



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: July 27, 2023
Time: after 8:30 a.m.
Place: Van Nuys City Hall
Council Chambers, 2nd Floor
14410 Sylvan Street
Van Nuys, CA 91401

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

Public Hearing: April 19, 2023

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

Expiration Date: September 1, 2023

Multiple Approval: Yes

PROJECT LOCATION: **1854-1862 South Pandora Avenue**
(legally described as Lots 15-16; Block 139; Tract 5609)

PROPOSED PROJECT: The project is the construction of a five-story, 70-foot tall residential building comprised of 24 dwelling units (including 6 Very Low Income units). The project will be approximately 29,030 square feet in floor area with a Floor Area Ratio ("FAR") of 4.03:1. The project will provide 23 parking spaces at-grade. The site is currently improved with a two-story duplex and triplex which will be demolished and five (5) non-protected trees which will be removed for the project. Four (4) non-protected street trees will remain. The project will also require a haul route for the export of approximately 3,488 cubic yards of soil.

REQUESTED ACTION:

1. Pursuant to California Environmental Quality Act ("CEQA") Guidelines, an Exemption from CEQA pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.
2. Pursuant to Los Angeles Municipal Code ("LAMC") Section 12.24 U.26, a Conditional Use Permit for a 195 percent increase in density over the Project site, in lieu of the otherwise permitted 35 percent increase in density allowable under LAMC Section 12.22 A.25.

Case No.: CPC-2022-3108-CU-DB-WDI-PHP-HCA
CEQA No.: ENV-2022-3109-CE
Incidental Cases: N/A

Related Cases: PAR-2021-10407-AHRF-PHP

Council No.: 5 – Yaroslavsky
Plan Area: West Los Angeles
Plan Overlay: West Los Angeles Transportation Improvement and Mitigation Specific Plan Westside

Certified NC:
GPLU: Low Medium II Residential
Zone: RD1.5-1-O

Applicant: 1854 Pandora, LLC and Pandora South, LLC

Representative: Jesi Harris,
Brian Silveira & Associates

3. Pursuant to LAMC Section 12.22 A.25(g)(2) and (3), a Density Bonus/Affordable Housing Incentive Program Compliance Review to permit the construction of a Housing Development Project totaling 24 units, reserving 6 units for Very Low Income occupancy for a period of 55 years, with the following requested three (3) On- and Off-Menu Incentives:
 - a. A Floor Area Ratio of 4.03:1 in lieu of 3:1 as otherwise permitted in the RD1.5-1-O Zone (On-Menu).
 - b. A height increase to 70 feet in lieu of the 45 feet otherwise allowed by the RD1.5-1-O Zone (Off-Menu).
 - c. A reduction in the required open space, to allow 0 square feet in lieu of the 2,900 square feet otherwise required by LAMC Section 12.21 G (Off-Menu).
4. Pursuant to LAMC Section 12.22 A.25(g), the following four (4) Waivers of Development Standards:
 - a. A 6-inch front yard setback in lieu of the 15 feet otherwise required by the RD1.5-1-O Zone.
 - b. A 5-foot rear yard setback in lieu of the 15 feet otherwise required by the RD1.5-1-O Zone.
 - c. A 5-foot northerly side yard setback in lieu of the 8 feet otherwise required by the RD1.5-1-O Zone.
 - d. A 6-inch southerly side yard setback in lieu of the 8 feet otherwise required by the RD1.5-1-O Zone.
5. Pursuant to LAMC Section 12.37, a Waiver of Dedication and Improvements to provide a 4-foot dedication in lieu of 10 feet, and a waiver of an 8-foot roadway widening, for the east side of Pandora Avenue which adjoins the subject property's street frontage.

RECOMMENDED ACTIONS:

1. **Determine**, that based on the whole of the administrative record, the project is exempt from CEQA pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.
2. **Approve**, pursuant to LAMC 12.24 U.26, a **Conditional Use Permit** for a 195 percent increase in density over the Project site, in lieu of the otherwise permitted 35 percent increase in density allowable under LAMC Section 12.22 A.25.
3. **Approve**, pursuant to LAMC Section 12.22 A.25(g)(2) and (3), a **Density Bonus/Affordable Housing Incentive Program Compliance Review** to permit the construction of a Housing Development Project totaling 24 units, reserving 6 units for Very Low Income occupancy for a period of 55 years, with the following requested **three (3) On- and Off-Menu Incentives**:
 - a. A Floor Area Ratio of 4.03:1 in lieu of 3:1 as otherwise permitted in the RD1.5-1-O Zone (On-Menu).
 - b. A height increase to 70 feet in lieu of the 45 feet otherwise allowed by the RD1.5-1-O Zone (Off-Menu).

- c. A reduction in the required open space, to allow 0 square feet in lieu of the 2,900 square feet otherwise required by LAMC Section 12.21 G (Off-Menu).
4. **Approve**, pursuant to LAMC Section 12.22 A.25(g)(3), the following **four (4) Waivers of Development Standards**:
 - a. A 6-inch front yard setback in lieu of the 15 feet otherwise required by the RD1.5-1-O Zone.
 - b. A 5-foot rear yard setback in lieu of the 15 feet otherwise required by the RD1.5-1-O Zone.
 - c. A 5-foot northerly side yard setback in lieu of the 8 feet otherwise required by the RD1.5-1-O Zone.
 - d. A 6-inch southerly side yard setback in lieu of the 8 feet otherwise required by the RD1.5-1-O Zone.
5. **Approve**, pursuant to LAMC Section 12.37, a **Waiver of Dedication and Improvements** to provide a 4-foot dedication in lieu of 10 feet, and a waiver of an 8-foot roadway widening, for the east side of Pandora Avenue which adjoins the subject property's street frontage.
6. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Theodore L. Irving

Theodore L. Irving, Principal City Planner

Michelle Singh

Michelle Singh, Senior City Planner

Connie Chauv

Connie Chauv, City Planner
Connie.chauv@lacity.org

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

TABLE OF CONTENTS

Project Analysis	A-1
Project Summary	
Background	
Requested Actions	
Issues	
Conclusion	
Conditions of Approval.....	C-1
Findings	F-1
Density Bonus / Affordable Housing Incentive Program Findings	
Conditional Use Findings	
Waiver of Dedication and Improvement Findings	
CEQA Findings	
Public Hearing and Communications.....	P-1
Exhibits:	
Exhibit A – Project Plans	
Exhibit B – Maps, ZIMAS Parcel Profile Report, and Site Photos	
Exhibit C – Agency Correspondence	
C1 – DCP Housing Services Unit – Affordable Housing Referral Form	
C2 – LADBS - Preliminary Zoning Assessment	
C3 – LAHD - Replacement Unit Determination	
C4 – BOE Letter	
C5 – LAFD Letter	
C6 – Urban Forestry Letter	
C7 – LA Sanitation Letter	
Exhibit D – Environmental Clearance: ENV-2022-3109-CE	
D1 – Notice of Exemption & Justification for Categorical Exemption	
D2 – Tree Report	
D3 – DOT Referral Form and VMT Calculator	
D4 – Haul Route Questionnaires and Map	
D5 – LADBS Soils Report Approval Letter and Geotechnical Report	
D6 – Air Quality Calculations	
Exhibit E – Public Correspondence	

PROJECT ANALYSIS

PROJECT SUMMARY

The project is the construction of a five-story, 70-foot tall residential building comprised of 24 dwelling units (including 6 Very Low Income units). The project will be approximately 29,030 square feet in floor area with a Floor Area Ratio ("FAR") of 4.03:1.

The primary pedestrian entrance is located along Pandora Avenue on Level 2 that will provide direct stairway access to the lobby and residential units on the upper floors. The project includes a unit mix of five (5) studio units, seven (7) one-bedroom units, eight (8) two-bedroom units, three (3) three-bedroom units, and one (1) four-bedroom unit. Residential amenities are provided in the form of a variety of recreation rooms, gym, and roof deck, as well as private balconies.

The project will provide 23 parking spaces at-grade on Level 1 that is accessed from Pandora Avenue. Out of the 23 parking spaces proposed, 12 will be compact and 6 will be in tandem. The project will also provide 36 long-term and 12 short-term bicycle parking spaces.

The site is currently improved with a two-story duplex and triplex which will be demolished and five (5) non-protected trees which will be removed for the project. Four (4) non-protected street trees will remain. The project will also require a haul route for the export of approximately 3,488 cubic yards of soil.

BACKGROUND

Subject Property

The project site is located along the eastern side of Pandora Avenue between Santa Monica Boulevard and La Grange Avenue. The project site is a sloped, rectangular, site that is comprised of two (2) parcels totaling approximately 11,013 square feet of lot area, with approximately 100 feet of frontage along the east side of Pandora Avenue and a lot depth of approximately 110 feet. The site is currently improved with a two-story duplex and triplex. The project site is located within 0.23 kilometers (0.15 miles) of the Santa Monica Fault, Methane Zone, and BOE Special Grading Area, however it is not located within the Alquist-Priolo Fault Zone, Liquefaction Zone, Landslide Area, or Very High Fire Severity Zone.

Zoning and Land Use Designation

The project site is in the West Los Angeles Community Plan, and is designated for Low Medium II Residential land uses, with corresponding zones of RD1.5, RD2, RW2, and RZ2.5. The site is zoned RD1.5-1-O and is therefore consistent with the land use designation. The project site is in the West Los Angeles Transportation Improvement and Mitigation Specific Plan ("WLA TIMP", Ordinance Nos. 186,105 and 186,108), and the Project is subject to Department of Transportation clearance of the WLA TIMP. Height District No. 1 limits the Floor Area Ratio ("FAR") to 3:1 and building height to 45 feet with no limit on the number of stories.

Surrounding Uses

The subject site is in an urbanized area surrounded primarily by multi-family residential uses and some single-family dwellings. The abutting property to the north is a two-story multi-family residential building, and abutting property to the south and east is a four-story small lot subdivision and condominium building, respectively. Surrounding properties along Pandora Avenue are

developed primarily with multi-family residential buildings that range from two to five stories in height in the RD1.5-1-O zone. Properties further south near Holmby Avenue are improved with single-family residential in the R1-1-O zone. Other properties further north fronting Santa Monica Boulevard are zoned C2-1VL and developed with office buildings, multi-family residential, or are otherwise vacant.

Streets and Circulation

Pandora Avenue, abutting the property to the west, is designated by the Mobility Plan as a Local Street - Standard, with a designated right-of-way width of 60 feet and roadway width of 36 feet, and is currently dedicated to a 40-foot right-of-way width and approximately 20 foot roadway width, with a curb, gutter, sidewalk, and parkway.

Public Transit

The subject site is within one-half mile (2,640 feet) from the intersection at Santa Monica Boulevard and Century Park West which qualifies as a Major Transit Stop that is served by Los Angeles County Metropolitan Transportation Authority ("Metro") 4 and 28 bus lines. In addition, the site is served by other bus lines including but not limited to the Santa Monica Big Blue Bus 5 line, Culver City Bus 3 line, LADOT Commuter Express 573 line, and Santa Clarita Commuter Express 797 line.

Relevant Cases and Building Permits

Subject Site:

Building Permit No. 21010-10000-06662: On January 18, 2022, a Building Permit application was submitted for a new four-story, 24-unit (6 VLI = 25%), affordable housing apartment with 4 levels of Type VA over 1-level, Type IA basement parking, using 12.22.A.25 incentives. The permit application is pending and the permit was not issued at the time of preparing this report.

Surrounding Sites:

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

Case No. DIR-2019-7744-TOC – On December 30, 2019, an application was filed for a Transit Oriented Communities ("TOC") Affordable Housing Incentive Compliance Review for a new six-story 68-unit multi-family building with 2.5 levels of subterranean parking, for a project located at 10460 West Santa Monica Boulevard. The application is pending and was not issued at the time of preparing this report.

Case No. DIR-2017-81-TOC-SPR – On January 17, 2019, the Director of Planning approved a TOC Affordable Housing Incentive Compliance Review and Site Plan Review for a seven-story, 120-unit, 97,011 square-foot residential building with 12 units set aside for Extremely Low Income Households, with a varying height not to exceed 67 to 79 feet, for a project located at 10400-10422 West Santa Monica Boulevard and 1800 South Pandora Avenue. On June 3, 2019, the City Planning Commission denied an appeal in part, granted the appeal in part, sustained the Director of Planning's determination, and adopted modified conditions of approval and findings.

Case No. AA-2015-1714-PMLA-SL – On September 23, 2016, the Advisory Agency approved a Parcel Map for a maximum of three parcels with a single-family dwelling on each parcel, for a project located at 1864 South Pandora Avenue. The Advisory Agency

included conditions for a 10-foot dedication and 8-foot widening along Pandora Avenue adjoining the subdivision.

Case No. AA-2006-686-PMLA – On September 21, 2007, the Advisory Agency approved a Parcel Map for a maximum new three-unit condominium, for a project located at 1838 South Pandora Avenue. The Advisory Agency included conditions for a 4-foot dedication and 4-foot widening along Pandora Avenue adjoining the subdivision.

Case No. AA-2016-702-PMLA – On June 30, 2016, the Advisory Agency approved a Parcel Map for a maximum three (3) small lots for the purpose of a small lot subdivision, for a project located at 1834 South Pandora Avenue. The Advisory Agency included conditions for a 4-foot dedication, 6-foot easement, and 8-foot widening along Pandora Avenue adjoining the subdivision.

Case No. TT-70723-CN – On June 30, 2009, the Advisory Agency approved a Tentative Tract Map composed of one lot for a maximum 6-unit residential condominium project, for a project located at 1825 South Pandora Avenue. The Advisory Agency included conditions for a 4-foot dedication and 4-foot widening along Pandora Avenue adjoining the subdivision.

Case No. TT-53561 – On July 1, 2002, the Advisory Agency approved a Tentative Tract Map composed of one lot for a maximum new 10-unit condominium, for a project located at 1827-1835 South Pandora Avenue. The Advisory Agency included conditions for a 4-foot dedication and 4-foot widening along Pandora Avenue adjoining the subdivision. On October 2, 2002, the West Los Angeles Area Planning Commission denied the appeal, and granted the Tentative Tract subject to the conditions of approval.

Case No. AA-2017-197-PMLA-CN – On July 19, 2019, the Advisory Agency approved a Parcel Map for a maximum of four (4) residential condominium units, for a project located at 1839 South Pandora Avenue. The Advisory Agency included conditions for a 4-foot dedication and 4-foot widening along Pandora Avenue adjoining the subdivision.

Case No. AA-2007-2648-PMLA-CN – On September 19, 2008, the Advisory agency approved a Parcel Map for a maximum new four-unit condominium, for a project located at 1845 South Pandora Avenue. The Advisory Agency included conditions for a 4-foot dedication and 4-foot widening along Pandora Avenue adjoining the subdivision.

REQUESTED ACTIONS

Density Bonus / Affordable Housing Incentives Program

In accordance with California State Law (including Senate Bill 1818, and Assembly Bills 2280, 2222, and 2556), the applicant is proposing to utilize LAMC Section 12.22 A.25 (Affordable Housing Incentives – Density Bonus) to set aside 6 dwelling units for Very Low Income household occupancy for a period of 55 years. Because the applicant is providing 75 percent of base 8 dwelling units to be affordable for Very Low Income household occupancy, the project is eligible for three (3) Density Bonus Incentives.

On- and Off-Menu Incentives

As a result of setting aside 75 percent (6 dwelling units) of the base 8 dwelling units as Restricted Affordable Units for Very Low Income Households, the applicant requests three (3) On- and Off-Menu Density Bonus Incentives, as follows:

- a. A Floor Area Ratio of 4.03:1 in lieu of 3:1 as otherwise permitted in the RD1.5-1-O Zone (On-Menu).
- b. A height increase to 70 feet in lieu of the 45 feet otherwise allowed by the RD1.5-1-O Zone (Off-Menu).
- c. A reduction in the required open space, to allow 0 square feet in lieu of the 2,900 square feet otherwise required by LAMC Section 12.21 G (Off-Menu).

Waivers of Development Standards

As mentioned above, a project that provides 75 percent of its base units for Very Low Income Households qualifies for three (3) Incentives, but may request other “waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]” (Government Code Section 65915(e)(1)), in conjunction with a Density Bonus Project. Given that the project is utilizing all three (3) Density Bonus Incentives, the applicant requests four (4) Waivers of Development Standards, as follows:

- a. A 6-inch front yard setback in lieu of the 15 feet otherwise required by the RD1.5-1-O Zone.
- b. A 5-foot rear yard setback in lieu of the 15 feet otherwise required by the RD1.5-1-O Zone.
- c. A 5-foot northerly side yard setback in lieu of the 8 feet otherwise required by the RD1.5-1-O Zone.
- d. A 6-inch southerly side yard setback in lieu of the 8 feet otherwise required by the RD1.5-1-O Zone.

Housing Replacement

On October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2025. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant “Protected Units” unless the proposed housing development project replaces those units. The Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 330) Determination, dated September 20, 2021, that five (5) residential units need to be replaced with equivalent type, with three (3) units restricted to Very Low Income Households and one (1) unit restricted to Low Income Households (Exhibit C). The LAHD housing replacement requirements are satisfied by the six (6) Very Low Income units provided through this Density Bonus Affordable Housing Incentives Program. The LAHD determination also identified one (1) unit presumed to be above-lower income subject to replacement that would be replaced in compliance with the City’s Rent Stabilization Ordinance (“RSO”). This is reflected in the Conditions of Approval.

Conditional Use

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

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

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted	Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11	35	44	117.5
12	37.5	45	120
13	40	46	122.5
14	42.5	47	125
15	45	48	127.5
16	47.5	49	130
17	50	50	132.5
18	52.5	51	135
19	55	52	137.5
20	57.5	53	140
21	60	54	142.5
22	62.5	55	145
23	65	56	147.5
24	67.5	57	150
25	70	58	152.5
26	72.5	59	155
27	75	60	157.5
28	77.5	61	160
29	80	62	162.5
30	82.5	63	165
31	85	64	167.5
32	87.5	65	170
33	90	66	172.5
34	92.5	67	175
35	95	68	177.5
36	97.5	69	180

37	100
38	102.5
39	105
40	107.5
41	110
42	112.5
43	115

70	182.5
71	185
72	187.5
73	190
74	192.5
75	195

The project site is zoned RD1.5-1-O, which allows a base density of 8 units on the subject property. The Density Bonus Ordinance allows a density bonus of up to 35 percent in exchange for setting aside 15 percent of the 8 base density units for Very Low Income Households. With the Density Bonus Ordinance, the project would be permitted a total of 11 units on site in exchange for setting aside two (2) unit for Very Low Income Households.

The applicant requests a Conditional Use for a density increase in excess of 35 percent pursuant to LAMC Section 12.24 U.26, to allow a 195 percent increase in density for a total of 24 dwelling units in lieu of 8 base density dwelling units as otherwise permitted by-right in the RD1.5-1-O Zone. In accordance with LAMC Section 12.22 A.25(c)(7), in calculating Density Bonus and Restricted Affordable units any number resulting in a fraction shall be rounded up to the next whole number. As provided in the table above, the applicant is required to set aside 75 percent, or 6 units, of the base 8 density units for Very Low Income Households in order to be granted a 195 percent density bonus. The applicant proposes to set aside 6 units for Very Low Income Households for a period of 55 years, which is 75 percent of the base 8 density units. As such, the project satisfies the minimum percentage of base density to be restricted to Very Low Income Households to be eligible for a 195 percent density increase.

Waiver of Dedication and Improvements

The Bureau of Engineering (BOE) has indicated required dedication and improvement requirements along Pandora Avenue which adjoins the subject property's street frontage in Interdepartmental Correspondence dated July 28, 2022. The BOE requirements included:

Dedication Required:

- **Pandora Avenue** (Local Street) – A 10-foot wide strip of land along the property frontage to complete a 30-foot half right-of-way in accordance with Local Street standards.

Improvements Required:

- **Pandora Avenue** – Construct suitable surfacing to join the existing improvements to provide 18-ft wide half roadway including asphalt pavement, integral concrete curb, gutter and a 5-foot wide concrete sidewalk in a landscaped parkway abutting the new property line. Remove and replace any broken, damaged, or off grade adjacent roadway pavements. These improvements shall suitably transition to join the existing improvements satisfactory to the City Engineer.

In the event the Bureau of Street Services, Urban Forestry Division deny the street trees removal, construct a new curb, gutter and full-width concrete sidewalk at existing location up to the new property line. Remove and replace any broken, damaged, or off grade adjacent roadway pavements. These improvements shall suitably transition to the existing improvements and constructed satisfactory to the City Engineer.

The Applicant has requested to provide a 4-foot dedication, in lieu of the otherwise required 10-foot dedication along Pandora Avenue. The Applicant has also requested a waiver of the 8-foot roadway widening requirement.

CEQA

The Department of City Planning determined, based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The Notice of Exemption and Justification for Environmental Case No. ENV-2022-3109-CE is provided in the case file and attached as Exhibit D.

ISSUES

Public Hearing

The public hearing was held on April 19, 2023 at approximately 10:00 a.m. Due to concerns over COVID-19, the Public Hearing was conducted in a virtual format. The public hearing was attended by the applicant's representatives (Jesi Harris and Brian Silveira) and approximately 18 other members from the community. There were seven (7) speakers who provided comments at the hearing.

Parking / Traffic

Staff received several comment letters and public comments at the hearing expressing concerns regarding the reduced parking, and the impacts on street parking and circulation.

When the project was filed with the Department of City Planning, it originally included three (3) Density Bonus requests for reduced parking, increased tandem parking, and increased compact parking. Out of the 23 parking spaces proposed, 12 will be compact and 6 will be in tandem.

However, state law under Assembly Bill 2097 ("AB" 2097) and Government Code Section 65863.2(a) prohibits public agencies or cities from imposing a minimum automobile parking requirement on most development projects located within a half-mile radius of a major transit stop¹. Therefore, AB 2097 prohibits the city from imposing parking requirements, and Density Bonus requests are not required for parking.

Furthermore, the Department of Transportation (LADOT) Referral Form dated September 20, 2022 and the Vehicle Miles Traveled (VMT) calculator indicated that the number of daily vehicle trips will be 93 which is under the threshold of 250 or more daily vehicles trips to require VMT analysis. Therefore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study and will not have any significant impacts related to traffic.

¹ Pursuant to Assembly Bill (AB) 2097, the City of Los Angeles is prohibited from imposing or enforcing minimum parking requirements on any residential, commercial or other development project (excluding event centers, hotels and similar transient lodging) that are within a one-half mile radius of a Major Transit Stop. The Department of City Planning issued a memorandum on December 31, 2022 which serves as guidance for project applicants and staff on the implementation of AB 2097.

Street Dedication, Roadway Improvements, and Street Trees

Staff also received comments regarding the existing substandard street conditions along Pandora Avenue. Some comments requested the street be restricted to one-way traffic; other comments requested the street be widened.

There are four (4) existing non-protected street trees (raywood ash) along Pandora Avenue which are proposed to be preserved. Requiring the roadway widening would require the existing four (4) mature street trees to be removed and impact the existing landscaped parkway. The Urban Forestry Division has required that the project shall preserve all healthy mature street trees wherever possible, and all feasible alternatives in project design shall be considered and implemented to retain healthy mature street trees, in Interdepartmental Correspondence dated July 21, 2022. Therefore, the roadway widening would be physically impractical as it would require the removal of street trees that is not allowed by Urban Forestry. The Urban Forestry requirements are incorporated as Condition Nos. 28c and 28d herein, and are also referenced by BOE.

In addition, there are several previous subdivision cases along Pandora Avenue that were previously required to provide varying dedication and widening requirements. The majority of other subdivision cases were required to provide a 4-foot dedication and 4-foot roadway widening; only two (2) cases were required to provide a 10-foot dedication (or dedication plus easement) and 8-foot widening. Therefore, the proposed 4-foot dedication is generally consistent with the dedications required on neighboring properties along Pandora Avenue. Requiring a full 10-foot dedication and 8-foot roadway widening is physically impractical as some other properties were recently redeveloped and only required to provide a 4-foot dedication with 4-foot widening, therefore Pandora Avenue would never be fully continuously dedicated and improved to Local Street standards; moreover it leads into a single-family residential zoned neighborhood to the south which will not be required to dedicate or widen in the future.

Urban Design Studio

The proposed project was reviewed by the Department of City Planning's Urban Design Studio (UDS) on June 8, 2022. The resulting comments and suggestions focus primarily on the pedestrian experience, 360-degree design, and climate adaptive design. The following includes a discussion of UDS comments and suggestions and the applicant's response.

Pedestrian-First

- Consider placing the transformer underground and make sure no street trees are affected by required clearances. If the street tree needs to be removed, please contact UFD as early as possible (street tree replacement ratio is 2 to 1).
- Consider shifting parking spaces, bike workspace area, and walkway to allow more direct connection from the stairs/elevator to the bike room.

The applicant responded that undergrounding the transformer is not feasible, however landscaping is provided in front of the transformer to provide a buffer from the street. The applicant also responded that creating a more direct connection for bicycle access in the parking garage will reduce the size of the electrical room, however a horizontal clearance is maintained between 36 and 42 inches to facilitate ease of movement for bicyclists.

360-Degree Design

- Provide colored elevations and details on the building's materials per the Elevation Instructions.

- Please indicate programming for the common open space. Ensure that amenities shown will be provided.

The applicant provided colored elevations to show building materials such as standing seam metal panels, board form concrete, brass metal, and smooth stucco; and rooftop amenities such as barbecues, fire pits and seating.

Climate-Adapted

- Consider native plants that provide year-long habitat. Trees should be native and provide shade upon maturity.
- Consult the Soil Depths Design Resource to make sure trees and landscaping in planters above structure will thrive (proposed trees need to be in 24' boxes – plans currently show 15'-25').
- Consider adding awnings above exposed windows at the south façade for energy savings.

The applicant responded that all plants are drought tolerant and selected from a list provided by the Department of Building and Safety, rooftop planters are 36 square inches and 42 inches deep, and that energy efficient motorized curtains will be provided for exposed windows at the south façade for energy savings.

General Comments

- Include details/dimensions for the public right-of-way including parkways, sidewalks, driveways, landscaping, etc, including any BOE requirements.
- Verify why some recreation rooms are not proposed to be counted towards open space.
- Verify layout of kitchens, bathrooms, etc for plumbing layout.
- Show the proposed clerestory window on the elevation to be consistent with the rendering.
- Show all trees in the plans

The applicant incorporated right-of-way dimensions, windows, and trees in the updated plans. The applicant responded that the recreation room does not meet LAMC Section 12.21 G.2(4)(i) criteria to qualify as open space, and that plumbing walls are aligned based on their structural locations in the building.

CONCLUSION

Based on the information submitted to the record, and the surrounding uses and zones, staff recommends that the City Planning Commission approve the project, as recommended, subject to the Conditions of Approval. The project will redevelop an underutilized site with a new multi-family residential project resulting in a net increase of 19 dwelling units, including six (6) Very Low Income units.

CONDITIONS OF APPROVAL

Density Bonus Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, including the proposed building design elements and materials, stamped "Exhibit A," with a date of February 13, 2023, and attached to the subject case file. No change to the plans shall be made without prior review by the Department of City Planning, West/South/Coastal Project Planning Bureau, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the project conditions.
2. **Residential Density.** The project shall be limited to a maximum density of 24 multi-family residential dwelling units, including On-Site Restricted Affordable Units.
3. **On-Site Restricted Affordable Units.** Six (6) units shall be reserved for Very Low Income household occupancy, as defined by the California Government Code Section 65915 and by the Los Angeles Housing Department (LAHD). In the event the SB 8 Replacement Unit condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.
4. **Priority Housing Program.** The project proposes a minimum of six (6) affordable units or 20% of the project's total number of dwelling units and as such was processed utilizing the Department's Priority Housing Program including a reduced processing timeline. In the event the applicant reduces the project's percentage of affordable units, a substantial conformance review process along with required fees shall be required.
5. **SB 8 Replacement Units (California Government Code Section 66300 et seq.)** The project shall be required to comply with the Replacement Unit Determination (RUD) letter, dated September 20, 2021, to the satisfaction of LAHD. The most restrictive affordability levels shall be followed in the covenant. In the event the On-site Restricted Affordable Units condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.
6. **Changes in 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.25.
7. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make six (6) units available to Very Low Income Households, for sale or rental, as determined to be affordable to such households by LAHD for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The Applicant shall submit a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD..
8. **Rent Stabilization Ordinance (RSO).** Prior to the issuance of a Certificate of Occupancy, the owner shall obtain approval from LAHD regarding replacement of affordable units, provision of RSO Units, and qualification for the Exemption from the Rent Stabilization Ordinance with Replacement Affordable Units in compliance with Ordinance No. 184,873. In order for all the

new units to be exempt from the Rent Stabilization Ordinance, the applicant will need to either replace all withdrawn RSO Units with affordable units on a one-for-one basis or provide at least 20 percent of the total number of newly constructed rental units as affordable, whichever results in the greater number. The executed and recorded covenant and agreement submitted and approved by LAHD shall be provided to City Planning for inclusion in the case file.

9. **Floor Area Ratio (FAR) (Incentive).** The project total Floor Area shall be limited to 29,030 square feet and a 4.03:1 FAR per Exhibit "A".
10. **Height (Incentive).** The project shall be limited to a maximum height of 70 feet per Exhibit "A".
11. **Open Space (Incentive).** A minimum of 0 square feet of open space shall be permitted in lieu of the 2,900 square feet otherwise required. An additional 9,098 square feet of open space shall be provided as shown on Exhibit "A", but shall not be required to meet the requirements of LAMC Section 12.21 G.
12. **Front Yard Setback (Waiver).** The project shall have a minimum 6-inch front yard setback, as shown in Exhibit "A".
13. **Rear Yard Setback (Waiver).** The project shall have a minimum 5-foot rear yard setback, as shown in Exhibit "A".
14. **Northerly Yard Setback (Waiver).** The project shall have a minimum 5-foot northerly side yard setback, as shown in Exhibit "A".
15. **Southerly Yard Setback (Waiver).** The project shall have a minimum 6-inch southerly side yard setback, as shown in Exhibit "A".
16. **Automobile Parking.** Pursuant to California Government Code Section 65915(p)(3) and AB 2097, the project shall be allowed to provide a minimum of zero parking spaces. The project is allowed to provide 23 parking spaces, with 6 in tandem, and 12 compact spaces, as shown in Exhibit "A".
17. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21 A.16. The project shall provide a minimum of 36 long term and 12 short term bicycle parking spaces total, as shown in Exhibit "A".

