is not located in the Alquist-Priolo Earthquake Fault Zone, however the project is within the active Newport - Inglewood Fault Zone. As a result, the project will be required to comply with all applicable regulations which will prevent any adverse impacts. The project is not located on a substandard street in a Hillside area or a Very High Fire Severity Zone. The project is required to comply with all other pertinent regulations including those governing construction, use, and maintenance, and will not create any significant direct impacts on public health and safety. Therefore, there is no substantial evidence that the proposed project will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource.

ADDITIONAL MANDATORY FINDINGS

2. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone X, which is categorized as an area with a minimal chance of flood hazard.
3. A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following five applicable conditions: (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 the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.**

The proposed project is consistent with applicable general plan designation, applicable policies, and applicable zoning designations. The project site is located within the Wilshire Community Plan, which is one of 35 Community Plans that make up the Land

Use Element of the General Plan. The Community Plan designates the subject property for Medium Residential land uses corresponding to R3 Zones. The subject property is zoned [Q]R3-1-O and is thus consistent with the existing land use designation. The property is not located within a Hillside Area nor a Bureau of Engineering Special Grading Area. The property is not located within the boundaries of any other specific plan or interim control ordinance.

Consistent with the Wilshire Community Plan, the proposed 30-unit apartment development would add new and desirable multi-family housing. The proposed project meets the intent of the following Goals, Objectives, and Policies of the Wilshire Community Plan:

- Goal 1: Provide a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Wilshire community.*
- Objective 1-2: Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.*
- Policy 1-2.1: Encourage higher density residential uses near major public transportation centers.*
- Objective 1-3: Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.*
- Policy 1-3.1: Promote architectural compatibility and landscaping for new Multiple Family residential development to protect the character and scale of existing residential neighborhoods.*

The project proposes to construct a new 30-unit apartment building of approximately 35,870 square feet. The applicant is not requesting a zone change or general plan amendment and the project would comply with the applicable policy regulations for projects of this size and scale. The project meets Goal 1 indicated above with the inclusion of the three affordable units. The project is an infill development that involves the demolition of two single family homes for the construction of the building. It is a Transit Oriented Community located within 1,500 feet of a transit stop with four major bus lines. The density of the R3 Zone allows for one unit for every 800 square feet of lot area. The site has a lot size of 13,769.98 square feet allowing for 12 Density Bonus units in addition to the 18 Base Density units. Because the project is a Transit Oriented Community with affordable replacement units, the project will provide 30 units, just under the 31 Maximum Allowable Density Bonus units. The project is within the Wilshire Community Plan Area and will preserve and enhance the varied and distinct residential character of the neighborhood. This will be ensured by the Qualified Permanent Conditions which mandate and restrict attributes such as setbacks, yards, landscaping, open space, and architectural features. As proposed, the density, height, and other zoning attributes are consistent with the zone designation, the Qualifying Permanent Conditions, and with the Community Plan. Therefore, the project is consistent with the

applicable general plan designation and all applicable general plan policies, as well as with applicable zoning designation and regulations.

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

The project site is located in the Wilshire Community Plan area within Los Angeles city limits. The project site encompasses approximately 13,769.98 square feet of lot area (approximately 0.30 acres). This case encompasses two lots that are incorporated in the overall project. The two lots and are currently developed with one single-story three-bedroom unit on one lot (1551 South Orange Grove Avenue), and a single-story two-bedroom unit on a separate lot (1557 South Orange Grove Avenue). The project site is located in the Faircrest Heights neighborhood, a long-developed and urbanized area in the Mid-City area of Los Angeles. The vicinity consists primarily of residential uses framing Fairfax Avenue, with single-family and multi-family developments on both sides of the corridor. Therefore, the project will occur within city limits on a project site of no more than five acres substantially surrounded by urban uses.

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

The project site is located in an established and long-urbanized area within the Wilshire Community Plan area. The subject properties are currently developed with existing single-family homes and detached garages. There are no native trees that are protected by the Los Angeles Municipal Code Protected Tree Ordinance. There are four palm trees and one dead tree on the premises and are unlikely to have value as a natural habitat. The project site also is not within or near any listed significant ecological areas. Therefore, the project site has no value as habitat for endangered, rare, or threatened species.

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

Traffic. The project site is currently developed with one single-story three-bedroom unit on one lot (1551 South Orange Grove Avenue), and a single-story two-bedroom unit on a separate lot (1557 South Orange Grove Avenue). The project proposes to construct a new six-story apartment building having 30 residential units within the top five (5) stories of the building and the first floor providing at grade parking and reception. Per review from the Los Angeles Department of Transportation (LADOT), the 30-unit multi-family development will not generate enough trips to trigger a transportation analysis. As a result, no additional traffic study is required, and the project will not have a significant impact relating to traffic.

Noise. The project must comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 and any subsequent ordinances which prohibit the emission or creation of noise beyond certain levels. The Ordinances cover both operational noise levels (i.e. post-construction), as well as any noise impact during construction. Section 41.40 of the LAMC regulates noise from demolition and construction activities and prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays and holidays; all such activities are also prohibited on Sundays. Section 112.05 of the LAMC also

specifies the maximum noise level of construction machinery that can be generated in any residential zone of the city or within 500 feet thereof. In the Noise and Vibration Study prepared by Rincon Consultants, Inc. produced April 2020 attached to the subject environmental case file, construction would occur within 500 feet of the residential uses and construction noises could exceed 75 dBA at 50 feet. However, with implementation of Regulatory Compliance Measures, construction noises would be reduced to not constitute an unusual circumstance that would create an exception to the Class 32 Categorical Exemption. As the project is required to comply with all applicable ordinances and regulations to the extent feasible, it will not result in any significant noise impacts. Noise arising from the construction of the project, including that from equipment and from haul trucks, would be temporary in nature and would cease upon project completion; additionally, the project would incorporate best management practices to reduce noise impacts to the extent feasible. Based on the temporary duration and compliance with regulatory requirements governing construction hours and equipment, the project's construction would not result in a significant effect on the environment. Compliance with the applicable City ordinances and regulations will further limit the impacts of temporary construction noise to the extent feasible.

The project will not generate permanent significant operational noise impacts. As the project is a residential development, the project is not expected to generate significant permanent operational noise impacts. The project will not include any square footage of non-residential uses and will not introduce a stationary noise source. In addition, the project's proposed 30 residential units would not be expected to generate a substantial number of vehicle trips which could in turn generate additional noise. Such a project is expected to generate a negligible increase in ambient noise from operation. Thus, overall, the project will not result in any significant permanent effects relating to noise.

Air Quality. The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project for the construction of 30 residential units will not conflict with or obstruct the implementation of the AQMP and SCAQMD rules.

During construction, the proposed project would apply appropriate dust control measures to sequester particulate matter as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas.

Best Management Practices will be implemented that would include (but not be limited to) the following:

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meets SCAQMD Rule 403;

- All dirt/soil shall be secured by trimming, watering or other appropriate means to prevent spillage and dust;
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions; and
- Trucks having no current hauling activity shall not idle but be turned off.

By implementing Best Management Practices, all construction-related impacts will be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur from construction.

The project is expected to be far below the thresholds considered by SCAQMD to be potentially significant under CEQA guidelines. The applicant has estimated the project's impact on air quality, using the CalEEMod 2016.3.2 model provided by SCAQMD, by comparing the estimated levels of criteria pollutants to significance. As referenced in the Air Quality Study prepared by Rincon Consultants Inc., Associates dated April 2020 and attached to the subject environmental case file, the levels of emissions from the project are all estimated to be far below the thresholds considered by SCAQMD to be potentially significant under CEQA guidelines. Potential impacts related to air quality from the project will therefore be less than significant.

Water Quality. The project is not adjacent to any water sources and construction of the project will not impact water quality. The project is located in a long-established and developed neighborhood and thus would not be expected to impact water quality. As a residential development, the project also will not generate, store, or dispose of substantial quantities of hazardous materials that could affect water quality. Construction activities would not involve any significant excavation near an identified water source. Furthermore, the project will comply with the City's stormwater management provisions per LAMC 64.70. Best Management Practices would also be required during general operation of the project to ensure that stormwater runoff meets the established water quality standards and waste discharge requirements. Therefore, development of the proposed project would not degrade the quality of stormwater runoff from the site and would not result in any significant effects relating to water quality.

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

The site is currently developed with residential uses in an urbanized area served by existing public utilities and services. The surrounding area has long been developed and consists of residential single-family and multi-family uses which have been and will continue to be served by all required utilities and public services. The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. The site is also serviced by the LAPD's West Bureau, Wilshire Division, and the South Bureau Fire Department. These utilities and public services have served the neighborhood for several decades and will continue to do so.

The project consists of the new construction of 30 apartment units. As the project is located in an established and urbanized area of the city, the site can be adequately served by all required utilities and public services. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, and LED lighting.

As a result, the proposed project can be adequately served by all required utilities and public services.

The City has further considered whether the proposed project is subject to any of the six exceptions set forth in State CEQA Guidelines Section 15300.2 that would prohibit the use of any categorical exemption. Planning staff has determined that none of the exceptions apply to the proposed project, as described below.

(a) Location. *Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. A project that is ordinarily insignificant in its effect on the environment may in a particularly sensitive environment be significant. Therefore, these classes may not be utilized where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

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

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

This exception does not apply to the proposed project. The project involves the construction of residential units in an urbanized area developed with other established residential uses. The project is entirely consistent with the existing General Plan designation, zoning, and permanent Qualified Conditions, which account for the impacts of developments which are within their parameters, and as permitted by State Density Bonus Law and the applicable provisions of the LAMC. Any successive projects of the same type and nature would reflect a development that is consistent with the underlying land use designation and the LAMC, and thus would be subject to the same regulations and requirements, including development standards and environmental impacts. The impacts of each subsequent project will be mitigated if necessary, and thus will not result in a cumulative impact. Therefore, impacts under this category will be less than significant.

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

This exception does not apply to the proposed project. The project site is comprised of approximately 13,769.98 square feet of lot area located in an urbanized area within the City of Los Angeles. The project consists of residential uses and operations that are compatible with the surrounding urban development and consistent with the underlying zone. The project site is in a long-established neighborhood and is surrounded by other residential uses. The site does not demonstrate any unusual circumstances, and the project will not generate significant impacts regarding traffic, air quality, water quality, or

noise. There are no unusual circumstances that indicate this project would reasonably result in a significant effect on the environment.

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

This exception does not apply to the proposed project. According to the California Scenic Highway Mapping System, the project site is not located on or near a portion of a highway that is either eligible or officially designated as a state scenic highway. Therefore, this exception does not apply.

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

This exception does not apply to the proposed project. The project site is not listed as a hazardous waste site on EnviroStor, California's data management system for tracking hazardous waste sites. There are also no listed sites within the immediate vicinity of the project site. The subject property is currently developed with residential properties; hazardous waste and materials would not be expected to pose a significant constraint on sites long developed with such uses.

The project site is located within a Methane Zone as designated by the City of Los Angeles. The surrounding neighborhood is primarily developed with commercial service, light industrial, and residential uses. Oils, elevators, in-ground hydrologic systems, monitoring or water supply wells, or above- or below-ground storage tanks, or potentially fluid-filled electrical equipment would not be expected on the project site. No industrial wastewater is generated on the project site and sanitary wastewater is discharged to the City Bureau of Sanitation. Therefore, this exception for a Class 32 Categorical Exemption does not apply to this project.

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

Databases of historic resources in the City of Los Angeles include SurveyLA and Historic Places LA, in addition to State and Federal databases of historic resources. According to these databases, there are no structures of historic significance on the property. There are also no historic resources identified by any database on or immediately adjacent to the subject property. Accordingly, the project will have no impact on any historic resources.

Additionally, the project site is not located in a designated Historic Preservation Overlay Zone. The neighborhood surrounding the project site was primarily developed in the mid-20th century and consists primarily of residential uses along Orange Grove Avenue, with various multi-family and single-family properties on both sides. Several properties in the area have undergone redevelopment over time producing a varied yet cohesive neighborhood character. As a result, the subject property is unlikely to possess any

significant value towards a potential historic district. For these reasons, construction of the proposed project would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA, and this exception does not apply to the proposed project.

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.

TIME LIMIT – OBSERVANCE OF CONDITIONS

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

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

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

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

Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction. Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment.”

TRANSFERABILITY

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

APPEAL PERIOD - EFFECTIVE DATE

The Determination in this matter will become effective after November 30, 2020 unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at www.cityplanning.lacity.org.

Planning Department public offices are located at:

Figueroa Plaza
201 North Figueroa Street,
4th Floor
Los Angeles, CA 90012
(213) 482-7077

**Marvin Braude San Fernando Valley
Constituent Service Center**
6262 Van Nuys Boulevard, Suite 251
Van Nuys, CA 91401
(818) 374-5050

**West Los Angeles Development
Services Center**
1828 Sawtelle Boulevard, 2nd Floor
Los Angeles, CA 90025
(310) 231-2901

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

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

Note of Instruction Regarding the Notice of Exemption: Applicant is hereby advised to file the Notice of Exemption for the associated categorical exemption after the issuance of this letter. If filed, the form shall be filed with the County of Los Angeles, 12400 Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). More information on the associated fees can be found online here: <https://www.lavote.net/home/county-clerk/environmental-notices-fees>. The best practice is to go in person and photograph the posted

notice in order to ensure compliance. Pursuant to Public Resources Code Section 21167 (d), the filing of this notice of exemption starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations, **and the possibility of a CEQA appeal**, being extended to 180 days.

Vincent P. Bertoni, AICP
Director of Planning
Approved by:



Heather Bleemers, Senior City Planner

Prepared by:



Obiamaka Ude, Planning Assistant

Reviewed by:



Esther Ahn, City Planner

Attachments:
Exhibit A: Architectural Plans and Landscape Plans

BUILDING AREA ANALYSIS

LOWER LEVEL	UNIT NET AREA	STREET LEVEL	UNIT NET AREA
MECHANICAL ROOM	729 sq. ft.	LOBBY	915 sq. ft.
ELECTRICAL ROOM	263 sq. ft.	TRASH/ELECTRICAL ROOM	100 sq. ft.
TOTAL	992 sq. ft.	THE ROOM	308 sq. ft.
		TOTAL	1,323 sq. ft.

2ND FLOOR UNITS	AREA	3RD FLOOR UNITS	AREA
UNIT #201 3 BDRM 2 BATH	1,200 sq. ft.	UNIT #301 3 BDRM 2 BATH	1,200 sq. ft.
UNIT #202 2 BDRM+DEN 2 BATH	1,190 sq. ft.	UNIT #302 2 BDRM+DEN 2 BATH	1,190 sq. ft.
UNIT #203 2 BDRM 2 BATH	1,190 sq. ft.	UNIT #303 3 BDRM 2 BATH	1,191 sq. ft.
UNIT #204 2 BDRM+DEN 2 BATH	1,190 sq. ft.	UNIT #304 2 BDRM+DEN 2 BATH	1,191 sq. ft.
UNIT #205 2 BDRM+DEN 2 BATH	1,190 sq. ft.	UNIT #305 3 BDRM 2 BATH	1,200 sq. ft.
UNIT #206 3 BDRM 2 BATH	1,200 sq. ft.	UNIT #306 3 BDRM 2 BATH	1,200 sq. ft.
6 UNITS	7,160 sq. ft.	6 UNITS	7,160 sq. ft.

4TH FLOOR UNITS	AREA	5TH FLOOR UNITS	AREA
UNIT #401 3 BDRM 2 BATH	1,200 sq. ft.	UNIT #501 3 BDRM 2 BATH	1,200 sq. ft.
UNIT #402 2 BDRM+DEN 2 BATH	1,190 sq. ft.	UNIT #502 2 BDRM+DEN 2 BATH	1,190 sq. ft.
UNIT #403 2 BDRM 2 BATH	1,190 sq. ft.	UNIT #503 3 BDRM 2 BATH	1,191 sq. ft.
UNIT #404 2 BDRM+DEN 2 BATH	1,190 sq. ft.	UNIT #504 2 BDRM+DEN 2 BATH	1,191 sq. ft.
UNIT #405 2 BDRM+DEN 2 BATH	1,190 sq. ft.	UNIT #505 3 BDRM 2 BATH	1,200 sq. ft.
UNIT #406 3 BDRM 2 BATH	1,200 sq. ft.	UNIT #506 3 BDRM 2 BATH	1,200 sq. ft.
6 UNITS	6,548 sq. ft.	6 UNITS	6,548 sq. ft.

6TH FLOOR UNITS	AREA	SCHOOL DISTRICT FEES	ASSESSABLE SPACE
UNIT #601 3 BDRM 2 BATH	1,200 sq. ft.	2ND (INCLUDED CORRIDOR)	7,233 sq. ft.
UNIT #602 2 BDRM+DEN 2 BATH	1,194 sq. ft.	3RD (INCLUDED CORRIDOR)	7,414 sq. ft.
UNIT #603 1 BDRM 1 BATH	722 sq. ft.	4TH (INCLUDED CORRIDOR)	6,985 sq. ft.
UNIT #604 1 BDRM 1 BATH	722 sq. ft.	5TH (INCLUDED CORRIDOR)	6,985 sq. ft.
UNIT #605 2 BDRM+DEN 2 BATH	1,194 sq. ft.	6TH (INCLUDED CORRIDOR)	915 sq. ft.
UNIT #606 3 BDRM 2 BATH	1,200 sq. ft.	COBBY	915 sq. ft.
6 UNITS	6,991 sq. ft.	TOTAL	36,838 sq. ft.

UNITS	AREA	NET AREA
1st Floor	1,323 sq. ft.	1,323 sq. ft.
2nd Floor	7,160 sq. ft.	7,160 sq. ft.
3rd Floor	7,160 sq. ft.	7,160 sq. ft.
4th Floor	6,548 sq. ft.	6,548 sq. ft.
5th Floor	6,548 sq. ft.	6,548 sq. ft.
6th Floor	6,991 sq. ft.	6,991 sq. ft.
TOTAL	36,838 sq. ft.	36,838 sq. ft.

BUILDING ANALYSIS PER LAB-C BUILDING CODE 2016

JOB ADDRESS: 1515 S ORANGE GROVE

LEGAL DESCRIPTION: TR #173

ASSESSOR'S PARCEL NUMBER: 9068-023-008-9068-023-009

ZONE: (O)R3-1-O

CONSTRUCTION: RESIDENTIAL TYPE III - 2 HR EXTERIOR WALLS, 1 HR INTERIOR STRUCTURAL FRAME, 1 HR FLOOR/CEILING

SEPARATION: 3 HR BETWEEN THE GARAGE AND RESIDENTIAL BUILDING TO BE SPRINKLED THROUGHOUT

BUILDING HEIGHT: PER IBC 103.10 PERMITTED HEIGHT: 45'-2" (TIER 3 ADDED HEIGHT INCENTIVE)

NUMBER OF STORES: 6 STORY BUILDING ON GARAGE AND ONE LEVEL OF SUPERSTRAEUM PARKING TYPE 1 HR CONST.

LOT AREA: 6,886-45-886 - 133,272 SQ. FT.

SET BACK R-3: PROVIDED UNDER TOC TIER 3 (M12C)

REQUIRED UNDER ILMC (I222 A31): FRONT: 20'
REAR: 15'
SIDE: 6'-4" (INCLUDE 30% REDUCTION INCENTIVE/TIER 3)

DENSITY: (O)R3-1-O ALLOWED: 13,772 DPO
18 UNITS

DENSITY BONUS UNITS: 18 UNITS

TOC TIER 3: 31 UNITS PERMITTED
30 UNITS THIS PROJECT

TOC TIER 3: 30 x 10% = 3 UNITS EXEMPTED Y LOW INCOME

F.A.R. AMC: 8,756 SQ. FT.

F.A.R. PER TOC TIER 3 (4.5-1): 8,756 SQ. FT. x 4.5 = 39,402 SQ. FT. PERMITTED
36,838 SQ. FT.

PROJECT IS USING 3 INCENTIVES UNDER TOC TIER 3 HEIGHT, OPEN SPACE AND REDUCTION OF SIDE YARDS BY 30%

AREAS CALCULATIONS:

1ST OCCUPANCY	7,160 SQ. FT.
2ND OCCUPANCY	7,160 SQ. FT.
3RD OCCUPANCY	7,160 SQ. FT.
4TH OCCUPANCY	6,991 SQ. FT.
5TH OCCUPANCY	6,991 SQ. FT.
6TH OCCUPANCY	6,991 SQ. FT.
7TH OCCUPANCY	6,991 SQ. FT.
8TH OCCUPANCY	6,991 SQ. FT.
9TH OCCUPANCY	6,991 SQ. FT.
10TH OCCUPANCY	6,991 SQ. FT.
11TH OCCUPANCY	6,991 SQ. FT.
12TH OCCUPANCY	6,991 SQ. FT.
13TH OCCUPANCY	6,991 SQ. FT.
14TH OCCUPANCY	6,991 SQ. FT.
15TH OCCUPANCY	6,991 SQ. FT.
16TH OCCUPANCY	6,991 SQ. FT.
17TH OCCUPANCY	6,991 SQ. FT.
18TH OCCUPANCY	6,991 SQ. FT.
19TH OCCUPANCY	6,991 SQ. FT.
20TH OCCUPANCY	6,991 SQ. FT.
21TH OCCUPANCY	6,991 SQ. FT.
22TH OCCUPANCY	6,991 SQ. FT.
23TH OCCUPANCY	6,991 SQ. FT.
24TH OCCUPANCY	6,991 SQ. FT.
25TH OCCUPANCY	6,991 SQ. FT.
26TH OCCUPANCY	6,991 SQ. FT.
27TH OCCUPANCY	6,991 SQ. FT.
28TH OCCUPANCY	6,991 SQ. FT.
29TH OCCUPANCY	6,991 SQ. FT.
30TH OCCUPANCY	6,991 SQ. FT.
31ST OCCUPANCY	6,991 SQ. FT.
32ND OCCUPANCY	6,991 SQ. FT.
33RD OCCUPANCY	6,991 SQ. FT.
34TH OCCUPANCY	6,991 SQ. FT.
35TH OCCUPANCY	6,991 SQ. FT.
36TH OCCUPANCY	6,991 SQ. FT.
37TH OCCUPANCY	6,991 SQ. FT.
38TH OCCUPANCY	6,991 SQ. FT.
39TH OCCUPANCY	6,991 SQ. FT.
40TH OCCUPANCY	6,991 SQ. FT.
41ST OCCUPANCY	6,991 SQ. FT.
42ND OCCUPANCY	6,991 SQ. FT.
43RD OCCUPANCY	6,991 SQ. FT.
44TH OCCUPANCY	6,991 SQ. FT.
45TH OCCUPANCY	6,991 SQ. FT.
46TH OCCUPANCY	6,991 SQ. FT.
47TH OCCUPANCY	6,991 SQ. FT.
48TH OCCUPANCY	6,991 SQ. FT.
49TH OCCUPANCY	6,991 SQ. FT.
50TH OCCUPANCY	6,991 SQ. FT.
51ST OCCUPANCY	6,991 SQ. FT.
52ND OCCUPANCY	6,991 SQ. FT.
53RD OCCUPANCY	6,991 SQ. FT.
54TH OCCUPANCY	6,991 SQ. FT.
55TH OCCUPANCY	6,991 SQ. FT.
56TH OCCUPANCY	6,991 SQ. FT.
57TH OCCUPANCY	6,991 SQ. FT.
58TH OCCUPANCY	6,991 SQ. FT.
59TH OCCUPANCY	6,991 SQ. FT.
60TH OCCUPANCY	6,991 SQ. FT.
61ST OCCUPANCY	6,991 SQ. FT.
62ND OCCUPANCY	6,991 SQ. FT.
63RD OCCUPANCY	6,991 SQ. FT.
64TH OCCUPANCY	6,991 SQ. FT.
65TH OCCUPANCY	6,991 SQ. FT.
66TH OCCUPANCY	6,991 SQ. FT.
67TH OCCUPANCY	6,991 SQ. FT.
68TH OCCUPANCY	6,991 SQ. FT.
69TH OCCUPANCY	6,991 SQ. FT.
70TH OCCUPANCY	6,991 SQ. FT.
71ST OCCUPANCY	6,991 SQ. FT.
72ND OCCUPANCY	6,991 SQ. FT.
73RD OCCUPANCY	6,991 SQ. FT.
74TH OCCUPANCY	6,991 SQ. FT.
75TH OCCUPANCY	6,991 SQ. FT.
76TH OCCUPANCY	6,991 SQ. FT.
77TH OCCUPANCY	6,991 SQ. FT.
78TH OCCUPANCY	6,991 SQ. FT.
79TH OCCUPANCY	6,991 SQ. FT.
80TH OCCUPANCY	6,991 SQ. FT.
81ST OCCUPANCY	6,991 SQ. FT.
82ND OCCUPANCY	6,991 SQ. FT.
83RD OCCUPANCY	6,991 SQ. FT.
84TH OCCUPANCY	6,991 SQ. FT.
85TH OCCUPANCY	6,991 SQ. FT.
86TH OCCUPANCY	6,991 SQ. FT.
87TH OCCUPANCY	6,991 SQ. FT.
88TH OCCUPANCY	6,991 SQ. FT.
89TH OCCUPANCY	6,991 SQ. FT.
90TH OCCUPANCY	6,991 SQ. FT.
91ST OCCUPANCY	6,991 SQ. FT.
92ND OCCUPANCY	6,991 SQ. FT.
93RD OCCUPANCY	6,991 SQ. FT.
94TH OCCUPANCY	6,991 SQ. FT.
95TH OCCUPANCY	6,991 SQ. FT.
96TH OCCUPANCY	6,991 SQ. FT.
97TH OCCUPANCY	6,991 SQ. FT.
98TH OCCUPANCY	6,991 SQ. FT.
99TH OCCUPANCY	6,991 SQ. FT.
100TH OCCUPANCY	6,991 SQ. FT.

PARKING ANALYSIS (S2 OCC.)

RESIDENTIAL PARKING REQUIRED ILMC (I221 A3)

1 BEDROOM	2 x 1.5 = 3 STALLS	RESIDENTIAL PARKING REQUIRED TOC (I221 A3)	15 STALLS
2 BEDROOM	4 x 2 = 8 STALLS		
2 BDRM+DEN	11 x 2 = 22 STALLS		
3 BDRM	14 x 2 = 28 STALLS		
TOTAL PARKING REQUIRED	59 STALLS		

RESIDENTIAL PARKING PROVIDED

STANDARD ACCESSIBLE	23 STALLS
COMPACT	28 STALLS
TOTAL PARKING PROVIDED	52 STALLS

NO GUEST PARKING REQUIRED

ELECTRIC VEHICLE: 15 STALLS x 5% = 1 CHARGING STALL

BICYCLE PARKING

RESIDENTIAL BICYCLE REQUIRED	30 UNITS x 1 BICYCLE PARKING	30 BICYCLE PARKINGS
TOTAL BICYCLE REQUIRED/PROVIDED	30 BICYCLE PARKINGS	30 BICYCLE PARKINGS

EXHIBIT "A"

Page No. 2 of 24

Case No. DIR-2020-4062-70c

18-068

A008

30 UNITS APARTMENTS

1557 S ORANGE GROVE
LOS ANGELES, CA

NO. DATE ISSUED FOR
1 ST. P.C. SUB.

BUILDING AREA ANALYSIS

1/8"=1'-0"

DESCRIPTION

DATE: _____

CHECKED BY: _____

DRAWN BY: _____

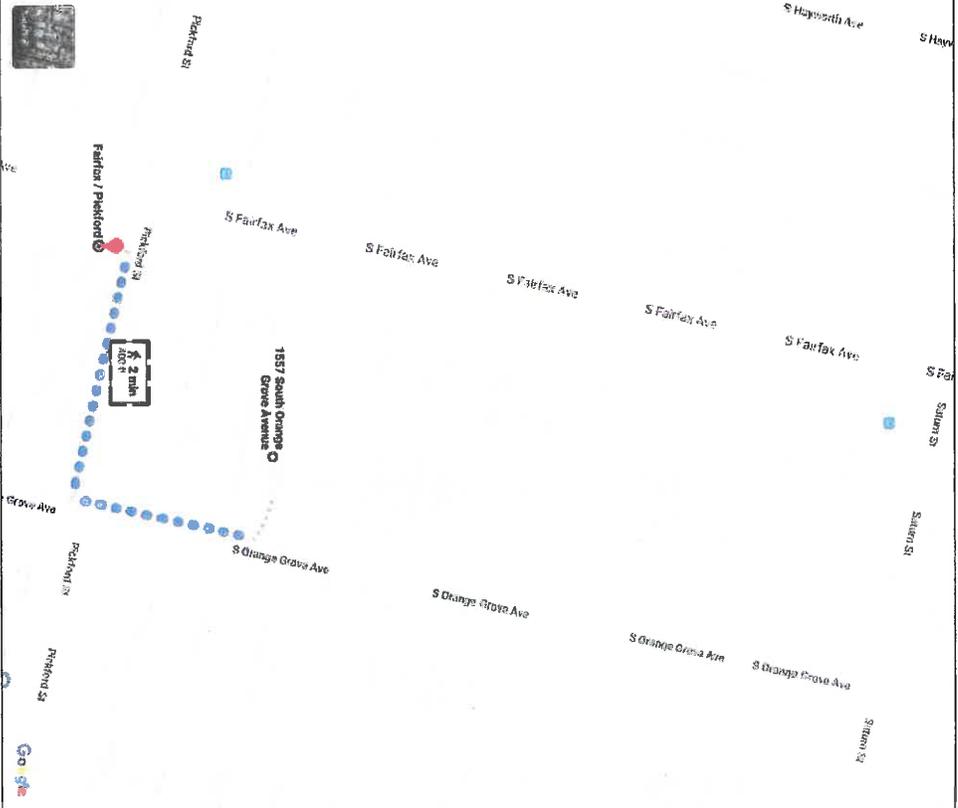


Fairfax / Pickford
Stop ID: 4568

- Los Angeles CA 90019
- 3100A-X2 Los Angeles, California
- Add a label
- Suggest an edit
- See departure board



Add a photo
Write a review



*TOTAL DISTANCE (FROM SITE TO MAJOR TRANSIT STOP): 400 FT

Chart 1. TOD Alameda Housing Inventory Area 1101	Time 1 (min)	Time 2 (min)	Time 3 (min)	Time 4 (min)
Two Regular Buses Rapid Bus Area, Monday-Friday	750 - 2800 ft.	< 750 ft.	< 750 ft.	< 750 ft.
Regular Bus Rapid	1500 - 2800 ft.	< 750 ft.	< 750 ft.	< 750 ft.
Two Rapid Buses Rapid Bus Area, Monday-Friday	1500 - 2800 ft.	< 1500 ft.	< 1500 ft.	< 1500 ft.
Two Rapid Buses Rapid Bus Area, Monday-Friday	1500 - 2800 ft.	< 1500 ft.	< 1500 ft.	< 1500 ft.
Two Rapid Buses Rapid Bus Area, Monday-Friday	1500 - 2800 ft.	< 1500 ft.	< 1500 ft.	< 1500 ft.
Two Rapid Buses Rapid Bus Area, Monday-Friday	1500 - 2800 ft.	< 1500 ft.	< 1500 ft.	< 1500 ft.
Two Rapid Buses Rapid Bus Area, Monday-Friday	1500 - 2800 ft.	< 1500 ft.	< 1500 ft.	< 1500 ft.
Two Rapid Buses Rapid Bus Area, Monday-Friday	1500 - 2800 ft.	< 1500 ft.	< 1500 ft.	< 1500 ft.
Two Rapid Buses Rapid Bus Area, Monday-Friday	1500 - 2800 ft.	< 1500 ft.	< 1500 ft.	< 1500 ft.
Two Rapid Buses Rapid Bus Area, Monday-Friday	1500 - 2800 ft.	< 1500 ft.	< 1500 ft.	< 1500 ft.

EXHIBIT "A"
Page No. 4 of 24
Case No. DIR-2020-4012-TOC

ADM-2019-1169-IDM

TRANSIT-ORIENTED COMMUNITIES TIER VERIFICATION FORM

Project Information - To be completed by applicant:

1. PROJECT LOCATION: ZONING

Project Address: 1557 S Orange Grove Ave

Number of units: 2

2. TRANSPORTATION QUALIFIERS

Qualifier #1 (at least one): 2.750 ft

Qualifier #2 (at least one): 1500 ft

Qualifier #3 (at least one): 1500 ft

Qualifier #4 (at least one): 1500 ft

Qualifier #5 (at least one): 1500 ft

Qualifier #6 (at least one): 1500 ft

Qualifier #7 (at least one): 1500 ft

Qualifier #8 (at least one): 1500 ft

Qualifier #9 (at least one): 1500 ft

Qualifier #10 (at least one): 1500 ft

Qualifier #11 (at least one): 1500 ft

Qualifier #12 (at least one): 1500 ft

Qualifier #13 (at least one): 1500 ft

Qualifier #14 (at least one): 1500 ft

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Qualifier #18 (at least one): 1500 ft

Qualifier #19 (at least one): 1500 ft

Qualifier #20 (at least one): 1500 ft

Qualifier #21 (at least one): 1500 ft

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Qualifier #25 (at least one): 1500 ft

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Qualifier #27 (at least one): 1500 ft

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Qualifier #29 (at least one): 1500 ft

Qualifier #30 (at least one): 1500 ft

Qualifier #31 (at least one): 1500 ft

Qualifier #32 (at least one): 1500 ft

Qualifier #33 (at least one): 1500 ft

Qualifier #34 (at least one): 1500 ft

Qualifier #35 (at least one): 1500 ft

Qualifier #36 (at least one): 1500 ft

Qualifier #37 (at least one): 1500 ft

Qualifier #38 (at least one): 1500 ft

Qualifier #39 (at least one): 1500 ft

Qualifier #40 (at least one): 1500 ft

Qualifier #41 (at least one): 1500 ft

Qualifier #42 (at least one): 1500 ft

Qualifier #43 (at least one): 1500 ft

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Qualifier #48 (at least one): 1500 ft

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Qualifier #57 (at least one): 1500 ft

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Qualifier #60 (at least one): 1500 ft

Qualifier #61 (at least one): 1500 ft

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Qualifier #67 (at least one): 1500 ft

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Qualifier #70 (at least one): 1500 ft

Qualifier #71 (at least one): 1500 ft

Qualifier #72 (at least one): 1500 ft

Qualifier #73 (at least one): 1500 ft

Qualifier #74 (at least one): 1500 ft

Qualifier #75 (at least one): 1500 ft

Qualifier #76 (at least one): 1500 ft

Qualifier #77 (at least one): 1500 ft

Qualifier #78 (at least one): 1500 ft

Qualifier #79 (at least one): 1500 ft

Qualifier #80 (at least one): 1500 ft

Qualifier #81 (at least one): 1500 ft

Qualifier #82 (at least one): 1500 ft

Qualifier #83 (at least one): 1500 ft

Qualifier #84 (at least one): 1500 ft

Qualifier #85 (at least one): 1500 ft

Qualifier #86 (at least one): 1500 ft

Qualifier #87 (at least one): 1500 ft

Qualifier #88 (at least one): 1500 ft

Qualifier #89 (at least one): 1500 ft

Qualifier #90 (at least one): 1500 ft

Qualifier #91 (at least one): 1500 ft

Qualifier #92 (at least one): 1500 ft

Qualifier #93 (at least one): 1500 ft

Qualifier #94 (at least one): 1500 ft

Qualifier #95 (at least one): 1500 ft

Qualifier #96 (at least one): 1500 ft

Qualifier #97 (at least one): 1500 ft

Qualifier #98 (at least one): 1500 ft

Qualifier #99 (at least one): 1500 ft

Qualifier #100 (at least one): 1500 ft

18-068

30 UNITS APARTMENTS

1557 S ORANGE GROVE
LOS ANGELES, CA.

1000

NO. DATE ISSUED FOR 1 ST, PC SUB.