Conditional Use Conditions

18. Street Dedication and Improvements.

- a. Dedication Required on Pandora Avenue (Local Street) – A 4-foot wide strip of land along the property frontage to complete a 24-foot half right-of-way.
- b. Improvements Required on Pandora Avenue – Construct suitable surfacing to join the existing improvements including asphalt pavement, integral concrete curb, gutter and a 5-foot wide concrete sidewalk in a landscaped parkway abutting the new property line, except that existing street trees shall be preserved. Remove and replace any broken, damaged, or off grade adjacent roadway pavements. These improvements shall suitably transition to join the existing improvements satisfactory to the City Engineer.
- c. In the event the Bureau of Street Services, Urban Forestry Division denies the street trees removal, construct a new curb, gutter and full-width concrete sidewalk at existing

- location up to the new property line. Remove and replace any broken, damaged, or off grade adjacent roadway pavements. These improvements shall suitably transition to the existing improvements and constructed satisfactory to the City Engineer.
19. **Fire.** Submit plot plans for Fire Department approval and review prior to issuance of building permits.
 20. **Mechanical Equipment.** All exterior mechanical equipment, including heating, ventilation and air conditioning (HVAC) equipment, satellite dishes, and cellular antennas, shall be screened from public view through the use of architectural elements such as parapets.
 21. **Lighting.** All outdoor and parking lighting shall be shielded and down-cast within the site in a manner that prevents the illumination of adjacent public rights-of-way, adjacent properties, and the night sky (unless otherwise required by the Federal Aviation Administration (FAA) or for other public safety purposes).
 22. **Lighting Design.** Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel. All pedestrian walkways, storefront entrances, and vehicular access ways shall be illuminated with lighting fixtures. Lighting fixtures shall be harmonious with the building design. Wall mounted lighting fixtures to accent and complement architectural details at night shall be installed on the building to provide illumination to pedestrians and motorists.
 23. **Heat Island Effect.** To reduce the heat island effect, a minimum of 50 percent of the area of pathways, patios, driveways or other paved areas shall use materials with a minimum initial Solar Reflectance value of 0.35 in accordance with ASTM (American Society of Testing Materials) standards.
 24. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.
 25. **Unbundled Parking.** Residential parking shall be unbundled from the cost of the rental units, with the exception of parking for Restricted Affordable Units.
 26. **Landscape Plan.** The landscape plan shall indicate landscape points for the Project equivalent to **10% more than otherwise required** by LAMC 12.40 and Landscape Ordinance Guidelines "O". All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be landscaped, including an automatic irrigation system, and maintained in accordance with a final landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.
 27. **Soil Depths.** Shrubs, perennials, and groundcover shall require a minimum soil depth as follows:
 - a. A minimum depth with a height ranging from 15 to 40 feet shall be 42 inches.
 - b. A minimum depth with a height ranging from 1 to 15 feet shall be 24 to 36 inches.
 - c. A minimum depth with a height of less than 1 foot shall be 18 inches.
 - d. A minimum depth of an extensive green roof shall be 3 inches.Trees shall require a 42-inch minimum soil depth.
Further, the minimum amount of soil volume for tree wells on the rooftop or any above grade open spaces shall be based on the size of the tree at maturity:
 - e. 220 cubic feet for trees with a canopy diameter ranging from 15 to 19 feet.

- f. 400 cubic feet for trees with a canopy diameter ranging from 20 to 24 feet.
- g. 620 cubic feet for trees with a canopy diameter ranging from 25 to 29 feet.
- h. 900 cubic feet for trees with a canopy diameter ranging from 30 to 34 feet.

28. **Street Trees.**

- a. **Street Trees.** Street trees shall be provided to the satisfaction of the Urban Forestry Division. Street trees may be used to satisfy on-site tree requirements pursuant to LAMC Article Section 12.21.G.3 (Chapter 1, Open Space Requirement for Six or More Residential Units). Per Exhibit A and 12.21.G.3, four (4) Street trees shall be maintained.
 - b. **Required Trees per 12.21 G.2.** As conditioned herein, a final submitted landscape plan shall be reviewed to be in substantial conformance with Exhibit "A." There shall be a minimum of three (3) 24-inch box, or larger, trees on site pursuant to LAMC Section 12.21 G.2. Any required trees pursuant to LAMC Section 12.21 G.2 shown in the public right of way in Exhibit "A" shall be preliminarily reviewed and approved by the Urban Forestry Division prior to building permit issuance. In-lieu fees pursuant to LAMC Section 62.177 shall be paid if placement of required trees in the public right of way is proven to be infeasible due to City determined physical constraints.
 - c. Project shall preserve all healthy mature street trees whenever possible. All feasible alternatives in project design should be considered and implemented to retain healthy mature street trees. A permit is required for the removal of any street tree and shall be replaced 2:1 as approved by the Board of Public Works and Urban Forestry Division.
 - d. Plant street trees at all feasible planting locations within dedicated streets as directed and required by the Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The subdivider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction for tree planting direction and instructions.
29. **Stormwater/irrigation.** The project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If on-site infiltration is deemed infeasible, the project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) guidelines.
30. **Solar and Electric Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.
31. **Solar-ready Buildings.** The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
32. **Signage.** There shall be no off-site commercial signage on construction fencing during construction.

Administrative Conditions

33. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved". A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.
34. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet and shall include any modifications or notations required herein.
35. **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.
36. **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.
37. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
38. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
39. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
40. **Indemnification and Reimbursement of Litigation Costs.**
- Applicant shall do all of the following:
- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

DENSITY BONUS/AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS

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

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

Based on the set-aside of 75 percent of base units for Very Low Income households, the applicant is entitled to three (3) Incentives under both the Government Code and LAMC. Therefore, the three (3) On- and Off-Menu requests qualify as the proposed development's Incentives. The remaining requests must be processed as Waivers of Development Standards.

FAR: The subject site is zoned RD1.5-1-O, with a Height District No. 1 that permits a maximum Floor Area Ratio ("FAR") of 3:1. The FAR Increase incentive permits a percentage increase in the allowable Floor Area Ratio equal to the percentage of Density Bonus for which the Housing Development Project is eligible, not to exceed 35 percent. For this project site, an increase of 35 percent over the 3:1 FAR allows an FAR of 4.05:1 or 21,600 square feet. The applicant has requested an FAR of 4.03:1 in lieu of the maximum 3:1 through an On-Menu Density Bonus Incentive, for a maximum floor area of 29,030 square feet. The additional floor area is requested to accommodate larger sized units, including two-bedroom, three-bedroom, and four-bedroom units. The project includes a unit mix of five (5) studio units, seven (7) one-bedroom units, eight (8) two-bedroom units, three (3) three-bedroom units, and one (1) four-bedroom unit. The requested increase in FAR will allow approximately 7,430 square feet of additional floor area and will enable the construction of affordable units. As set forth on Sheet A0.26 of the project plans, the Level 5 would have a floor plate of approximately 7,236 square feet with four (4) units. Without the incentive to permit additional floor area, the project would need to remove the uppermost floor containing four (4) units, or the average unit size and bedroom count would have to be significantly smaller to construct the number of units that the requested density bonus allows. The ability to develop larger units will increase the revenues from the market-rate units, which will lower the marginal cost of developing the affordable units. The additional floor area will allow certain fixed costs involved in the construction of new residential units to be spread over more floor area thereby reducing the per square foot build cost of the development. The requested incentive will allow the developer to expand the building envelope so the additional units can be constructed, and the overall space dedicated to residential uses is increased.

Therefore, the FAR incentive will result in identifiable and actual cost reductions to provide for affordable housing costs.

FAR by-right	Buildable Lot Area (sf)	Base Floor Area (sf)
3.0:1	7,200	7,200 x 3 = 21,600

FAR Requested	Requested Floor Area (sf)	Additional Floor Area (sf)
4.03:1	29,030	29,030 - 21,600 = 7,430

Height: The subject site is zoned RD1.5-1-O, with a Height District No. 1 that permits a maximum height of 45 feet with no limit on the number of stories for residential projects. The applicant has requested an increase in height of 25 feet to allow for 70 feet through an Off-Menu Incentive per LAMC Section 12.22 A.25. The request for an additional 25 feet is needed to construct the number of units that the requested density bonus allows. The limitation on the height would remove two (2) stories from the proposed building, resulting in a loss of 12 dwelling units total from the upper floors (Level 4 and Level 5) in addition to the rents from those units and that floor area on those two stories. A limitation on the height will also limit the ability to construct at a sufficient marketable size, the residential units permitted by-right and the Restricted Affordable Units. As proposed, the additional height will allow for the construction of the affordable residential units and floor area that would reduce the overall per square foot and per story build cost of the project. The requested incentive will allow the project to expand the building envelope so that additional units can be constructed, provide for design efficiencies, and allow the overall space dedicated to residential uses to be increased.

Open Space: LAMC Section 12.21 G requires 100 square feet of usable open space per dwelling unit with less than 3 habitable rooms, and 125 square feet of usable open space per dwelling unit with 3 habitable rooms. For the proposed project with five (5) studio units, seven (7) one-bedroom units, eight (8) two-bedroom units, three (3) three-bedroom units, and one (1) four-bedroom unit, a total of 2,900 square feet of open space would be required. Strict compliance with the open space requirements would have the effect of limiting the development proposing 24 dwelling units, six (6) of which will be set aside for Very Low Income Households. The applicant has requested a 100 percent reduction to allow 0 square feet of qualifying usable open space through an Off-Menu Incentive. Without the incentive to reduce the minimum usable open space, the project would need to provide 2,900 square feet of qualifying usable common or private open space on-site. The project proposes 99,098 square feet of open space, including recreation rooms, roof decks, and private balconies as shown on Sheet A0.29, however the open space provided does not qualify as usable open space as defined by LAMC Section 12.21 G. Due to the sloped topography of the existing site as shown on the survey on Sheet A0.23, the parking level is considered Level 1 (Sheet A2.00), though it is designed to be partially subterranean, and the first residential level is considered Level 2 (Sheet A2.10) though it is designed to be the primary entrance, therefore common open space would need to be provided at grade at Level 1. Compliance with the minimum usable open space provision would require the removal of floor area that could otherwise be dedicated to the number, configuration, and livability of affordable housing units. Specifically, the project would not only need to comply with the total amount of usable open space requirements, but also the design, dimension, and area requirements set forth in LAMC Section 12.21 G. Common open space would need to be at least 15 feet in width on all sides, have a minimum area of 400 square feet, and be open to sky. The requested incentive will allow the project to expand the building envelope so that additional units can be constructed, provide for design efficiencies, and allow the overall space dedicated to residential uses to be increased. This incentive will

result in a building design that provides for affordable housing costs and supports the applicant's decision to set aside 6 dwelling units for Very Low Income Households.

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

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

The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. There is no evidence in the record which identifies a written objective health and safety standard that has been exceeded or violated. There is also no substantial evidence that the project's proposed incentives will have a specific adverse impact on public health and safety, or on property listed in the California Register of Historic Resources. Based on the above, there is no basis to deny the requested incentives.

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

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

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

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

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

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

A project that provides 75 percent of base units for Very Low Income Households qualifies for three (3) Incentives, and may request other "waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)).

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

Setbacks: LAMC Sections 12.09.1 B.1 and 3 require a minimum 15 foot front yard and 15 foot rear yard. LAMC Section 12.09.B.2 requires a minimum 5 foot side yard, and requires one additional foot in the width of the side yard for each additional story above the 2nd story; the Project is five (5) stories and would therefore be required to provide 8-foot side yard setbacks. The applicant has requested reduced front yard and southerly side yard setbacks of 6 inches, and reduced rear yard and northerly side yard setbacks of 5 feet, through four (4) Waivers of Development Standards per LAMC 12.22 A.25. The requests for the yard reductions are needed to construct the number of units that the requested density bonus allows. Due to the sloped topography of the existing site as shown on the survey on Sheet A0.23, the parking level is considered Level 1 (Sheet A2.00) though it is designed to be partially subterranean, and the first residential level is considered Level 2 (Sheet A2.10) though it is designed to be the primary entrance, therefore the setbacks are required to be measured from the parking level at Level 1. Reducing the setbacks by 14 feet 6 inches along the front yard, 10 feet along the rear yard, 3 feet along the northerly side yard, and 7 feet 6 inches along the southerly yard accounts for an additional building area of approximately 3,147 square feet per floor, totaling approximately 15,735 square feet across all five floors. As shown on Sheet A0.00 of the project plans, the unit sizes range from 448 to 1,482 square feet. Without the side yard waivers, the total unit count would be reduced from 24 units to approximately 10 dwelling units. Additionally, given Level 1 consists of the parking garage, strict compliance with the required yard setbacks would result in the loss of four (4) parking spaces along the front yard, one (1) parking space along the rear yard, and would require shifting of the driveway ramp and drive aisles that would require reconfigure of the parking garage that could result in the loss of additional parking spaces that are reserved for the residential units. Therefore, provision of the required yard setbacks would physically preclude construction of the project at the permitted density and with the requested FAR incentive, resulting in a loss of residential dwelling units and parking spaces.

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

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

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

The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. There is no evidence in the record which identifies

a written objective health and safety standard that has been exceeded or violated. Therefore, there is no substantial evidence that the project's proposed incentives will have a specific adverse impact on public health and safety, or on property listed in the California Register of Historic Resources. Based on the above, there is no basis to deny the requested incentives.

CONDITIONAL USE FINDINGS

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

The project site is zoned RD1.5-1-O, which allows a base density of 8 units on the subject property. The Density Bonus Ordinance allows a density bonus of up to 35 percent in exchange for setting aside 15 percent of the 8 base density units for Very Low Income Households. With the Density Bonus Ordinance, the project would be permitted a total of 11 units on site in exchange for setting aside two (2) unit for Very Low Income Households.

The State Density Bonus Law (Government Code Section 65915(n)) also allows a city to grant a density bonus greater than 35 percent for a development, if permitted by a local ordinance. The City adopted the Value Capture Ordinance (Ordinance No. 185,373), codified in LAMC Section 12.24 U.26, to permit a density increase greater than 35 percent with the approval of a Conditional Use. In exchange for the increased density, the Value Capture Ordinance requires projects to set aside one (1) additional percent of base density units above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase above the 35 percent. Below is a table showing the requisite percentage of affordable housing units for Very Low Income Households based on the percentage of density increase.

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted	Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11	35	44	117.5
12	37.5	45	120
13	40	46	122.5
14	42.5	47	125
15	45	48	127.5
16	47.5	49	130
17	50	50	132.5
18	52.5	51	135
19	55	52	137.5
20	57.5	53	140
21	60	54	142.5
22	62.5	55	145
23	65	56	147.5
24	67.5	57	150
25	70	58	152.5
26	72.5	59	155
27	75	60	157.5

28	77.5	61	160
29	80	62	162.5
30	82.5	63	165
31	85	64	167.5
32	87.5	65	170
33	90	66	172.5
34	92.5	67	175
35	95	68	177.5
36	97.5	69	180
37	100	70	182.5
38	102.5	71	185
39	105	72	187.5
40	107.5	73	190
41	110	74	192.5
42	112.5	75	195
43	115		

The applicant requests a Conditional Use for a density increase in excess of 35 percent pursuant to LAMC Section 12.24 U.26, to allow a 195 percent increase in density for a total of 24 dwelling units in lieu of 8 base density dwelling units as otherwise permitted by-right in the RD1.5-1-O Zone. In accordance with LAMC Section 12.22 A.25(c)(7), in calculating Density Bonus and Restricted Affordable units any number resulting in a fraction shall be rounded up to the next whole number. As provided in the table above, the applicant is required to set aside 75 percent, or 6 units, of the base 8 density units for Very Low Income Households in order to be granted a 195 percent density bonus. The applicant proposes to set aside 6 units for Very Low Income Households for a period of 55 years, which is 75 percent of the base 8 density units. As such, the project satisfies the minimum percentage of base density to be restricted to Very Low Income Households to be eligible for a 195 percent density increase.

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

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

The project is the construction of a five-story, 70-foot tall residential building comprised of 24 dwelling units (including 6 Very Low Income units). The project will be approximately 29,030 square feet in floor area with a Floor Area Ratio ("FAR") of 4.03:1. The project will provide 23 parking spaces at-grade. The site is currently improved with a two-story duplex and triplex which will be demolished and five (5) non-protected trees which will be removed for the project. Four (4) non-protected street trees will remain. The project will also require a haul route for the export of approximately 3,488 cubic yards of soil.

The subject site is in an urbanized area surrounded primarily by multi-family residential uses and some single-family dwellings. The abutting property to the north is a two-story multi-family residential building, and abutting property to the south and east is a four-story small lot subdivision and condominium building, respectively. Surrounding properties along Pandora Avenue are developed primarily with multi-family residential buildings that range from two to five stories in height in the RD1.5-1-O zone. Properties further south near Holmby Avenue are improved with single-family residential in the R1-1-O zone. Other properties further north fronting Santa Monica Boulevard are zoned C2-1VL and developed with office buildings, multi-family residential, or are otherwise vacant. There are at least five (5) other buildings in the surrounding area that are four or five stories in height; two (2) additional buildings are proposed or recently approved for six and seven stories. The subject site is within one-half mile (2,640 feet) from the intersection at Santa Monica Boulevard and Century Park West which qualifies as a Major Transit Stop that is served by Los Angeles County Metropolitan Transportation Authority ("Metro") 4 and 28 bus lines. In addition, the site is served by other bus lines including but not limited to the Santa Monica Big Blue Bus 5 line, Culver City Bus 3 line, LADOT Commuter Express 573 line, and Santa Clarita Commuter Express 797 line.

The multi-family development is permitted at this location on the subject site as an allowable use by the underlying RD1.5-1-O zone. As provided under Finding Nos. 1 and 2, the project's density, FAR, parking, height, open space, and setbacks are allowed by the underlying zone in combination with Density Bonus law.

The primary pedestrian entrance is located along Pandora Avenue on Level 2 that will provide direct stairway access to the lobby and residential units on the upper floors. The project includes a unit mix of five (5) studio units, seven (7) one-bedroom units, eight (8) two-bedroom units, three (3) three-bedroom units, and one (1) four-bedroom unit. Residential amenities are provided in the form of a variety of recreation rooms, gym, and roof deck, as well as private balconies.

The project will provide 23 parking spaces at-grade on Level 1 that is accessed from Pandora Avenue. Out of the 23 parking spaces proposed, 12 will be compact and 6 will be in tandem. The project will also provide 36 long-term and 12 short-term bicycle parking spaces.

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

The subject site is zoned RD1.5-1-O, with a Height District No. 1 that permits a maximum Floor Area Ratio ("FAR") of 3:1. The FAR Increase incentive permits a percentage increase in the allowable Floor Area Ratio equal to the percentage of Density Bonus for which the Housing Development Project is eligible, not to exceed 35 percent. For this project site, an increase of 35 percent over the 3:1 FAR allows an FAR of 4.05:1 or 21,600 square feet. The applicant has requested an FAR of 4.03:1 in lieu of the maximum 3:1 through an On-Menu Density Bonus Incentive, for a maximum floor area of 29,030 square feet. While the size of the project is larger than the existing multi-family buildings on Pandora Avenue, the increase in FAR is consistent with the Density Bonus Ordinance.

The site's zone permits a maximum height of 45 feet with no limit on the number of stories for residential projects. The applicant has requested an increase in height of 25 feet to allow for 70 feet through an Off-Menu Incentive per LAMC Section 12.22 A.25. The request for an additional 25 feet is needed to construct the number of units that the requested density bonus

allows. While the height of the project is taller than the existing multi-family buildings on Pandora Avenue, the increase in height granted through state Density Bonus law.

The project will provide 23 parking spaces at-grade on Level 1 that is accessed from Pandora Avenue. Out of the 23 parking spaces proposed, 12 will be compact and 6 will be in tandem. State law under Assembly Bill 2097 ("AB" 2097) and Government Code Section 65863.2(a) prohibits public agencies or cities from imposing a minimum automobile parking requirement on most development projects located within a half-mile radius of a major transit stop². Therefore, AB 2097 prohibits the city from imposing parking requirements, and Density Bonus requests are not required for parking. The project will also provide 36 long-term and 12 short-term bicycle parking spaces.

The project proposes 9,098 square feet of open space, including recreation rooms, roof decks, and private balconies as shown on Sheet A0.29, however the open space provided does not qualify as usable open space as defined by LAMC Section 12.21 G. The applicant has requested a 100 percent reduction to allow 0 square feet of qualifying usable open space through an Off-Menu Incentive. Without the incentive to reduce the minimum usable open space, the project would need to provide 2,900 square feet of qualifying usable common or private open space on-site. Compliance with the minimum usable open space provision would require the removal of floor area that could otherwise be dedicated to the number, configuration, and livability of affordable housing units. The project incorporates landscaping within the front setback along Pandora Avenue, along the rear yard setback, as well as within the rooftop decks. The project will plant three (3) new trees on the rooftop, and will maintain four (4) non-protected street trees along the public right-of-way along Pandora Avenue, as provided in Exhibit "A".

The applicant has requested reduced front yard and southerly side yard setbacks of 5 inches, and reduced rear yard and northerly side yard setbacks of 5 feet, through four (4) Waivers of Development Standards per LAMC 12.22 A.25. The requests for the yard reductions are needed to construct the number of units that the requested density bonus allows. Due to the sloped topography of the existing site as shown on the survey on Sheet A0.23, the parking level is considered Level 1 (Sheet A2.00) though it is designed to be partially subterranean, and the first residential level is considered Level 2 (Sheet A2.10) though it is designed to be the primary entrance, therefore the setbacks are required to be measured from the parking level at Level 1. However, for Levels 2 through 5, the project provides an 8-foot front yard setback, 8-foot 2-inch rear yard setback, and 5-foot southerly side yard setback.

Trash storage is located within the parking garage to ensure it will not be visible from the street or affect circulation for surrounding properties.

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

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

² Pursuant to Assembly Bill (AB) 2097, the City of Los Angeles is prohibited from imposing or enforcing minimum parking requirements on any residential, commercial or other development project (excluding event centers, hotels and similar transient lodging) that are within a one-half mile radius of a Major Transit Stop. The Department of City Planning issued a memorandum on December 31, 2022 which serves as guidance for project applicants and staff on the implementation of AB 2097.

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

The General Plan is a long-range document determining how a community will grow, reflecting community priorities and values while shaping the future. The project substantially conforms with the following purposes and objectives of the General Plan Elements: Framework Element, Land Use Element (West Los Angeles Community Plan), Housing Element, and Mobility Element. The project site is in the West Los Angeles Transportation Improvement and Mitigation Specific Plan ("WLA TIMP", Ordinance Nos. 186,105 and 186,108), and the Project is subject to Department of Transportation clearance of the WLA TIMP.

Framework Element

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

The Community Plan Map designates the site for Low Medium II Residential land uses, with corresponding zones of RD1.5, RD2, RW2, and RZ2.5. The Framework Element identifies the Low Medium II Residential land use designation as corresponding to the RW1, RD1.5, and RD2 zones and estimates 18 - 29 dwelling units per acre. The site is zoned RD1.5-1-O and is therefore consistent with the land use designation.

Per the Framework Element's Long Range Land Use Diagram for the West/Coastal Los Angeles area, the site is also within close proximity to a Mixed Use Boulevard along Santa Monica Boulevard. A Mixed Use Boulevard is described as "connect[ing] the city's neighborhood districts and community, regional and Downtown centers. Mixed Use development is encouraged along these boulevards, with the scale, density and height of development compatible with the surrounding areas. Generally, different types of Mixed Use Boulevards will fall within a range of floor area ratios from 1.5:1 up to 4.0:1 and be generally characterized by one to two-story commercial structures, up to 3- to 6-story mixed-use buildings between centers and higher buildings within centers. Mixed Use Boulevards are served by a variety of transportation facilities."

Therefore, as a five-story residential building with a maximum 4.03:1 FAR as allowed by Density Bonus, the proposed project is consistent with the General Plan Framework.

Land Use Element – West Los Angeles Community Plan

The project site is in the West Los Angeles Community Plan, and is designated for Low Medium II Residential land uses, with corresponding zones of RD1.5, RD2, RW2, and RZ2.5. The site is zoned RD1.5-1-O and is therefore consistent with the land use designation.

Consistent with the Community Plan, the proposed 24-unit residential development, which includes six (6) Very Low Income units, adds new multi-family housing and much needed affordable housing to Los Angeles's housing supply, in a neighborhood that is conveniently

located to a variety of destinations, community services and amenities, and multi-modal transportation options.

The proposed project aligns with the intent of the West Los Angeles Community Plan including the following:

Policy 1-1.3: Provide for adequate multi-family residential development.

Objective 1-2: To reduce vehicular trips and congestion by developing new housing in proximity to adequate services and facilities.

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

Policy 1-4.1: Promote greater individual choice in type, quality, price and location of housing

Policy 1.4-3: Encourage multiple residential development in specified commercial zones.

Objective 2-1: To conserve and strengthen viable commercial development and to provide additional opportunities for new commercial development and services within existing commercial areas.

Policy 2-1.1: New commercial uses shall be located in existing established commercial areas or shopping centers.

Policy 2-2.1: Encourage Pedestrian-oriented design in designated areas and in new development.

The proposed project meets the above goal, policies, and objective by providing multi-family dwelling units in a new, safe, and secure building. The proposed project is located within a neighborhood designated for Low Medium II Residential Land Uses, which includes multiple-family residential uses, and is well served by facilities and necessary infrastructure. The site is near several bus stops, which encourages alternative modes of transportation. Planting new street trees will help achieve the City's goals for high-quality pedestrian access for a safe and comfortable walking environment. The six (6) affordable units will ensure that the proposed project is accessible to lower-income segments of the population.

Housing Element 2021 - 2029

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

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

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

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

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

Goal 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.

Objective 3.2: Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.

Policy 3.1.5: Develop and implement environmentally sustainable urban design standards and pedestrian centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.

Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

The proposed project will result in a net increase of 19 new residential units to the City's housing stock and conforms with the applicable provisions of the Housing Element. The applicant has requested deviations from code requirements under the Density Bonus program for increased FAR, increased height, reduced open space, and reduced setbacks, thereby allowing the creation of affordable units. Pursuant to Density Bonus requirements, 75 percent (6 units) of the base 8 density units, will be set aside for Very Low Income units. Additionally, this mixed-income development is in close proximity to public transit options, and a variety of retail, commercial, recreational, and employment opportunities. Locating new housing in this portion of the City will allow residents to have better access to employment centers and places of interest in area. Maintaining the existing street trees will help achieve the City's goals for environmentally sustainable urban design standards and pedestrian-oriented improvements.

Mobility Plan 2035

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

Policy 2.3: Pedestrian Infrastructure: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Policy 3.1: Access for All: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City's transportation system.

Policy 3.3: Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

The project utilizes Density Bonus incentives for the construction of a residential mixed-income development that provides housing opportunities in proximity to public transit along the Santa Monica Boulevard, and utilizes AB 2097 to reduce parking consistent with state law, encouraging multi-modal transportation and decreasing vehicle miles traveled in the neighborhood. The site is located along a portion of Pandora Avenue that is designated by the Mobility Plan as a Local Street. The project will also provide 36 long-term and 12 short-term bicycle parking spaces, which exceeds LAMC Section 12.21 A.16 bicycle parking requirements. As provided under Finding No. 11, the applicant has requested a Waiver of Dedication and Improvements to provide a 4-foot dedication in lieu of 10 feet, and a waiver of an 8-foot roadway widening, as they are physically impractical; however the project shall construct a new curb, gutter and full-width concrete sidewalk at existing location up to the new property line, and remove and replace any broken, damaged, or off grade adjacent roadway pavements, as conditioned. Maintaining the existing street trees will help achieve the City's goals for environmentally sustainable urban design standards and pedestrian-oriented improvements.

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

The City's Housing Element for 2021-2029 was adopted by the City Council on November 24, 2021. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies

that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City.

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

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

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

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

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

In granting a Conditional Use for a 195 percent density increase, affordable housing is required beyond the minimum percentage required per the State Density Bonus Law and the City's Density Bonus Ordinance. This ensures that the project provides a proportional amount of affordable housing units compared to the density increase it is seeking. In this case, the project is required to set aside 75 percent, that is six (6) units, of the 8 base density units for Very Low Income Households in exchange for the 195 percent density increase requested. The project proposes to set aside six (6) units for Very Low Income Households, thereby complying with the requisite percentage of affordable housing units for the 195 percent density increase.

The site is currently improved with a two-story duplex and triplex; all existing structures will be demolished. The Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 330) Determination, dated September 20, 2021, that five (5) residential units need to be replaced with equivalent type, with three (3) units restricted to Very Low Income Households and one (1) unit restricted to Low Income Households (Exhibit C). The LAHD housing replacement requirements are satisfied by the six (6) Very Low Income units provided through this Density Bonus Affordable Housing Incentives Program. By redeveloping the subject site for the Project, 19 new dwelling units will be made available in the community. The Project will offer a unit mix of five (5) studio units, seven (7) one-bedroom units, eight (8) two-bedroom units, three (3) three-bedroom units, and one (1) four-bedroom unit. Therefore, the project is in conformance with the affordable housing provisions of the Housing Element.

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

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

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

- D. For every additional 1% set aside of Very Low Income Units, the project is granted an additional 2.5% density increase; or**

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

The project site is zoned RD1.5-1-O, which allows a base density of 8 units on the subject property. The Density Bonus Ordinance allows a density bonus of up to 35 percent in exchange for setting aside 15 percent of the 8 base density units for Very Low Income Households. With the Density Bonus Ordinance, the project would be permitted a total of 11 units on site in exchange for setting aside two (2) unit for Very Low Income Households. The project is permitted additional density increase beyond 35 percent by setting aside one (1) additional percent of base density units above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase above the 35 percent. Below is a table showing the requisite percentage of affordable housing units for Very Low Income Households based on the percentage of density increase.

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted	Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11	35	44	117.5
12	37.5	45	120
13	40	46	122.5
14	42.5	47	125
15	45	48	127.5
16	47.5	49	130
17	50	50	132.5
18	52.5	51	135
19	55	52	137.5
20	57.5	53	140
21	60	54	142.5
22	62.5	55	145
23	65	56	147.5
24	67.5	57	150
25	70	58	152.5
26	72.5	59	155
27	75	60	157.5
28	77.5	61	160
29	80	62	162.5
30	82.5	63	165
31	85	64	167.5
32	87.5	65	170
33	90	66	172.5
34	92.5	67	175

35	95	68	177.5
36	97.5	69	180
37	100	70	182.5
38	102.5	71	185
39	105	72	187.5
40	107.5	73	190
41	110	74	192.5
42	112.5	75	195
43	115		

The applicant requests a Conditional Use for a density increase in excess of 35 percent pursuant to LAMC Section 12.24 U.26, to allow a 195 percent increase in density for a total of 24 dwelling units in lieu of 8 base density dwelling units as otherwise permitted by-right in the RD1.5-1-O Zone. In accordance with LAMC Section 12.22 A.25(c)(7), in calculating Density Bonus and Restricted Affordable units any number resulting in a fraction shall be rounded up to the next whole number. As provided in the table above, the applicant is required to set aside 75 percent, or 6 units, of the base 8 density units for Very Low Income Households in order to be granted a 195 percent density bonus. The applicant proposes to set aside 6 units for Very Low Income Households for a period of 55 years, which is 75 percent of the base 8 density units. As such, the project satisfies the minimum percentage of base density to be restricted to Very Low Income Households to be eligible for a 195 percent density increase.

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

On October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2025. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units. The Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 330) Determination, dated September 20, 2021, that five (5) residential units need to be replaced with equivalent type, with three (3) units restricted to Very Low Income Households and one (1) unit restricted to Low Income Households (Exhibit C). The LAHD housing replacement requirements are satisfied by the six (6) Very Low Income units provided through this Density Bonus Affordable Housing Incentives Program.

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

The applicant proposes to set aside a total of six (6) units for Restricted Affordable Units. Per the Conditions of Approval, the applicant is required to execute a covenant to the satisfaction of LAHD to make six (6) Restricted Affordable Units available to Very Low Income Households for rental as determined to be affordable to such households by LAHD for a period of 55 years. The applicant is required to present a copy of the recorded covenant to the Department of

City Planning and the proposed project shall comply with any monitoring requirements established by LAHD. Therefore, as conditioned, the project satisfies this finding in regards to subjected restricted affordable units to recorded affordability per LAHD, and is subject to fees as set forth in Section 19.14 of the LAMC.

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

The City Planning Commission approved the Affordable Housing Incentives Guidelines (CPC-2005-1101-CA) on June 9, 2005. The Guidelines were subsequently approved by City Council (CF 05-1345) on February 20, 2008, as a component of the City of Los Angeles Density Bonus Ordinance. The Guidelines describe the density bonus provisions and qualifying criteria, incentives available, design standards, and the procedures through which projects may apply for a density bonus and incentives. LAHD utilizes these Guidelines in the preparation of Housing Covenants for Affordable Housing Projects. On April 9, 2010, the City Council adopted updates to the City's Density Bonus Ordinance (CF 05-1345-S1, Ordinance No. 181,142). However, at that time, the Affordable Housing Incentives Guidelines were not updated to reflect changes to the City's Density Bonus Ordinance or more recent changes in State Density Bonus Law located in the Government Code. Therefore, where there is a conflict between the Guidelines and current laws, the current law prevails. Additionally, many of the policies and standards contained in the Guidelines, including design and location of affordable units to be comparable to the market-rate units, equal distribution of amenities, monitoring requirements, and affordability levels, are covered by the State Density Bonus Laws.

The project requests a 195 percent density increase above the 8 base density units to permit a total of 24 dwelling units. The project will set aside six (6) units for Very Low Income Households. As such, the project is consistent with the State Density Bonus Law and the local Density Bonus Ordinance, which the Affordable Housing Incentives Guidelines implement. Therefore, the project complies with the City Planning Commission's Affordable Housing Incentives Guidelines.

WAIVER OF DEDICATION AND IMPROVEMENTS FINDINGS

Pursuant to LAMC Section 12.37, the City Planning Commission may waive, reduce, or modify the required dedication(s) or improvement(s) as appropriate after making any of the following findings, based on substantial evidence in the record that:

- i) the dedication or improvement requirement does not bear a reasonable relationship to any project impact;
- ii) the dedication or improvement is not necessary to meet the City's mobility needs for the next 20 years based on the guidelines the Street Standards Committee has established; or
- iii) the dedication or improvement requirement is physically impractical.

11. The dedication or improvement requirement is physically impractical.

The Bureau of Engineering (BOE) has indicated required dedication and improvement requirements along Pandora Avenue which adjoins the subject property's street frontage in Interdepartmental Correspondence dated July 28, 2022. The BOE requirements included:

Dedication Required:

- **Pandora Avenue** (Local Street) – A 10-foot wide strip of land along the property frontage to complete a 30-foot half right-of-way in accordance with Local Street standards.

Improvements Required:

- **Pandora Avenue** – Construct suitable surfacing to join the existing improvements to provide 18-ft wide half roadway including asphalt pavement, integral concrete curb, gutter and a 5-foot wide concrete sidewalk in a landscaped parkway abutting the new property line. Remove and replace any broken, damaged, or off grade adjacent roadway pavements. These improvements shall suitably transition to join the existing improvements satisfactory to the City Engineer.

In the event the Bureau of Street Services, Urban Forestry Division deny the street trees removal, construct a new curb, gutter and full-width concrete sidewalk at existing location up to the new property line. Remove and replace any broken, damaged, or off grade adjacent roadway pavements. These improvements shall suitably transition to the existing improvements and constructed satisfactory to the City Engineer.

The Applicant has requested to provide a 4-foot dedication, in lieu of the otherwise required 10-foot dedication along Pandora Avenue. The Applicant has also requested a waiver of the 8-foot roadway widening requirement.

The proposed Project is the construction of a five-story, 70-foot tall residential building comprised of 24 dwelling units (including 6 Very Low Income units), with approximately 29,030 square feet in floor area with a Floor Area Ratio ("FAR") of 4.03:1, and 23 parking spaces at-grade. There are four (4) existing non-protected street trees (raywood ash) along Pandora Avenue which are proposed to be preserved.

Pandora Avenue, abutting the property to the west, is designated by the Mobility Plan as a Local Street - Standard, with a designated right-of-way width of 60 feet and roadway width of 36 feet, and is currently dedicated to a 40-foot right-of-way width and approximately 20 foot roadway width, with a curb, gutter, sidewalk, and parkway. Other portions of Pandora Avenue are dedicated to varying right-of-way widths ranging from 40 feet to 50 feet, and improved to varying roadway widths ranging from 20 feet to 30 feet. In addition, the Local Street standard requires a 12-foot wide sidewalk, however the portion of Pandora Avenue abutting the subject site has a 10-foot wide sidewalk including a concrete walkway and landscaped parkway. Pandora Avenue is not dedicated or improved to the required width of the Local Street standards.

There are four (4) existing non-protected street trees (raywood ash) along Pandora Avenue which are proposed to be preserved. Requiring the roadway widening would require the existing four (4) mature street trees to be removed and impact the existing landscaped parkway. The Urban Forestry Division has required that the project shall preserve all healthy mature street trees wherever possible, and all feasible alternatives in project design shall be considered and implemented to retain healthy mature street trees, in Interdepartmental Correspondence dated July 21, 2022. Therefore, the roadway widening would be physically impractical as it would require the removal of street trees that is not allowed by Urban Forestry. The Urban Forestry requirements are incorporated as Condition Nos. 28c and 28d herein, and are also referenced by BOE.

In addition, there are several previous subdivision cases along Pandora Avenue that were previously required to provide varying dedication and widening requirements. The majority of other subdivision cases were required to provide a 4-foot dedication and 4-foot roadway widening; only two (2) cases were required to provide a 10-foot dedication (or dedication plus easement) and 8-foot widening. Therefore, the proposed 4-foot dedication is generally consistent with the dedications required on neighboring properties along Pandora Avenue. Requiring a full 10-foot dedication and 8-foot roadway widening is physically impractical as some other properties were recently redeveloped and only required to provide a 4-foot dedication with 4-foot widening, therefore Pandora Avenue would never be fully continuously dedicated and improved to Local Street standards; moreover it leads into a single-family residential zoned neighborhood to the south which will not be required to dedicate or widen in the future.

The requested Waiver of Dedications and Improvements is granted because the BOE requirements for a 10-foot dedication and 8-foot roadway widening along Pandora Avenue are physically impractical, as they would require the removal of existing street trees, and Pandora Avenue would never be fully continuously dedicated and improved to Local Street standards due to the recent redevelopment of other properties that were not required the full dedication and widening. Furthermore, Pandora Avenue is currently improved with an existing roadway, curb, gutter, and sidewalk within the existing right-of-way. A 4-foot dedication will be required to be consistent with neighboring properties along Pandora Avenue. The newly dedicated area would be improved with suitable surfacing to transition to join the existing sidewalk improvements satisfactory to the City Engineer, which would result in a widened sidewalk with a total width of 14 feet including the existing parkway, existing sidewalk, and newly dedicated area, which would exceed the standard sidewalk requirement of 12 feet of Local Street Standard. Such improvements will be required to ensure that Pandora Avenue will meet sidewalk width requirements, is in good repair, will provide pedestrian safety, properly manage stormwater flow, meet ADA requirements, and be proportionate to the impacts of the proposed project.

CEQA FINDINGS

The Department of City Planning determined, based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The Notice of Exemption and Justification for Environmental Case No. ENV-2022-3109-CE is provided in the case file and attached as Exhibit D.

The project is the construction of a five-story, 70-foot tall residential building comprised of 24 dwelling units (including 6 Very Low Income units). The project will be approximately 29,030 square feet in floor area with a Floor Area Ratio ("FAR") of 4.03:1. The project will provide 23 parking spaces at-grade. The site is currently improved with a two-story duplex and triplex which will be demolished and five (5) non-protected trees which will be removed for the project. Four (4) non-protected street trees will remain. The project will also require a haul route for the export of approximately 3,488 cubic yards of soil.

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

CEQA Determination – Class 32 Categorical Exemption Applies

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

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

The project site is in the West Los Angeles Community Plan, and is designated for Low Medium II Residential land uses, with corresponding zones of RD1.5, RD2, RW2, and RZ2.5. The site is zoned RD1.5-1-O and is therefore consistent with the land use designation. The project site is in the West Los Angeles Transportation Improvement and Mitigation Specific Plan (“WLA TIMP”, Ordinance Nos. 186,105 and 186,108), and the Project is subject to Department of Transportation clearance of the WLA TIMP. Height District No. 1 limits the Floor Area Ratio (“FAR”) to 3:1 and building height to 45 feet with no limit on the number of stories; however, the proposed project will have a FAR of 4.03:1 and a height of 70 feet as permitted by State Density Bonus Law in exchange for providing six (6) units for Very Low Income Households for 55 years. As demonstrated in the case file, the project is consistent with the General Plan, the applicable West Los Angeles Community Plan designation and policies, and all applicable zoning designations and regulations as permitted by Density Bonus law.

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

The subject site is wholly within the City of Los Angeles, on a site that is approximately 0.25 acres (11,0013 square feet) and is surrounded primarily by multi-family residential uses and some single-family dwellings. Surrounding properties along Pandora Avenue are developed primarily with multi-family residential buildings that range from two to five stories in height in the RD1.5-1-O zone. Properties further south near Holmby Avenue are improved with single-family residential in the R1-1-O zone. Other properties further north fronting Santa Monica Boulevard are zoned C2-1VL and developed with office buildings, multi-family residential, or are otherwise vacant. The subject site is within one-half mile (2,640 feet) from the intersection at Santa Monica Boulevard and Century Park West which qualifies as a Major Transit Stop that is served by Los Angeles County Metropolitan Transportation Authority (“Metro”) 4 and 28 bus lines. In addition, the site is served by other bus lines including but not limited to the Santa Monica Big Blue Bus 5 line, Culver City Bus 3 line, LADOT Commuter Express 573 line, and Santa Clarita Commuter Express 797 line.

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

The site is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. The site is currently improved with a two-story duplex and triplex; all existing structures will be demolished. There are no protected trees or shrubs on the subject site or in the adjacent public right of way; five (5) non-protected trees will be removed from the subject site, and four (4) non-protected street trees will remain along the public right-of-way, as verified in the Tree Report prepared by The Tree Resource dated January 31, 2023.

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

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

stormwater runoff. These RCMs will reduce any potential impacts to less than significant, and will ensure the project will not have significant impacts on noise and water.

Geotechnical - The applicant has submitted a Geotechnical Investigation prepared by GEOCON West, Inc. dated June 10, 2021. RCMs also include the submittal of the Geology and Soils Report to the Department of Building and Safety (“DBS”), and compliance with a Soils Report Approval Letter (Log No. 119574, dated March December 14, 2021) which details conditions of approval that must be followed. In addition, the RCMs require that design and construction of the building must conform to the California Building Code, and grading on site shall comply with the City’s Landform Grading Manual, as approved by the Department of Building and Safety Grading Division.

Traffic - The Project does not exceed the threshold criteria established by LADOT for preparing a traffic study. The Department of Transportation (LADOT) Referral Form dated September 20, 2022 and the Vehicle Miles Traveled (VMT) calculator indicated that the number of daily vehicle trips will be 93 which is under the threshold of 250 or more daily vehicles trips to require VMT analysis. Therefore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study and will not have any significant impacts related to traffic. The project will also be governed by an approved haul route under City Code requirements, which will regulate the route hauling trucks will travel, and the times at which they may leave the site, thereby reducing any potential traffic impacts to less than significant.

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

Air Quality – The Project does not exceed the threshold criteria for preparing an air quality study; at 24 dwelling units, the Project is well under the screening criteria of 80 units for air quality studies. The Project’s potential air quality effects were evaluated by estimating the potential construction and operations emissions of criteria pollutants, and comparing those levels to significance thresholds provided by the Southern California Air Quality Management District (SCAQMD). The Project’s emissions were estimated using the CalEEMod 2020.4.0 model (output March 13, 2023) for the purposes of evaluating air quality impacts of proposed projects. The analysis took into account construction activity emissions during demolition, site preparation, grading, building construction, paving, and architectural coating, as well as operational emissions. The analysis confirms that neither construction nor operation of the project would result in significant air quality impacts. In addition, there are several Regulatory Compliance Measures which regulate air quality-related impacts for projects citywide. As a result of this mandatory compliance, the proposed Project will not result in any significant air quality impacts.

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

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

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

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

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

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

There are several projects proposed, approved, or under construction within proximity to the site for both discretionary and by-right projects, including but not limited to:

- 10460 West Santa Monica Boulevard – construction of a new 6-story 68-unit apartment building
- 10400-10422 West Santa Monica Boulevard and 1800 South Pandora Avenue – construction of a new 7-story 120-unit apartment building

While there could potentially be a succession of known projects of the same type and in the same place as the subject project, all projects are subject to the citywide Regulatory Compliance measures as noted above, which regulate impacts related to air quality, noise, and geology to a less than significant level. There is no evidence to conclude that significant impacts will occur based on past project approvals or that the proposed Project's impacts are cumulatively considerable when evaluating any cumulative impacts associated with construction noise and transportation/traffic in the surrounding area.

According to Navigate LA, there are no (0) other approved active haul routes that cross within 500 feet of the subject site. In light of the increase in construction activity in Special Grading Areas and the increase in associated truck traffic related to the import and export of soil, a haul route monitoring program is being implemented by the Department of Building and Safety for Council Districts 4 and 5 for added enforcement to ensure safety and to protect the quality of life of area residents. As part of this program, a haul route monitor is assigned to a geographic area to monitor haul routes and keep track of daily activities in order to minimize impacts to neighboring residents. Haul routes are tracked via a Map for each district to identify the locations of construction sites for which a haul route was required. The haul route approval will include RCMs and recommended conditions prepared by the Los Angeles Department of Transportation (LADOT) to be considered by the Board of Building and Safety Commissioners to reduce the impacts of construction related hauling activity, monitor the traffic effects of hauling, and reduce haul trips in response to congestion. Furthermore, LADBS staggers the haul route schedules so as to ensure that all of the haul routes do not occur simultaneously.

Therefore, in conjunction with citywide RCMs and compliance with other applicable regulations, no foreseeable cumulative impacts are expected.

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

The project proposes a residential building in an area zoned and designated for such development. All adjacent lots are developed with multi-family and single-family residential uses, and the subject site is of a similar size and slope to nearby properties. The project proposes a FAR of 4.03:1 on a site that is permitted to have an FAR of 3.0:1, and a building height of 70 feet on a site that is permitted to have a building height of 45 feet by the site's zoning. The project is eligible for the 4.03:1 FAR through an On-Menu Density Bonus Incentive, and a 70-foot building height through an Off-Menu Density Bonus Incentive. The

project size and height is not unusual for the vicinity of the subject site, and is similar in scope to other existing multi-family dwellings and proposed future projects in the area. Furthermore, there is no substantial evidence in the administrative record that this project will cause a significant impact. Thus, there are no unusual circumstances which may lead to a significant effect on the environment, and this exception does not apply.

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

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. State Route 27 is located approximately 8.8 miles west of the subject site. Therefore, the subject site will not create any impacts within a designated state scenic highway, and this exception does not apply.

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

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

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

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

PUBLIC HEARING AND COMMUNICATIONS

PUBLIC HEARING

The public hearing was held on April 19, 2023 at approximately 10:00 a.m. Due to concerns over COVID-19, the Public Hearing was conducted in a virtual format. The hearing was conducted by the Hearing Officer, Connie Chauv, on behalf of the City Planning Commission in taking testimony for Case No. CPC-2022-3108-CU-DB-WDI-PHP-HCA and ENV-2022-3109-CE. All interested parties were invited to attend the public hearing at which they could listen, ask questions, or present testimony regarding the project. The purpose of the hearing was to obtain testimony from affected and/or interested parties regarding this application. Interested parties are also invited to submit written comments regarding the request prior to the hearing. The environmental analysis was among the matters to be considered at the hearing. The hearing notice was mailed on March 20, 2023 and March 21, 2023, published in the newspaper on March 24, 2023 and was posted on-site on April 5, 2023, in accordance with LAMC noticing requirements. The courtesy notice was mailed on July 6, 2023 in accordance with LAMC noticing requirements.

The public hearing was attended by the applicant's representatives (Jesi Harris and Brian Silveira) and approximately 18 other members from the community. There were seven (7) speakers who provided comments at the hearing.

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

- The project is a mixed-income Density Bonus project mid-block along Pandora. The site is half a block south of Santa Monica Boulevard, 4 blocks north of Olympic Boulevard, and is in an area with a high concentration of transportation and economic resources.
- The site is 2 lots composed of 11,000 square feet of lot area. Both lots are zoned for multi-family residential in the RD zone.
- Surrounding properties are a mix of newer and older development. Includes older 1- and 2-story single-family homes, and newer multi-family residential developments that tend to be larger at 3 stories, including a 33-unit condo building built in 1991 to the rear.
- The proposed project is a 4-story apartment with modern design including ample balconies and windows, inviting pedestrian realm, ground floor planters, short-term bicycle parking, to add to the warmth and approachability of the building and maximize connection to the street level.
- Ground floor façade is all glass elements and framed by native drought resistant landscaping.
- The project provides 6 Very Low Income affordable units even distributed throughout the building and will be comparable to market rate units. The project is proposing an equitable mixed-income building that will enhance the neighborhood and contribute to regional housing and transportation goals.
- The site is in close proximity to public transportation. AB 2097 has no parking minimums for the project site, but the project is proposing 25 parking spaces and 48 bike parking spaces.
- The project is consistent with Density Bonus law as it provides 75% of base density as Very Low Income affordable units and is requesting incentives and waivers to increase the building envelope.
- The site is on a hill that slopes 20 feet in elevation from front to back. The parking garage is functionally subterranean but counts as the first story of the building. The request is for a height increase of 25 feet from the lowest elevation at the rear to the top of the building. From the street, the building will be 51 feet 6 inches, so the building will only appear to be 6 feet 5 inches over the 45 foot height limit along the street.

- The project is providing over 9,000 square feet of open space in the form of balconies, 5 recreation rooms, and a 5,000 square foot roof deck. The open space provided does not meet the standards of open space for the RD zone to count towards the required open space, so the request is for 0 square feet of open space.
- The requested yards are for the parking garage which is functionally subterranean but counts as the ground floor. The actual setbacks for the residential floors above-grade will be 8 feet from the front (with a 4-foot dedication is 12 feet from the street), 8 feet 2 inches from the rear, and 5 feet from the sides. Because the garage is considered the first floor, the project is considered to be 5 stories which requires 8 foot side yards.
- Parking request has fluctuated throughout the process. The project is now proposing 25 parking spaces by putting 5 spaces on mechanical lifts.
- The project proposes landscaping on the ground floor and roof deck. It was developed through engagement with neighbors, Neighborhood Council, and HOA meetings to make sure the project is an asset. The project will provide western redbud trees on the roof deck which will bring a residential feel to the building and neighborhood.
- The parkway in front of the building has 4 mature raywood ash trees. The proposal is to reduce the dedication requirement from 10 feet to 4 feet, and to expand the sidewalk in lieu of expanding the street. The tree expert indicated that they can extend the sidewalk without jeopardizing the raywood ash trees which are an asset to the neighborhood. The 4-foot dedication is consistent with other developments in the area, except that one 32-unit condo made a 10-foot dedication in 1994 since it was near the corner of Pandora and Holmby. Other properties have provided a 4-foot dedication. The street functions like a Local Limited Street because it is non-contiguous, is a short neighborhood street, and doesn't connect directly to Santa Monica Boulevard. Widening would create a jog in the street that City Council passed a motion to try to prevent spot widening. By not widening, they can cut down traffic and keep it as a quiet neighborhood street.
- The applicant began outreach in February 2022 and made several project updates through the community outreach process that improved the project overall and incorporated sustainability features.
- Pandora is in a group of streets identified in the Transit Enhanced Network which makes enhancements for transit riders including pedestrians and cyclists to make it easy to bike, walk, and take transit in the area.
- The site is defined in the City Planning Fair Share Report as a high resource area with a high concentration of recreational and economic opportunities, where the city wants to encourage mixed income development to ensure equitable distribution of affordable housing.
- The Healthy Places Index shows that the census tract is healthier than 77% of other tracts in the state.

Public Comments in Support:

- The project looks like a wonderful project, except for the lack of parking.

Public Comments in Opposition:

- The project needs more parking as a lot of people will have cars. Not many people take transit. There is a lack of parking along the street already; there will be no place to park. Traffic is horrendous.
- The project is only providing a handful of low income units with 6 affordable out of 24.
- The project is higher than the surrounding buildings in the neighborhood that currently exist, and will be an eyesore and take over the surrounding community. It should be reduced from 5 stories to 4 stories or less. Other buildings have been limited to 45 feet in height.
- The project will result in a high level of noise with additional units and rooftop space.

- The applicant stated that the Pandora does not connect to Santa Monica Boulevard, but it does connect to Little Santa Monica Boulevard.
- Neighbors have not received notification of the project except for the hearing notice, and have not been invited to other meetings.
- The project is oversized for this lot. The idea of stuffing a building of this size on a lot of this size on a tiny street is unacceptable.
- The project belongs on Santa Monica Boulevard or Olympic Boulevard where there are mixed-use buildings. Pandora Avenue is not an arterial and should be a one-way street. Pandora Avenue turns into single family residential.
- There are vacant or unfinished buildings in the area that have not been rented out yet. There will be a vast amount of people who will be moving into the tiny street.
- The project will add density and height, and will obstruct neighboring structures, affect daylight, and be detrimental to and destroy the neighborhood.

Applicant's Response to Public Comments and Staff Questions:

- The RD zone requires open space be at grade or first residential level. Private open space in the backyard is not possible. Multi-family developments can have private open space in the form of balconies, but LADBS has said that only applies to multi-family in commercial zones.
- The project has increased the parking proposed from 23 spaces to 25 spaces, but they can't increase it any more. LADBS would require a wider ramp or different level for more parking spaces. AB 2097 has a 0 parking minimum. The applicant is empathetic to parking pressures on the residential street, but housing is needed over parking. By not providing a lot of parking, they are encouraging people to walk, bike, and take public transit to reduce greenhouse gas emissions.
- LA has struggled to provide housing because zoning is too low in central city areas where people need housing. The last RHNA allocation indicated the city is 500,000 units short, and half are supposed to be for lower income households. The city needs to provide more housing.
- The height increase is due to the 20-foot slope. From the street, the project will be 51 feet 6 inches, which is only 6 feet 6 inches taller than the height limit. The project would only reach the height of 70 feet from the rear. There are a few other large buildings in the area. The project is larger to contribute to housing units and low income units.
- 25 percent affordable is a lot for Density Bonus. Some non-profit developers build 100% affordable, but for-profit developers typically only build 10% affordable.
- Only 1 property has dedicated at the end of the street near Pandora and Holmby. Others have dedicated 4 feet, except for a small lot subdivision which gave a partial dedication and easement which has not yet been built. The request for the Waiver of Dedication and Improvements would save the trees in the parkway and is consistent with what's been done on the street.
- Vehicle Miles Traveled calculator indicated that the net increase is 74 trips which is below the 250 trip threshold.
- The CEQA report determined that neither construction nor operation of the project would exceed the allowable noise levels of the LAMC, so the project will not result in a significant noise increase.

WRITTEN CORRESPONDENCE

The Westside Neighborhood Council submitted a letter dated March 27, 2023 recognizing the applicant's effort to modify the original proposal based on community input, including but not limited to: increasing parking, changing exterior building material color, providing 6-month TAP cards to residents, reducing balcony projections, adding Mediterranean Cypress trees, funding an emergency blue light call box along Santa Monica Boulevard, adding a camera reaching the

Pandora right-of-way, and preserving existing Raywood Ash trees along the parkway, and installing signage instructing delivery and rideshare driveways to pull into the driveway.

Planning Staff has received approximately 13 written correspondences from adjacent neighbors expressing concerns about the project. Their comments are included in Exhibit E and summarized as follows:

- Pandora Avenue is a narrow street with parking on one side. The neighboring property is required to dedicate and widen the street. Allowing the waiver request will defeat the purpose of dedication and road widening. Big trucks coming in and out of the development will have to navigate Pandora Avenue. Pandora needs to be widened to the maximum guidelines. Pandora Avenue is already struggling with congestion and traffic safety issues. The project will increase traffic and exacerbate safety concerns even further. The project fronts a substandard street that just barely accommodates a curbside parked vehicle and one moving traffic lane.
 - A narrower roadway may lead to increased traffic congestion, longer commute times, increased pollution, and decreased safety for pedestrians and drivers.
 - A narrower roadway may limit the ability of emergency vehicles to access the area in case of emergency.
 - A narrower roadway may affect property values negatively, decreasing the amount of taxes collected, which could affect the funding of essential services such as schools, parks, and public safety.
 - A narrower roadway may increase the risk of accidents if there are no pedestrian lanes or bike lanes, which could lead to higher insurance premiums and increased liability for the city or developer.
 - A waiver would be inconsistent with the city's long-term planning goals and would lead to further complications down the line.
- There will not be sufficient parking. The plans do not specify if the project will provide parking for low income units, or if parking will be in tandem layout or side by side. Two- and three-bedroom units will have more than one car and driver. Parking will overflow onto Holmby Avenue which is already limited in parking.
- The project requires environmental study. The project does not meet the exception to a categorical exemption as it will have far-reaching consequences on the community, environment, and future.
- The project will increase traffic, pollution, and noise in the area. The site is in close proximity to adjacent residential areas, creating a potential health hazard for residents.
- A 195% density bonus in lieu of 35% is an increase of 5.5 times which will add to massive structure with no open space. This far exceeds the number of units found in other buildings along Pandora that are zoned RD1.5-1-O. The increase in density would lead to overcrowding, limited open space, and loss of privacy for residents.
- A considerable increase in floor area ratio from 3:1 to 4.03:1 would completely cut off ventilation to the neighboring property. The project's square footage is excessive and will be larger than most of the other buildings on the street that are zoned R1.5-1-O.
- The reduction of open space from 2,900 square feet to 0 square feet and removal of street trees will increase the project's adverse environmental impacts on the street.
- A height increase to 70 feet instead of 45 feet will be 25 feet taller than nearby buildings, is an increase from 3 to 5 stories, will block sunlight to the neighboring houses, will have a significant impact on the overall character and aesthetic of the area, and could potentially compromise public safety by creating hazards such as increased wind resistance and potential collapse in adverse weather conditions. The rendering indicates a 4 story building. The project needs to be scaled back to 3 stories and redesigned to comply with all zoning requirements without exception.

- The project is requesting significant reductions in required front, rear, and side yards, which have adverse impacts on adjacent buildings and access to the sky and natural light. A six inch front set back in lieu of 15 feet front set back is a reduction of 96.7% from the prevailing setback of the neighboring property and will stick out stick out like a sore thumb. A six inch southerly side yard setback instead of 8 feet setback will be detrimental to the neighboring property because of light and ventilation issues, and will create fire risk to the neighboring structure due to accessibility issues.
- Over the last several years there have been 5 major multifamily construction projects on Pandora. The neighborhood has had to endure construction equipment noise, hauling of removed site soil, dump trucks, cement trucks, dust, debris, and the unauthorized use of the street for staging of construction materials and equipment for years. There is construction planned for the corner of Santa Monica and Beverly Glen.
- The project does not appear to be designed to comply with Senate Bill 35 requirements. The 6 low income units out of a total of 24 units should not warrant a 195% density bonus considering that the other 16 units will most likely be market rate luxury apartments. The project is in no way a solution to the housing affordability problem in LA.
- The public has not had an adequate opportunity to express their opinions and concerns about the proposed project.

Planning Staff received two (2) letters in support of the project, indicating that the project must be approved under the Housing Accountability Act if consistent with the Housing Crisis Act, and that the affordable housing is needed due to the housing shortage.

EXHIBIT A

PROJECT PLANS

CPC-2022-3108-CU-DB-WDI-PHP-HCA



1854-1860 PANDORA AVE
LOS ANGELES, CA 90025

Revision Schedule	
Revision Number	Revision Date

EXISTING SITE SURVEY

DRAWN	CR
CHECKED	PNK
DATE	12/27/2022 5:37:28 PM
SCALE	
JOB #	21-A001

EASEMENTS FOR LOT 15

SCHEDULE B / EASEMENT(S):

- AN EASEMENT AS CONTAINED IN THE ABOVE DOCUMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, AFFECTS SAID LAND (NOT PLOTTABLE)
- AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED AS IN BOOK 17101, PAGE 297, OFFICIAL RECORDS IN FAVOR OF ASSOCIATED TELEPHONE, LTD AFFECTS THE REAR 4 FEET
- AN EASEMENT FOR A PERPETUAL, SUBSURFACE EASEMENT FOR EXCAVATION AND CONSTRUCTION OF A CONCRETE RETAINING WALL FOOTING AND INCIDENTAL PURPOSES, RECORDED JANUARY 11, 1952 AS INSTRUMENT NO. 2328, OFFICIAL RECORDS IN FAVOR OF ALBERT GORDON, A MARRIED MAN, EUGENE GORDON, A MARRIED MAN AND BERNIE GORDON, A SINGLE MAN AFFECTS ALONG THE ENTIRE EASTERN END OF SAID LAND BEING THE REAR END OF SAID LOT APPROXIMATELY 4' BELOW THE FOOTING OF THE EXISTING WALL ON SAID PROPERTY.