TOC TRANSIT MAP

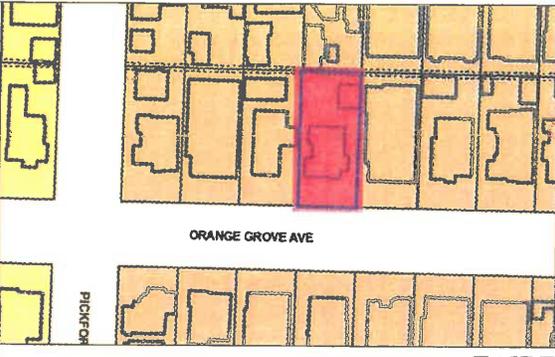
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DATE

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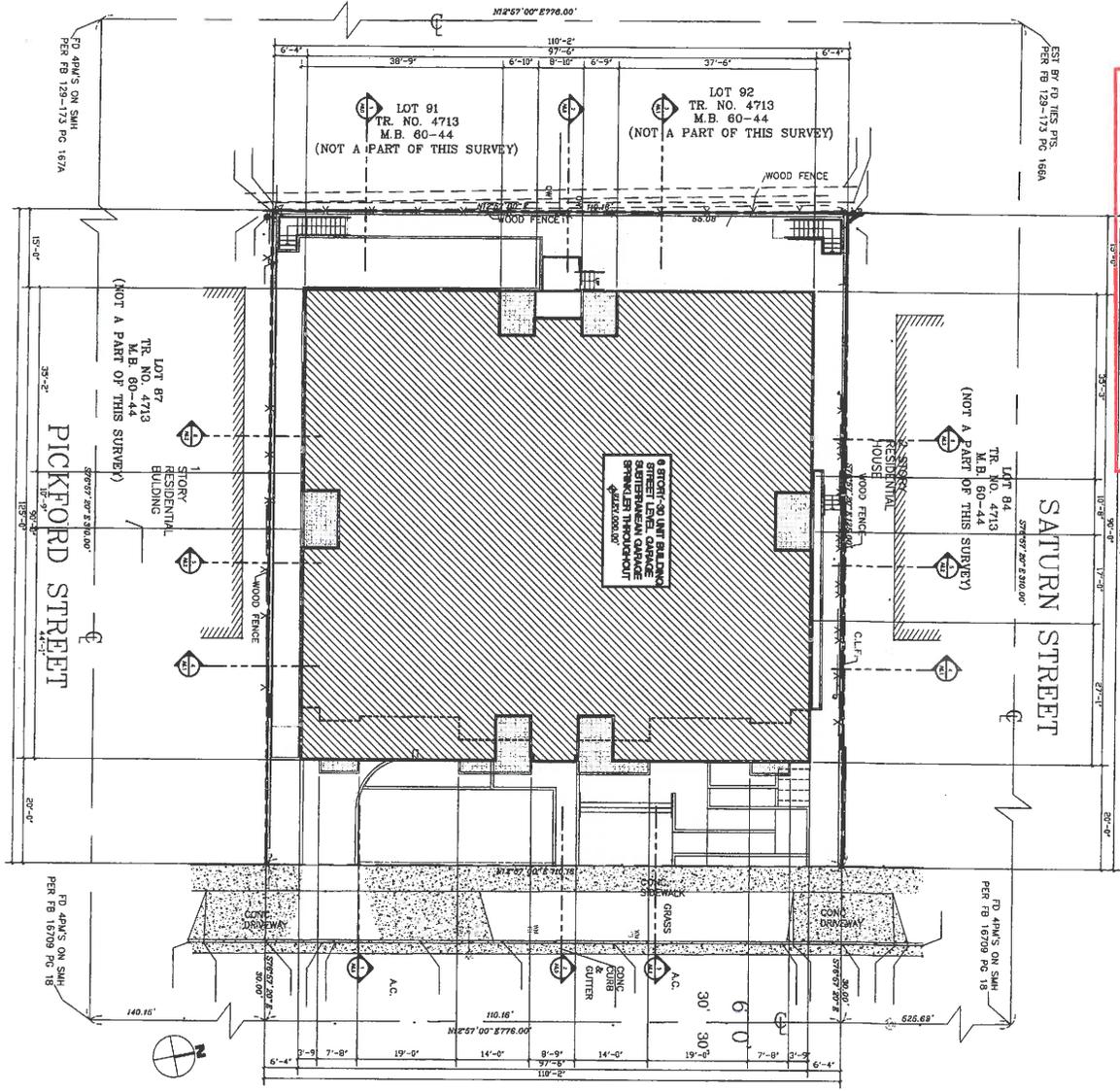
EXHIBIT "A"

Page No. 5 of 24
 Case No. DR-2020-4062-70C



ZONING MAP

FAIRFAX AVENUE



SITE PLAN

SCALE: 3/32" = 1'-0"

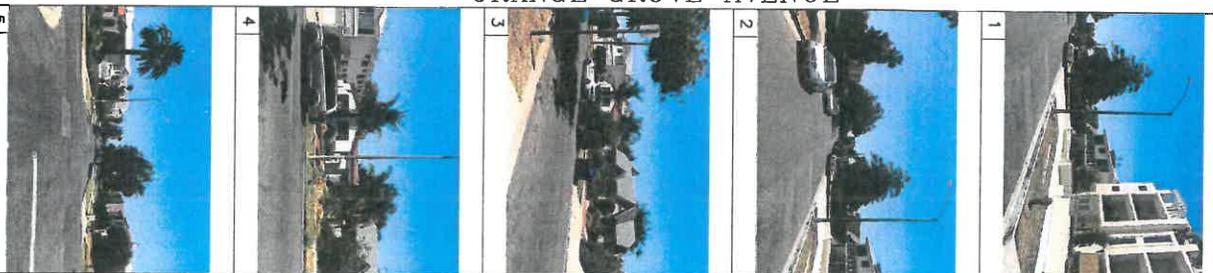


PHOTO SURVEY

18-068

30 UNITS APARTMENTS
 1557 S ORANGE GROVE
 LOS ANGELES, CA.

NO. DATE ISSUED FOR

NO.	DATE	ISSUED FOR

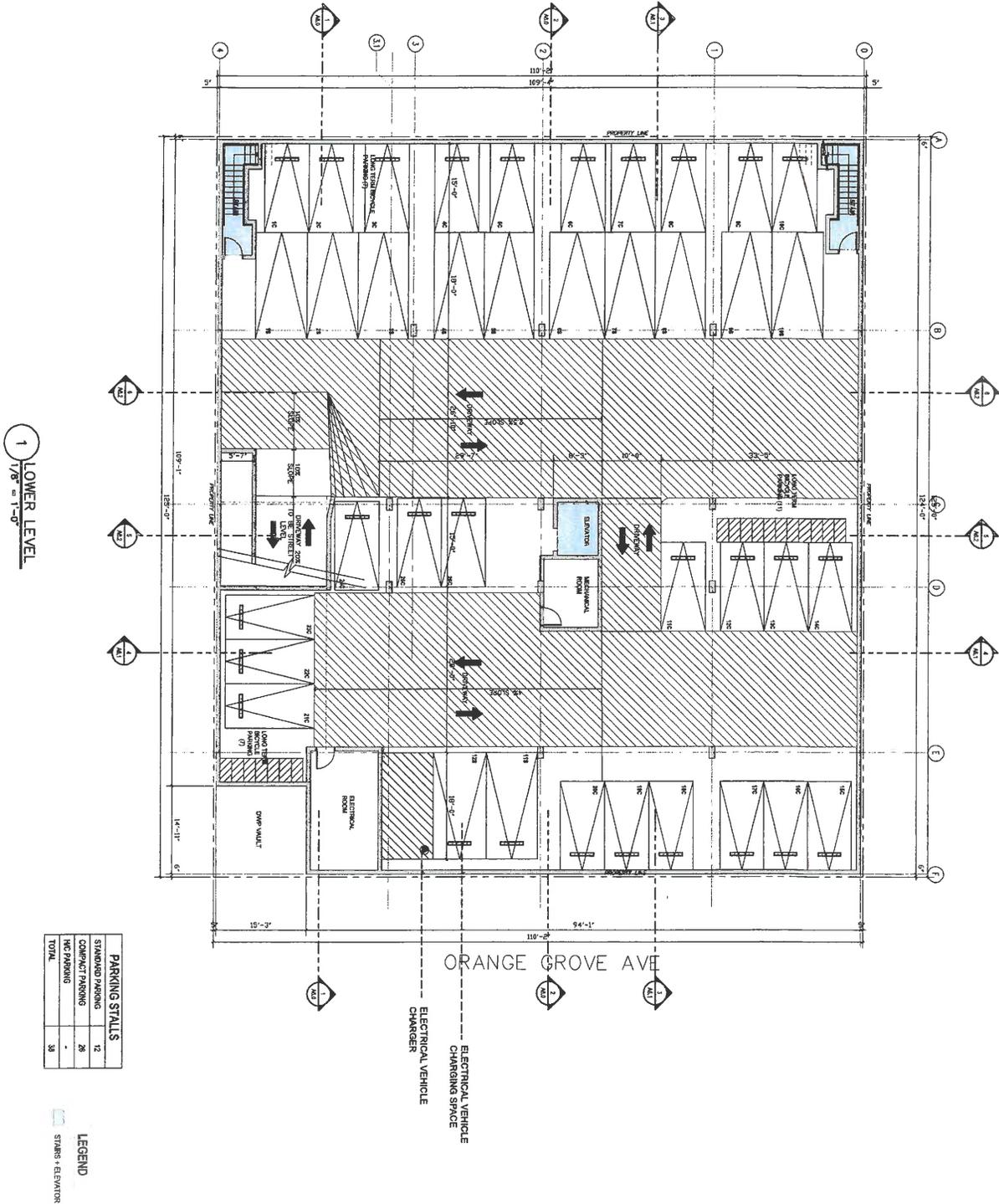
SITE PLAN

AS DWP BY: [Signature]

NO.	DATE	DESCRIPTION

DRAWN BY: [Signature] DATE: [] CHECKED BY: [Signature] DATE: []





1 LOWER LEVEL
 1/8" = 1'-0"

PARKING STALLS	
STANDARD PARKING	12
COMPACT PARKING	26
HC PARKING	-
TOTAL	38

LEGEND
 STAIRS + ELEVATOR

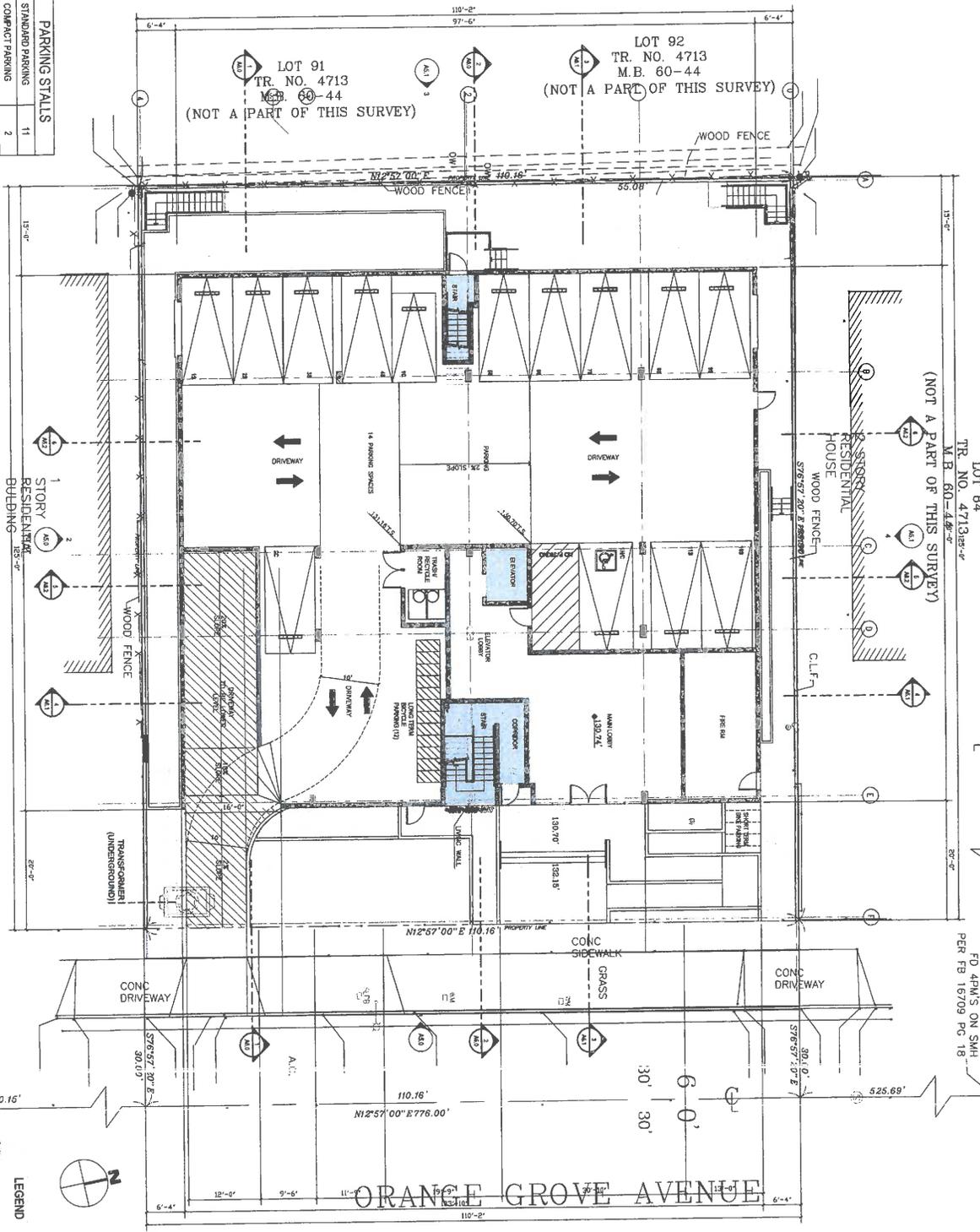
<p>18-068 A3.0 6/4/2020</p>	<p>30 UNITS APARTMENTS 1557 S ORANGE GROVE LOS ANGELES, CA.</p>	<p>NO. DATE ISSUED FOR 1 ST. P.L. SUB LOWER LEVEL 1/8" = 1'-0"</p>	<p>ALL DIM. & CHANGE NO. DATE DESCRIPTION 11 09 07 06 05 04 03 02 01 DRAWN BY: DATE CHECKED BY: DATE T.C. AL</p>	<p>KETE 1000 W. 10TH ST. SUITE 100 LOS ANGELES, CA 90057 TEL: 213-620-1000 FAX: 213-620-1001 WWW.KETE.COM</p>
---	--	--	--	--

FAIRFAX AVENUE

EST BY FD TIES P/S.
PER FB 129-173 PG. 1684

PARKING STALLS	
STANDARD PARKING	11
COMPACT PARKING	2
HCP PARKING	1
TOTAL	14

1 STREET LEVEL - 1ST FLOOR PLAN
1/8" = 1'-0"



LOT 84
TR. NO. 4713-35-44
M.B. 60-48-44
576'57.20' E 310.00'
SATURN STREET

FD. 4P/S. ON S/MH.
PER FB 16709 PG. 18

EXHIBIT "A"
Page No. 8 of 24
Case No. DIR-2020-4062-70C

LEGEND
STAIRS - ELEVATOR
LANDSCAPE (SEE L.D. PLAN)

18-068

30 UNITS APARTMENTS

1557 S ORANGE GROVE
LOS ANGELES, CA.

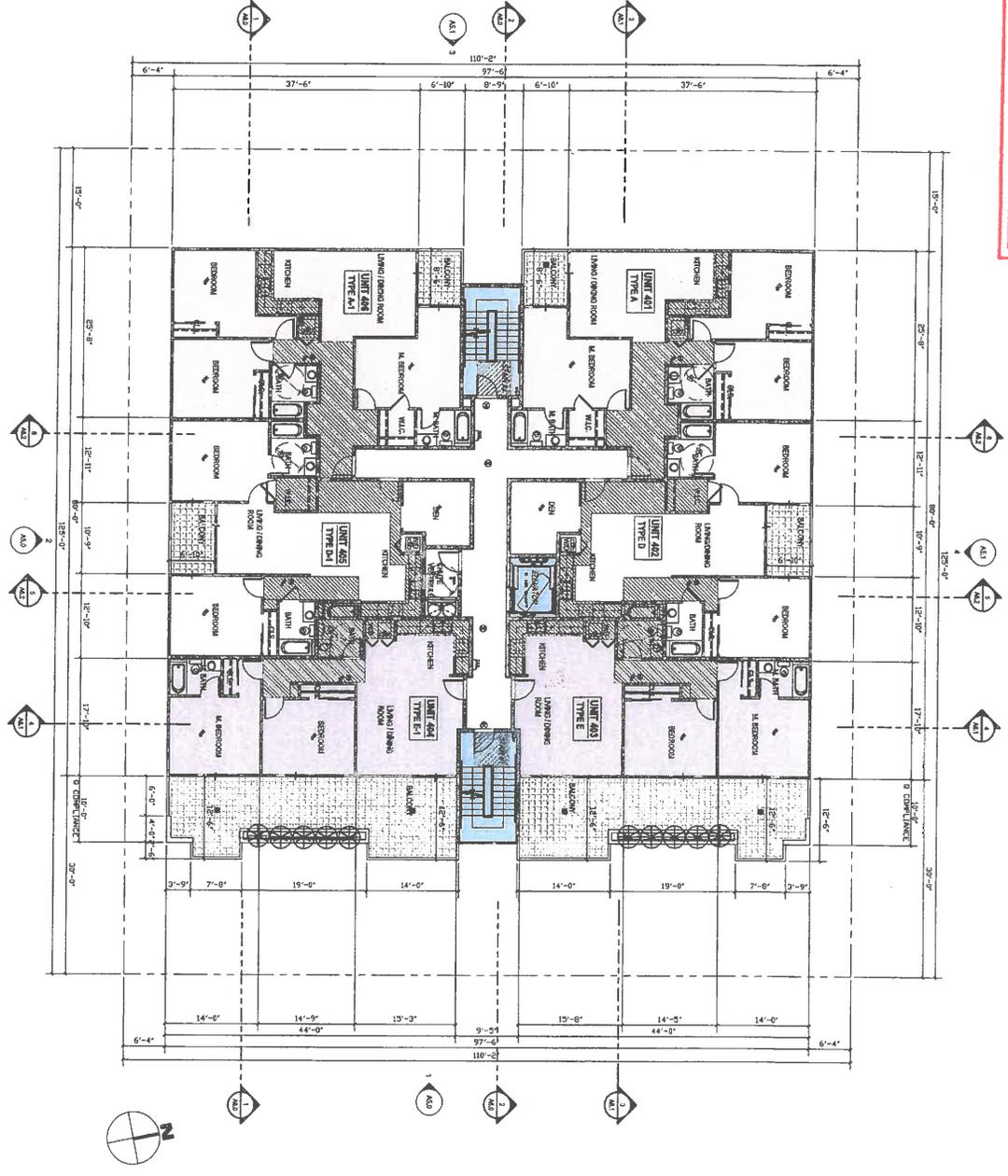
A31

STREET LEVEL
1/8"=1'-0"

NO.	DATE	ISSUED FOR	DESCRIPTION
1	1/8/20	1 ST. P.C. SUB.	



1 4TH FLOOR PLAN
 1/8" = 1'-0"



- LEGEND**
- STAIRS + ELEVATOR
 - 3 BEDROOM
 - 2 BEDROOM + DEN
 - 2 BEDROOM
 - 1 BEDROOM
 - LANDSCAPE

18-068
 A35
 9/16/2020

30 UNITS APARTMENTS
 1557 S ORANGE GROVE
 LOS ANGELES, CA.

NO.	DATE	ISSUED FOR

4TH FLOOR PLAN
 1/8" = 1'-0"

NO.	DATE	DESCRIPTION

DRAWN BY: _____ DATE: _____
 CHECKED BY: _____ DATE: _____
 IFC: AL



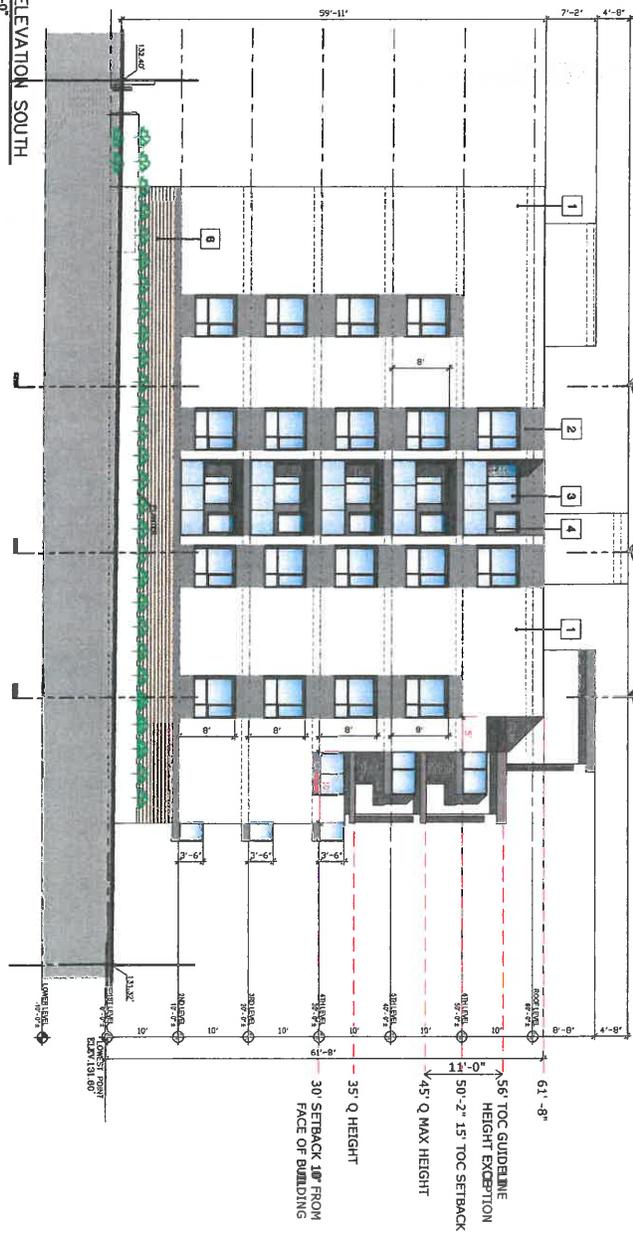
NOTES:
 10' Q CONDITION COMPLIANCE OCCURS AT THE 30' HEIGHT PRIOR TO THE REQUIRED SETBACK OF 35'.
 THE 15' FLOOR SETBACK TOC EXCEPTION OCCURS AT THE 5TH LEVEL PRIOR TO THE 56' REQUIRED SETBACK LOCATION.

- KEY NOTES LEGEND**
- 1 STUCCO - PAREX USA, COLOR COLLECTION SANTIMO 3032L (19)
 - 2 STUCCO - PAREX USA, COLOR COLLECTION PAREX 200 BASE, COLOR COLLECTION CLASS INSERT, COLOR TO MATCH STUCCO SANTIMO 3032L (19)
 - 3 OSGURE THERMEX GLASS WITH POWDERED COATED ALUMINUM FRAME, COLOR TO MATCH STUCCO SANTIMO 3032L (19)
 - 4 WHEED METALIC MESH, COLOR TO MATCH STUCCO SANTIMO 3032L (19)
 - 5 WHEED METALIC MESH, COLOR TO MATCH STUCCO SANTIMO 3032L (19)
 - 6 WHEED METALIC MESH, COLOR TO MATCH STUCCO SANTIMO 3032L (19)

1 BLDG ELEVATION EAST
 1/8" = 1'-0"



2 BLDG ELEVATION SOUTH
 1/8" = 1'-0"



18-068
 A50

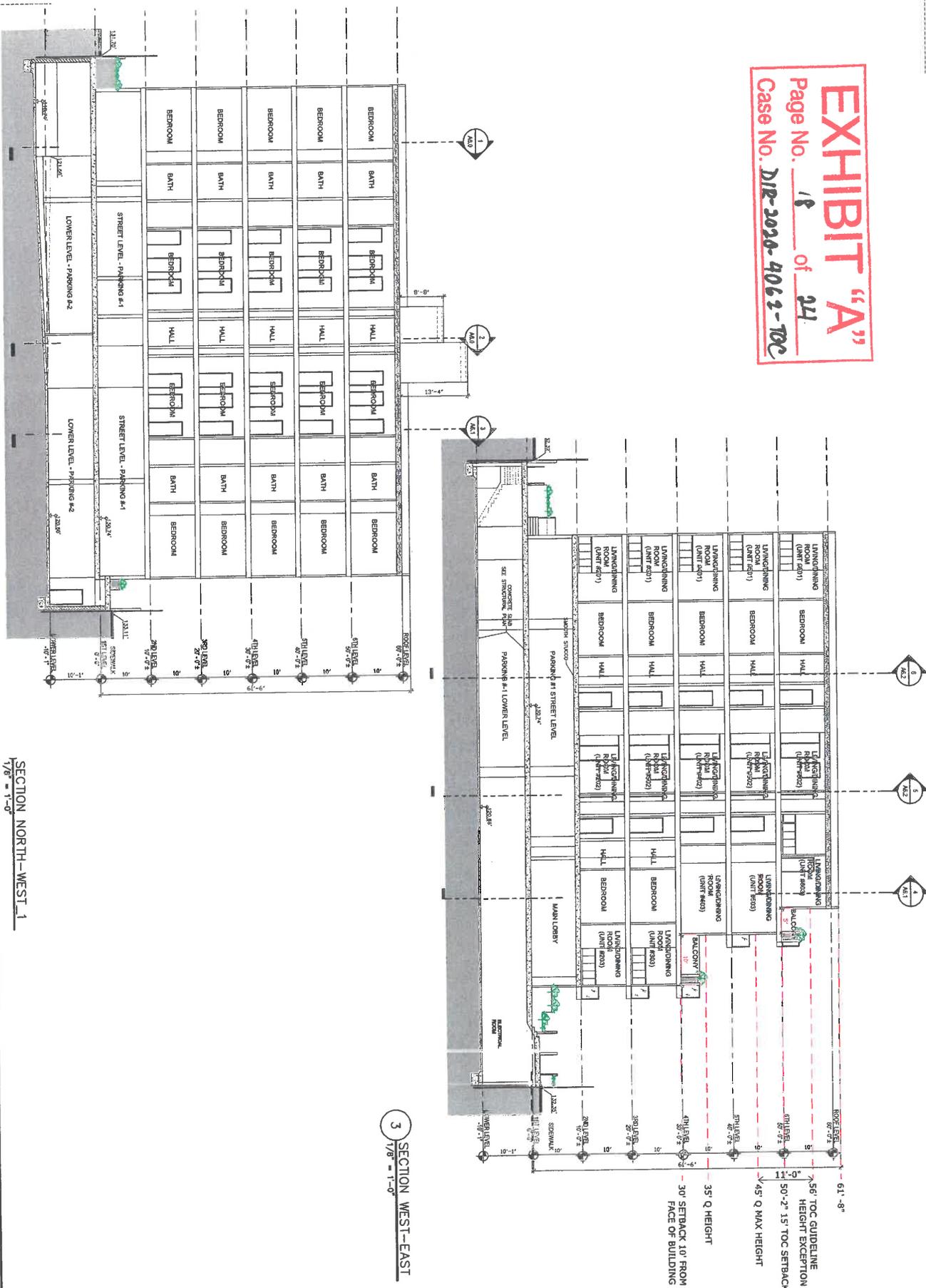
30 UNITS APARTMENTS
 1557 S ORANGE GROVE
 LOS ANGELES, CA

BUILDING ELEVATIONS
 1/8" = 1'-0"

NO.	DATE	ISSUED FOR
1		ST. PC SUB

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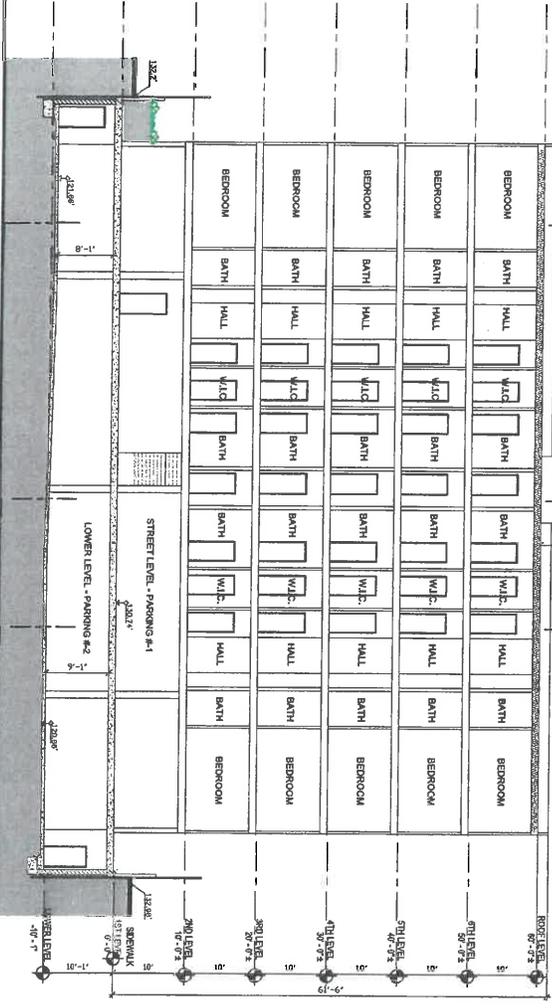


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 1/8" = 1'-0"

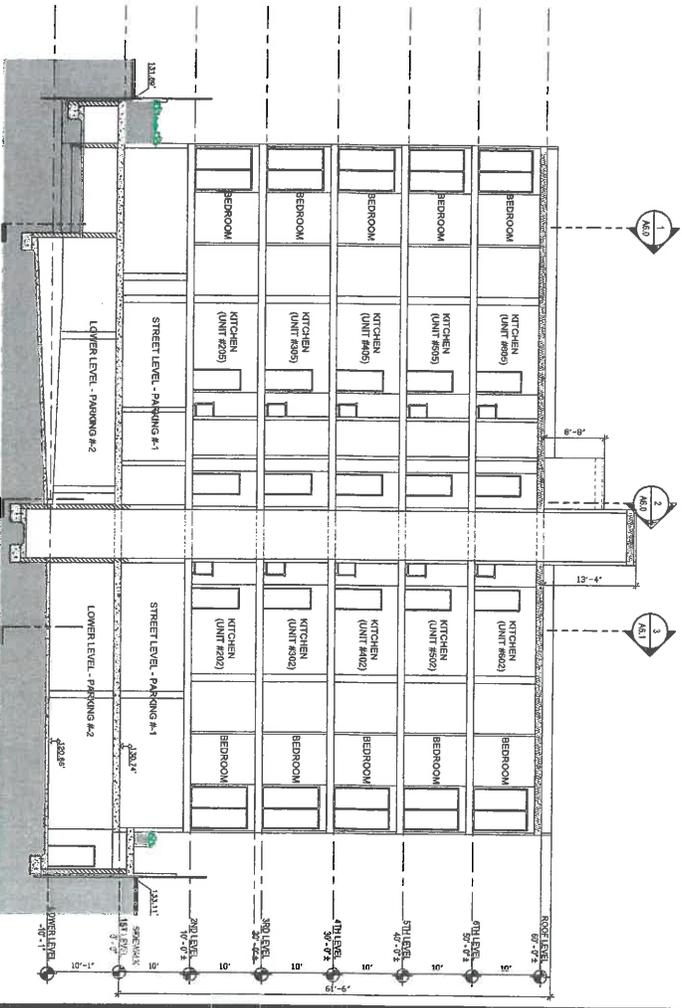
3 SECTION WEST-EAST
 1/8" = 1'-0"

61'-8"
 35' Q HEIGHT
 30' SETBACK 10' FROM FACE OF BUILDING
 45' Q MAX HEIGHT
 50'-2" 15' TOC SETBACK
 56' TOC GUIDELINE HEIGHT EXCEPTION

<p>18-068 A6.1</p>	<p>30 UNITS APARTMENTS 1557 S ORANGE GROVE LOS ANGELES, CA.</p>	<p>BUILDING SECTIONS 1/8" = 1'-0"</p>	<table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>REVISION</th> <th>BY</th> <th>CHK</th> <th>SUB.</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DATE	REVISION	BY	CHK	SUB.							
NO.	DATE	REVISION	BY	CHK	SUB.											



6 SECTION NORTH-SOUTH 1
 1/8" = 1'-0"



5 SECTION ELEVATOR
 1/8" = 1'-0"

18-068
 A62

30 UNITS APARTMENTS
 1557 S ORANGE GROVE
 LOS ANGELES, CA.

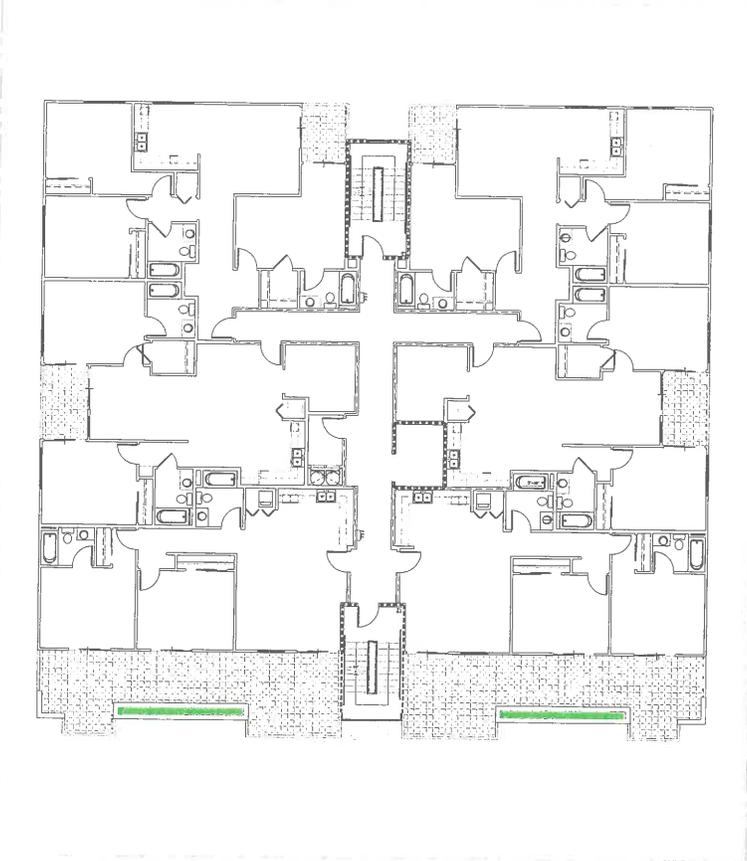
NO.	DATE	ISSUED FOR

BUILDING SECTIONS
 1/8" = 1'-0"

NO.	DATE	DESCRIPTION

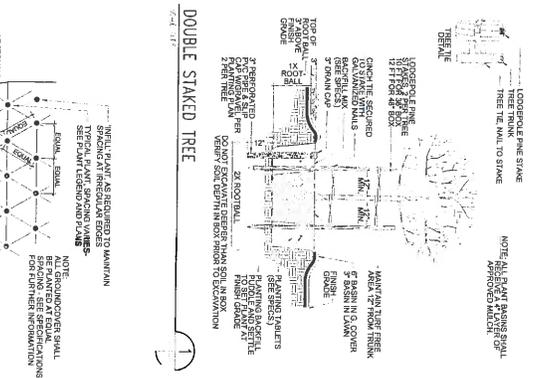
DATE: _____
 CHECKED BY: _____
 DATE: _____





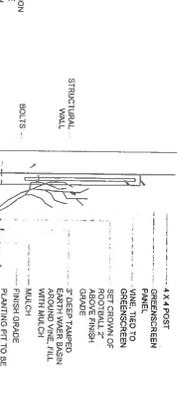
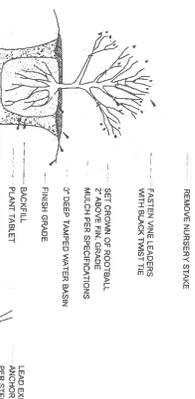
LANDSCAPE ARCHITECT
ARCHITECT
 COURT LAND ARCHITECTURE
 505 E Colorado Blvd, Suite C
 Ft. Collins, CO 80526
 Tel: 970-226-3200
 Fax: 970-226-3202
 Email: info@courtland.com

2020-06-23 15:57 Orange Grove SD Set



NO.	DATE	ISSUED FOR	BY
1	02/20/18	CD FOR PERMIT	

FOURTH FLOOR LANDSCAPE PLAN

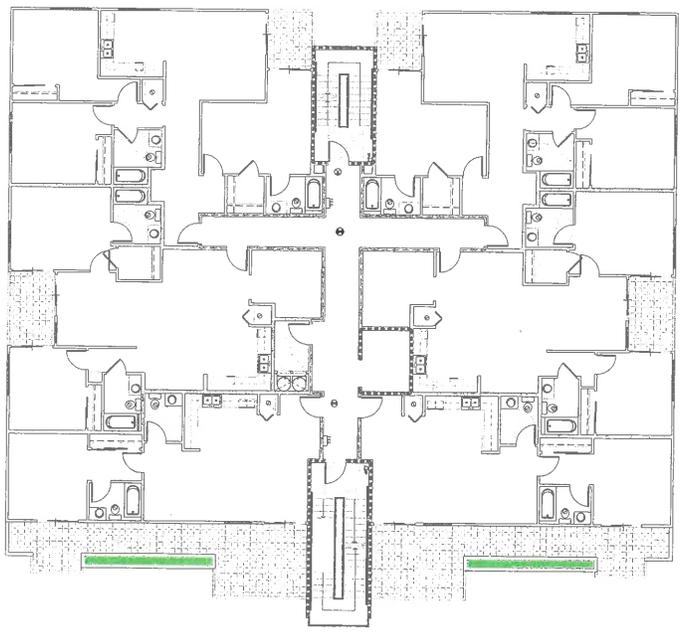


30 UNIT APARTMENT BUILDING
 1557 S. ORANGE GROVE AVE.
 LOS ANGELES, CA

L1.1

2020-06-23 15:57 Orange Grove SD Set

EXHIBIT "A"
 Page No. 23 of 24
 Case No. DPR-2020-4062-70c



SCALE: 1/8" = 1'-0"
 WHEN PRINTED ON 24" x 36" PAPER

LANDSCAPE ARCHITECT
COURTLAND STUDIO, LLC
 ARCHITECTURE
 505 E. COLLETON BLVD., SUITE 110
 LOS ANGELES, CA 90015
 P: 310-206-5332
 F: 310-206-5333
 www.courtlandstudio.com
 License: Landscape Architect 22861

LANDSCAPE ARCHITECT
LETTER

LANDSCAPE CERTIFICATION
 FORM GRN 12
 2017 Los Angeles Green Building Code
 (This form is required at time of inspection)

Section A: Landscape Designer

I certify that the landscape plan, drawings, and specifications for this project were prepared by me or under my supervision, and that I am a duly Licensed Landscape Designer in the State of California. I am the author of the landscape plan, drawings, and specifications for this project.

Name: PAUL DAVIS State License # (if applicable): 26970

Company Name (if applicable): LANDSCAPE DESIGN

Section B: Landscape Installer

I certify that I am a duly Licensed Landscape Installer in the State of California. I am the installer of the landscape plan, drawings, and specifications for this project.

Name: _____ State License # (if applicable): _____

Company Name (if applicable): _____

Section C: Owner/Representative

I certify that I am the property owner or the authorized representative and have signed this form on behalf of the property owner. I am responsible for the project and the landscape plan, drawings, and specifications for this project.