REFERENCE DOCUMENT:

PER PRELIMINARY TITLE REPORT FROM NATIONAL AMERICAN TITLE COMPANY, ORDER NO. 91402-20-03346 DATED AS OF: JANUARY 14, 2020

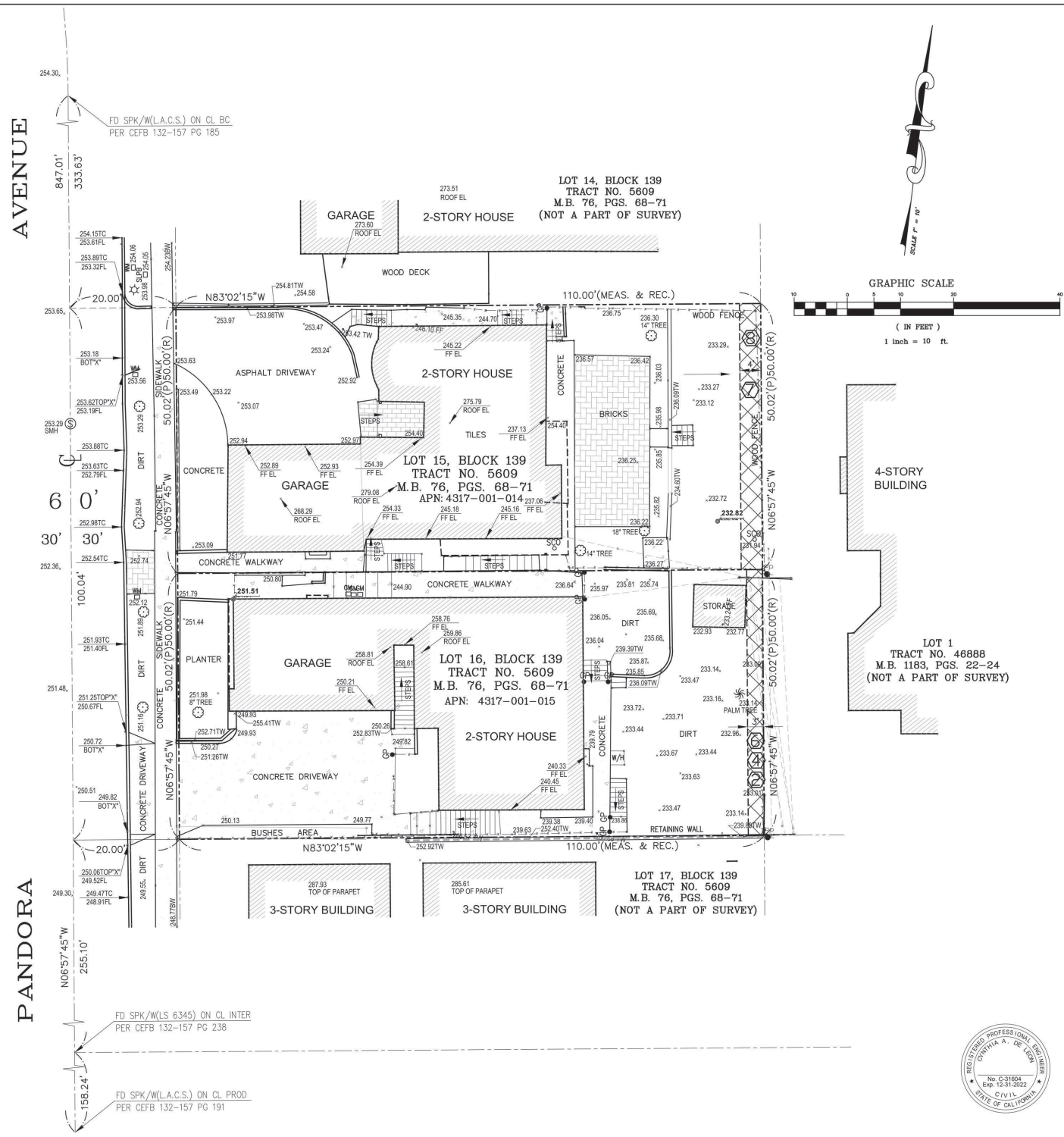
EASEMENTS FOR LOT 16

SCHEDULE B / EASEMENT(S):

- AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT PURPOSE: POLES SAID LAND AFFECTS: IN BOOK 9447 PAGE 373 OF OFFICIAL RECORDS
- AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT PURPOSE: EXCAVATING AND CONSTRUCTING A CONCRETE RETAINING WALL FOOTING AS DESCRIBED THEREIN RECORDED: JANUARY 11, 1952 AS INSTRUMENT NO. 2328
- ANY EASEMENT OR LESSER RIGHT AFFECTING THE PORTION OF SAID LAND AND FOR THE PURPOSES HEREN STATED, INCLUDING INCIDENTAL PURPOSES, DISCLOSED BY AN INVESTIGATION AND/OR A SURVEY OF SAID LAND FOR AFFECTS: POLE LINE AND WIRES THE REAR 3 FEET OF SAID LAND

REFERENCE DOCUMENT:

PER PRELIMINARY TITLE REPORT FROM PROVIDENT TITLE COMPANY, ORDER NO. 11377906 DATED AS OF: AUGUST 4, 2020



LEGAL DESCRIPTION:
THE LAND REFERRED TO IN THIS SURVEY IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF LOS ANGELES, AND IS DESCRIBED AS FOLLOWS:
LOTS 15 & 16 OF TRACT 5609 AS PER MAP RECORDED IN BOOK 76 PAGES 68 TO 71 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
APN: 4409-004-014(LOT 15) & 4409-006-015(LOT 16)

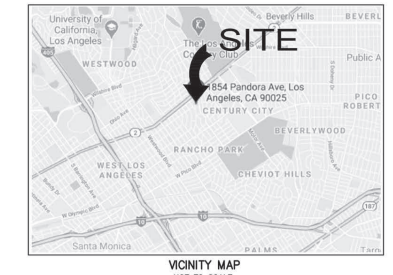
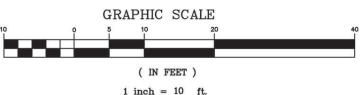
BASIS OF BEARING:
THE BEARING NORTH 08°57'45" WEST, ON THE SLOPELINE OF PANDORA AVENUE AS SHOWN ON TRACT NO. 5609, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, AS PER MAP RECORDED IN BOOK 76, PAGES 68 TO 71, OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

LAND AREA:
CONTAINING A TOTAL AREA OF 11,003.95 SQ. FT., OR 0.2528 ACRES, MORE OR LESS.
LOT 15 = 5000.96 SQ. FT. OR 0.1283 ACRES
LOT 16 = 5002.99 SQ. FT. OR 0.1283 ACRES

BENCHMARK:
BM 1013-13483
FOUND SPK E CORN PANDORA AVENUE
24.8 FT N/O BOX N/O SANTA MONICA BLVD
ELEV. = 281.79 FT.

SURVEYOR'S NOTE:
THIS MAP IS NOT A BOUNDARY SURVEY. NO PROPERTY CORNERS HAVE BEEN SET AS PART OF THIS WORK. SURVEY MONUMENTS FOUND IN THE COURSE OF THIS MAPPING HAVE BEEN SET BY OTHERS, AND USED ONLY AS REFERENCE FOR PURPOSES OF TOPOGRAPHIC MAPPING, WITHOUT THE VERIFICATION OF ITS AGREEMENT WITH APPLICABLE LEGAL DESCRIPTIONS AND SENIORITY OF DEEDS.
RELATION OF TOPOGRAPHIC FEATURES (FENCES, WALLS, TREES, POWER POLES, ETC.) TO PROPERTY LINES SHOWN ON THIS MAP IS SUBJECT TO THE ADJUSTMENTS TO ANY BOUNDARY SURVEY THAT IS TO BE DONE ON THE PROPERTY.
THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT. EASEMENTS, IF ANY, ARE NOT SHOWN.

- LEGEND:**
- APN - ASSESSOR'S PARCEL NUMBER
 - A/C - ASPHALT CONCRETE
 - BM - BENCHMARK
 - BW - BACK OF WALK
 - CEFB - CITY ENGINEER'S FIELD BOOK
 - C/L - CENTERLINE
 - CL/F - CHAIN LINK FENCE
 - COL - COLUMN
 - CONC - CONCRETE
 - COR - CORNER
 - CS - GRASS SPACE
 - EST - ESTABLISH
 - FE - FIELD BOOK
 - FD - FOUND
 - FF - FINISH FLOOR ELEV.
 - FL - FLOWLINE ELEV.
 - INTER - INTERSECTION
 - LS - LAND SURVEYOR
 - L & T - LEAD & TACK
 - M - MEASURED
 - MB - MAP BOOK
 - OH - OVERHANG
 - O/S - OFFSET
 - P/L - PROPRIETARY
 - PA - PAVED
 - PC - POINT OF INTERSECTION
 - # / PL - PROPERTY LINE
 - P.O.L. - POINT ON LINE
 - PROJ - RECORD
 - PROD - PRODUCED (PROLONGED)
 - REC - RECORDED
 - REF - REFERENCE
 - REG - REGISTERED CIVIL ENGINEER
 - SP/W - SPINE & WASHER
 - TC - TOP OF CURB ELEV.
 - TR - TRACT MAP
 - TL - TOP OF WALL ELEV.
 - W.L.F. - WROUGHT IRON FENCE
- SYMBOLS:**
- COLUMN
 - GAS METER
 - GATE POST
 - LIGHT STANDARD
 - FEL CROSSING LIGHT
 - POWER POLE
 - SEWER CL OUT
 - SEWER MANHOLE
 - STREET LIGHT BOX
 - TREE
 - WATER HEATER
 - WATER METER
 - PROPERTY LINE
 - CENTERLINE
 - RETAINING WALL
 - BUILDING WALL
 - FENCE LINE
 - BLOCK WALL

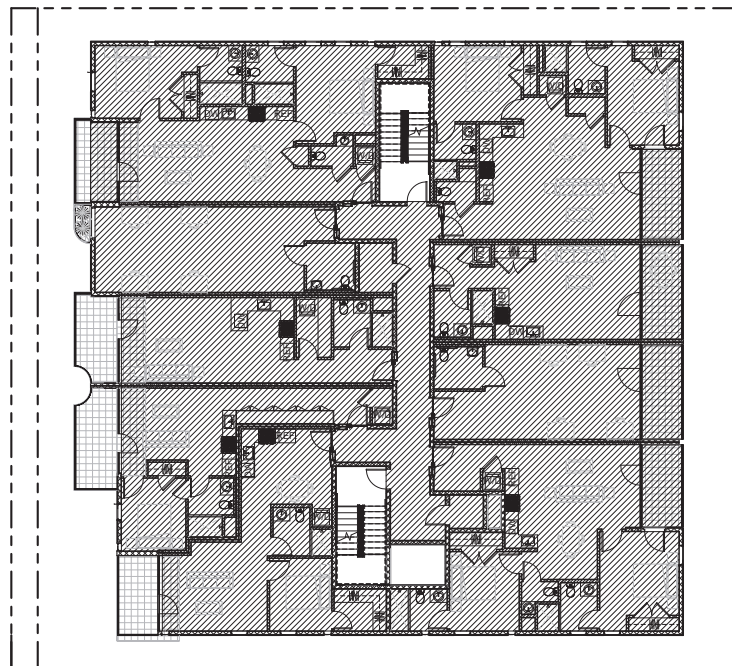


M&G CIVIL ENGINEERING AND LAND SURVEYING

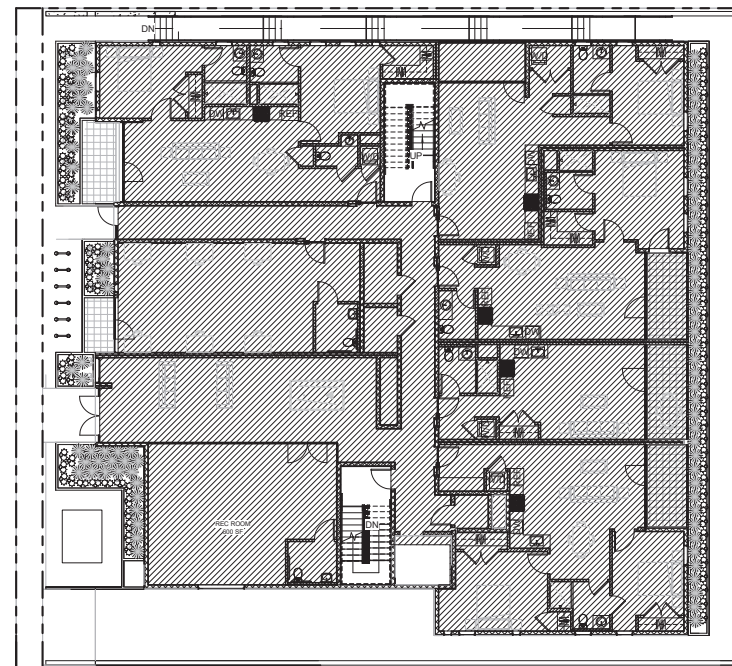


TITLE: 1854,1856,1858,1860 & 1862 S. PANDORA AVENUE, LOS ANGELES, CA 90025	
CLIENT: MR. JACOB RAHBARPOUR	JOB NO: 20-17126
SCALE: 1" = 10'	DATE: 12/18/2020
SURVEYED BY: F.G. / D.D.	REVISION (6): 08/30/2020
DRAWN BY: F.S.	SHEET 1 OF 1 SHEET
CHECKED BY: C.D.L.	

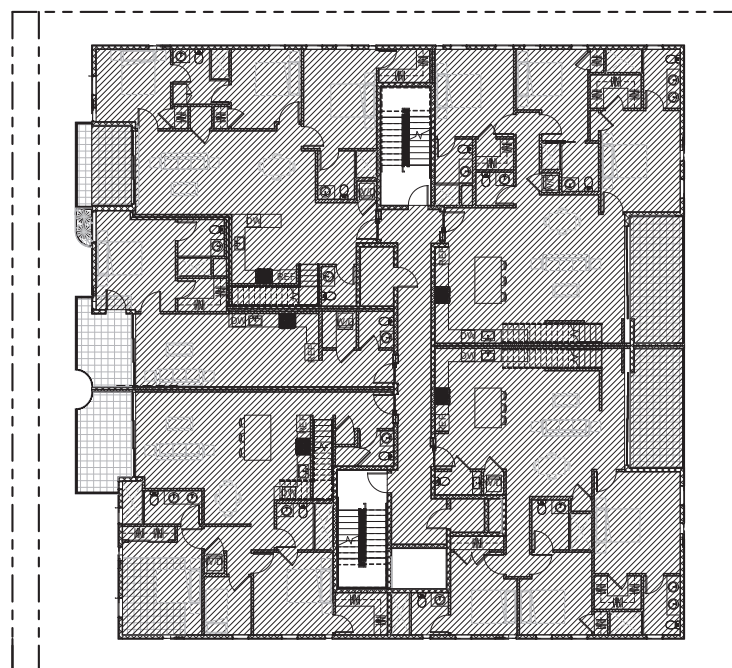
ZONING CODE FLOOR AREA	
FIRST FLOOR	N/A
SECOND FLOOR	6,865 SF
THIRD FLOOR	7,293 SF
FOURTH FLOOR	7,238 SF
FIFTH FLOOR	7,236 SF
TOTAL PROVIDED	28,652 SF



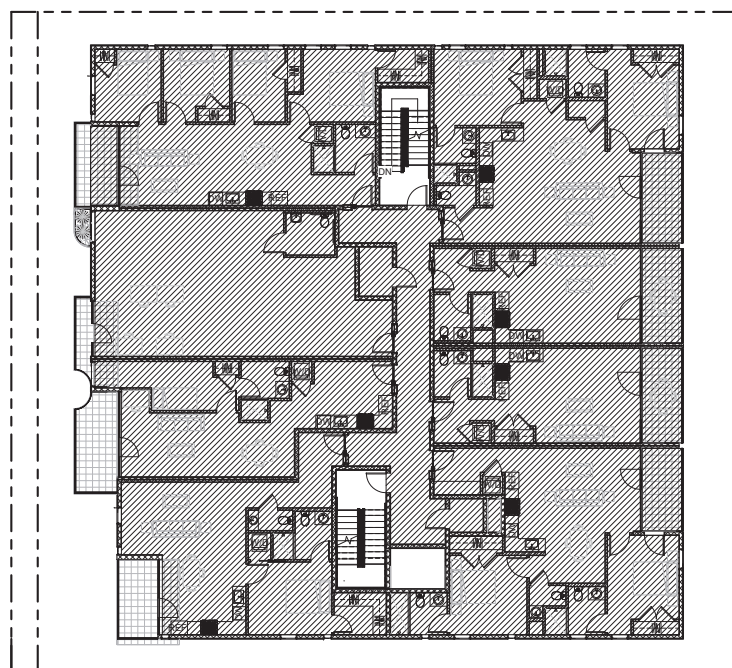
ZONING CODE - FOURTH FLOOR
3/32" = 1'-0" 4



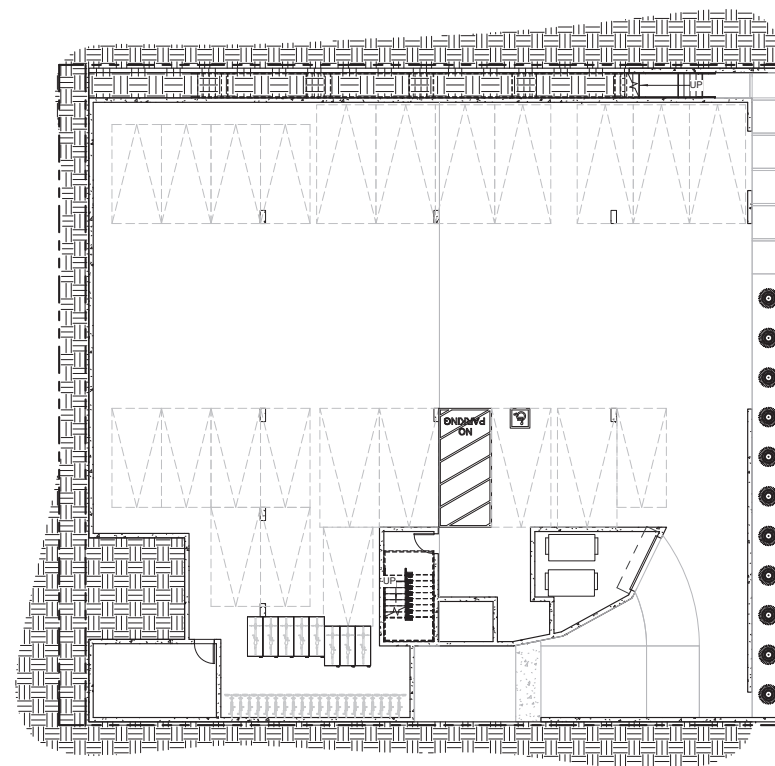
ZONING CODE - SECOND FLOOR
3/32" = 1'-0" 2



ZONING CODE - FIFTH FLOOR
3/32" = 1'-0" 5



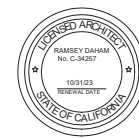
ZONING CODE - THIRD FLOOR
3/32" = 1'-0" 3



ZONING CODE - FIRST FLOOR
3/32" = 1'-0" 1

breakformdesign

127 arena st. el segundo, ca 90245
(610) 310.322.3700



1854-1860 PANDORA AVE
LOS ANGELES, CA 90025

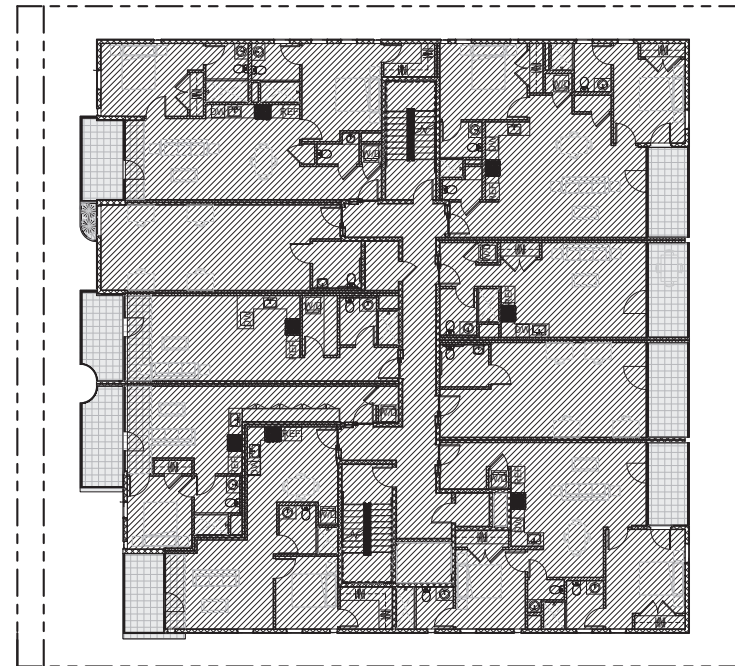
Revision Schedule

Revision Number	Revision Date

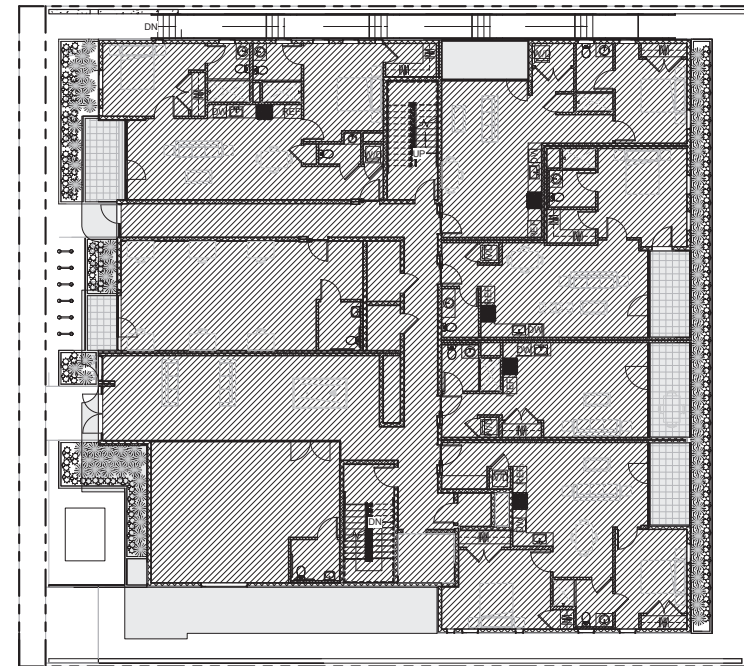
SQUARE FOOTAGE BREAKDOWNS

DRAWN	CR
CHECKED	PNK
DATE	12/27/2022 5:37:43 PM
SCALE	As indicated
JOB #	21-A001

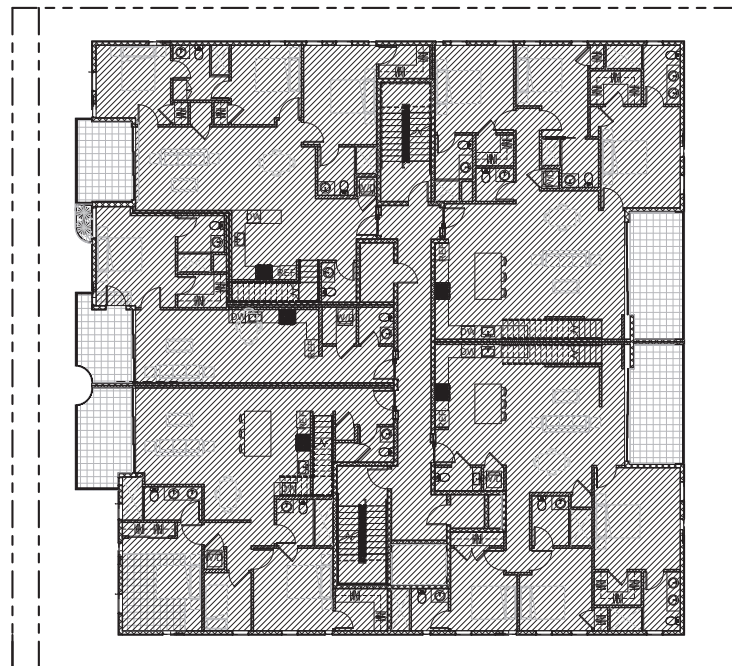
BUILDING CODE FLOOR AREA	
FIRST FLOOR -INCLUDED	8,849 SF
-INCLUDED	N/A
SECOND FLOOR -INCLUDED	6,884 SF
-INCLUDED	988 SF
THIRD FLOOR -INCLUDED	7,235 SF
-INCLUDED	646 SF
FOURTH FLOOR -INCLUDED	7,180 SF
-INCLUDED	697 SF
FIFTH FLOOR -INCLUDED	7,188 SF
-INCLUDED	N/A SF
TOTAL PROVIDED	39,667 SF



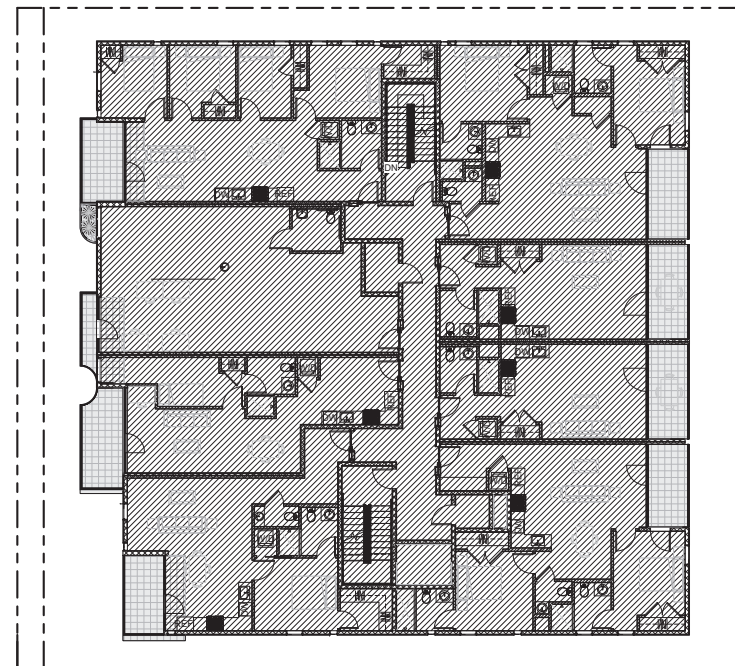
BUILDING CODE - FOURTH FLOOR
3/32" = 1'-0" 4



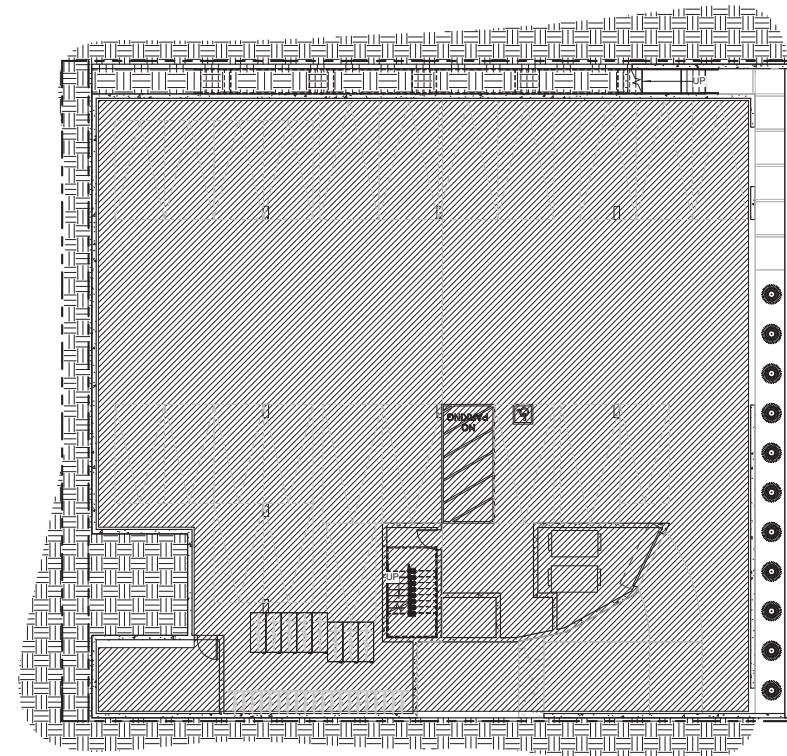
BUILDING CODE - SECOND FLOOR
3/32" = 1'-0" 2



BUILDING CODE - FIFTH FLOOR
3/32" = 1'-0" 5

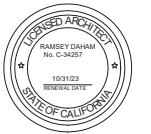


BUILDING CODE - THIRD FLOOR
3/32" = 1'-0" 3



BUILDING CODE - FIRST FLOOR
3/32" = 1'-0" 1

breakform design
127 arena st. el segundo, ca 90245
(610) 310.322.3700



1854-1860 PANDORA AVE
LOS ANGELES, CA 90025

Revision Schedule	
Revision Number	Revision Date

SQUARE FOOTAGE BREAKDOWNS

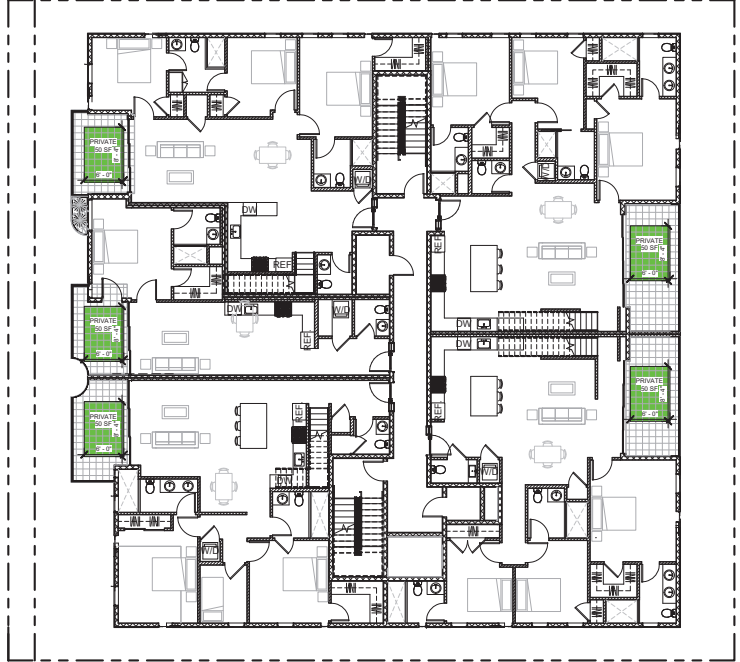
DRAWN CR
CHECKED PNK
DATE 12/27/2022 5:37:59 PM
SCALE As indicated
JOB # 21-A001

OPEN SPACE PROVIDED VS. REQUIRED		
PROVIDED	REQUIRED	
COMMON OPEN SPACE	12 UNITS @ < 3 HABITABLE ROOMS (100 S.F.) (12 UNITS)(100 S.F.) =	1,200 SF
COMMON ROOF DECK		
REC ROOM / GYM 202		
REC ROOM 203	8 UNITS @ 3 HABITABLE ROOMS (125 S.F.) (8 UNITS)(125 S.F.) =	1,000 SF
REC ROOM 301		
REC ROOM 401	4 UNITS @ > 3 HABITABLE ROOMS (175 S.F.) (4 UNITS)(175 S.F.) =	700 SF
REC ROOM 402		
PRIVATE OPEN SPACE		
PRIVATE BALCONIES		
PRIVATE ROOF DECKS		
TOTAL PROVIDED OPEN SPACE:	TOTAL REQUIRED OPEN SPACE:	2,900 SF

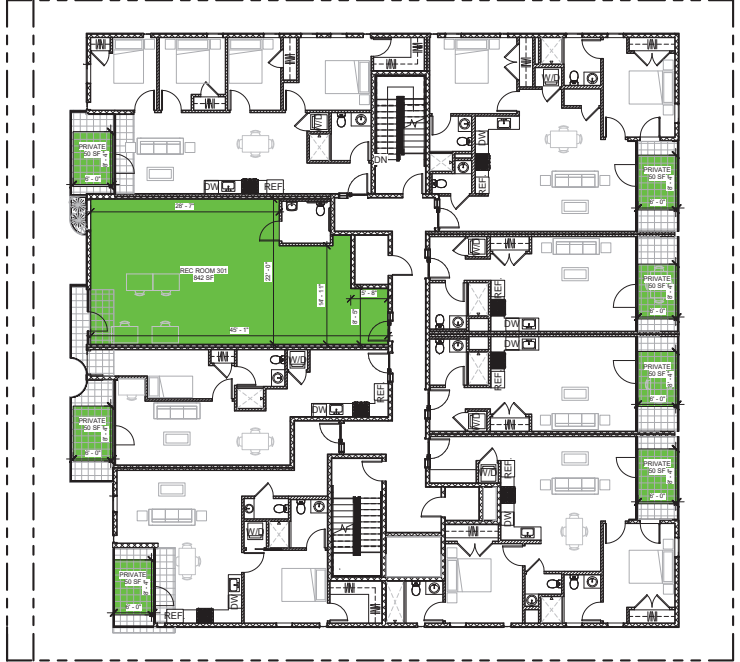
(* OPEN SPACE PROVIDED DOES NOT QUALIFY AS USABLE OPEN SPACE PER LAMC 12.21 G.2)

COMMON OPEN SPACE TREE COUNT		
PROVIDED	REQUIRED	
ON SITE	3 TREES	1 TREE PER EVERY 4 UNITS
IN PARKWAY	3 TREES	24 UNITS / 4 =
TOTAL	6 TREES	6 TREES

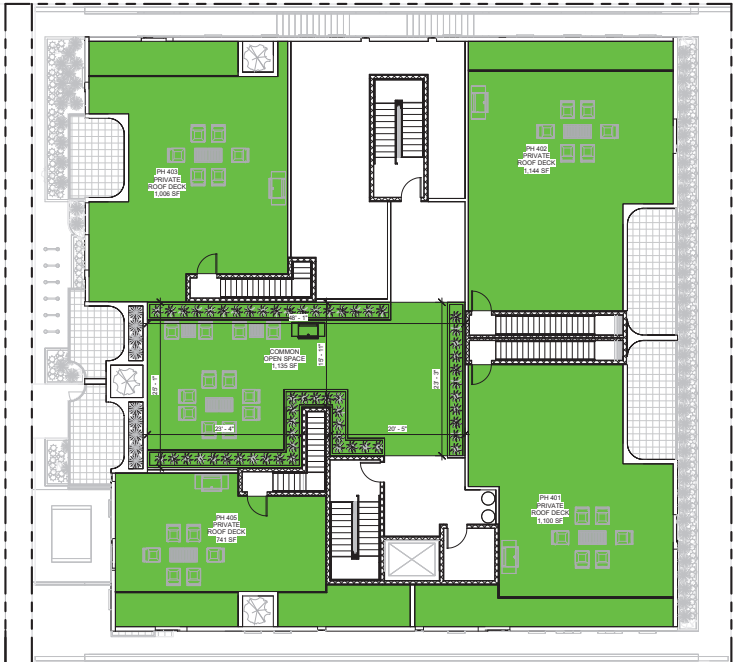
COMMON OPEN SPACE PLANTING AREA	
ROOF DECK COMMON OPEN SPACE:	1,207 SF
REQUIRED PLANTING AREA: 25% OF THE COMMON OPEN SPACE	301.75 SF
PROVIDED PLANTING AREA:	306 SF



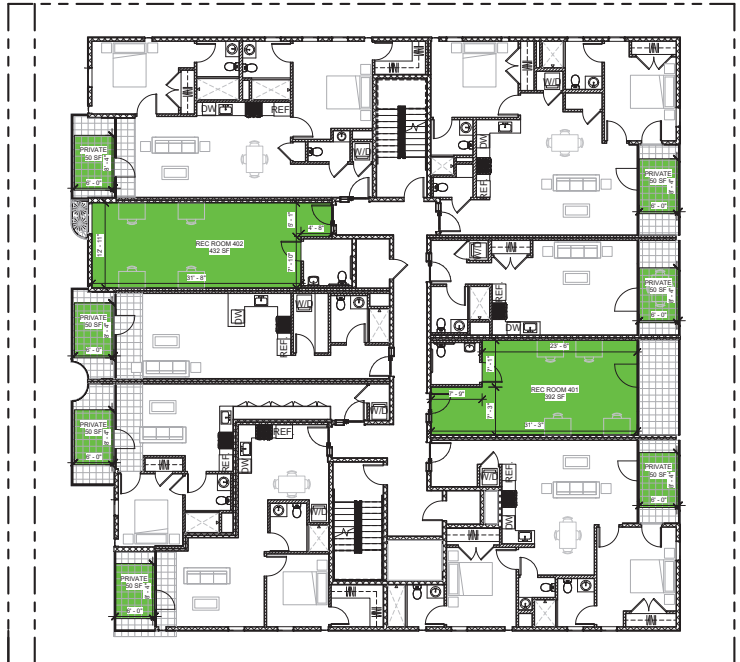
OPEN SPACE - FIFTH FLOOR
3/32" = 1'-0" 4



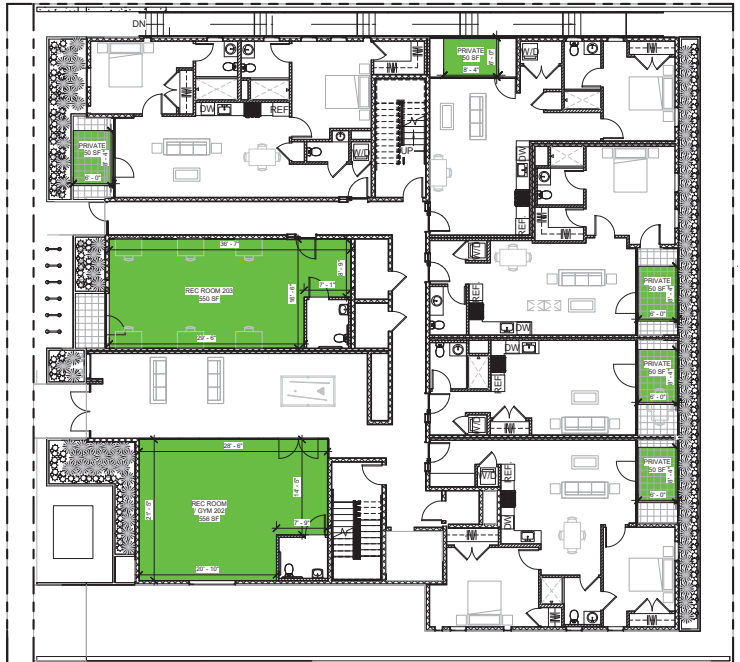
OPEN SPACE - THIRD FLOOR
3/32" = 1'-0" 2



ROOF PLAN
3/32" = 1'-0" 5



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



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

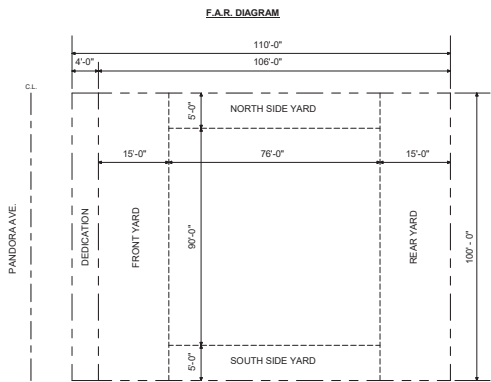


Revision Schedule	
Revision Number	Revision Date

OPEN SPACE
AREA
CALCULATIONS

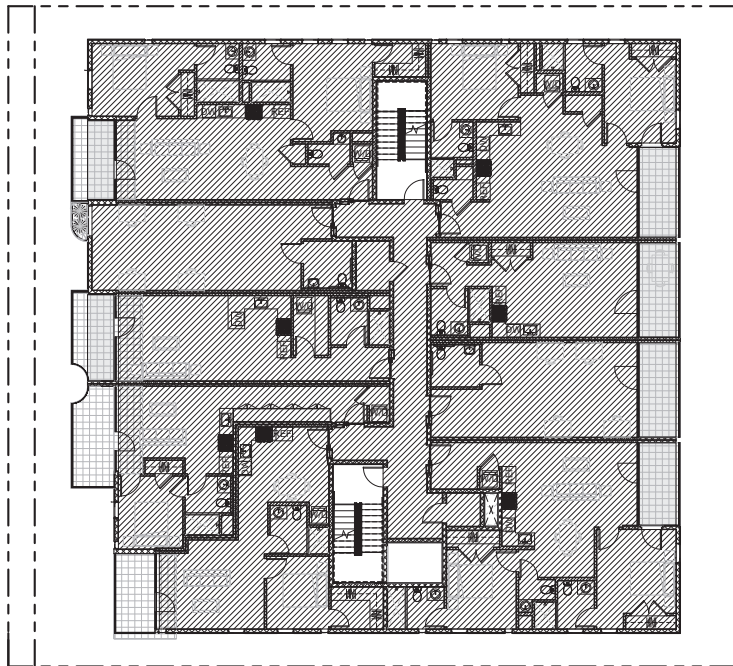
DRAWN Author
CHECKED Checker
DATE 12/27/2022 5:50:00 PM
SCALE 3/32" = 1'-0"
JOB # 21-A001

F.A.R. CALCULATIONS		
FIRST FLOOR	147 SF	1/4"
-INCLUDED	N/A	0"
SECOND FLOOR	6,558 SF	1/4"
-INCLUDED	633 SF	0"
THIRD FLOOR	6,904 SF	1/4"
-INCLUDED	354 SF	0"
FOURTH FLOOR	6,848 SF	1/4"
-INCLUDED	406 SF	0"
FIFTH FLOOR	6,861 SF	1/4"
-INCLUDED	466 SF	0"
TOTAL PROVIDED	29,830 SF	

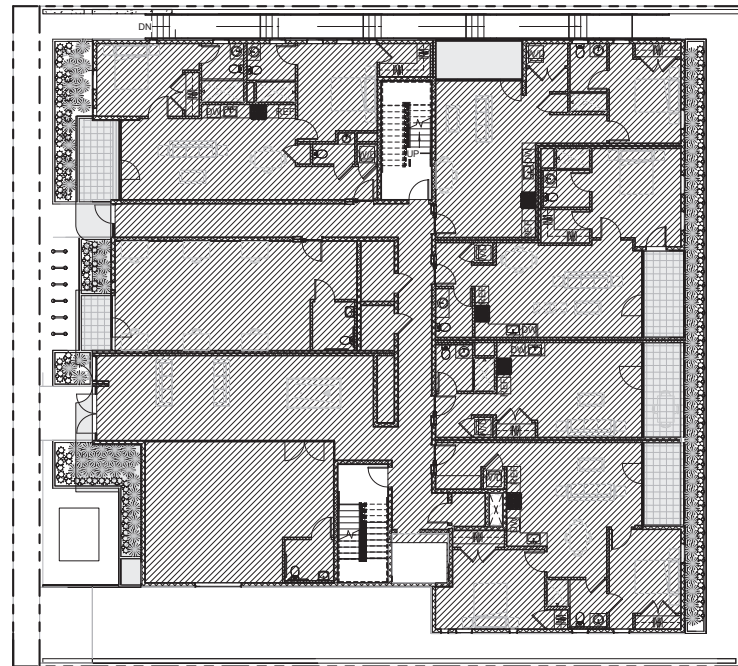


- LOT AREA: 11,013.20 S.F.
 - BUILDABLE AREA: 6,840 S.F.
 (AFTER 4 FT DEDICATION)

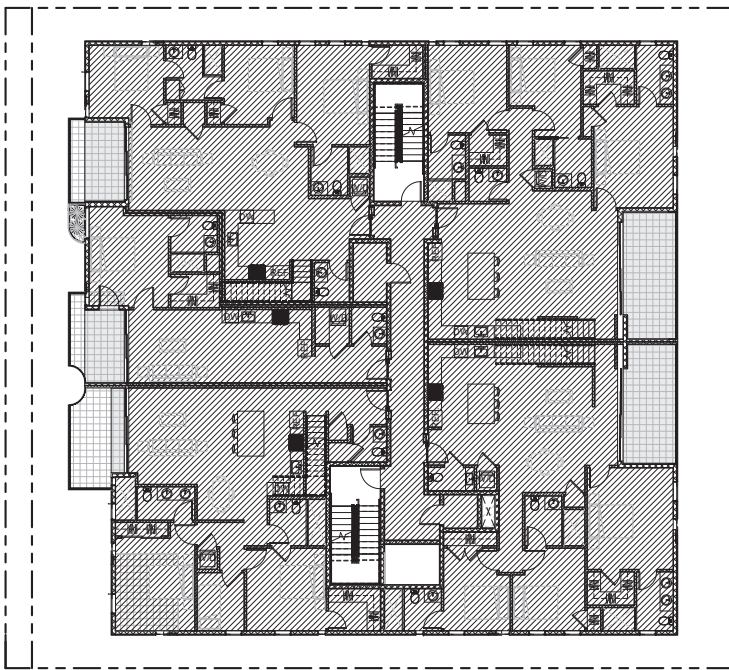
- PERMIT A 47% DECREASE IN REQUIRED FRONT YARD SETBACK TO ALLOW AN 8-FOOT SETBACK IN LIEU OF THE 15 FEET REQUIRED PURSUANT TO 12.09.1 B 1.
- PERMIT A 48% DECREASE IN REQUIRED REAR YARD SETBACK TO ALLOW AN 8-FOOT 2-INCH SETBACK IN LIEU OF THE 15 FEET REQUIRED PURSUANT TO 12.09.1 B 1.
- PERMIT A 29% DECREASE IN REQUIRED NORTH SIDE YARD SETBACK TO ALLOW A 5-FOOT BSETBACK IN LIEU OF THE 7 FEET REQUIRED PURSUANT TO 12.09.1 B 2.
- PERMIT A 29% DECREASE IN REQUIRED NORTH SIDE YARD SETBACK TO ALLOW A 5-FOOT SETBACK IN LIEU OF THE 7 FEET REQUIRED PURSUANT TO 12.09.1 B 2.



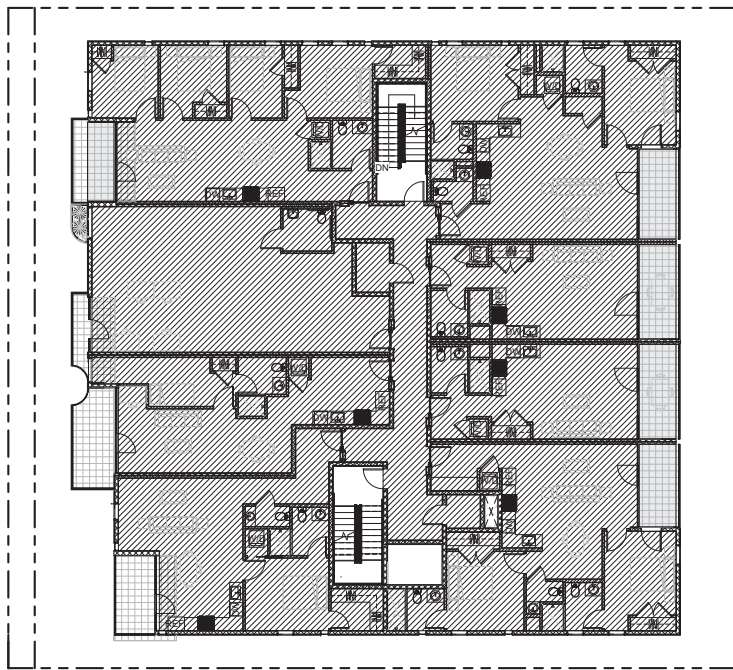
F.A.R. - FOURTH FLOOR
3/32" = 1'-0"



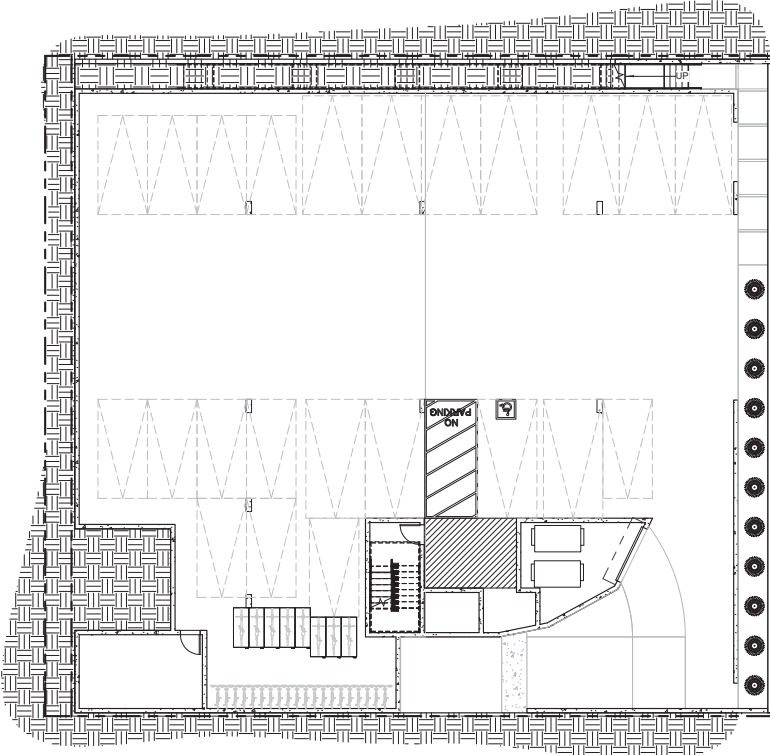
F.A.R. - SECOND FLOOR
3/32" = 1'-0"



F.A.R. - FIFTH FLOOR
3/32" = 1'-0"



F.A.R. - THIRD FLOOR
3/32" = 1'-0"



F.A.R. - FIRST FLOOR
3/32" = 1'-0"

breakform design

127 arena st. #127, los angeles, ca 90045
 (610) 310.322.3700



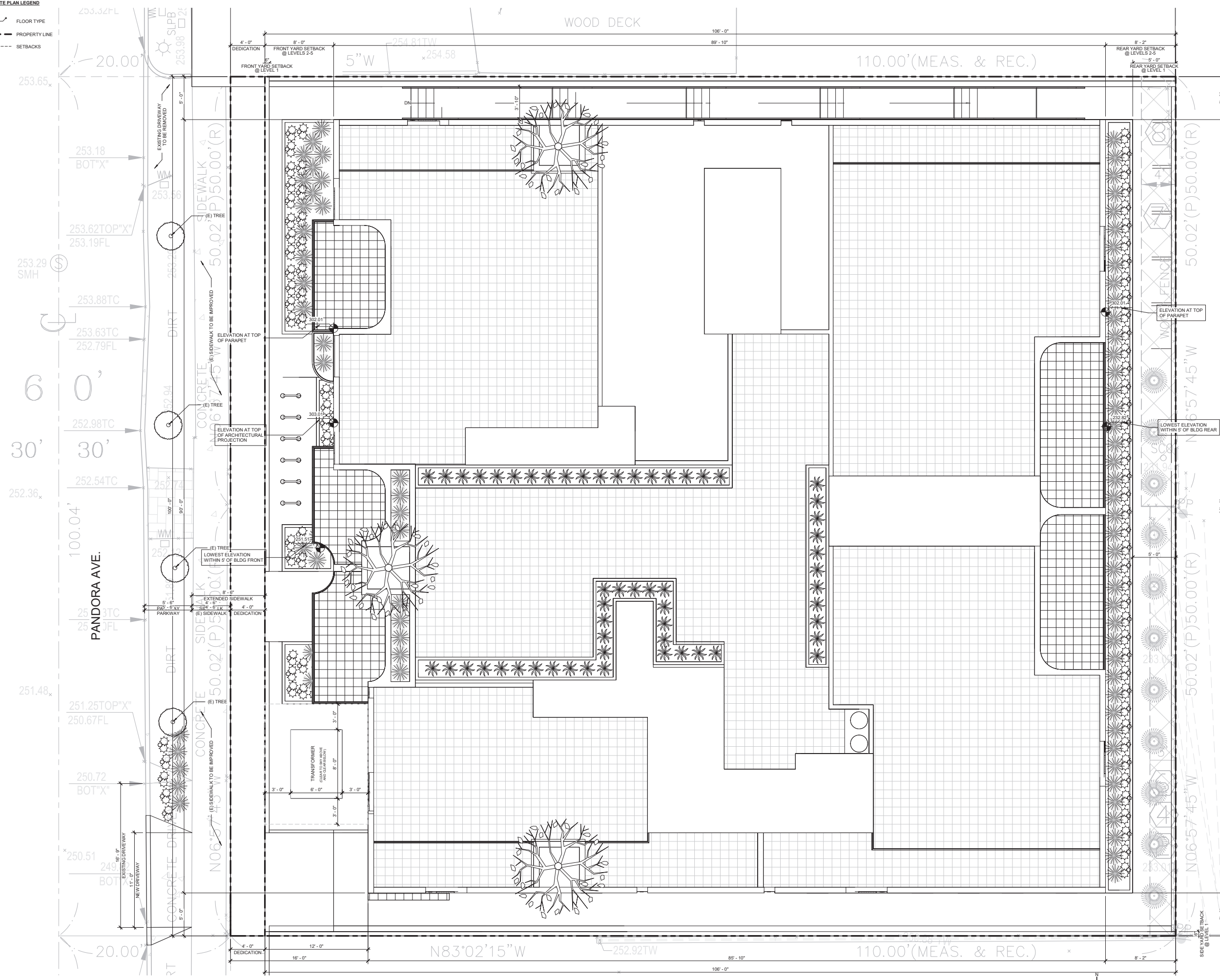
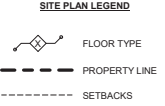
1854-1860 PANDORA AVE
 LOS ANGELES, CA 90025

Revision Schedule	
Revision Number	Revision Date

F.A.R. CALCULATIONS

DRAWN CR
 CHECKED PNK
 DATE 12/27/2022 5:38:35 PM
 SCALE As indicated
 JOB # 21-A001

PANDORA AVENUE



breakform design

127 arena st. el segundo, ca 90245
 (613) 103.322.3700



1854-1860 PANDORA AVE
 LOS ANGELES, CA 90025

Revision Schedule	
Revision Number	Revision Date

SITE PLAN

DRAWN CR
 CHECKED Pnk
 DATE 12/27/2022 5:38:38 PM
 SCALE 1/4" = 1'-0"
 JOB # 21-A001

A1.00

ASSEMBLY TYPES

WALLS	FLOORS
2x4 & 2x6 INTERIOR WALL ASSM. (1A0.13)	CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10A0.13)
2x6 PLUMBING WALL ASSM. (2A0.13)	CONC FLOOR PER STRC. W/ WOOD FINISH (11A0.13)
1-HR 2x6 INTERIOR WALL ASSM. (3A0.13)	CONC FLOOR PER STRC. W/ TILE FINISH (12A0.13)
1-HR 2x6 EXTERIOR WALL ASSM. (6A0.13)	WOOD JOIST PER STRC. W/ WOOD FINISH (13A0.13)
1-HR DOUBLE WALL ASSM. (5A0.13)	WOOD JOIST PER STRC. W/ TILE FINISH (14A0.13)
CONC. WALL PER STRC. (6A0.13)	WOOD JOIST W/ WOOD DECK PER SPEC. (15A0.13)
CONC. RETAINING WALL PER STRC. (7A0.13)	WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (16A0.13)
CMU WALL PER STRC. (8A0.13)	
2-HR INTERIOR CORRIDOR WALL ASSM. (9A0.13)	

FLOOR PLAN LEGEND

(Symbol)	FLOOR TYPE
(Symbol)	WINDOW TAG (A0.10 - SCHEDULE)
(Symbol)	DOOR TAG (A0.08, A0.09 - SCHEDULE)
(Symbol)	WALL TYPE
(Symbol)	ELEVATION MARKER
(Symbol)	PROPERTY LINE
(Symbol)	ACCESSIBLE ROUTE
(Symbol)	1 HR
(Symbol)	2 HR

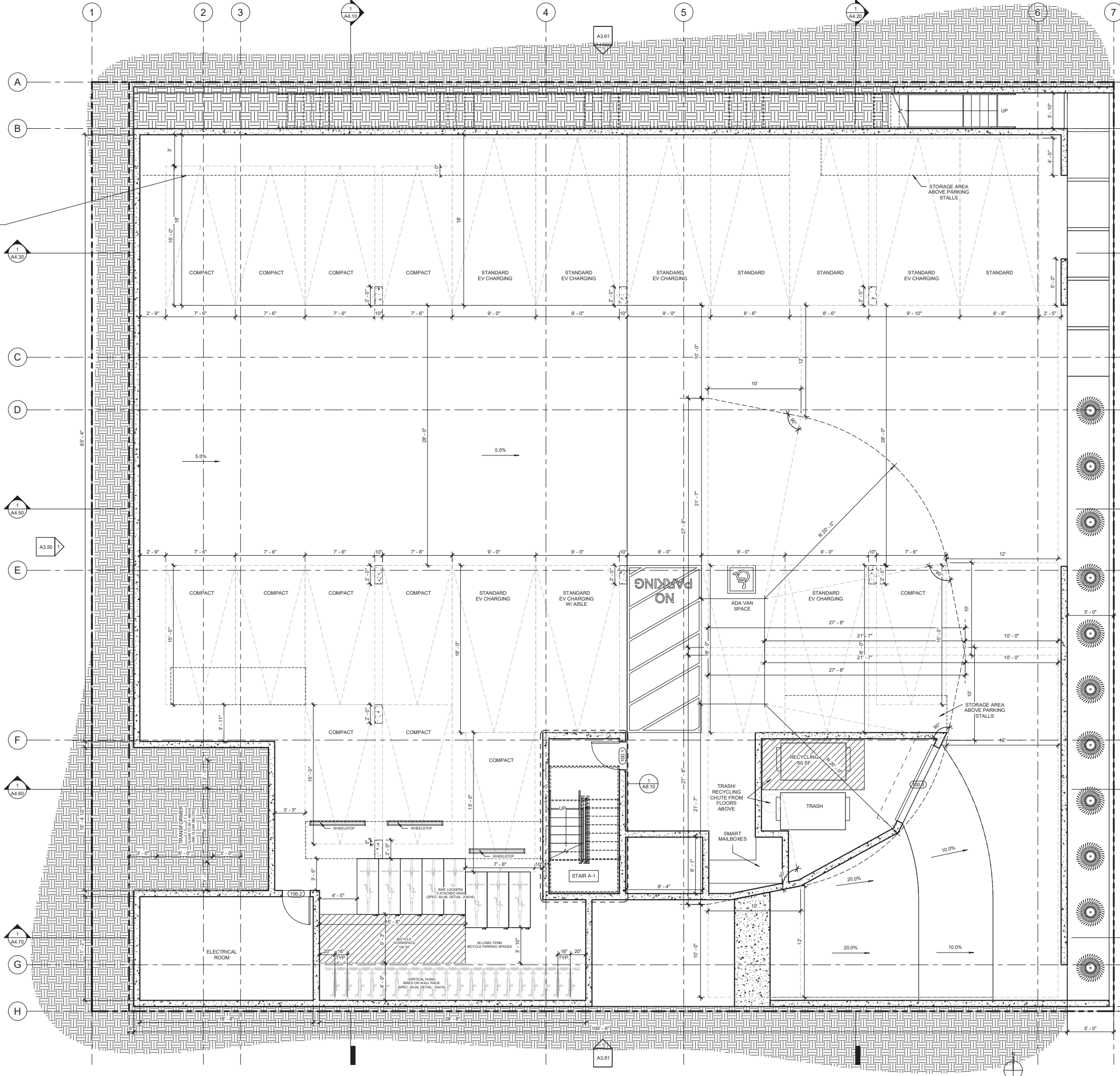
(Symbol)	SMOKE DETECTOR
(Symbol)	CARBON MONOXIDE
(Symbol)	EXHAUST
(Symbol)	NFPA - 14 CLASS - 1 STANDPIPE
(Symbol)	ILLUMINATED EXIT SIGN
(Symbol)	MB MASTER BEDROOM
(Symbol)	BD BEDROOM
(Symbol)	BA BATHROOM
(Symbol)	LR LIVING ROOM
(Symbol)	KI KITCHEN
(Symbol)	DR DINING ROOM
(Symbol)	PWR POWDER ROOM
(Symbol)	CL CLOSET
(Symbol)	WIC WALK IN CLOSET
(Symbol)	LR LAUNDRY ROOM
(Symbol)	BC BALCONY
(Symbol)	EN ENTRY

EV PARKING

REQUIRED EV:
(BASED ON THE 23 PROVIDED SPACES)
30% OF TOTAL TO BE EV SPACES
23 x 30% = 6.9 → 7.0
10% OF THE TOTAL NUMBER TO BE EVCS
23 x 10% = 2.3 → 2.0

PROVIDED EV SPACES:
EVSE = 4 SPACES (9x18' STALLS)
EVCS = 2 SPACES (9x18' STALLS)
- 1 OF 2 WITH 8' WIDE AISLE

DEFINITIONS:
EVSE: ELECTRIC VEHICLE SUPPLY EQUIPMENT
EVCS: ELECTRIC VEHICLE CHARGING STATION



NOTE: DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5 CHART NO. 5

breakform design

127 arena st. | el segundo, ca 90245
(610) 310.322.3700



1854-1860 PANDORA AVE
LOS ANGELES, CA 90025

Revision Schedule	
Revision Number	Revision Date

PROPOSED PLANS

DRAWN	CR
CHECKED	PNK
DATE	1/6/2023 3:45:15 PM
SCALE	1/4" = 1'-0"
JOB #	21-A001

FIRST FLOOR PLAN
1/4" = 1'-0"