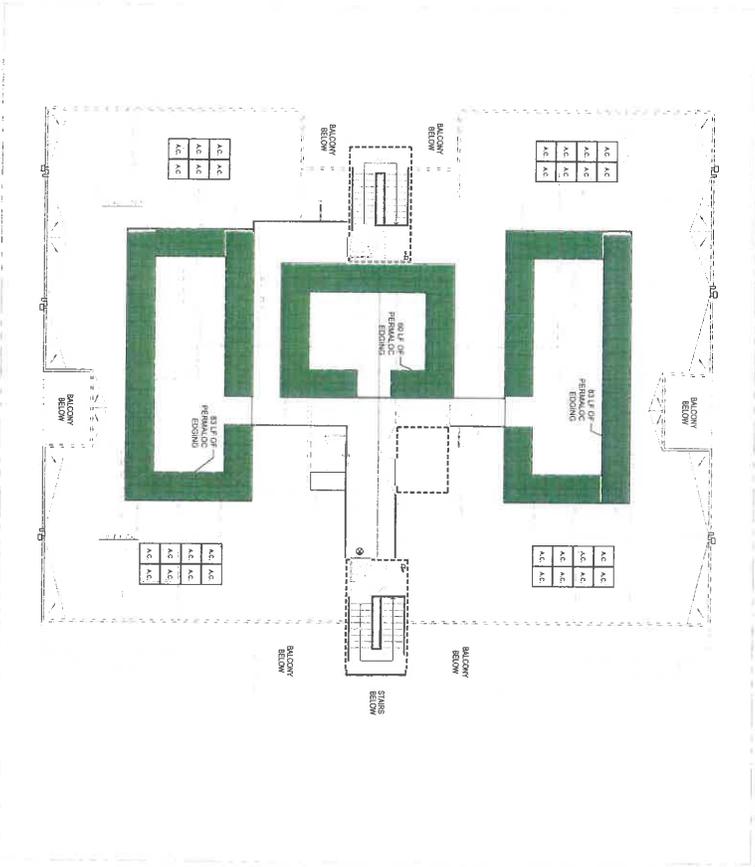
Name: _____ State License # (if applicable): _____

Company Name (if applicable): _____

NO.	DATE	APPROVED FOR
1	8/20/2019	CD FOR PERMIT

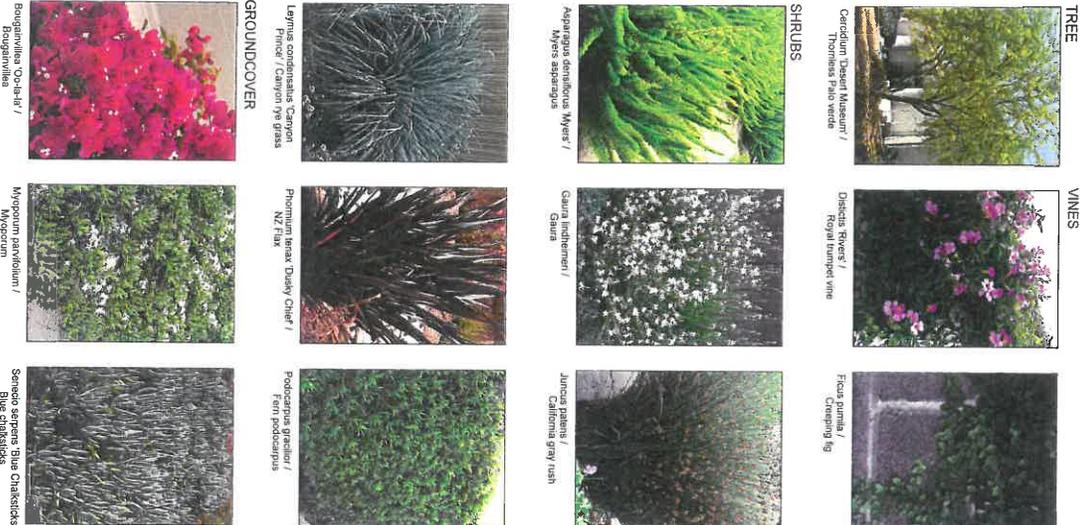
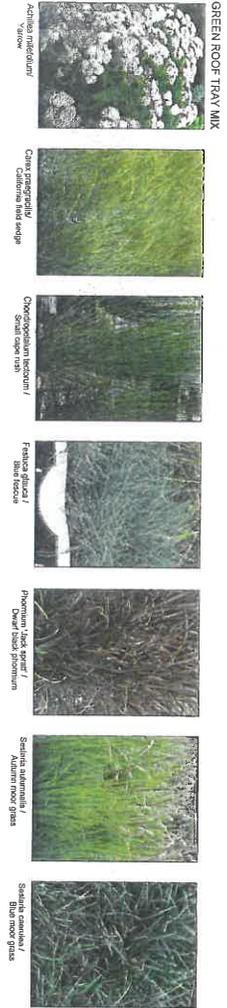
30 UNIT APARTMENT BUILDING
 1557 S GRAMM ST, LOS ANGELES, CA
6TH FLOOR LANDSCAPE PLAN

1:1.2



GREEN ROOF

Symbol	Botanical Name/Common Name	Quantity	Size	Remarks
[Symbol]	Green Living Roof mat to include:	1,022 sq ft	6" deep	contract item by
	<i>Achillea millefolium</i>			Green Living Roof
	<i>Carex perigrina</i>			769-250-0357
	<i>Festuca glauca</i>			www.greengrowing.com
	<i>Phormium tenax</i> var. 'Jack Spratt'			
	<i>Sedum album</i>			
	<i>Sedum spectabile</i>			



LANDSCAPE ARCHITECTURE
COURT LAND STUDIO
 505 F. Colorado Blvd, Suite C
 Pasadena, CA 91105
 Phone: 626-799-4400
 Fax: 626-799-4401
 Website: www.courtlandstudio.com

PAUL LAM
 LICENSED ARCHITECT
 No. 2020
 State of California

NO.	DATE	REVISION	BY
1	9/20/2019	CD FOR PERMIT	

ROOF LANDSCAPE PLAN

30 UNIT APARTMENT BUILDING
 1557 S. ORANGE GROVE AVE.
 LOS ANGELES, CA

2020-06-29 1557 Orange Grove 30-Per

COVID-19 UPDATE

Interim Appeal Filing Procedures

Fall 2020



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

OPTION 1: Online Appeal Portal

(planning.lacity.org/development-services/appeal-application-online)

Entitlement and CEQA appeals can be submitted online and payment can be made by credit card or e-check. The online appeal portal allows appellants to fill out and submit the appeal application directly to the Development Services Center (DSC). Once the appeal is accepted, the portal allows for appellants to submit a credit card payment, enabling the appeal and payment to be submitted entirely electronically. A 2.7% credit card processing service fee will be charged - there is no charge for paying online by e-check.

Appeals should be filed early to ensure DSC staff has adequate time to review and accept the documents, and to allow Appellants time to submit payment. On the final day to file an appeal, the application must be submitted and paid for by 4:30PM (PT). Should the final day fall on a weekend or legal holiday, the time for filing an appeal shall be extended to 4:30PM (PT) on the next succeeding working day. Building and Safety appeals (LAMC Section 12.26K) can only be filed using Option 2 below.

OPTION 2: Drop off at DSC

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

Metro DSC

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

Van Nuys DSC

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

West Los Angeles DSC

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

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

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

EXHIBIT D

Approved Project Plans (Exhibit “A”)

BUILDING AREA ANALYSIS

LOWER LEVEL	UNIT NET AREA	STREET LEVEL	UNIT NET AREA
MECHANICAL ROOM	729 sq. ft.	LOBBY	915 sq. ft.
ELECTRICAL ROOM	263 sq. ft.	TRASH/RECYCLE ROOM	100 sq. ft.
TOTAL	992 sq. ft.	THE ROOM	308 sq. ft.
		TOTAL	1,323 sq. ft.

2ND FLOOR UNITS	AREA	3RD FLOOR UNITS	AREA
UNIT #201 3 BDRM 2 BATH	1,200 sq. ft.	UNIT #301 3 BDRM 2 BATH	1,200 sq. ft.
UNIT #202 2 BDRM+DEN 2 BATH	1,190 sq. ft.	UNIT #302 2 BDRM+DEN 2 BATH	1,190 sq. ft.
UNIT #203 2 BDRM 2 BATH	1,190 sq. ft.	UNIT #303 3 BDRM 2 BATH	1,191 sq. ft.
UNIT #204 2 BDRM+DEN 2 BATH	1,190 sq. ft.	UNIT #304 2 BDRM+DEN 2 BATH	1,191 sq. ft.
UNIT #205 2 BDRM+DEN 2 BATH	1,190 sq. ft.	UNIT #305 3 BDRM 2 BATH	1,200 sq. ft.
UNIT #206 3 BDRM 2 BATH	1,200 sq. ft.	UNIT #306 3 BDRM 2 BATH	1,200 sq. ft.
6 UNITS	7,160 sq. ft.	6 UNITS	7,160 sq. ft.

4TH FLOOR UNITS	AREA	5TH FLOOR UNITS	AREA
UNIT #401 3 BDRM 2 BATH	1,200 sq. ft.	UNIT #501 3 BDRM 2 BATH	1,200 sq. ft.
UNIT #402 2 BDRM+DEN 2 BATH	1,190 sq. ft.	UNIT #502 2 BDRM+DEN 2 BATH	1,190 sq. ft.
UNIT #403 2 BDRM 2 BATH	1,190 sq. ft.	UNIT #503 3 BDRM 2 BATH	1,191 sq. ft.
UNIT #404 2 BDRM+DEN 2 BATH	1,190 sq. ft.	UNIT #504 2 BDRM+DEN 2 BATH	1,191 sq. ft.
UNIT #405 2 BDRM+DEN 2 BATH	1,190 sq. ft.	UNIT #505 3 BDRM 2 BATH	1,200 sq. ft.
UNIT #406 3 BDRM 2 BATH	1,200 sq. ft.	UNIT #506 3 BDRM 2 BATH	1,200 sq. ft.
6 UNITS	6,548 sq. ft.	6 UNITS	6,548 sq. ft.

6TH FLOOR UNITS	AREA	SCHOOL DISTRICT FEES	ASSESSABLE SPACE
UNIT #601 3 BDRM 2 BATH	1,200 sq. ft.	2ND (INCLUDED CORRIDOR)	7,233 sq. ft.
UNIT #602 2 BDRM+DEN 2 BATH	1,194 sq. ft.	3RD (INCLUDED CORRIDOR)	7,414 sq. ft.
UNIT #603 1 BDRM 1 BATH	722 sq. ft.	4TH (INCLUDED CORRIDOR)	6,985 sq. ft.
UNIT #604 1 BDRM 1 BATH	722 sq. ft.	5TH (INCLUDED CORRIDOR)	6,985 sq. ft.
UNIT #605 2 BDRM+DEN 2 BATH	1,194 sq. ft.	6TH (INCLUDED CORRIDOR)	915 sq. ft.
UNIT #606 3 BDRM 2 BATH	1,200 sq. ft.	LOBBY	915 sq. ft.
6 UNITS	6,991 sq. ft.	TOTAL	36,838 sq. ft.

UNITS	AREA	NET AREA
1st Floor	1,323 sq. ft.	1,323 sq. ft.
2nd Floor	7,160 sq. ft.	7,160 sq. ft.
3rd Floor	7,160 sq. ft.	7,160 sq. ft.
4th Floor	6,548 sq. ft.	6,548 sq. ft.
5th Floor	6,548 sq. ft.	6,548 sq. ft.
6th Floor	6,991 sq. ft.	6,991 sq. ft.
TOTAL	36,838 sq. ft.	36,838 sq. ft.

BUILDING ANALYSIS PER LABC BUILDING CODE 2016

JOB ADDRESS: 1515 S ORANGE GROVE
LEGAL DESCRIPTION: TR #173
ASSESSORS PARCEL NUMBER: 9068-023-008-9068-023-009
ZONE: (O)R3-1-O
CONSTRUCTION: RESIDENTIAL TYPE III - 2 HR EXTERIOR WALLS
SEPARATION: 3 HR FIRE RESISTANT STRUCTURAL FRAME - FIRE/TOPOCCELERANT
BUILDING HEIGHT: PER IBC 103.10.3
NUMBER OF STORES: 6 FLOOR BUILDING ON GARAGE AND ONE LEVEL OF SUBTERRANEAN PARKING TYPE I, 1 HR CONST.
LOT AREA: 6,886-45-886 - 133,272 SQ. FT.
SET BACK R-3: PROVIDED UNDER TOC TIER 3 (M1R12C)
REQUIRED UNDER LAMC (12.22.4.31): FRONT: 20'
 REAR: 15'
 SIDE: 6'-4" (INCLUDE 30% REDUCTION IN CENTER/TIER 3)
DENSITY: (O)R3-1-O ALLOWED: 13,772 DWO
 18 UNITS
DENSITY BONUS UNITS: 18 UNITS
TOC TIER 3: 31 UNITS PERMITTED
 30 UNITS THIS PROJECT

TOC TIER 3: 30 x 10% = 3 UNITS EXEMPTED Y LOW INCOME
F.A.R. AMC: 8,756 SQ. FT.
F.A.R. PER LAMC (R-1): 8,756 SQ. FT. x 1.3 = 26,368 SQ. FT.
F.A.R. PER TOC TIER 3 (R-1): 8,756 SQ. FT. x 4.5 = 39,402 SQ. FT. PERMITTED
 36,838 SQ. FT.

PROJECT IS USING 3 INCENTIVES UNDER TOC TIER 3 HEIGHT, OPEN SPACE AND REDUCTION OF SIDE YARDS BY 30%

AREAS CALCULATIONS:
S2 OCCUPANCY: 7,160 SQ. FT.
SECOND FLOOR: 7,160 SQ. FT.
THIRD FLOOR: 7,160 SQ. FT.
FIFTH FLOOR: 6,548 SQ. FT.
SIXTH FLOOR: 6,991 SQ. FT.
30 UNITS: 33,507 SQ. FT.

CORRIDOR: 573-481+431+431+388 = 2,418 SQ. FT.
LOBBY: 915 SQ. FT.
TOTAL DUA/DW/AREA PROVIDED: 36,838 SQ. FT.

S2 OCCUPANCY: 11,828 SQ. FT.
LOWER LEVEL PARKING: 6,782 SQ. FT.
STREET LEVEL PARKING: 100 SQ. FT.
MECHANICAL ROOM: 129 SQ. FT.
ELECTRICAL ROOM: 283 SQ. FT.
TOTAL S2 OCCUPANCY: 19,775 SQ. FT.

TOTAL FLOOR AREA: 36,838 SQ. FT.
S2 OCCUPANCY: 19,775 SQ. FT.
TOTAL: 56,613 SQ. FT.

BUILDABLE AREA PERMITTED: 38,402 SQ. FT.
BUGS AREA PROVIDED: 38,838 SQ. FT.

EXHIBIT "A"
 Page No. 2 of 24
 Case No. DIR-2020-4062-70c

PARKING ANALYSIS (S2 OCC.)

RESIDENTIAL PARKING REQUIRED LAMC (12.21.1A):
 1 BEDROOM 2x 1.5 = 3 STALLS
 2 BEDROOM 4x 2 = 8 STALLS
 2 BDRM+DEN 1x 2 = 2 STALLS
 3 BDRM 1x 2 = 2 STALLS
TOTAL PARKING REQUIRED: 59 STALLS

RESIDENTIAL PARKING REQUIRED TOC (M2) (0.5 SPACES PER UNIT):
 1 BEDROOM 2x 0.5 = 1 STALLS
 2 BEDROOM 4x 0.5 = 2 STALLS
 2 BDRM+DEN 1x 0.5 = 0.5 STALLS
 3 BDRM 1x 0.5 = 0.5 STALLS
TOTAL PARKING REQUIRED: 15 STALLS

NO GUEST PARKING REQUIRED

ELECTRIC VEHICLE: 15 STALLS x 5% = 1 CHARGING STALLS

BICYCLE PARKING: 30 LONG TERM
 33 BICYCLE PARKINGS

DOUBLE F.A.R. CALCULATION MAP: 110'-2" x 92'-2" = 8,156 SQ. FT.



NO.	DATE	ISSUED FOR	DESCRIPTION
1	10/29/2020	1 ST. P.C. SUB.	

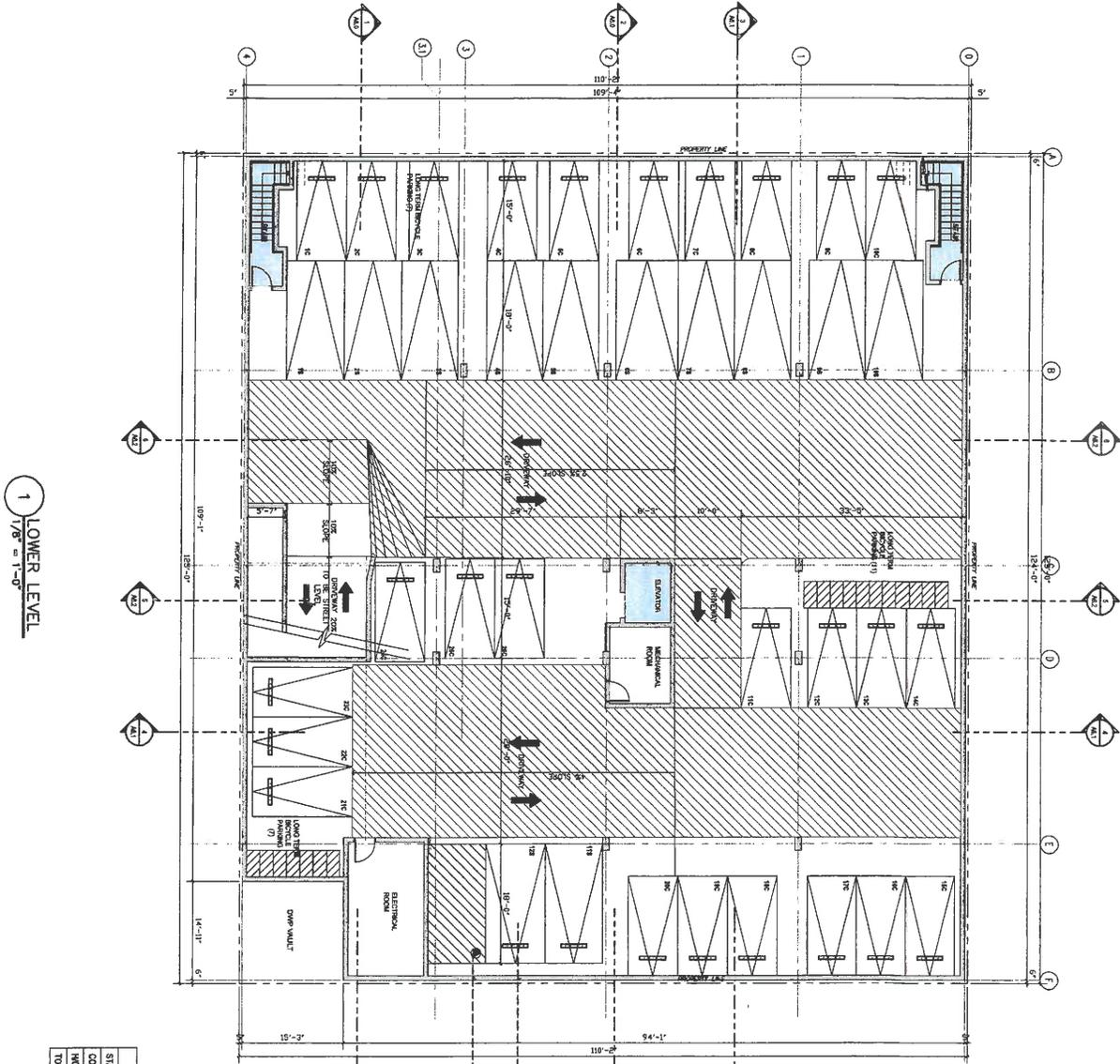
BUILDING AREA ANALYSIS
 1/8"=1'-0"

NO.	DATE	ISSUED FOR	DESCRIPTION
1	10/29/2020	1 ST. P.C. SUB.	