1854-1860 PANDORA AVE
LOS ANGELES, CA 90025

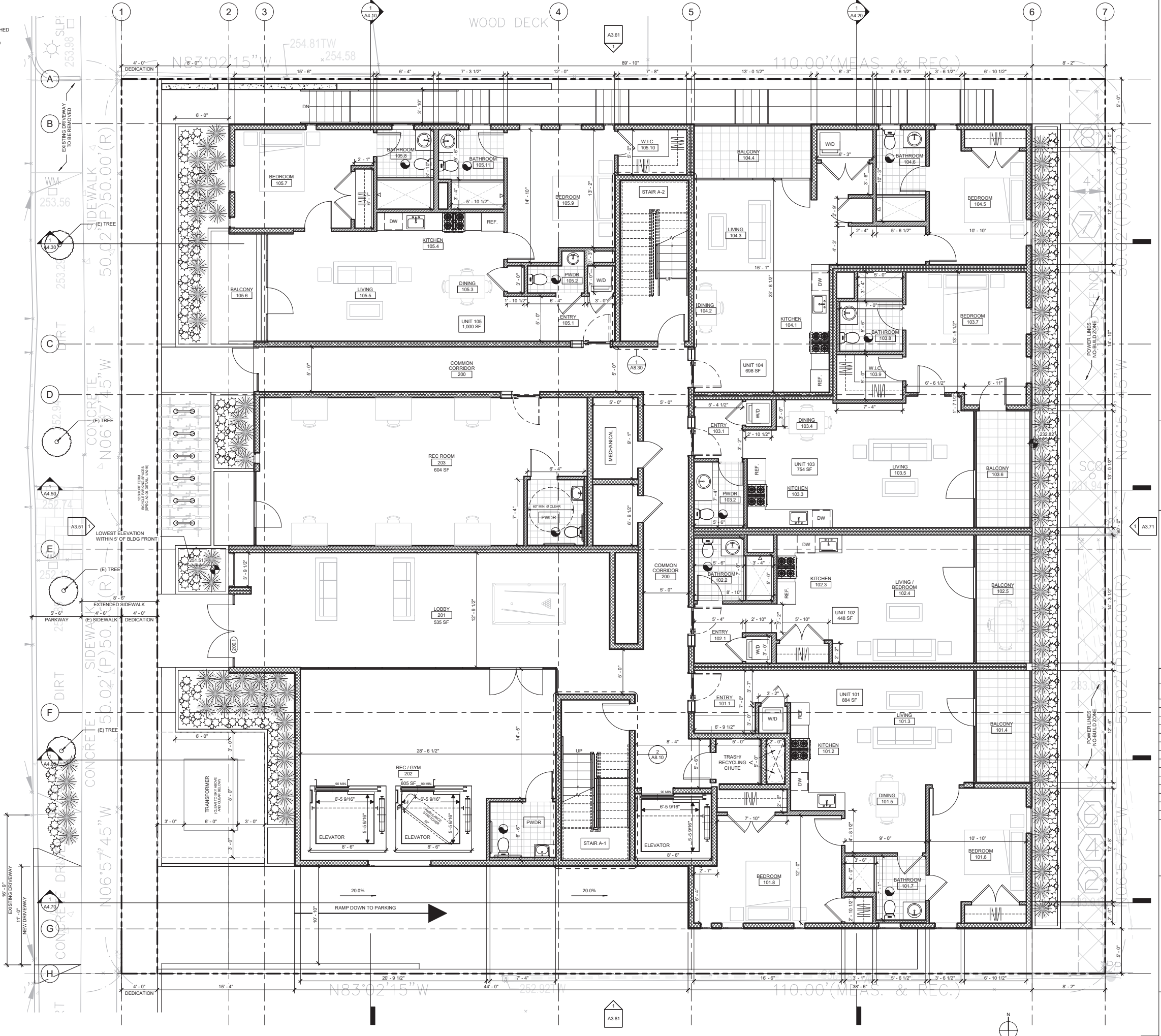
Revision Schedule

Revision Number	Revision Date

PROPOSED PLANS

DRAWN CR
CHECKED Pnk
DATE 12/27/2022 5:38:48 PM
SCALE 1/4" = 1'-0"
JOB # 21-A001

A2.10



- ASSEMBLY TYPES**
- WALLS**
- 2x4 & 2x6 INTERIOR WALL ASSM. (1A0.13)
 - 2x6 PLUMBING WALL ASSM. (2A0.13)
 - 1-HR 2x6 INTERIOR WALL ASSM. (3A0.13)
 - 1-HR 2x6 EXTERIOR WALL ASSM. (4A0.13)
 - 1-HR DOUBLE WALL ASSM. (5A0.13)
 - CONC. WALL PER STRC. (6A0.13)
 - CONC. RETAINING WALL PER STRC. (7A0.13)
 - CMU WALL PER STRC. (8A0.13)
 - 2-HR INTERIOR CORRIDOR WALL ASSM. (9A0.13)
- FLOORS**
- CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10A0.13)
 - CONC FLOOR PER STRC. W/ WOOD FINISH (11A0.13)
 - CONC FLOOR PER STRC. W/ TILE FINISH (12A0.13)
 - WOOD JOIST PER STRC. W/ WOOD FINISH (13A0.13)
 - WOOD JOIST PER STRC. W/ TILE FINISH (14A0.13)
 - WOOD JOIST PER STRC. W/ WOOD FINISH (15A0.13)
 - WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (16A0.13)

- FLOOR PLAN LEGEND**
- FLOOR TYPE
 - WINDOW TAG (A0.10 - SCHEDULE)
 - DOOR TAG (A0.08, A0.09 - SCHEDULE)
 - WALL TYPE
 - ELEVATION MARKER
 - PROPERTY LINE
 - ACCESSIBLE ROUTE
 - 1 HR
 - 2 HR
 - SMOKE DETECTOR
 - CARBON MONOXIDE
 - EXHAUST
 - NFPA - 14 CLASS - 1 STANDPIPE
 - ILLUMINATED EXIT SIGN
 - MASTER BEDROOM
 - BEDROOM
 - BATHROOM
 - LIVING ROOM
 - KITCHEN
 - DINING ROOM
 - POWDER ROOM
 - CLOSET
 - WALK IN CLOSET
 - LAUNDRY ROOM
 - BALCONY
 - ENTRY

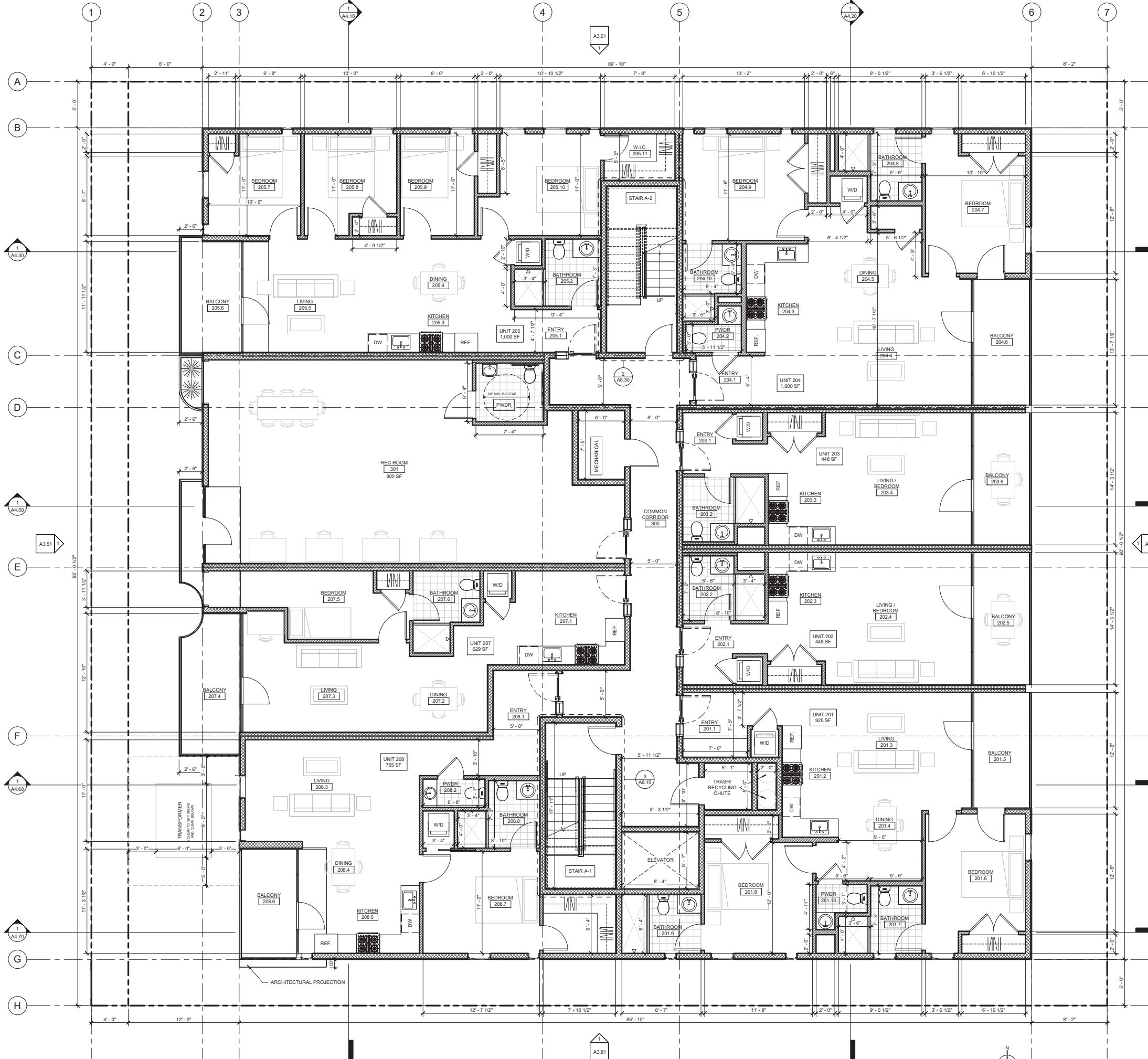
FENCES, PLANTERS, AND RETAINING WALLS SHALL NOT EXCEED A HEIGHT OF 6 FT. ABOVE THE NATURAL GROUND LEVEL IN THE REQUIRED SIDE YARD.

NOTE: DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21AS CHART NO. 5

SECOND FLOOR PLAN
1/4" = 1'-0"

- ASSEMBLY TYPES**
- WALLS**
- ◊ 2x4 & 2x6 INTERIOR WALL ASSM. (1A0.13)
 - ◊ 2x6 PLUMBING WALL ASSM. (21A0.13)
 - ◊ 1-HR 2x6 INTERIOR WALL ASSM. (31A0.13)
 - ◊ 1-HR 2x6 EXTERIOR WALL ASSM. (41A0.13)
 - ◊ 1-HR DOUBLE WALL ASSM. (51A0.13)
 - ◊ CONC. WALL PER STRC. (61A0.13)
 - ◊ CONC. RETAINING WALL PER STRC. (71A0.13)
 - ◊ CMU WALL PER STRC. (81A0.13)
 - ◊ 2-HR INTERIOR CORRIDOR WALL ASSM. (91A0.13)
- FLOORS**
- ◊ CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10A0.13)
 - ◊ CONC FLOOR PER STRC. W/ WOOD FINISH (11A0.13)
 - ◊ CONC FLOOR PER STRC. W/ TILE FINISH (12A0.13)
 - ◊ WOOD JOIST PER STRC. W/ WOOD FINISH (13A0.13)
 - ◊ WOOD JOIST PER STRC. W/ TILE FINISH (14A0.13)
 - ◊ WOOD JOIST W/ WOOD DECK PER SPEC. (15A0.13)
 - ◊ WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (16A0.13)

- FLOOR PLAN LEGEND**
- ◊ FLOOR TYPE
 - ⊗ WINDOW TAG (A0.10 - SCHEDULE)
 - XXX DOOR TAG (A0.08, A0.09 - SCHEDULE)
 - ◊ WALL TYPE
 - ⊕ ELEVATION MARKER
 - - - PROPERTY LINE
 - - - ACCESSIBLE ROUTE
 - - - 1 HR
 - - - 2 HR
 - ⊙ SMOKE DETECTOR
 - ⊙ CARBON MONOXIDE
 - ⊙ EXHAUST
 - ⊙ NFPA - 14 CLASS - 1 STANDPIPE
 - ⊙ ILLUMINATED EXIT SIGN
 - MB MASTER BEDROOM
 - BD BEDROOM
 - BA BATHROOM
 - LR LIVING ROOM
 - KI KITCHEN
 - DR DINING ROOM
 - PWR POWDER ROOM
 - CL CLOSET
 - WIC WALK IN CLOSET
 - LR LAUNDRY ROOM
 - BC BALCONY
 - EN ENTRY



breakform design

127 arena st. el segundo, ca 90245
 (610) 310.332.3700



1854-1860 PANDORA AVE
 LOS ANGELES, CA 90025

Revision Schedule	
Revision Number	Revision Date

PROPOSED PLANS

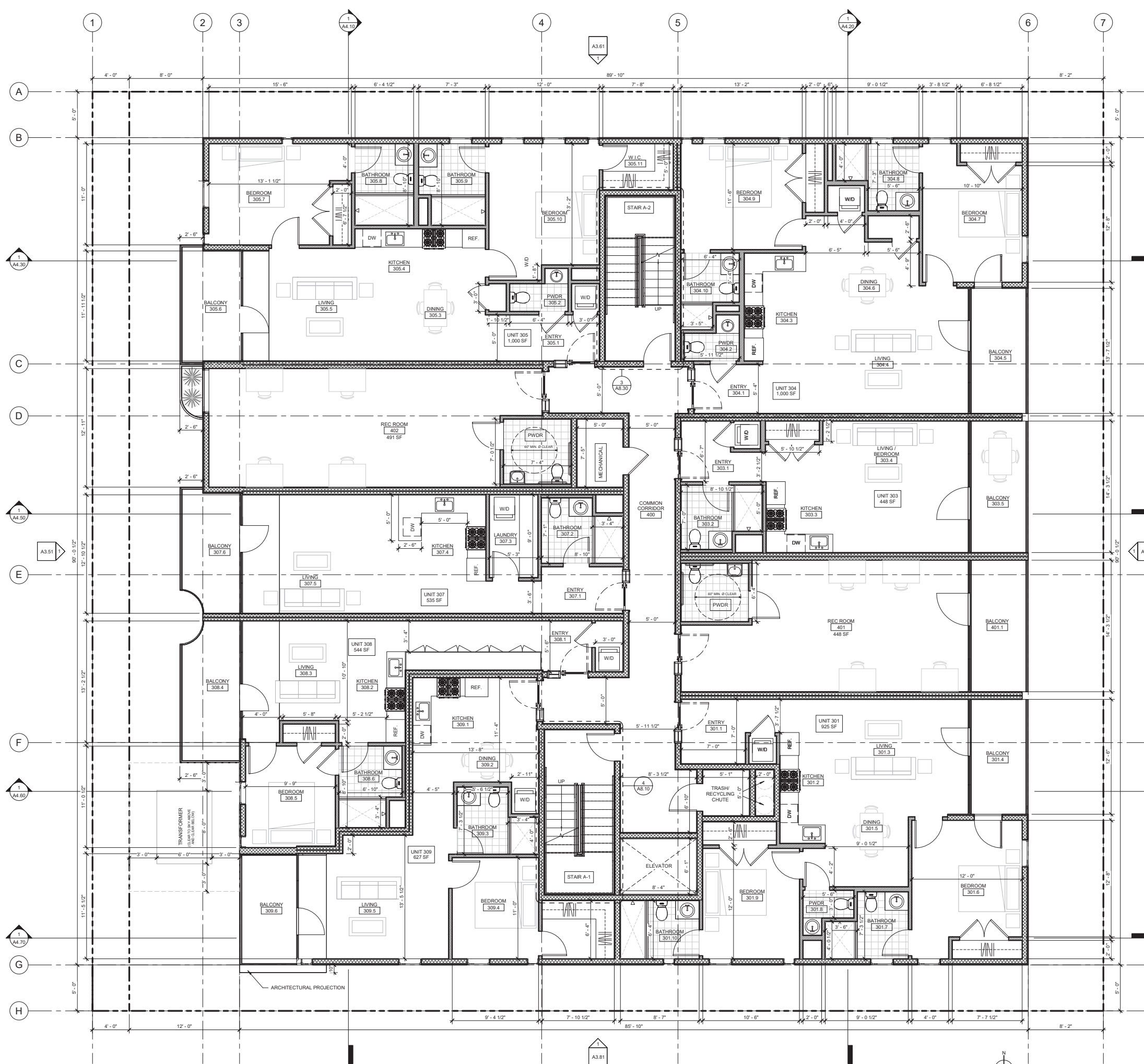
DRAWN	CR
CHECKED	PNK
DATE	12/27/2022 5:38:56 PM
SCALE	1/4" = 1'-0"
JOB #	21-A001

ASSEMBLY TYPES

- | | |
|--|---|
| WALLS | FLOORS |
| 2x4 & 2x6 INTERIOR WALL ASSM. (1A0.13) | CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10A0.13) |
| 2x6 PLUMBING WALL ASSM. (2A0.13) | CONC FLOOR PER STRC. W/ WOOD FINISH (11A0.13) |
| 1-HR 2x6 INTERIOR WALL ASSM. (3A0.13) | CONC FLOOR PER STRC. W/ TILE FINISH (12A0.13) |
| 1-HR 2x6 EXTERIOR WALL ASSM. (4A0.13) | WOOD JOIST PER STRC. W/ WOOD FINISH (13A0.13) |
| 1-HR DOUBLE WALL ASSM. (5A0.13) | WOOD JOIST PER STRC. W/ TILE FINISH (14A0.13) |
| CONC. WALL PER STRC. (6A0.13) | WOOD JOIST W/ WOOD DECK PER SPEC. (15A0.13) |
| CONC. RETAINING WALL PER STRC. (7A0.13) | WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (16A0.13) |
| CMU WALL PER STRC. (8A0.13) | |
| 2-HR INTERIOR CORRIDOR WALL ASSM. (9A0.13) | |

FLOOR PLAN LEGEND

- FLOOR TYPE
- WINDOW TAG (A0.10 - SCHEDULE)
- DOOR TAG (A0.08, A0.09 - SCHEDULE)
- WALL TYPE
- ELEVATION MARKER
- PROPERTY LINE
- ACCESSIBLE ROUTE
- 1 HR
- 2 HR
- SMOKE DETECTOR
- CARBON MONOXIDE
- EXHAUST
- NFPA - 14 CLASS - 1 STANDPIPE
- ILLUMINATED EXIT SIGN
- MB MASTER BEDROOM
- BD BEDROOM
- BA BATHROOM
- LR LIVING ROOM
- KI KITCHEN
- DR DINING ROOM
- PWR POWDER ROOM
- CL CLOSET
- WIC WALK IN CLOSET
- LR LAUNDRY ROOM
- BC BALCONY
- EN ENTRY



breakform design
 127 arena st. el segundo, ca 90245
 (610) 310.332.3700



1854-1860 PANDORA AVE
 LOS ANGELES, CA 90025

Revision Schedule	
Revision Number	Revision Date

PROPOSED PLANS

DRAWN CR
 CHECKED PNK
 DATE 12/27/2022 5:38:04 PM
 SCALE 1/4" = 1'-0"
 JOB # 21-A001



1854-1860 PANDORA AVE
LOS ANGELES, CA 90025

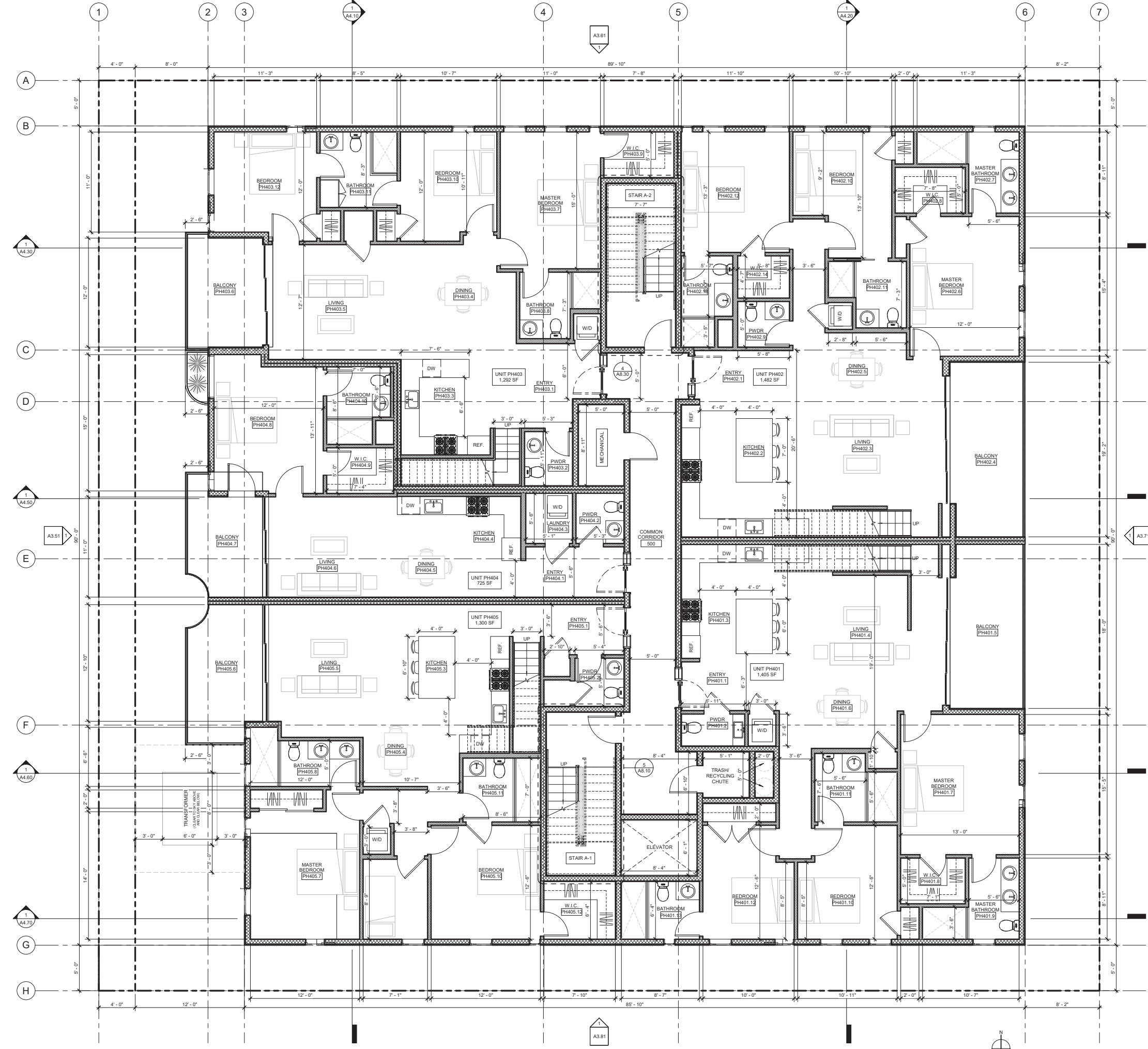
Revision Schedule	
Revision Number	Revision Date

PROPOSED PLANS

DRAWN CR
CHECKED Pnk
DATE 12/27/2022 5:38:08 PM
SCALE 1/4" = 1'-0"
JOB # 21-A001

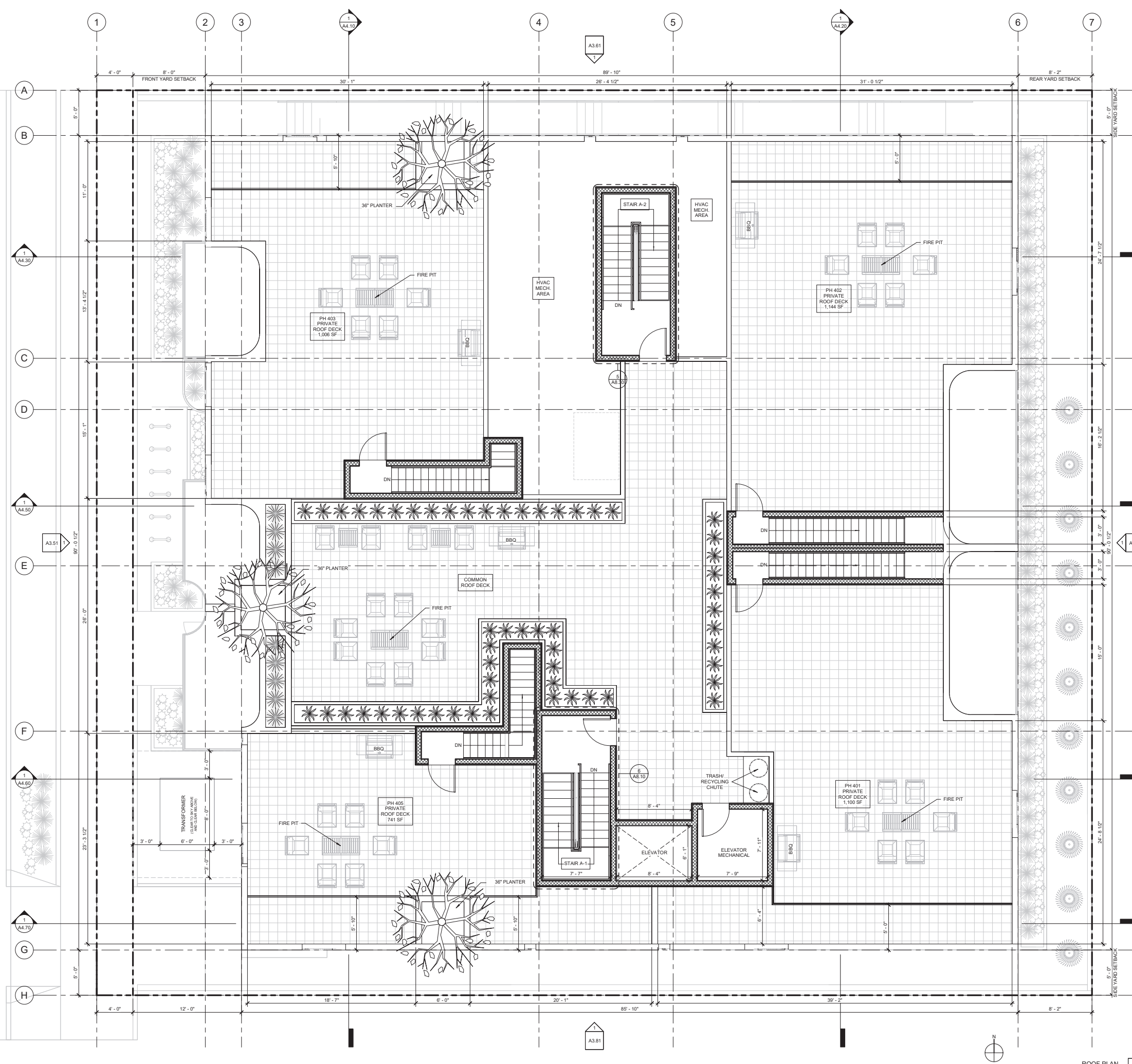
- ASSEMBLY TYPES**
- | WALLS | FLOORS |
|--|---|
| 2x4 & 2x6 INTERIOR WALL ASSM. (1A0.13) | CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10A0.13) |
| 2x6 PLUMBING WALL ASSM. (2A0.13) | CONC FLOOR PER STRC. W/ WOOD FINISH (11A0.13) |
| 1-HR 2x6 INTERIOR WALL ASSM. (3A0.13) | CONC FLOOR PER STRC. W/ TILE FINISH (12A0.13) |
| 1-HR 2x6 EXTERIOR WALL ASSM. (4A0.13) | WOOD JOIST PER STRC. W/ WOOD FINISH (13A0.13) |
| 1-HR DOUBLE WALL ASSM. (5A0.13) | WOOD JOIST PER STRC. W/ TILE FINISH (14A0.13) |
| CONC. WALL PER STRC. (6A0.13) | WOOD JOIST W/ WOOD DECK PER SPEC. (15A0.13) |
| CONC. RETAINING WALL PER STRC. (7A0.13) | WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (16A0.13) |
| CMU WALL PER STRC. (8A0.13) | |
| 2-HR INTERIOR CORRIDOR WALL ASSM. (9A0.13) | |

- FLOOR PLAN LEGEND**
- FLOOR TYPE
 - WINDOW TAG (A0.10 - SCHEDULE)
 - DOOR TAG (A0.08, A0.09 - SCHEDULE)
 - WALL TYPE
 - ELEVATION MARKER
 - PROPERTY LINE
 - ACCESSIBLE ROUTE
 - 1 HR
 - 2 HR
 - SMOKE DETECTOR
 - CARBON MONOXIDE
 - EXHAUST
 - NFPA - 14 CLASS - 1 STANDPIPE
 - ILLUMINATED EXIT SIGN
 - MB
 - BD
 - BA
 - LR
 - KI
 - DR
 - PWR
 - CL
 - WIC
 - LR
 - BC
 - EN



- ASSEMBLY TYPES**
- | | |
|--|---|
| WALLS | FLOORS |
| ◆ 2x4 & 2x6 INTERIOR WALL ASSM. (1A0.13) | ◆ CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10A0.13) |
| ◆ 2x6 PLUMBING WALL ASSM. (2A0.13) | ◆ CONC FLOOR PER STRC. W/ WOOD FINISH (11A0.13) |
| ◆ 1-HR 2x6 INTERIOR WALL ASSM. (3A0.13) | ◆ CONC FLOOR PER STRC. W/ TILE FINISH (12A0.13) |
| ◆ 1-HR 2x6 EXTERIOR WALL ASSM. (4A0.13) | ◆ WOOD JOIST PER STRC. W/ WOOD FINISH (13A0.13) |
| ◆ 1-HR DOUBLE WALL ASSM. (5A0.13) | ◆ WOOD JOIST PER STRC. W/ TILE FINISH (14A0.13) |
| ◆ CONC. WALL PER STRC. (6A0.13) | ◆ WOOD JOIST W/ WOOD DECK PER SPEC. (15A0.13) |
| ◆ CONC. RETAINING WALL PER STRC. (7A0.13) | ◆ WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (16A0.13) |
| ◆ CMU WALL PER STRC. (8A0.13) | |
| ◆ 2-HR INTERIOR CORRIDOR WALL ASSM. (9A0.13) | |

- FLOOR PLAN LEGEND**
- ◆ FLOOR TYPE
 - ⊗ WINDOW TAG (A0.10 - SCHEDULE)
 - ⊗ DOOR TAG (A0.08, A0.09 - SCHEDULE)
 - ◆ WALL TYPE
 - ◆ ELEVATION MARKER
 - - - PROPERTY LINE
 - - - ACCESSIBLE ROUTE
 - - - 1 HR
 - - - 2 HR
 - ⊙ SMOKE DETECTOR
 - ⊙ CARBON MONOXIDE
 - ⊙ EXHAUST
 - ⊙ NFPA - 14 CLASS - I STANDPIPE
 - ⊙ ILLUMINATED EXIT SIGN
 - MB MASTER BEDROOM
 - BD BEDROOM
 - BA BATHROOM
 - LR LIVING ROOM
 - KI KITCHEN
 - DR DINING ROOM
 - PWR POWDER ROOM
 - CL CLOSET
 - WIC WALK IN CLOSET
 - LR LAUNDRY ROOM
 - BC BALCONY
 - EN ENTRY



breakformdesign

127 arena st. el segundo, ca 90245
 [6] 310.322.3700



1854-1860 PANDORA AVE
 LOS ANGELES, CA 90025

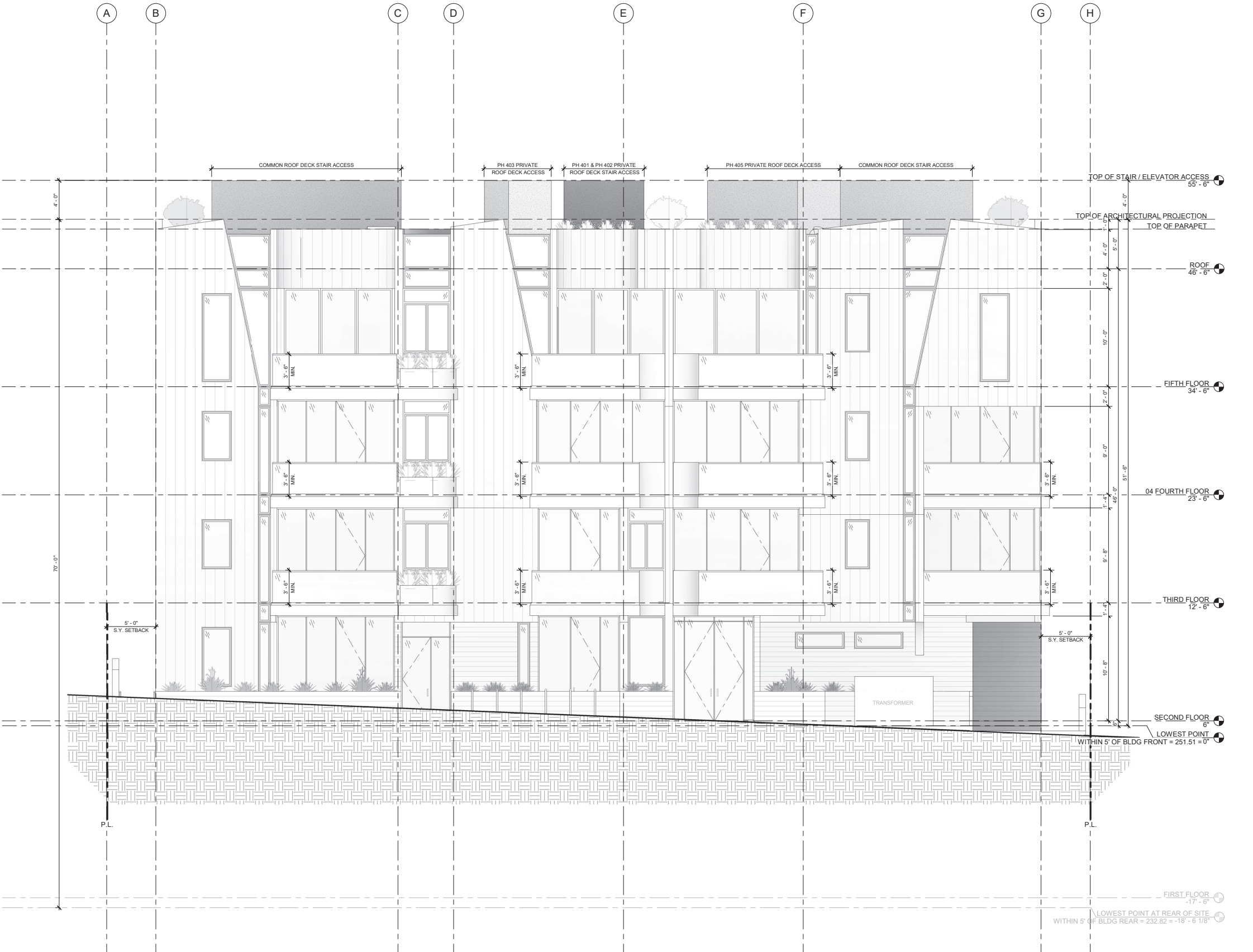
Revision Schedule	
Revision Number	Revision Date

PROPOSED PLANS

- DRAWN CR
- CHECKED Pnk
- DATE 12/27/2022 5:38:15 PM
- SCALE 1/4" = 1'-0"
- JOB # 21-A001

A2.50

ROOF PLAN
 1/4" = 1'-0"



breakform design

127 arena st. el segundo, ca 90245
 (610) 310.322.3700



1854-1860 PANDORA AVE
 LOS ANGELES, CA 90025

Revision Schedule

Revision Number	Revision Date

ELEVATIONS

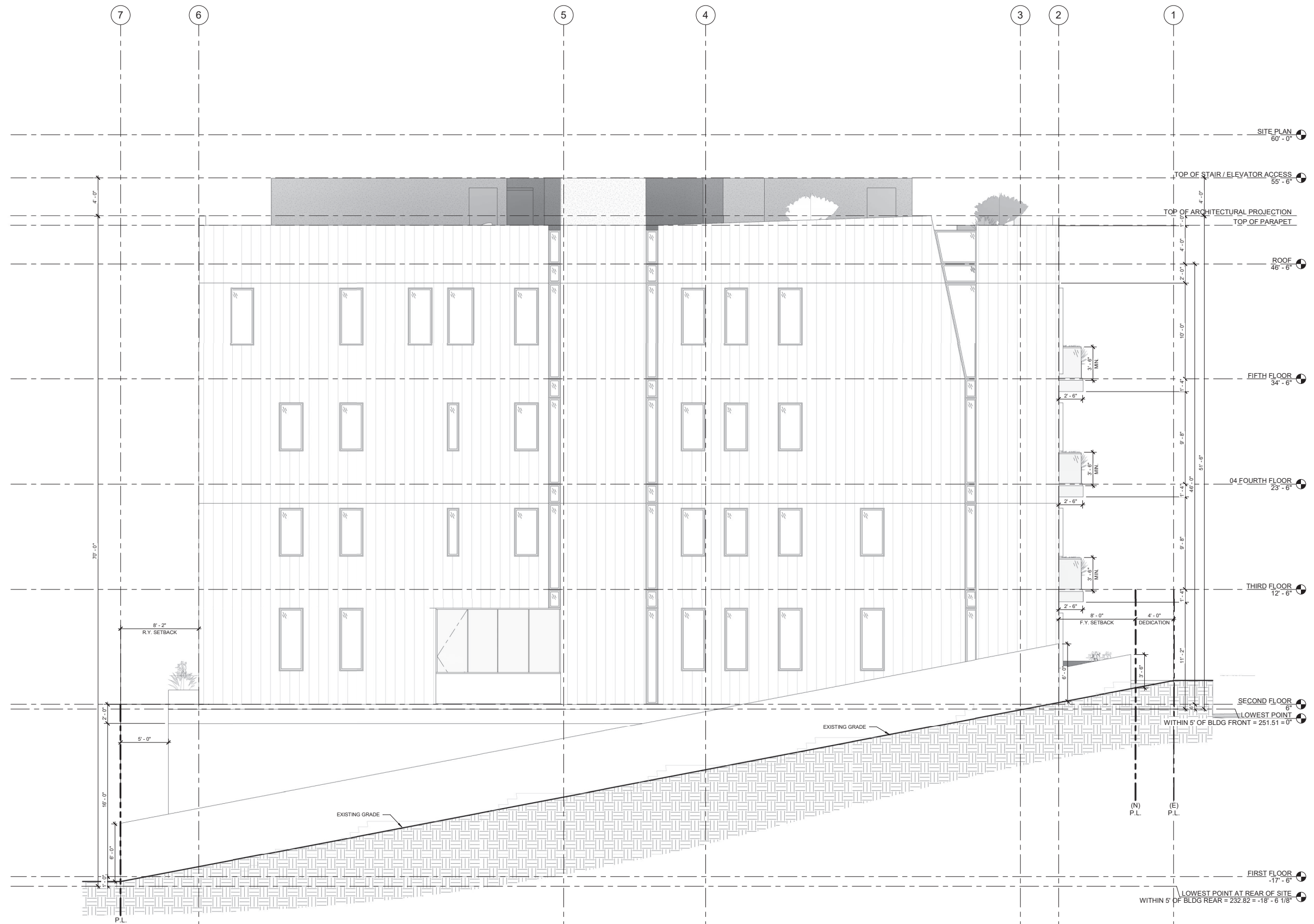
DRAWN CR

CHECKED PNK

DATE 12/27/2022 5:40:17 PM

SCALE 1/4" = 1'-0"

JOB # 21-A001



SITE PLAN
 60'-0"
 TOP OF STAIR/ELEVATOR ACCESS
 55'-6"
 TOP OF ARCHITECTURAL PROJECTION
 TOP OF PARAPET
 4'-0"
 ROOF
 46'-6"
 FIFTH FLOOR
 34'-6"
 04 FOURTH FLOOR
 23'-6"
 THIRD FLOOR
 12'-6"
 SECOND FLOOR
 6'-0"
 FIRST FLOOR
 -17'-6"
 LOWEST POINT AT REAR OF SITE
 WITHIN 5' OF BLDG REAR = 232.82 = -18'-6 1/8"
 WITHIN 5' OF BLDG FRONT = 251.51 = 0"
 (N) P.L.
 (E) P.L.

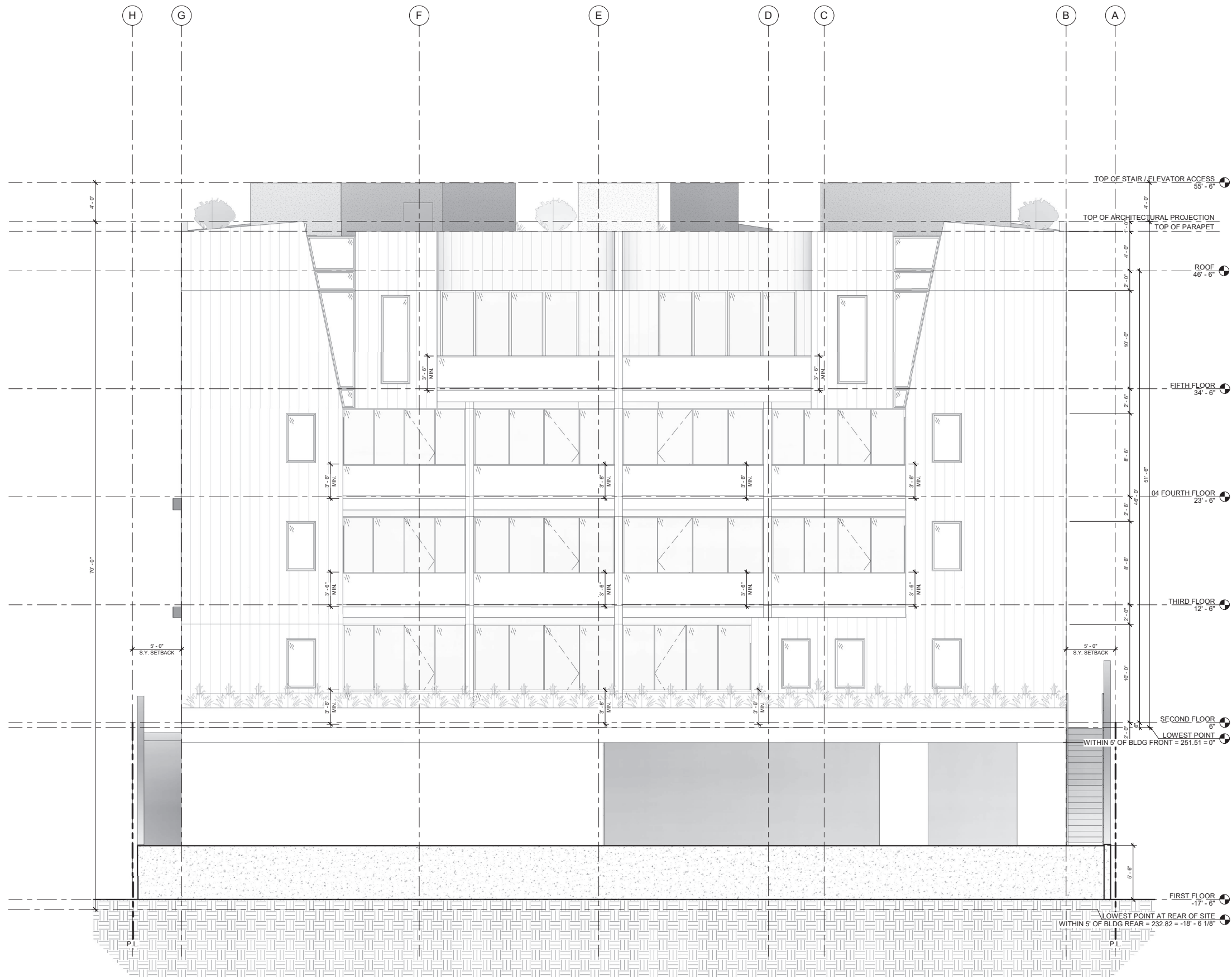


1854-1860 PANDORA AVE
 LOS ANGELES, CA 90025

Revision Schedule	
Revision Number	Revision Date

ELEVATIONS

DRAWN CR
 CHECKED PNK
 DATE 12/27/2022 5:41:10 PM
 SCALE 1/4" = 1'-0"
 JOB # 21-A001



breakform design

127 arena st., el segundo, ca 90245
 (610) 310.322.3700



1854-1860 PANDORA AVE
 LOS ANGELES, CA 90025

Revision Schedule

Revision Number	Revision Date

ELEVATIONS

DRAWN CR

CHECKED Pnk

DATE 12/27/2022 5:42:12 PM

SCALE 1/4" = 1'-0"

JOB # 21-A001

A3.30

EAST ELEVATION
 1/4" = 1'-0"

1

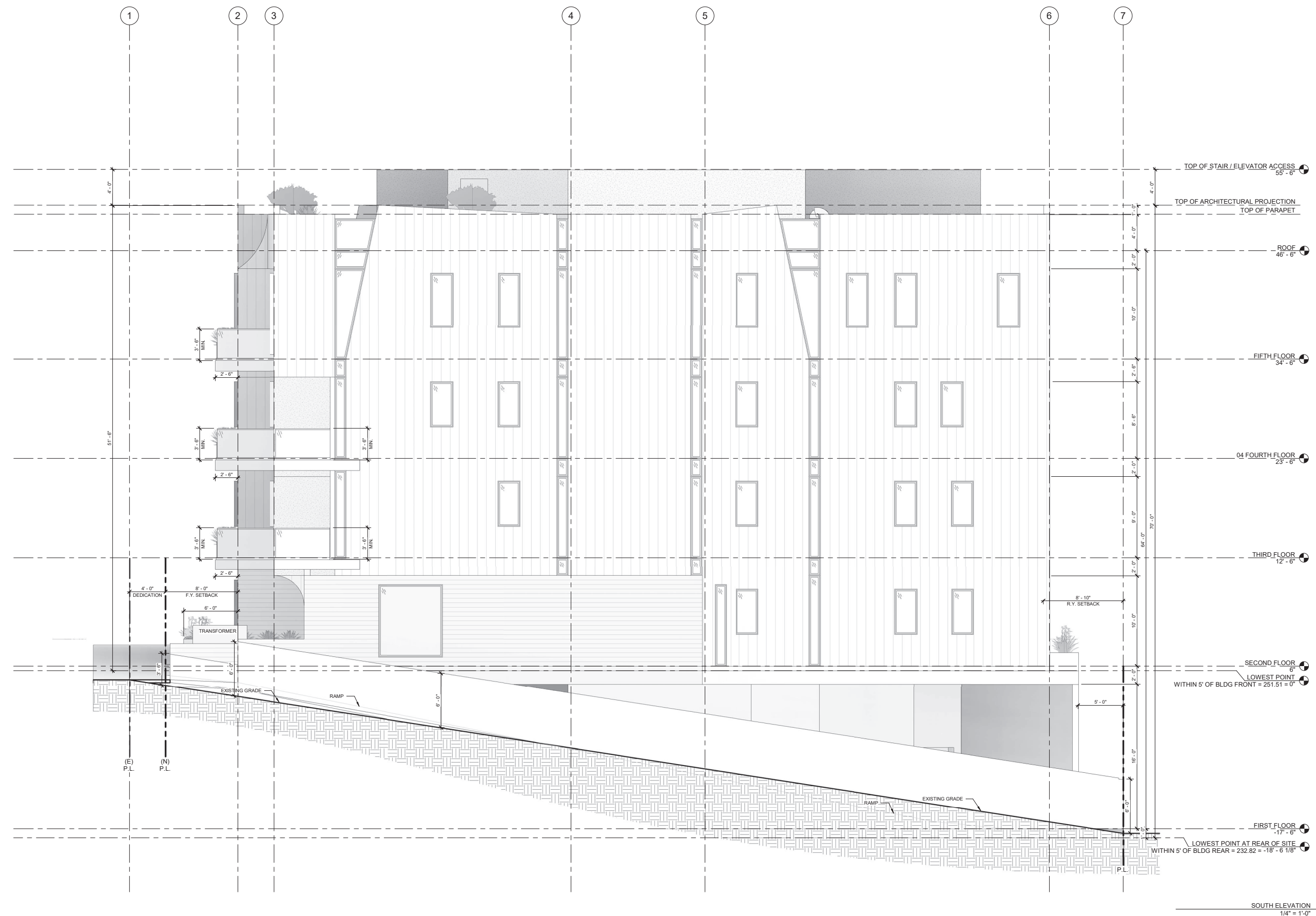


1854-1860 PANDORA AVE
LOS ANGELES, CA 90025

Revision Schedule	
Revision Number	Revision Date

ELEVATIONS

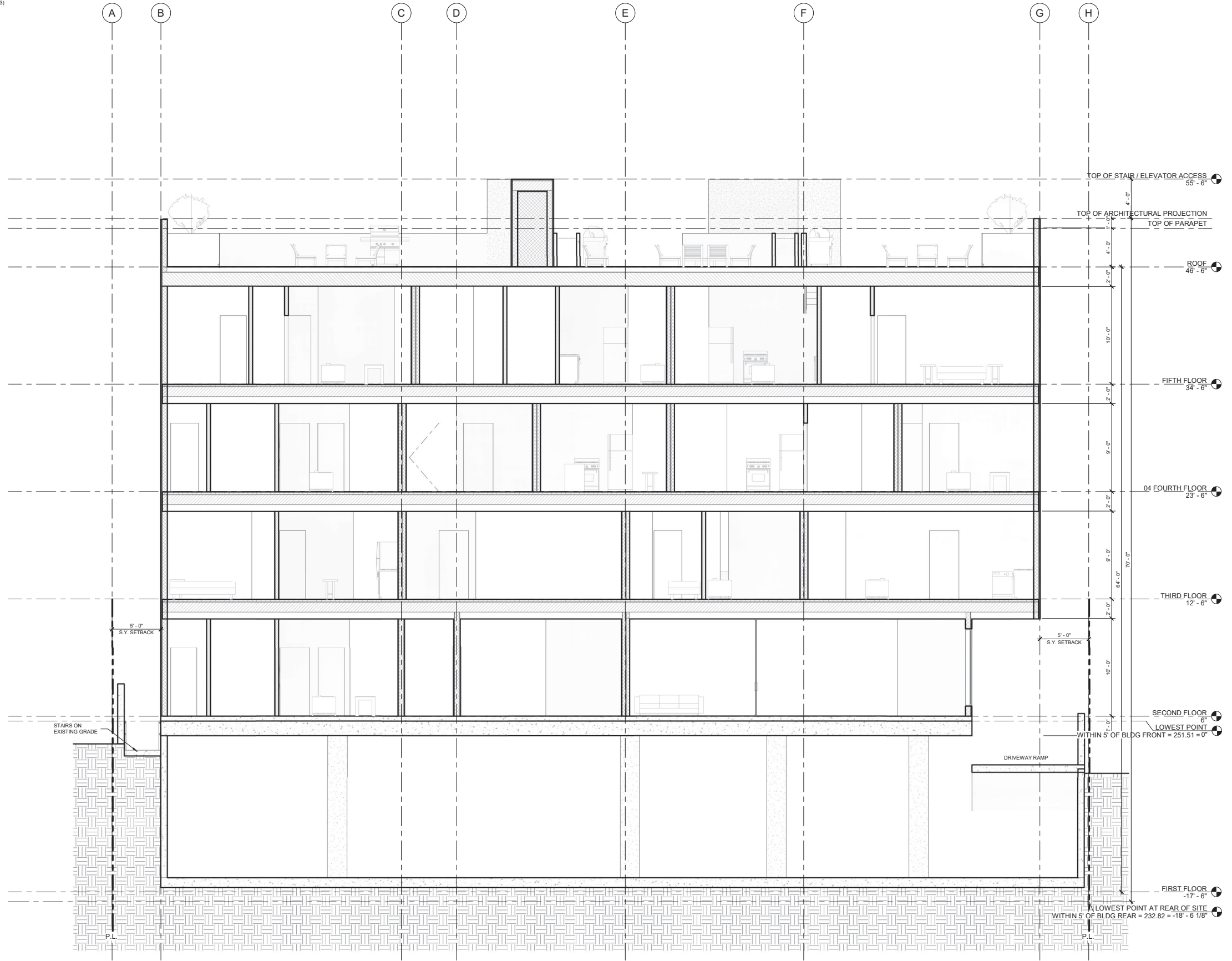
DRAWN	CR
CHECKED	PNK
DATE	12/27/2022 5:43:13 PM
SCALE	1/4" = 1'-0"
JOB #	21-A001



SOUTH ELEVATION
1/4" = 1'-0"

- ASSEMBLY TYPES**
- | | |
|---|--|
| WALLS | FLOORS |
| ◆ 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.13) | ◆ CONC. FLOOR PER STRC. W/ POLISHED CONC. FINISH (10/A0.13) |
| ◆ 2x6 PLUMBING WALL ASSM. (2/A0.13) | ◆ CONC. FLOOR PER STRC. W/ WOOD FINISH (11/A0.13) |
| ◆ 1-HR 2x6 INTERIOR WALL ASSM. (3/A0.13) | ◆ CONC. FLOOR PER STRC. W/ TILE FINISH (12/A0.13) |
| ◆ 1-HR 2x6 EXTERIOR WALL ASSM. (4/A0.13) | ◆ WOOD JOIST PER STRC. W/ WOOD FINISH (13/A0.13) |
| ◆ 1-HR DOUBLE WALL ASSM. (5/A0.13) | ◆ WOOD JOIST PER STRC. W/ TILE FINISH (14/A0.13) |
| ◆ CONC. WALL PER STRC. (6/A0.13) | ◆ WOOD JOIST W/ WOOD DECK PER SPEC. (15/A0.13) |
| ◆ CONC. RETAINING WALL PER STRC. (7/A0.13) | ◆ WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (16/A0.13) |
| ◆ CMU WALL PER STRC. (8/A0.13) | |
| ◆ 2-HR INTERIOR CORRIDOR WALL ASSM. (9/A0.13) | |

- SECTION LEGEND**
- 1 HR
 - 2 HR
 - ⊙-X-X' ELEVATION MARKER
 - PROPERTY LINE
 - EXISTING GRADE



breakform design

127 arena st., el segundo, ca 90245
 (610) 310.322.3700



1854-1860 PANDORA AVE
 LOS ANGELES, CA 90025

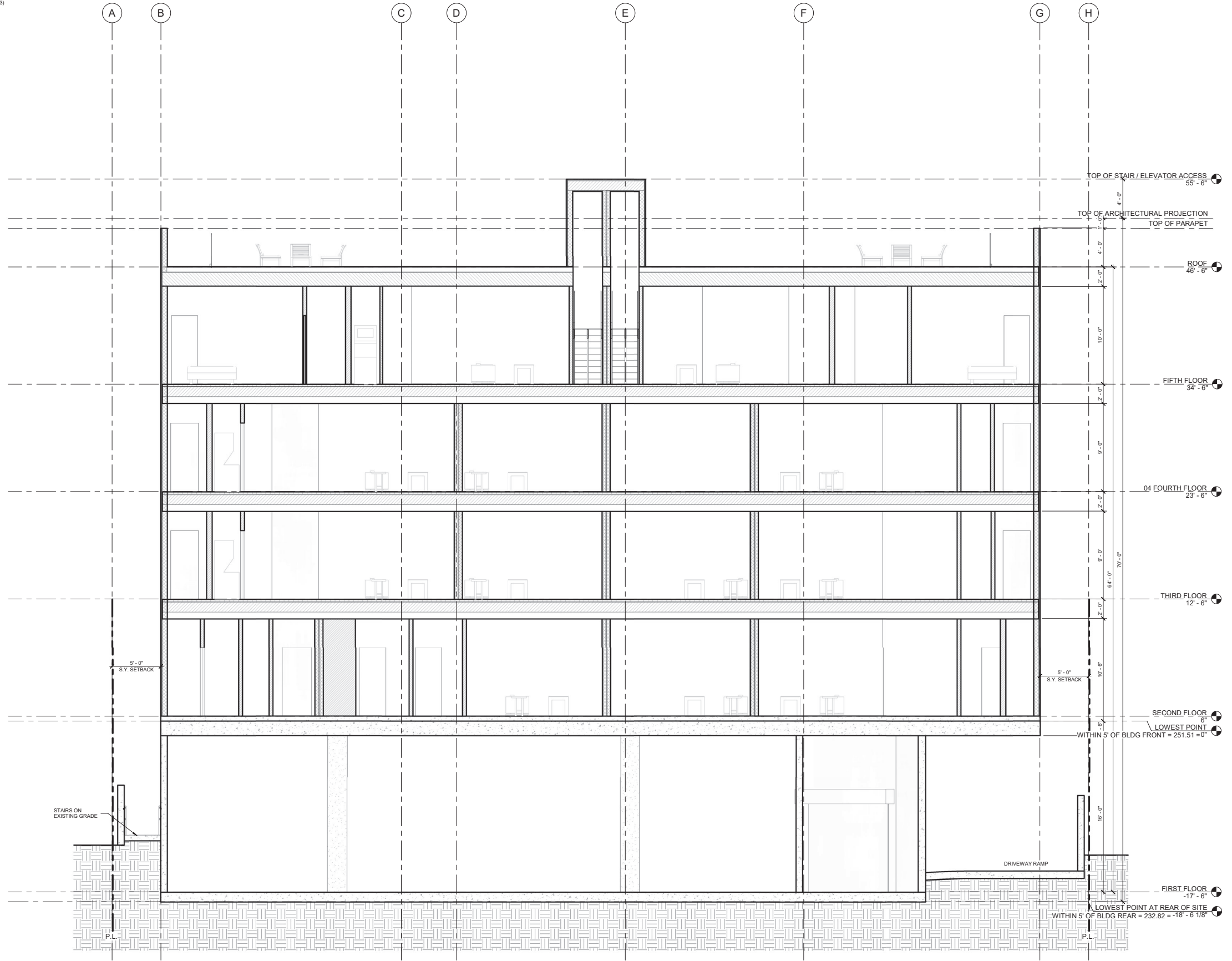
Revision Schedule	
Revision Number	Revision Date

PROPOSED SECTIONS

DRAWN CR
 CHECKED PNK
 DATE 12/27/2022 5:43:30 PM
 SCALE 1/4" = 1'-0"
 JOB # 21-A001

- ASSEMBLY TYPES**
- | | |
|--|---|
| WALLS | FLOORS |
| ◊ 2x4 & 2x6 INTERIOR WALL ASSM. (11A0.13) | ◊ CONC. FLOOR PER STRC. W/ POLISHED CONC. FINISH (10A0.13) |
| ◊ 2x6 PLUMBING WALL ASSM. (2A0.13) | ◊ CONC. FLOOR PER STRC. W/ WOOD FINISH (11A0.13) |
| ◊ 1-HR 2x6 INTERIOR WALL ASSM. (3A0.13) | ◊ CONC. FLOOR PER STRC. W/ TILE FINISH (12A0.13) |
| ◊ 1-HR 2x6 EXTERIOR WALL ASSM. (4A0.13) | ◊ WOOD JOIST PER STRC. W/ WOOD FINISH (13A0.13) |
| ◊ 1-HR DOUBLE WALL ASSM. (5A0.13) | ◊ WOOD JOIST PER STRC. W/ TILE FINISH (14A0.13) |
| ◊ CONC. WALL PER STRC. (6A0.13) | ◊ WOOD JOIST W/ WOOD DECK PER SPEC. (15A0.13) |
| ◊ CONC. RETAINING WALL PER STRC. (7A0.13) | ◊ WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (16A0.13) |
| ◊ CMU WALL PER STRC. (8A0.13) | |
| ◊ 2-HR INTERIOR CORRIDOR WALL ASSM. (9A0.13) | |