BUILDING AREA ANALYSIS
 1/8"=1'-0"

30 UNITS APARTMENTS
 1557 S ORANGE GROVE
 LOS ANGELES, CA

18-068
 A008



1 LOWER LEVEL
 1/8" = 1'-0"

PARKING STALLS	
STANDARD PARKING	12
COMPACT PARKING	26
IBC PARKING	-
TOTAL	38

LEGEND
 STAIRS + ELEVATOR

ORANGE GROVE AVE
 ELECTRICAL VEHICLE CHARGING SPACE
 ELECTRICAL VEHICLE CHARGER

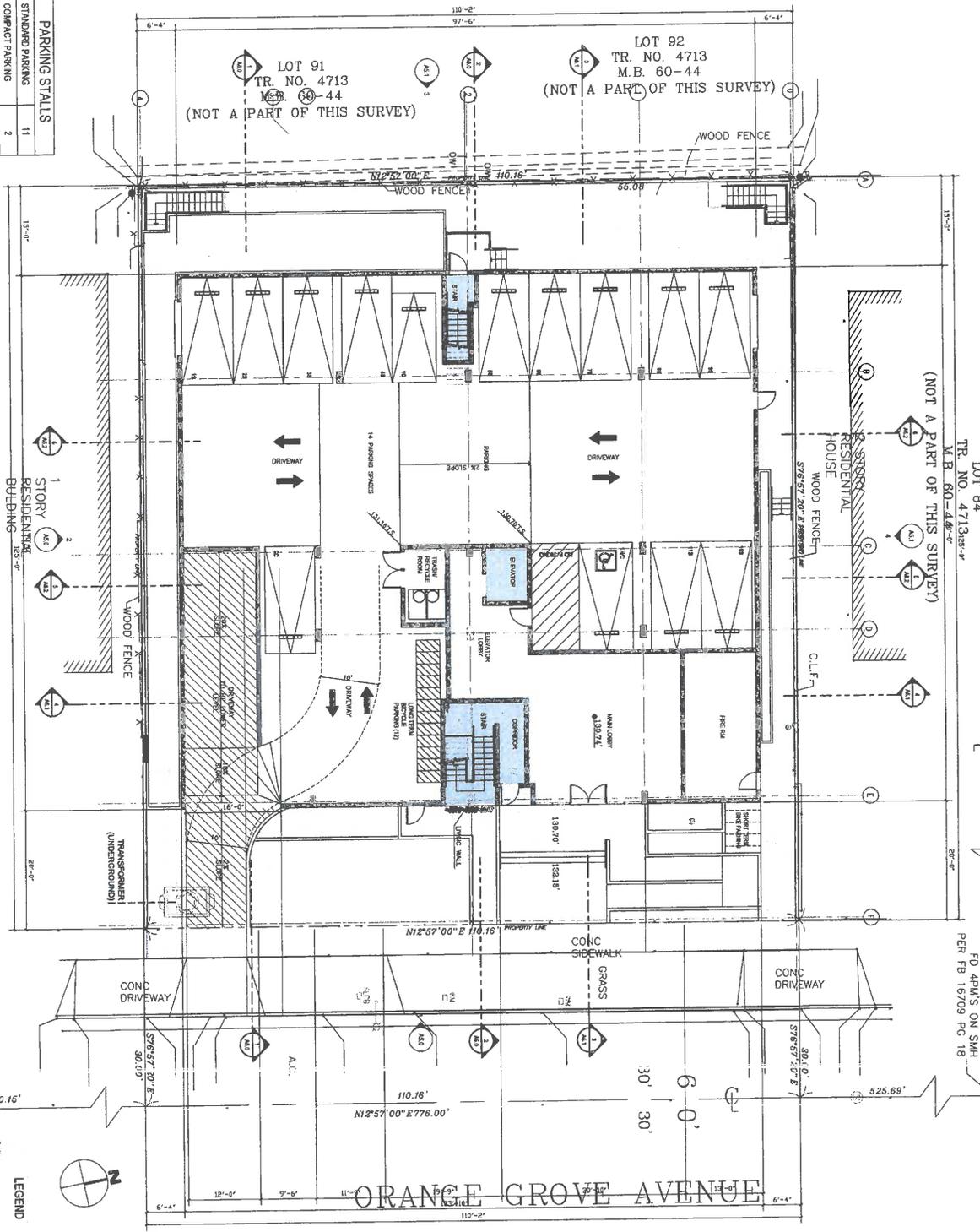
<p>18-068 A3.0 6/4/2020</p>	<p>30 UNITS APARTMENTS 1557 S ORANGE GROVE LOS ANGELES, CA.</p>	<p>NO. DATE ISSUED FOR 1 ST. P.L. SUB LOWER LEVEL 1/8" = 1'-0"</p>	<p>ALL DIM. & CHANGE NO. DATE DESCRIPTION 11 09 07 06 05 04 03 02 01 DRAWN BY: DATE CHECKED BY: DATE T.C. AL</p>	
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FAIRFAX AVENUE

EST BY FD TIES P/S.
PER FB 129-173 PG. 1684

PARKING STALLS	
STANDARD PARKING	11
COMPACT PARKING	2
HCP PARKING	1
TOTAL	14

1 STREET LEVEL - 1ST FLOOR PLAN
1/8" = 1'-0"



SATURN STREET

EXHIBIT "A"
Page No. 8 of 24
Case No. DIR-2020-4062-70C

LEGEND
STAIRS - ELEVATOR
LANDSCAPE (SEE L.P. PLAN)

18-068

30 UNITS APARTMENTS

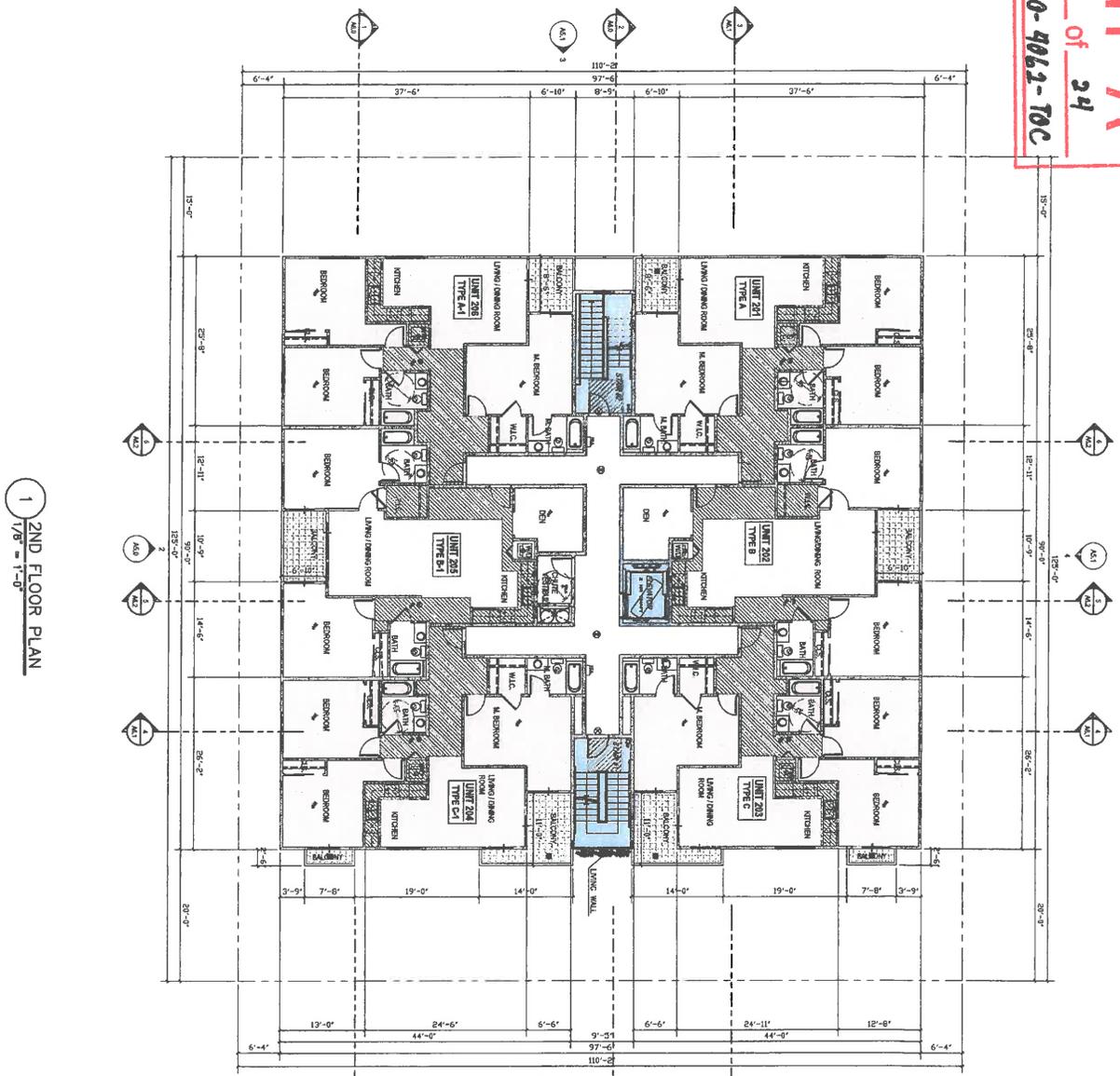
1557 S ORANGE GROVE
LOS ANGELES, CA.

A31

STREET LEVEL
1/8"=1'-0"

NO.	DATE	ISSUED FOR	DESCRIPTION
1	1/8/20	1 ST. P.C. SUB.	





1 2ND FLOOR PLAN
 1/8" = 1'-0"

LEGEND
 STAIRS - ELEVATOR
 3 BEDROOM
 2 BEDROOM + DEN
 1 BEDROOM



18-068
 A3.2
 9/15/2020

30 UNITS APARTMENTS
 1557 S ORANGE GROVE
 LOS ANGELES, CA.

2ND FLOOR PLAN
 1/8"=1'-0"

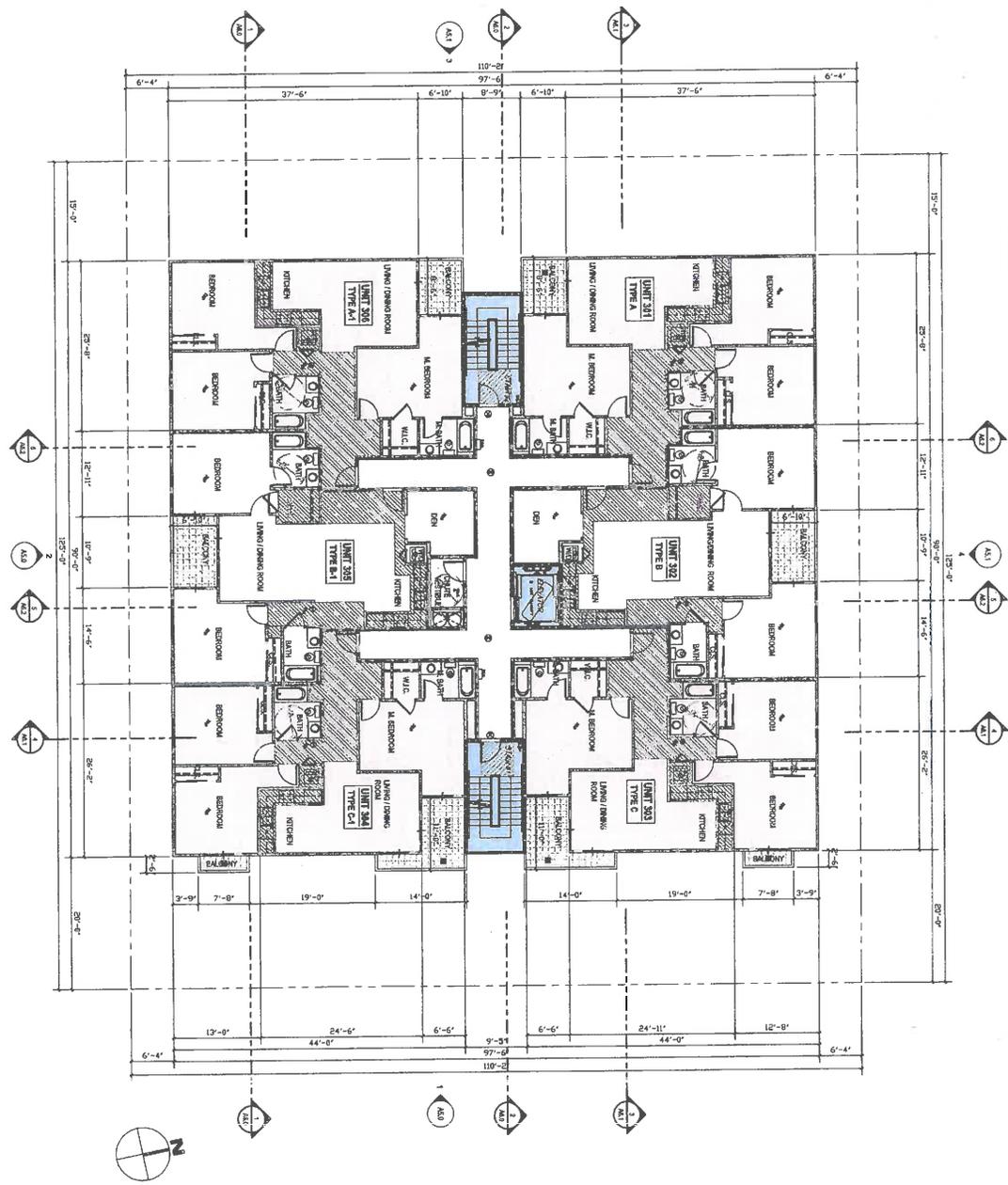
NO.	DATE	ISSUED FOR	DESCRIPTION
1		1 ST. P.C. SUB.	

NO.	DATE	DESCRIPTION
01		
02		
03		
04		
05		
06		
07		
08		
09		
10		

DRAWN BY: DATE: CHECKED BY: DATE:



1 3RD FLOOR PLAN
 1/8" = 1'-0"



- LEGEND**
- STAIRS + ELEVATOR
 - 3 BEDROOM
 - 2 BEDROOM + DEN
 - 2 BEDROOM
 - 1 BEDROOM

18-068
 A34

30 UNITS APARTMENTS
 1557 S ORANGE GROVE
 LOS ANGELES, CA.

3RD FLOOR PLAN
 1/8"=1'-0"

NO.	DATE	ISSUED FOR

NO.	DATE	DESCRIPTION

DRAWN BY: LOCAL DATE: CHECKED BY: DATE:



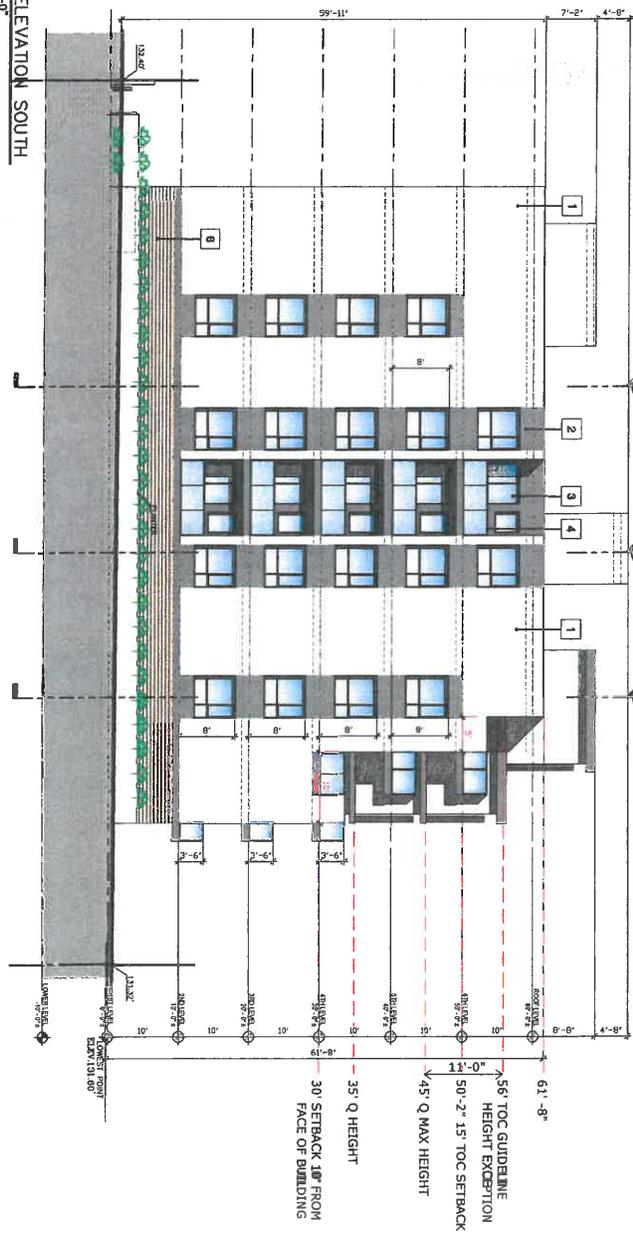
NOTES:
 10' Q CONDITION COMPLIANCE OCCURS AT THE 30' HEIGHT PRIOR TO THE REQUIRED SETBACK OF 35'.
 THE 15' FLOOR SETBACK TOC EXCEPTION OCCURS AT THE 5TH LEVEL PRIOR TO THE 56' REQUIRED SETBACK LOCATION.

- KEY NOTES LEGEND**
- 1 STUCCO - PAREX USA, COLOR COLLECTION SANTIMO 3032L (19)
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1 BLDG ELEVATION EAST
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2 BLDG ELEVATION SOUTH
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18-068
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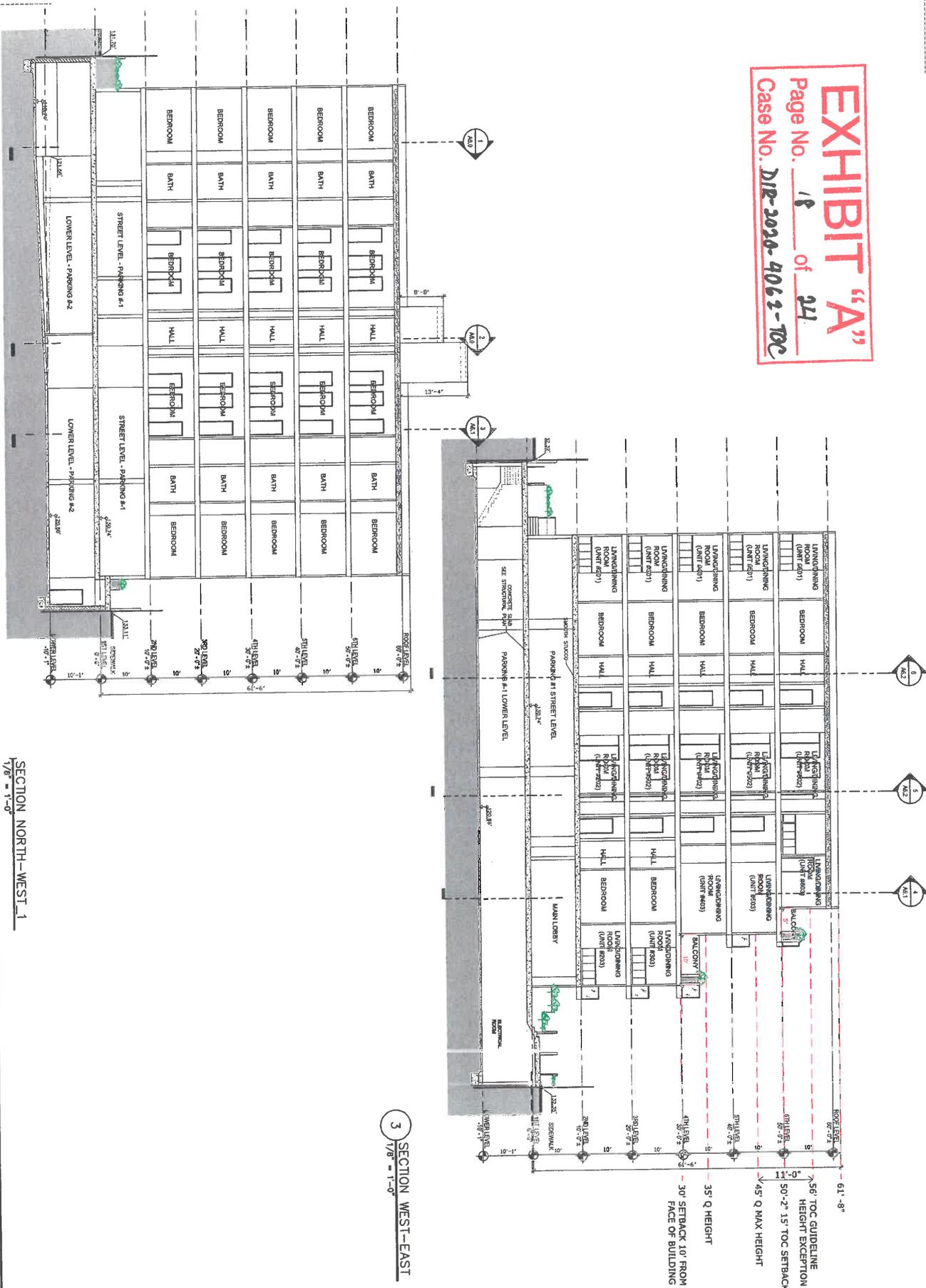
30 UNITS APARTMENTS
 1557 S ORANGE GROVE
 LOS ANGELES, CA

BUILDING ELEVATIONS
 1/8" = 1'-0"

NO.	DATE	ISSUED FOR
1		ST. PC SUB

NO.	DATE	DESCRIPTION
1		



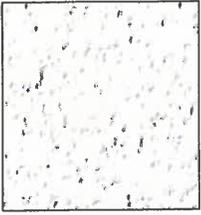


SECTION NORTH-WEST 1
 1/8" = 1'-0"

3 SECTION WEST-EAST
 1/8" = 1'-0"

61'-8"
 35' Q HEIGHT
 30' SETBACK 10' FROM FACE OF BUILDING
 45' Q MAX HEIGHT
 50'-2" 15' TOC SETBACK
 56' TOC GUIDELINE HEIGHT EXCEPTION

<p>18-068</p> <p>30 UNITS APARTMENTS</p> <p>1557 S ORANGE GROVE LOS ANGELES, CA.</p>	<p>DATE: _____</p> <p>REVISION: _____</p> <p>ST. P.C. SUB. _____</p>	<p>NEW ORANGE GROVE SUBDIVISION</p> <p>APPROVED FOR THE CITY OF LOS ANGELES</p> <p>DATE: _____</p>	<p>AS BUILT</p> <p>DATE: _____</p> <p>BY: _____</p>	<p>DESCRIPTION</p>	



1. Stucco Paint.
Parax USA.
Color Collection
Santiago 3032L (19)



2. Stucco Paint.
Parax USA.
Color Collection
Agate P-305 Base 200



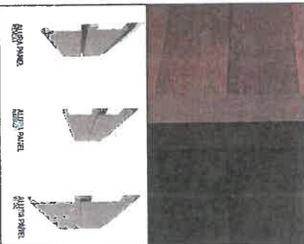
3. Powdered Coated
Aluminum Frame with
temper clear glass insert.
Color to match Stucco
Santiago 3032L (19)



4. Obscure Temper Glass
with Powdered Coated
Aluminum Frame.
Color to match Stucco
Santiago 3032L (19)



5. Wired Metallic Mesh.
Color to match Stucco
Santiago 3032L (19)



6. Walnut - wood

NOTES:

NON OF THE STUCCO PROPOSED HEAVILY TEXTURED.
ALL GLASS ARE NON REFLECTIVE

1 MATERIAL BOARD

EXHIBIT "A"

Page No. 20 of 29

Case No. DR-2020-4062-10C



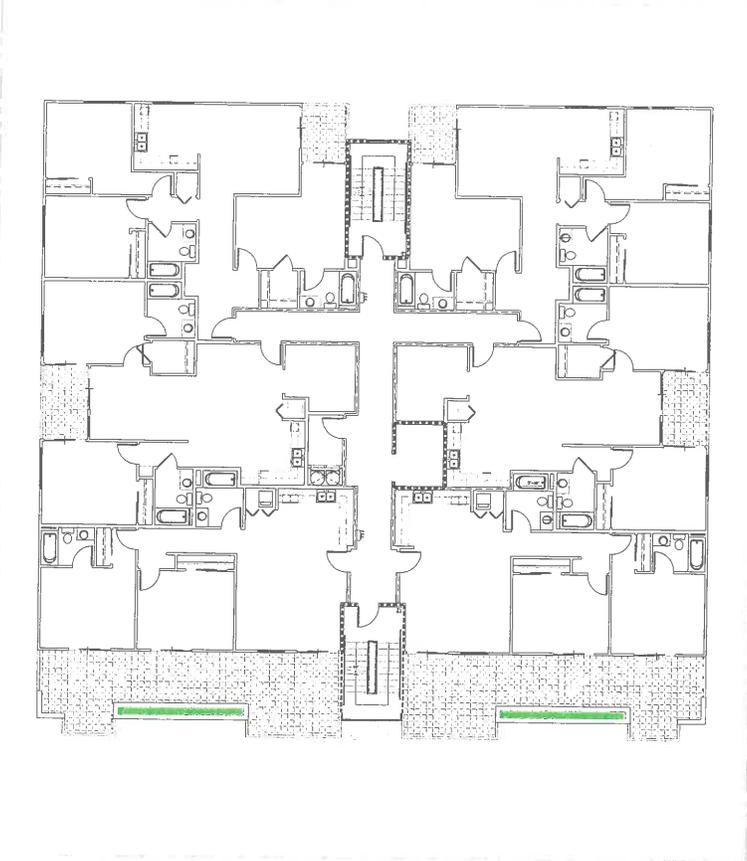
NO	DATE	ISSUED FOR	DESCRIPTION
10		1 ST. P.C SUB.	

NO.	DATE	ISSUED FOR	DESCRIPTION
		1 ST. P.C SUB.	

MATERIAL BOARD
N.T.S

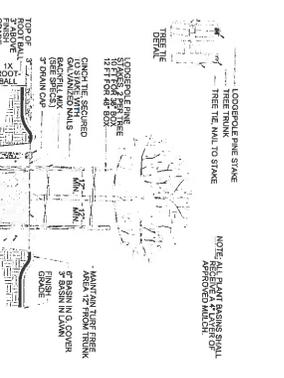
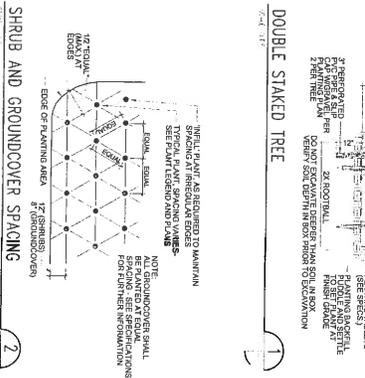
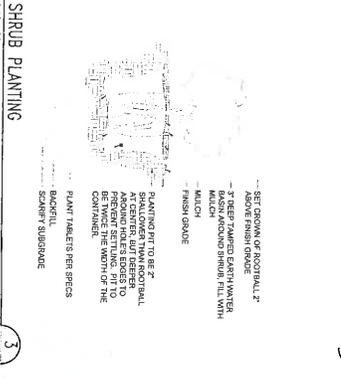
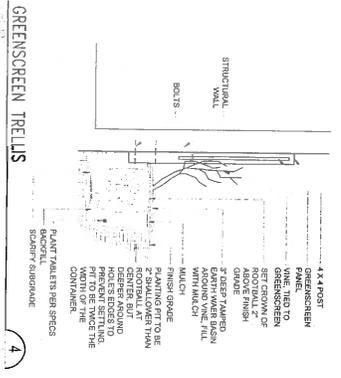
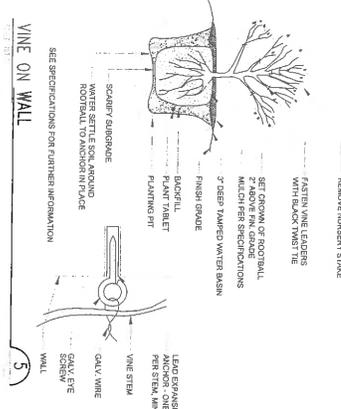
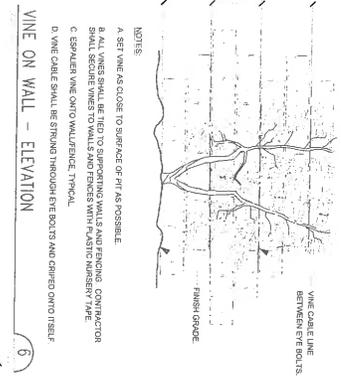
30 UNITS APARTMENTS
1557 S ORANGE GROVE
LOS ANGELES, CA.

18-068
AG3



LANDSCAPE ARCHITECTURE
ARCHITECTURE
 COURT LAND STUDIO
 505 E Colorado Blvd, Suite C
 Ft. Collins, CO 80526
 Tel: 970-226-3200
 Fax: 970-226-3202
 Email: info@courtlandstudio.com

2020-06-23 15:57 Orange Grove SD Set



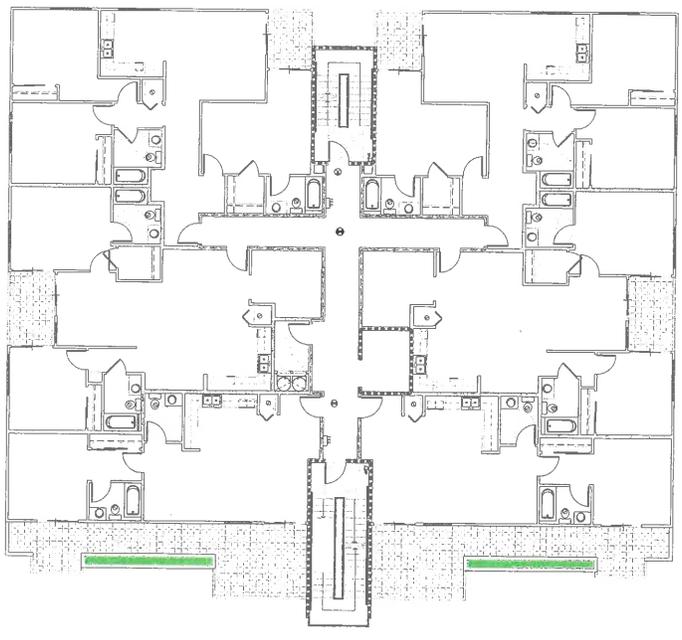
NO.	DATE	ISSUED FOR	BY
1	02/20/2018	CD FOR PERMIT	

FOURTH FLOOR LANDSCAPE PLAN

30 UNIT APARTMENT BUILDING
 1557 S. ORANGE GROVE AVE.
 LOS ANGELES, CA

L1.1

EXHIBIT "A"
 Page No. 23 of 24
 Case No. DPR-2020-4062-70c



SCALE: 1/8" = 1'-0"
 WHEN PRINTED ON 24" x 36" PAPER

LANDSCAPE ARCHITECT
COURTLAND STUDIO, LLC
 ARCHITECTURE
 505 E. COLLETON BLVD., SUITE 110
 LOS ANGELES, CA 90015
 P: 310-206-5332
 F: 310-206-5333
 www.courtlandstudio.com
 License: Landscape Architect 22861

LANDSCAPE ARCHITECT
LETTER

LANDSCAPE CERTIFICATION
 2017 Los Angeles Green Building Code
 (This form is required at time of inspection)

FORM GRN 12

SECTION A: LANDSCAPE DESIGNER

I certify that I am qualified by the State of California to perform the duties of the position of Landscape Designer and have an occupation in this profession which requires the knowledge, skill and experience to perform the duties of the position. I am a member of the Landscape Designers Association of California (LDAC) and am a member of the International Association of Professional Landscape Architects (IALA).

Name: PAUL DAVIS State License # (if applicable): 20870

Company Name (if applicable): LANDSCAPE DESIGN

Section B: Landscape Installer

I certify that I am qualified by the State of California to perform the duties of the position of Landscape Installer and have an occupation in this profession which requires the knowledge, skill and experience to perform the duties of the position. I am a member of the Landscape Designers Association of California (LDAC) and am a member of the International Association of Professional Landscape Architects (IALA).

Name: _____ State License # (if applicable): _____

Company Name (if applicable): _____

Section C: Owner/Representative

I certify that I am the project owner or the authorized representative and have signed this form on behalf of the project owner. I am responsible for the project and I am responsible for the project's compliance with the Landscape and Program Administration Schedule.

Name: _____ State License # (if applicable): _____

Company Name (if applicable): _____

NO.	DATE	APPROVED FOR
1	8/20/2019	CD FOR PERMIT

30 UNIT APARTMENT BUILDING

1557 S GRAMM STREET #101
 LOS ANGELES, CA

6TH FLOOR LANDSCAPE PLAN

L-1.2

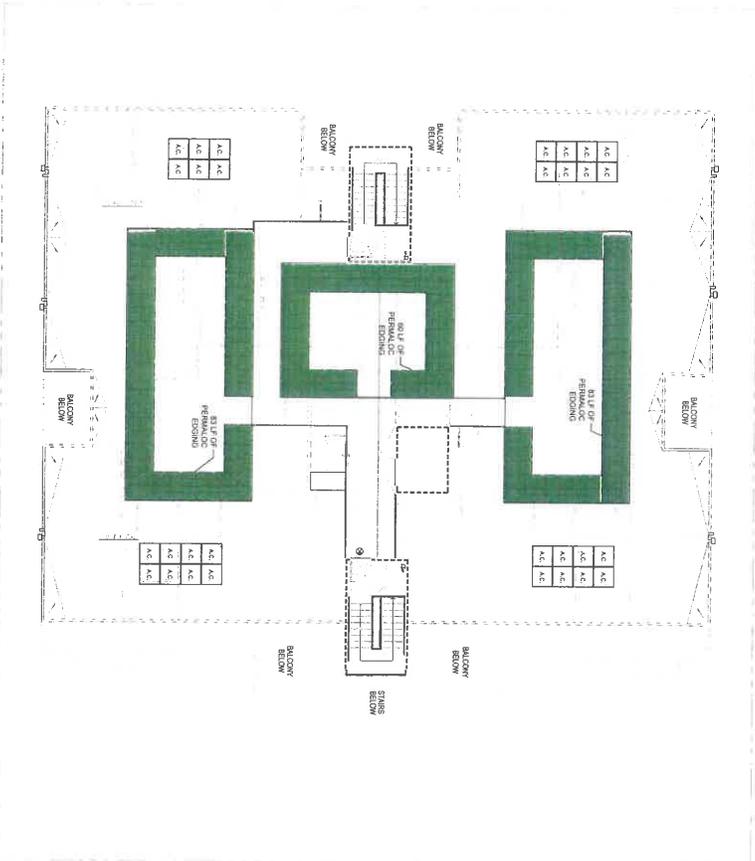
QUALIFIED PROFESSIONAL SERVICE PROVIDER: The following individuals are authorized to provide landscape services for the project and are responsible for the project's compliance with the Landscape and Program Administration Schedule. The project owner is responsible for the project's compliance with the Landscape and Program Administration Schedule.

LANDSCAPE DESIGNER: Paul Davis, License # 20870

LANDSCAPE INSTALLER: _____, License # _____

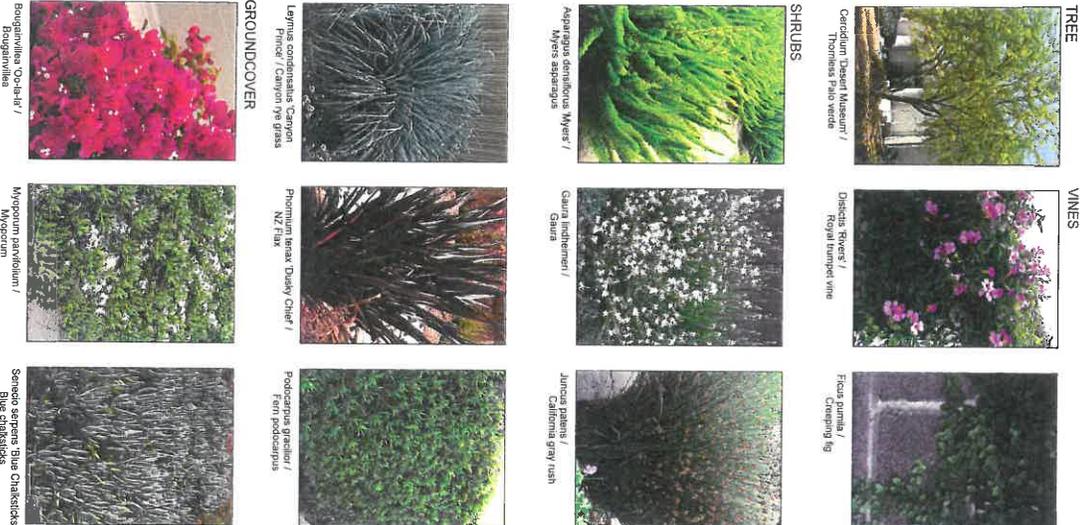
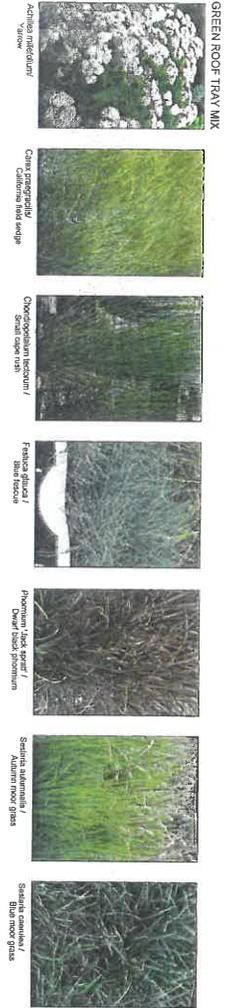
OWNER/REPRESENTATIVE: _____, License # _____

2020-06-23 15:57 Orange Grove SD SR



GREEN ROOF

Symbol	Botanical Name/Common Name	Quantity	Size	Remarks
[Symbol]	Green Living Roof mat to include:	1,022	5' x 6' deep	contract item by
	<i>Actinella media</i>			Green Living Roof
	<i>Carex perigranlis</i>			769-250-0357
	<i>Festuca glauca</i>			www.greenlivingroof.com
	<i>Phormium tenax</i> var. 'Jack Spratt'			
	<i>Sedum album</i>			
	<i>Sedum spectabile</i>			



LANDSCAPE ARCHITECTURE
COURT LAND STUDIO
 505 F. Colorado Blvd, Suite C
 Pasadena, CA 91105
 Phone: 626-798-2577
 Fax: 626-798-2579
 www.courtlandstudio.com

PAUL LAM
 LICENSED ARCHITECT
 No. 2020
 State of California

NO.	DATE	REVISION	BY
1	9/20/2018	CD FOR PERMIT	

ROOF LANDSCAPE PLAN

30 UNIT APARTMENT BUILDING
 1557 S. Orange Grove Ave.
 LOS ANGELES, CA



COVID-19 UPDATE

Interim Appeal Filing Procedures

Fall 2020



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

OPTION 1: Online Appeal Portal

(planning.lacity.org/development-services/appeal-application-online)

Entitlement and CEQA appeals can be submitted online and payment can be made by credit card or e-check. The online appeal portal allows appellants to fill out and submit the appeal application directly to the Development Services Center (DSC). Once the appeal is accepted, the portal allows for appellants to submit a credit card payment, enabling the appeal and payment to be submitted entirely electronically. A 2.7% credit card processing service fee will be charged - there is no charge for paying online by e-check.

Appeals should be filed early to ensure DSC staff has adequate time to review and accept the documents, and to allow Appellants time to submit payment. On the final day to file an appeal, the application must be submitted and paid for by 4:30PM (PT). Should the final day fall on a weekend or legal holiday, the time for filing an appeal shall be extended to 4:30PM (PT) on the next succeeding working day. Building and Safety appeals (LAMC Section 12.26K) can only be filed using Option 2 below.

OPTION 2: Drop off at DSC

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

Metro DSC

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

Van Nuys DSC

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

West Los Angeles DSC

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

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

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

EXHIBIT E

Environmental Documents

Notice of Exemption
Categorical Exemption for Case No. ENV-2020-4063-CE

**DEPARTMENT OF
CITY PLANNING**

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

VAHID KHORSAND
VICE-PRESIDENT

DAVID H. J. AMBROZ

CAROLINE CHOE

HELEN LEUNG

KAREN MACK

MARC MITCHELL

VERONICA PADILLA-CAMPOS

DANA M. PERLMAN

**CITY OF LOS ANGELES
CALIFORNIA**



ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES

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

VINCENT P. BERTONI, AICP
DIRECTOR

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

VACANT
DEPUTY DIRECTOR

October 8, 2020

1551 South Orange Grove LLC (A)
12650 Riverside Drive Unit # 100
Studio City, CA 91607

1551 South Orange Grove LLC (O)
12650 Riverside Drive Unit # 100
Studio City, CA 91607

Heather Lee (R)
The Ketter Group
12650 Riverside Drive Unit # 100
Studio City, CA 91607

RE: Case No. DIR-2020-4062-TOC-HCA
Address: 1551 (1557-1559) South Orange
Grove Avenue
Community Plan: Wilshire
Zone : [Q]R3-1-O
D. M. : 129B173
C. D. : 10
CEQA : ENV-2020-4063-CE

RE: ENV-2020-4063-CE (Categorical Exemption - Class 32)

The requested entitlement is for the development of a multi-story 30-unit apartment building. The proposed project involves the demolition of two existing single-family residences on two respective lots for the construction, use, and maintenance of a six-story apartment building having five stories of residential units, parking at ground level, and one level of subterranean parking. The project is a Transit Oriented Community (TOC) Tier 3 project setting aside three extremely low income units and requesting the following incentives: a height increase from 45 feet to a maximum height of 62 feet, 5 inches; an open space reduction from 4,250 square feet to 3,465 square feet; and two side yard setback reduction of 30% from 9 feet to 6 feet 4 inches. The project is providing 51 vehicle parking spaces as well as 33 bicycle parking spaces. One subterranean level is proposed, and approximately 4,534 cubic yards of soil will be exported for grading.

The subject property encompasses approximately 13,772.2 square feet of total lot area. The project proposes a frontage of approximately 97 feet along the western side of Orange Grove Avenue and a depth of approximately 120 feet. The site is currently developed with two existing single-family residences which will both be demolished through the development of the proposed project, resulting in a net increase of 28 units. There are four existing palm trees and one dead tree at the subject site and there are no native protected trees on the property. No trees on adjacent properties will be impacted by the project.

The project site is located in a long-developed residential neighborhood and is surrounded by a variety of single- and multi-family residences. The surrounding area is characterized by a level terrain with a slope of less than 10 percent. The nearest commercial use being a full-service grocery store approximately 1,186 feet north of the property at the intersection of Orange Grove Avenue and Pico Boulevard (Vons Grocery) with retail, restaurants, and automotive uses east and west of the Pico Boulevard corridor.

The proposed project would not have a significant effect on the environment. A “significant effect on the environment” is defined as “a substantial, or potentially substantial, adverse change in the environment) (CEQA Guidelines, Public Resources Code Section 21068). The proposed project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the City’s CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact and provide the data for determining whether or not the impacts of a proposed project reach or exceed those thresholds. From analysis of the proposed project, it has been determined that it is Categorically Exempt from environmental review pursuant to Chapter 3, Article 19, Section 15332 of the CEQA Guidelines (Class 32). The Class 32 Exemption is intended to promote infill development within urbanized areas.

CLASS 32 CATEGORICAL EXEMPTION

The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of “In-fill Projects”. The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting the five conditions listed below.

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

The project site is located within the Wilshire Community Plan, which is one of 35 Community Plans that make up the Land Use Element of the General Plan. The Community Plan designates the subject property for Medium Residential land uses corresponding to R3 Zones. The project is located in the [Q]R3-1-O Zone. The property is not located within a Hillside Area nor a Bureau of Engineering Special Grading Area. The property is not located within the boundaries of any other specific plan or interim control ordinance.

The project proposes to construct a new 30-unit apartment building of approximately 35,870 square feet. The applicant is not requesting a zone change or general plan amendment and the project would comply with the applicable policies regulations for projects of this size and scale. The project is an infill development that involves the demolition of two single family homes for the construction of the building. The density of the R3 Zone allows for one unit for every 800 square feet of lot area. The site has a lot size of 13,769.98 square feet allowing for 18 Base Density units in addition to the 17 by-right units. The project will provide 30 units, just under the 31 Maximum Allowable Density Bonus units. As proposed, the density, height, and other zoning attributes are consistent with the zone designation and with the Community Plan. Therefore, the project is consistent with the applicable general plan designation and all applicable general plan policies, as well as with applicable zoning designation and regulations.

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

The project site is located in the Wilshire Community Plan area within Los Angeles city limits. The project site encompasses approximately 13,769.98 square feet of lot area (approximately 0.30 acres). This case encompasses two lots that are incorporated in the overall project. The two lots and are currently developed with one single-story three-bedroom unit on one lot (1551 South Orange Grove Avenue), and a single-story two-bedroom unit on a separate lot (1557 South Orange Grove Avenue). The project site is located in the Faircrest Heights neighborhood, a long-developed and urbanized area in the Mid-City area of Los Angeles. The vicinity consists primarily of residential uses framing Fairfax Avenue, with single-family and multi-family developments on both sides of the corridor. Therefore, the project will occur within city limits on a project site of no more than five acres substantially surrounded by urban uses.

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

The project site is located in an established and long-urbanized area within the Wilshire Community Plan area. The subject properties are currently developed with existing single-family homes and detached garages. There are no native trees that are protected by the Los Angeles Municipal Code Protected Tree Ordinance. There are four palm trees and one dead tree on the premises and are unlikely to have value as a natural habitat. The project site also is not within or near any listed significant ecological areas. Therefore, the project site has no value as habitat for endangered, rare, or threatened species.

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

Traffic. The project site is currently developed with one single-story three-bedroom unit on one lot (1551 South Orange Grove Avenue), and a single-story two-bedroom unit on a separate lot (1557 South Orange Grove Avenue). The project proposes to construct a new six-story apartment building having 30 residential units within the top five (5) stories of the building and the first floor providing at grade parking and reception. Per review from the Los Angeles Department of Transportation (LADOT), the 30-unit multi-family development will not generate enough trips to trigger a transportation analysis. As a result, no additional traffic study is required, and the project will not have a significant impact relating to traffic.

Noise. The project must comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 and any subsequent ordinances which prohibit the emission or creation of noise beyond certain levels. The Ordinances cover both operational noise levels (i.e. post-construction), as well as any noise impact during construction. Section 41.40 of the LAMC regulates noise from demolition and construction activities and prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays and holidays; all such activities are also prohibited on Sundays. Section 112.05 of the LAMC also specifies the maximum noise level of construction machinery that can be generated in any residential zone of the city or within 500 feet thereof. In the Noise and Vibration Study prepared by Rincon Consultants, Inc. produced April 2020 attached to the subject environmental case file, construction would occur within 500 feet of the residential uses and construction noises could exceed 75 dBA at 50 feet. However, with implementation of Regulatory Compliance Measures, construction noises would be reduced to not constitute an unusual circumstance that would create an exception to the Class 32

Categorical Exemption. As the project is required to comply with all applicable ordinances and regulations to the extent feasible, it will not result in any significant noise impacts. Noise arising from the construction of the project, including that from equipment and from haul trucks, would be temporary in nature and would cease upon project completion; additionally, the project would incorporate best management practices to reduce noise impacts to the extent feasible. Based on the temporary duration and compliance with regulatory requirements governing construction hours and equipment, the project's construction would not result in a significant effect on the environment. Compliance with the applicable City ordinances and regulations will further limit the impacts of temporary construction noise to the extent feasible.

The project will not generate permanent significant operational noise impacts. As the project is a residential development, the project is not expected to generate significant permanent operational noise impacts. The project will not include any square footage of non-residential uses and will not introduce a stationary noise source. In addition, the project's proposed 30 residential units would not be expected to generate a substantial number of vehicle trips which could in turn generate additional noise. Such a project is expected to generate a negligible increase in ambient noise from operation. Thus, overall, the project will not result in any significant permanent effects relating to noise.

Air Quality. The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project for the construction of 30 residential units will not conflict with or obstruct the implementation of the AQMP and SCAQMD rules.

During construction, the proposed project would apply appropriate dust control measures to sequester particulate matter as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas.

Best Management Practices will be implemented that would include (but not be limited to) the following:

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meets SCAQMD Rule 403;
- All dirt/soil shall be secured by trimming, watering or other appropriate means to prevent spillage and dust;
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions; and
- Trucks having no current hauling activity shall not idle but be turned off.

By implementing Best Management Practices, all construction-related impacts will be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur from construction.

The project is expected to be far below the thresholds considered by SCAQMD to be potentially significant under CEQA guidelines. The applicant has estimated the project's impact on air quality, using the CalEEMod 2016.3.2 model provided by SCAQMD, by comparing the estimated levels of criteria pollutants to significance. As referenced in the Air Quality Study prepared by Rincon Consultants Inc., Associates dated April 2020 and attached to the subject environmental case file, the levels of emissions from the project are all estimated to be far below the thresholds considered by SCAQMD to be potentially significant under CEQA guidelines. Potential impacts related to air quality from the project will therefore be less than significant.

Water Quality. The project is not adjacent to any water sources and construction of the project will not impact water quality. The project is located in a long-established and developed neighborhood and thus would not be expected to impact water quality. As a residential development, the project also will not generate, store, or dispose of substantial quantities of hazardous materials that could affect water quality. Construction activities would not involve any significant excavation near an identified water source. Furthermore, the project will comply with the City's stormwater management provisions per LAMC 64.70. Best Management Practices would also be required during general operation of the project to ensure that stormwater runoff meets the established water quality standards and waste discharge requirements. Therefore, development of the proposed project would not degrade the quality of stormwater runoff from the site and would not result in any significant effects relating to water quality.

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

The site is currently developed with residential uses in an urbanized area served by existing public utilities and services. The surrounding area has long been developed and consists of residential single-family and multi-family uses which have been and will continue to be served by all required utilities and public services. The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. The site is also serviced by the LAPD's West Bureau, Wilshire Division, and the South Bureau Fire Department. These utilities and public services have served the neighborhood for several decades and will continue to do so.

The project consists of the new construction of 30 apartment units. As the project is located in an established and urbanized area of the city, the site can be adequately served by all required utilities and public services. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, and LED lighting. As a result, the proposed project can be adequately served by all required utilities and public services.

EXCEPTIONS TO CATEGORICAL EXEMPTIONS

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed ordinance listed in "CEQA Guidelines" Section 15300.2 and determined that none of the exceptions apply to the proposed project.

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

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

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

This exception does not apply to the proposed project. The project involves the construction of residential units in an urbanized area developed with a variety of established uses. The project is entirely consistent with the existing General Plan designation, zoning, and permanent Qualified Conditions, which account for the impacts of developments which are within their parameters, and as permitted by State Density Bonus Law and the applicable provisions of the LAMC. Any successive projects of the same type and nature would reflect a development that is consistent with the underlying land use designation and the LAMC, and thus would be subject to the same regulations and requirements, including development standards and environmental impacts. The impacts of each subsequent project will be mitigated if necessary, and thus will not result in a cumulative impact. Therefore, impacts under this category will be less than significant.

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

This exception does not apply to the proposed project. The project site is comprised of approximately 13,769.98 square feet of lot area located in an urbanized area within the City of Los Angeles. The project consists of residential uses and operations that are compatible with the surrounding urban development and consistent with the underlying zone. The project site is in a long-established neighborhood and is surrounded by other residential uses. The site does not demonstrate any unusual circumstances, and the project will not generate significant impacts regarding traffic, air quality, water quality, or noise. There are no unusual circumstances that indicate this project would reasonably result in a significant effect on the environment.

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

officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

This exception does not apply to the proposed project. According to the California Scenic Highway Mapping System, the project site is not located on or near a portion of a highway that is either eligible or officially designated as a state scenic highway. Therefore, this exception does not apply.

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

This exception does not apply to the proposed project. The project site is not listed as a hazardous waste site on EnviroStor, California's data management system for tracking hazardous waste sites. There are also no listed sites within the immediate vicinity of the project site. The subject property is currently developed with residential properties; hazardous waste and materials would not be expected to pose a significant constraint on sites long developed with such uses.

The project site is located within a Methane Zone as designated by the City of Los Angeles. The surrounding neighborhood is primarily developed with commercial service, light industrial, and residential uses. Oils, elevators, in-ground hydrologic systems, monitoring or water supply wells, or above- or below-ground storage tanks, or potentially fluid-filled electrical equipment would not be expected on the project site. No industrial wastewater is generated on the project site and sanitary wastewater is discharged to the City Bureau of Sanitation. Therefore, this exception for a Class 32 Categorical Exemption does not apply to this project.

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

Databases of historic resources in the City of Los Angeles include SurveyLA and Historic Places LA, in addition to State and Federal databases of historic resources. According to these databases, there are no structures of historic significance on the property. There are also no historic resources identified by any database on or immediately adjacent to the subject property. Accordingly, the project will have no impact on any historic resources.

Additionally, the project site is not located in a designated Historic Preservation Overlay Zone. The neighborhood surrounding the project site was primarily developed in the mid-20th century and consists primarily of residential uses along Orange Grove Avenue, with various multi-family and single-family properties on both sides. Several properties in the area have undergone redevelopment over time producing a varied yet cohesive neighborhood character. As a result, the subject property is unlikely to possess any significant value towards a potential historic district. For these reasons, construction of the proposed project would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA, and this exception does not apply to the proposed project.

CONCLUSION

The proposed project involves the construction of a new six-story, 62 feet high, 30-unit apartment building on a single lot encompassing approximately 13,769 square feet of lot area. The project is consistent with the surrounding developments (which consists of established residential uses), is consistent with the requirements of State Density Bonus Law, and is entirely consistent with the existing General Plan designation, zoning, and requirements of the LAMC. The project will not generate a significant number of vehicle trips and will not result in any significant impacts to land use planning, environmental habitat, noise, air quality, or water quality. The project is located in an urbanized and long-developed area, and thus will be adequately served by all required public utilities and services.

In addition, as the project is in an urbanized area, it is not in a particularly sensitive environment, and will not impact an environmental resource of hazardous or critical concern that is designated, precisely mapped, or officially adopted by any federal, state, or local agency. The project will not result in any significant impacts and, therefore, will not make a cumulatively considerable contribution to any significant impacts that are not already accounted for by the General Plan and future environmental clearances. The project is consistent with the surrounding developments, including established residential uses, does not present any unusual circumstances that would result in a significant impact on the environment, and would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA. Therefore, none of the possible exceptions to Categorical Exemptions, found in Section 15300.2 Exceptions, apply to this project, and as such, the project qualifies for a Class 32 Categorical Exemption.

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)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152(b) and CEQA Guidelines Section 15062. Pursuant to Public Resources Code Section 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-2020-4062-TOC / Transit Oriented Communities

LEAD CITY AGENCY City of Los Angeles (Department of City Planning)	CASE NUMBER ENV-2020-4063-CE
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PROJECT TITLE 1551 Orange Grove Avenue	COUNCIL DISTRICT 10
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PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)
 1551 Orange Grove Avenue, Los Angeles, CA Map attached.

PROJECT DESCRIPTION: Additional page(s) attached.
 The project proposes the demolition of three (3) existing residential structures, on two lots and the construction, use, and maintenance of a new six-story (6), approximately 61'8" high residential building with 30 dwelling units, parking at-grade and one (1) level of subterranean parking. The project is setting aside three (3) units for Extremely Low-Income Households. There are no native wildlife or trees that are protected by the Los Angeles Municipal Code nor scenic or historic resources.

NAME OF APPLICANT / OWNER:
 1551 South Orange Grove LLC

CONTACT PERSON (If different from Applicant/Owner above) Heather Lee, The Ketter Group	(AREA CODE) TELEPHONE NUMBER EXT. (818) 387-8832
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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) 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 this section. (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 Obiamaka Ude	<i>[Signature]</i> Planning Assistant	STAFF TITLE Planning Assistant
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ENTITLEMENTS APPROVED
 TOC / Transit Oriented Communities

FEE: \$373	RECEIPT NO. 2020192001-66-1	REC'D. BY (DCP DSC STAFF NAME) Sarahi Ortega
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I hereby certify and attest this to be a true and correct
copy of the official record on file in the office of the
Department of City Planning of the City of Los Angeles

designated as

for Martin Planning Assistant
Obianaka Ude Planning Assistant
Department Representative