- SECTION LEGEND**
- 1 HR
 - 2 HR
 - ⊙ X'-X" ELEVATION MARKER
 - - - - - PROPERTY LINE
 - - - - - EXISTING GRADE



breakform design

127 arena st. el segundo, ca 90245
 (613) 10.322.3700



1854-1860 PANDORA AVE
 LOS ANGELES, CA 90025

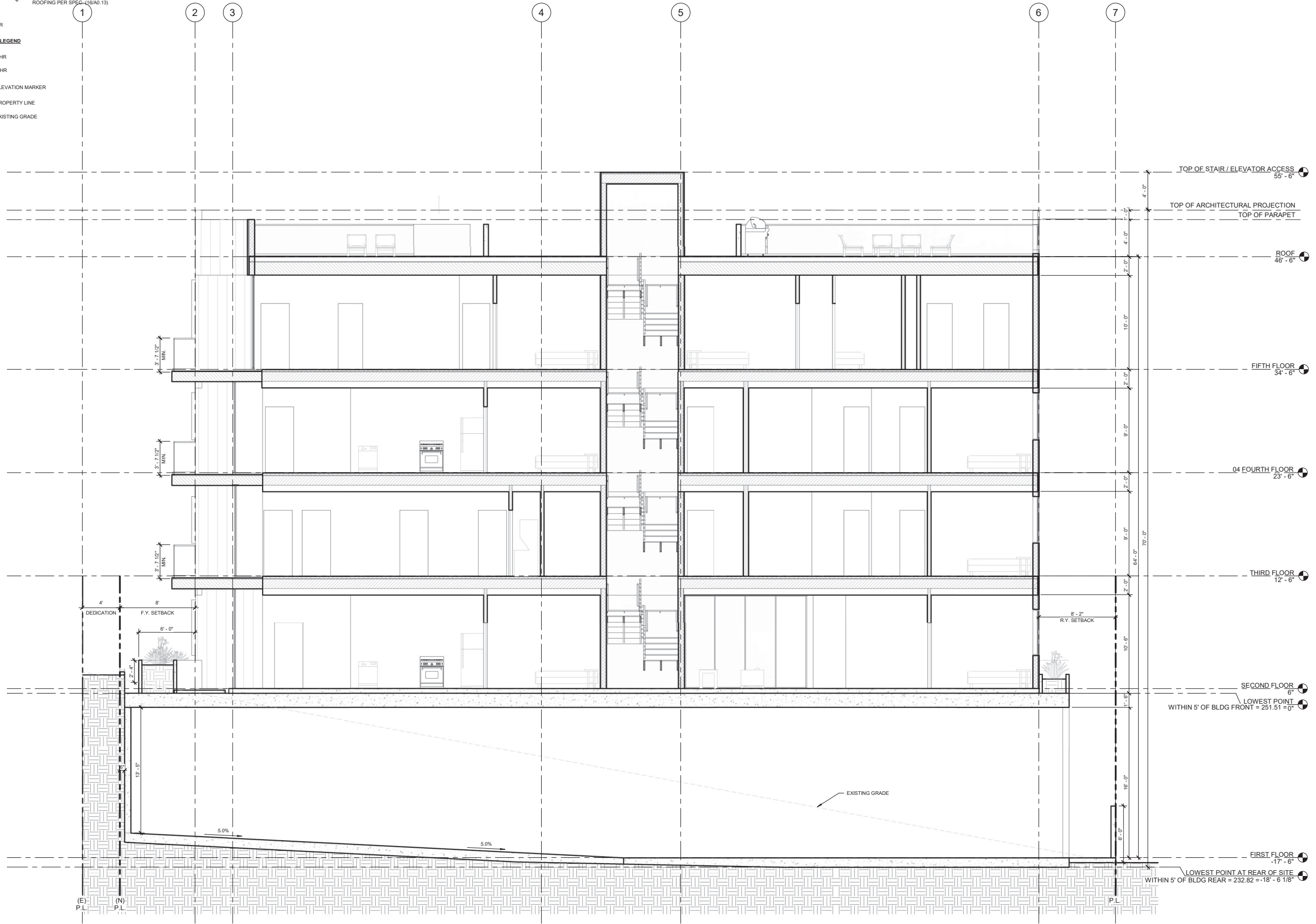
Revision Schedule	
Revision Number	Revision Date

PROPOSED SECTIONS

DRAWN	CR
CHECKED	PNK
DATE	12/27/2022 5:43:37 PM
SCALE	1/4" = 1'-0"
JOB #	21-A001

- ASSEMBLY TYPES**
- WALLS**
- ◆ 2x4 & 2x6 INTERIOR WALL ASSM. (11A0.13)
 - ◆ 2x6 PLUMBING WALL ASSM. (21A0.13)
 - ◆ 1-HR 2x6 INTERIOR WALL ASSM. (31A0.13)
 - ◆ 1-HR 2x6 EXTERIOR WALL ASSM. (41A0.13)
 - ◆ 1-HR DOUBLE WALL ASSM. (51A0.13)
 - ◆ CONC. WALL PER STRC. (61A0.13)
 - ◆ CONC. RETAINING WALL PER STRC. (71A0.13)
 - ◆ CMU WALL PER STRC. (81A0.13)
 - ◆ 2-HR INTERIOR CORRIDOR WALL ASSM. (91A0.13)
- FLOORS**
- ◆ CONC. FLOOR PER STRC. W/ POLISHED CONC. FINISH (10A0.13)
 - ◆ CONC. FLOOR PER STRC. W/ WOOD FINISH (111A0.13)
 - ◆ CONC. FLOOR PER STRC. W/ TILE FINISH (121A0.13)
 - ◆ WOOD JOIST PER STRC. W/ WOOD FINISH (131A0.13)
 - ◆ WOOD JOIST PER STRC. W/ TILE FINISH (141A0.13)
 - ◆ WOOD JOIST W/ WOOD DECK PER SPEC. (151A0.13)
 - ◆ WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (161A0.13)

- SECTION LEGEND**
- - - - - 1 HR
 - - - - - 2 HR
 - ⊙ X-X' ELEVATION MARKER
 - - - - - PROPERTY LINE
 - - - - - EXISTING GRADE



breakform design

127 arena st. el segundo, ca 90245
(610) 310.322-3700



1854-1860 PANDORA AVE
LOS ANGELES, CA 90025

Revision Schedule	
Revision Number	Revision Date

PROPOSED SECTIONS

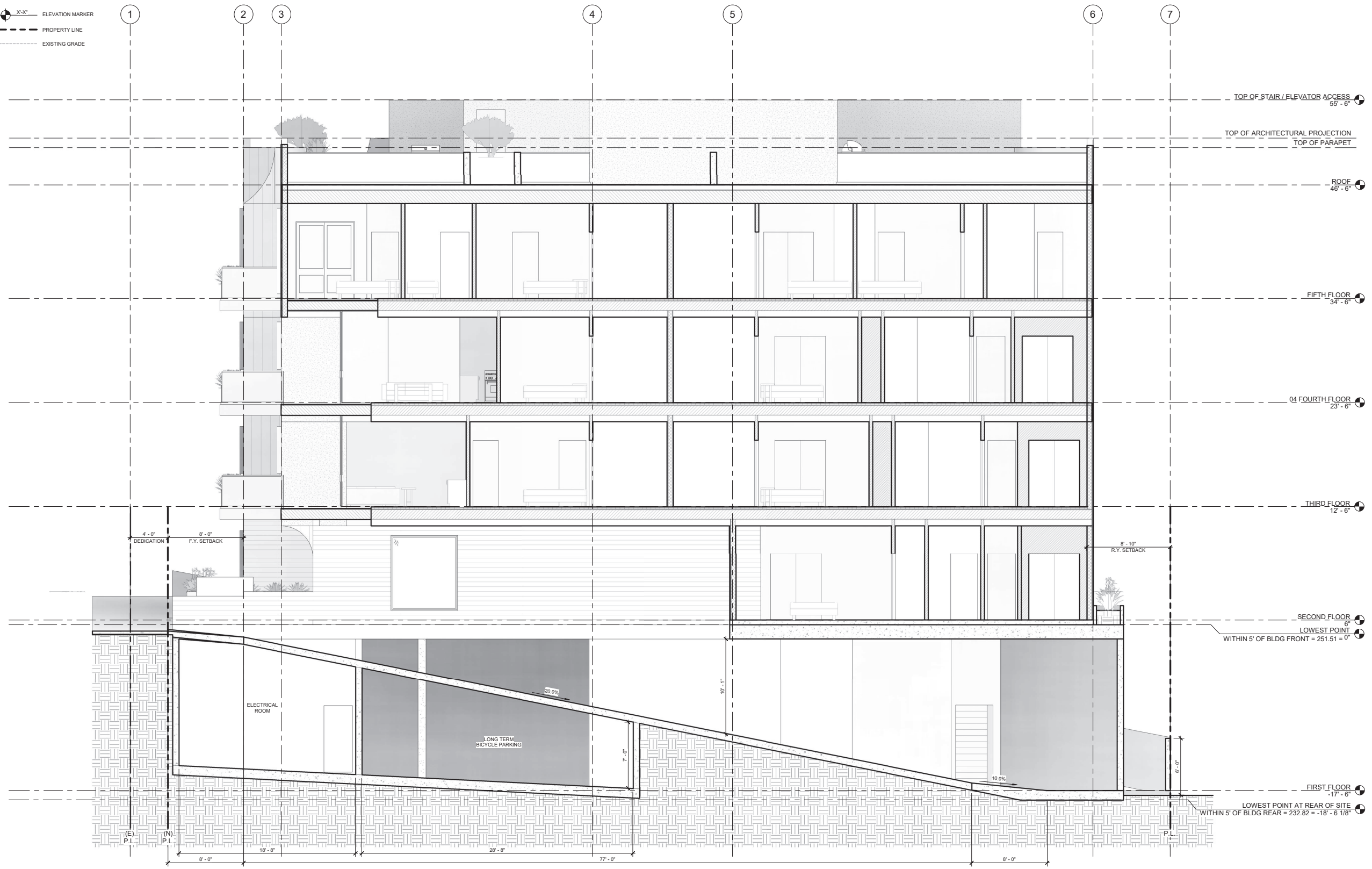
DRAWN CR
CHECKED PNK
DATE 12/27/2022 5:43:47 PM
SCALE 1/4" = 1'-0"
JOB # 21-A001

PROPOSED SECTION C
1/4" = 1'-0"

- ASSEMBLY TYPES**
- | | |
|---|--|
| WALLS | FLOORS |
| ◆ 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.13) | ◆ CONC. FLOOR PER STRC. W/ POLISHED CONC. FINISH (10/A0.13) |
| ◆ 2x6 PLUMBING WALL ASSM. (2/A0.13) | ◆ CONC. FLOOR PER STRC. W/ WOOD FINISH (11/A0.13) |
| ◆ 1-HR 2x6 INTERIOR WALL ASSM. (3/A0.13) | ◆ CONC. FLOOR PER STRC. W/ TILE FINISH (12/A0.13) |
| ◆ 1-HR 2x6 EXTERIOR WALL ASSM. (4/A0.13) | ◆ WOOD JOIST PER STRC. W/ WOOD FINISH (13/A0.13) |
| ◆ 1-HR DOUBLE WALL ASSM. (5/A0.13) | ◆ WOOD JOIST PER STRC. W/ TILE FINISH (14/A0.13) |
| ◆ CONC. WALL PER STRC. (6/A0.13) | ◆ WOOD JOIST W/ WOOD DECK PER SPEC. (15/A0.13) |
| ◆ CONC. RETAINING WALL PER STRC. (7/A0.13) | ◆ WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (16/A0.13) |
| ◆ CMU WALL PER STRC. (8/A0.13) | |
| ◆ 2-HR INTERIOR CORRIDOR WALL ASSM. (9/A0.13) | |

SECTION LEGEND

- 1 HR
- 2 HR
- ⊙ X'-X" ELEVATION MARKER
- PROPERTY LINE
- EXISTING GRADE



breakform design
 127 arena st. el segundo, ca 90245
 (610) 310.322.3700



1854-1860 PANDORA AVE
 LOS ANGELES, CA 90025

Revision Schedule	
Revision Number	Revision Date

PROPOSED SECTIONS

DRAWN CR
 CHECKED PJK
 DATE 12/27/2022 5:44:30 PM
 SCALE 1/4" = 1'-0"
 JOB # 21-A001

A4.70

RAMP SECTION
1/4" = 1'-0"

PLANTING NOTES

- QUANTITIES GIVEN FOR PLANT MATERIALS SPECIFIED FOR "ON CENTER" SPACING ARE SHOWN FOR CONVENIENCE ONLY AND ARE SUBORDINATE TO THE SPACING GIVEN. VERIFY AND SUPPLY SUFFICIENT NUMBER OF PLANTS TO FULFILL SPACING REQUIREMENTS.
- ALL HEADER AND BAMBOO ROOT BARRIERS SHALL BE LOCATED BY THE ARCHITECT ON SITE.
- CONTRACTOR SHALL INSTALL PLANT MATERIAL IN ACCORDANCE WITH THE SPECIFICATIONS, DRAWINGS AND DETAILS.
- CONTRACTOR SHALL PROVIDE A MAINTENANCE PERIOD OF NOT LESS THAN 90 DAYS COMMENCING AT THE DATE OF FINAL ACCEPTANCE. SUCH MAINTENANCE SHALL INCLUDE ALL CARE PERTAINING TO ALL WORK INSTALLED AS PART OF THESE CONTRACT DOCUMENTS.
- THE CONTRACTOR SHALL MAINTAIN A QUALIFIED SUPERVISOR ON THE SITE AT ALL TIMES DURING CONSTRUCTION THROUGH COMPLETION OF PICK-UP WORK.
- THE CONTRACTOR SHALL VERIFY ALL PLANT MATERIAL QUANTITIES LISTED FOR CONVENIENCE OF CONTRACTOR. ACTUAL NUMBER OF SYMBOLS SHALL HAVE PRIORITY OVER QUANTITIES DESIGNATED.
- REMOVE ALL DEBRIS, WEEDS, EXCESS MATERIAL AND ROCKS LARGER THAN 1" IN DIAMETER FROM PLANTING AREAS PRIOR TO PREPARATION & AGAIN PRIOR TO PLANTING.
- SEE DETAILS AND SPECIFICATIONS FOR STAKING METHOD, PLANT PIT DIMENSIONS, SOIL PREPARATION, AND BACKFILL REQUIREMENTS.
- ALL PLANT MATERIALS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- FINAL LOCATION OF ALL PLANT MATERIAL SHALL BE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT.
- CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT 48 HOURS PRIOR TO COMMENCEMENT OF WORK TO COORDINATE PROJECT OBSERVATION SCHEDULES.
- GROUND COVER PLANTING SHALL BE CONTINUOUS UNDER ALL TREES AND SHRUBS. GROUND COVER SHALL BE PLANTED ACCORDING TO SPACING ON PLANT LEGEND.
- TREES SHALL BE LOCATED A MINIMUM OF 5' FROM WALLS, OVERHEADS, WALKS, HEADERS, AND OTHER TREES WITHIN THE PROJECT. IF CONFLICTS ARISE BETWEEN SIZE OF AREAS AND PLANS, CONTRACTOR TO CONTACT LANDSCAPE ARCHITECT FOR RESOLUTION. FAILURE TO MAKE SUCH CONFLICTS KNOWN TO THE LANDSCAPE ARCHITECT WILL RESULT IN CONTRACTORS LIABILITY TO RELOCATE THE MATERIALS.

- ALL PLANTING AREAS SHALL BE LOOSENEED TO A DEPTH OF 8". APPLY 4 C.Y. OF ORGANIC AMENDMENT AND 15 LBS. OF 10-10-10 FERTILIZER PER 1000 S.F. AND BLEND WITH THE TOP 6" OF SOIL. THIS AMENDMENT IS FOR BIDDING PURPOSES, AND SHALL BE SUPERCEDED BY RECOMMENDATIONS OF THE SOIL ANALYSIS REPORT.
- FOR ALL TREES AND SHRUB PLANTING, THE FOLLOWING PREPARED SOIL MIX SHALL BE USED FOR BACKFILL IN THE PLANTERS. THIS MIX IS FOR BIDDING PURPOSES, AND SHALL BE SUPERCEDED BY RECOMMENDATIONS OF THE SOIL ANALYSIS REPORT.
 - SITE SOIL - 6 PARTS BY VOLUME
 - ORGANIC AMENDMENT - 4 PARTS BY VOLUME
 - SOIL CONDITIONER / FERTILIZER 10-10-10-1LB. PER C.Y. OF MIX
 - IRON SULFATE - 2 LBS. PER C.Y. OF MIX
- TURF IS NOT ALLOWED ON SLOPES GREATER THAN 25% WHERE THE TOE OF THE SLOPE IS ADJACENT TO AN IMPERMEABLE HARDSCAPE.
- RECIRCULATING WATER SYSTEMS SHALL BE USED FOR WATER FEATURES.
- A MINIMUM 3-INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT TURF AREAS, CREEPING OR ROOTING GROUND COVER, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED.
- FOR SOILS LESS THAN 6% ORGANIC MATTER IN THE TOP 6 INCHES OF SOIL, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL.
- I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE THAT COMPLYS WITH THE PERFORMANCE APPROACH.
- DATE _____ SIGNED _____
- AT THE TIME OF FINAL INSPECTION THE PERMIT APPLICANT MUST PROVIDE THE OWNER OF THE PROPERTY WITH A CERTIFICATE OF COMPLETION, CERTIFICATE OF INSTALLATION, IRRIGATION SCHEDULE AND SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE.

IRRIGATION NOTES

- CONTRACTOR IS TO ALIGN EXISTING IRRIGATION SYSTEM. CONTRACTOR SHALL REPAIR OR REPLACE ANY EXISTING LANDSCAPE AND IRRIGATION DAMAGED FROM CONSTRUCTION TO AN ACCEPTABLE LANDSCAPE CONDITION WITH A FULLY FUNCTIONAL AND EFFICIENT IRRIGATION SYSTEM PER THE CONTAINED CONDITIONS.

- ALL NEW TREES REQUIRE INDIVIDUAL POP-UP STREAM BUBBLERS, MIN. 2 PER TREE, WITHIN 4' OF TREE. TREE IRRIGATION SHALL BE ON A SEPARATE VALVE.
- SPRAY OR ROTOR HEADS SHALL BE ON POP-UPS. 6" FOR LAWN, LOW GROUND COVER OR PARKED CAR OVERHANG AREAS, 12" FOR SHRUB AREAS. HEADS ON RISERS ARE ONLY ALLOWED ADJACENT TO WALLS WITH LIMITED SPACE FOR POP-UPS.
- LOCATE SPRAY HEADS 24" FROM NON-PERVIOUS PAVING TO PREVENT OVSERSPRAY. EXCEPTION ALLOWED IF ADJACENT SURFACE IS PERMEABLE OR IF USING ALTERNATIVE TECHNOLOGY IRRIGATION. ROTATOR OR ROTARY HEADS MAYBE LOCATED 12" FROM PAVING.
- CONTRACTOR SHALL REPLACE ANY EXISTING IRRIGATION CONTROLLER WITH A MODULE AND SENSOR TO PROVIDE WEATHER BASED INFORMATION THAT WILL AUTOMATE THE IRRIGATION RUNTIMES BASED ON WEATHER. SEE HUNTER SOLAR SYNC, RAINBRD ET MANAGER OR EQUIVALENT.
- THE PLANTING AND IRRIGATION SYSTEM SHALL BE COMPLETED BY THE DEVELOPER/BUILDER PRIOR TO THE CLOSE OF ESCROW OF 50 PERCENT OF THE UNITS OF THE PROJECT OR PHASE.
- SIXTY DAYS AFTER LANDSCAPE AND IRRIGATION INSTALLATION, THE LANDSCAPE PROFESSIONAL SHALL SUBMIT TO THE HOMEOWNERS/PROPERTY OWNERS ASSOCIATION A CERTIFICATE OF SUBSTANTIAL COMPLETION (12.40 G LAMC.)
- THE DEVELOPER/BUILDER SHALL GUARANTEE ALL TRESS AND IRRIGATION FOR A PERIOD OF SIX MONTHS AND ALL OTHER PLANS FOR A PERIOD OF 60 DAYS AFTER LANDSCAPE AND IRRIGATION INSTALLATION.

STATEMENTS AND CERTIFICATION

- I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS.
- A DIAGRAM OF THE IRRIGATION PLAN SHOWING HYDROZONES SHALL BE KEPT WITH THE IRRIGATION CONTROLLER FOR SUBSEQUENT MANAGEMENT PURPOSES.
- A CERTIFICATE OF COMPLETION SHALL BE FILLED OUT AND CERTIFIED BY EITHER THE SIGNER OF THE LANDSCAPE PLANS, THE SIGNER OF THE IRRIGATION PLANS, OR THE LICENSED LANDSCAPE CONTRACTOR FOR THE PROJECT.
- AN IRRIGATION AUDIT REPORT SHALL BE COMPLETED AT THE TIME OF FINAL INSPECTION.

"THE SUBDIVIDER SHALL RECORD A COVENANT AND AGREEMENT SATISFACTORY TO THE ADVISORY AGENCY GUARANTEEING THAT:

A. THE PLANTING AND IRRIGATION SYSTEM SHALL BE COMPLETED BY THE DEVELOPER/BUILDER PRIOR TO THE CLOSE OF ESCROW OF 50 PERCENT OF THE UNITS OF THE PROJECT OR PHASE.

B. SIXTY DAYS AFTER LANDSCAPE AND IRRIGATION INSTALLATION, THE LANDSCAPE PROFESSIONAL SHALL SUBMIT TO THE HOMEOWNERS/PROPERTY OWNERS ASSOCIATION A CERTIFICATE OF SUBSTANTIAL COMPLETION.

C. THE DEVELOPER/BUILDER SHALL MAINTAIN THE LANDSCAPING AND IRRIGATION FOR 60 DAYS AFTER COMPLETION OF THE LANDSCAPE AND IRRIGATION INSTALLATION.

D. THE DEVELOPER/BUILDER SHALL GUARANTEE ALL TREES AND IRRIGATION FOR A PERIOD OF SIX MONTHS AND ALL OTHER PLANTS FOR A PERIOD OF 60 DAYS AFTER LANDSCAPE AND IRRIGATION INSTALLATION."

PROJECT DESCRIPTION: NEW 5 STORY RESIDENTIAL BUILDING WITH 24 APARTMENT UNITS + 1 FLOOR OF PARKING

PROJECT ADDRESS: 1854-1860 PANDORA AVE LOS ANGELES, CA 90025

LOT SIZE: 5,306.5 SF & 5,508.7 SF

LOT AREA: 11,815.2 SF




ASSESSOR'S PARCEL NUMBER: 4317001014 & 4317001015

TRACT: TR 5609

BLOCK: 139

LOT: 15 & 16

ZONING: RD1 S-1-O

SYMBOL	QTY	SIZE	SPREAD	BOTANICAL NAME / COMMON NAME	NATIVE	WUCOLS WATER USE TYPES	WATER USE VALUES	HYDRO ZONE
	11	20" - 40"	10" - 15"	THUJA OCCIDENTALIS / AMERICAN ARBORVITAE	NO	MEDIUM		
	90	12"	6" - 9"	DASYLIURON SPP. / DESERT SPOON	NO	VERY LOW	0.2	1
	93	36" - 48"	24" - 30"	TRADESCANTIA PALLIDA / SPIDERWORT	NO	MEDIUM	0.4	2

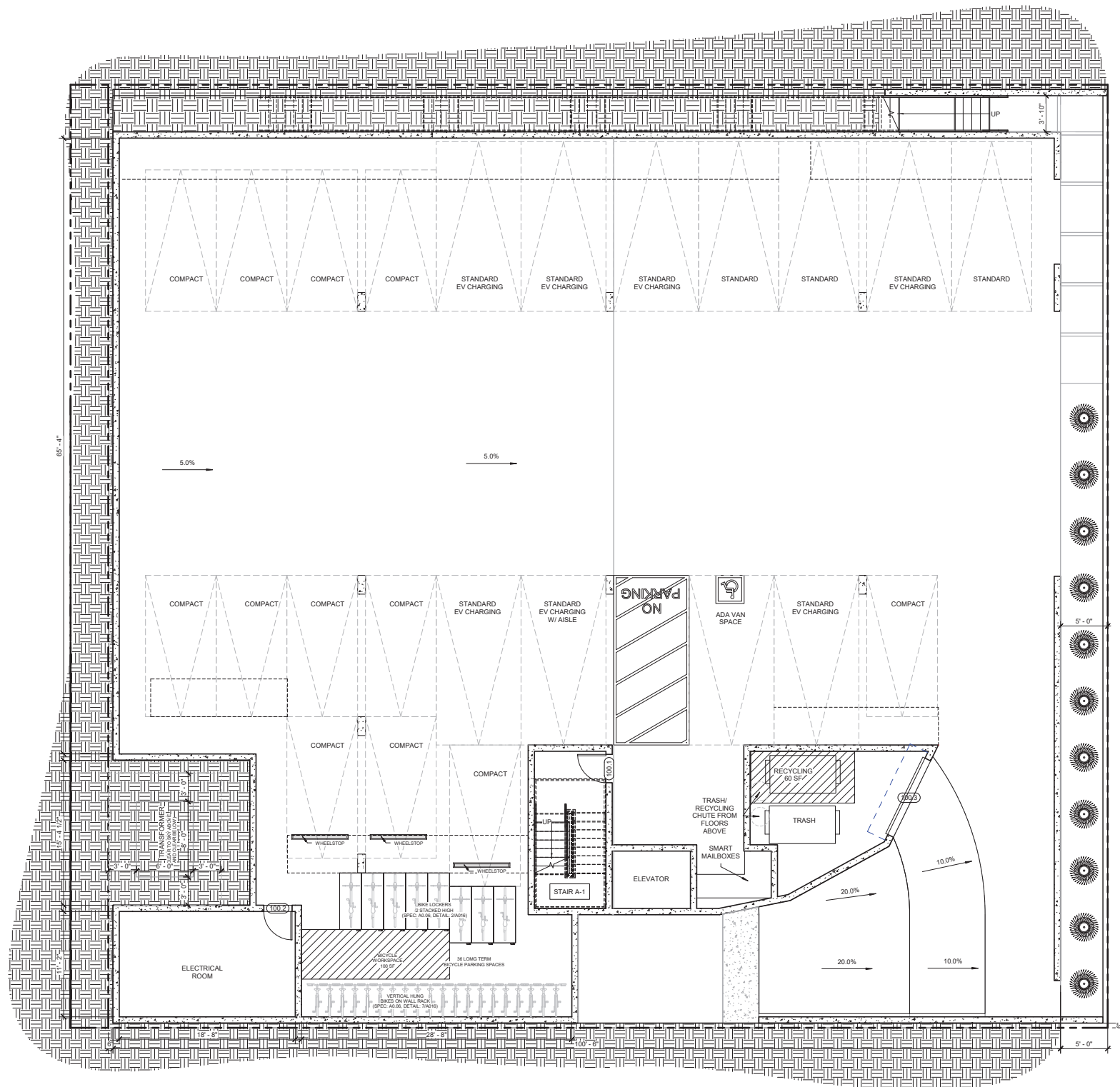
 THUJA OCCIDENTALIS / AMERICAN ARBORVITAE



 DASYLIURON SPP. / DESERT SPOON



 TRADESCANTIA PALLIDA / SPIDERWORT



breakform design

127 arena st. | el segundo, ca 90245
(610) 310.322.3700



1854-1860 PANDORA AVE
LOS ANGELES, CA 90025

Revision Schedule	
Revision Number	Revision Date

LANDSCAPE PLAN

DRAWN CR

CHECKED Pnk

DATE 12/27/2022 5:56:11 PM

SCALE As indicated

JOB # 21-A001

L1.10

PLANTING NOTES

- QUANTITIES GIVEN FOR PLANT MATERIALS SPECIFIED FOR "ON CENTER" SPACING ARE SHOWN FOR CONVENIENCE ONLY AND ARE SUBORDINATE TO THE SPACING GIVEN. VERIFY AND SUPPLY SUFFICIENT NUMBER OF PLANTS TO FULFILL SPACING REQUIREMENTS.
- ALL HEADER AND BAMBOO ROOT BARRIERS SHALL BE LOCATED BY THE ARCHITECT ON SITE.
- CONTRACTOR SHALL INSTALL PLANT MATERIAL IN ACCORDANCE WITH THE SPECIFICATIONS, DRAWINGS AND DETAILS.
- CONTRACTOR SHALL PROVIDE A MAINTENANCE PERIOD OF NOT LESS THAN 90 DAYS COMMENCING AT THE DATE OF FINAL ACCEPTANCE. SUCH MAINTENANCE SHALL INCLUDE ALL CARE PERTAINING TO ALL WORK INSTALLED AS PART OF THESE CONTRACT DOCUMENTS.
- THE CONTRACTOR SHALL MAINTAIN A QUALIFIED SUPERVISOR ON THE SITE AT ALL TIMES DURING CONSTRUCTION THROUGH COMPLETION OF PICK-UP WORK.
- THE CONTRACTOR SHALL VERIFY ALL PLANT MATERIAL QUANTITIES LISTED FOR CONVENIENCE OF CONTRACTOR. ACTUAL NUMBER OF SYMBOLS SHALL HAVE PRIORITY OVER QUANTITIES DESIGNATED.
- REMOVE ALL DEBRIS, WEEDS, EXCESS MATERIAL AND ROCKS LARGER THAN 1" IN DIAMETER FROM PLANTING AREAS PRIOR TO PREPARATION & AGAIN PRIOR TO PLANTING.
- SEE DETAILS AND SPECIFICATIONS FOR STAKING METHOD, PLANT PIT DIMENSIONS, SOIL PREPARATION, AND BACKFILL REQUIREMENTS.
- ALL PLANT MATERIALS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- FINAL LOCATION OF ALL PLANT MATERIAL SHALL BE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT.
- CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT 48 HOURS PRIOR TO COMMENCEMENT OF WORK TO COORDINATE PROJECT OBSERVATION SCHEDULES.
- GROUND COVER PLANTING SHALL BE CONTINUOUS UNDER ALL TREES AND SHRUBS. GROUND COVER SHALL BE PLANTED ACCORDING TO SPACING ON PLANT LEGEND.
- TREES SHALL BE LOCATED A MINIMUM OF 5' FROM WALLS, OVERHEADS, WALKS, HEADERS, AND OTHER TREES WITHIN THE PROJECT. IF CONFLICTS ARISE BETWEEN SIZE OF AREAS AND PLANS, CONTRACTOR TO CONTACT LANDSCAPE ARCHITECT FOR RESOLUTION. FAILURE TO MAKE SUCH CONFLICTS KNOWN TO THE LANDSCAPE ARCHITECT WILL RESULT IN CONTRACTORS LIABILITY TO RELOCATE THE MATERIALS.

- ALL PLANTING AREAS SHALL BE LOOSENED TO A DEPTH OF 8". APPLY 4 C.Y. OF ORGANIC AMENDMENT AND 15 LBS. OF 10-10-10 FERTILIZER PER 1000 S.F. AND BLEND WITH THE TOP 6" OF SOIL. THIS AMENDMENT IS FOR BIDDING PURPOSES, AND SHALL BE SUPERCEDED BY RECOMMENDATIONS OF THE SOIL ANALYSIS REPORT.
- FOR ALL TREES AND SHRUB PLANTING, THE FOLLOWING PREPARED SOIL MIX SHALL BE USED FOR BACKFILL IN THE PLANTERS. THIS MIX IS FOR BIDDING PURPOSES, AND SHALL BE SUPERCEDED BY RECOMMENDATIONS OF THE SOIL ANALYSIS REPORT.
SITE SOIL - 8 PARTS BY VOLUME
ORGANIC AMENDMENT - 4 PARTS BY VOLUME
SOIL CONDITIONER / FERTILIZER 10-10-10-LB. PER C.Y. OF MIX
IRON SULFATE - 2 LBS. PER C.Y. OF MIX
- TURF IS NOT ALLOWED ON SLOPES GREATER THAN 25% WHERE THE TOE OF THE SLOPE IS ADJACENT TO AN IMPERMEABLE HARDSCAPE.
- RE-CIRCULATING WATER SYSTEMS SHALL BE USED FOR WATER FEATURES.
- A MINIMUM 3-INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT TURF AREAS, CREEPING OR ROOTING GROUND COVER, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED.
- FOR SOILS LESS THAN 6% ORGANIC MATTER IN THE TOP 6 INCHES OF SOIL, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL.
- I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE THAT COMPLYS WITH THE PERFORMANCE APPROACH.

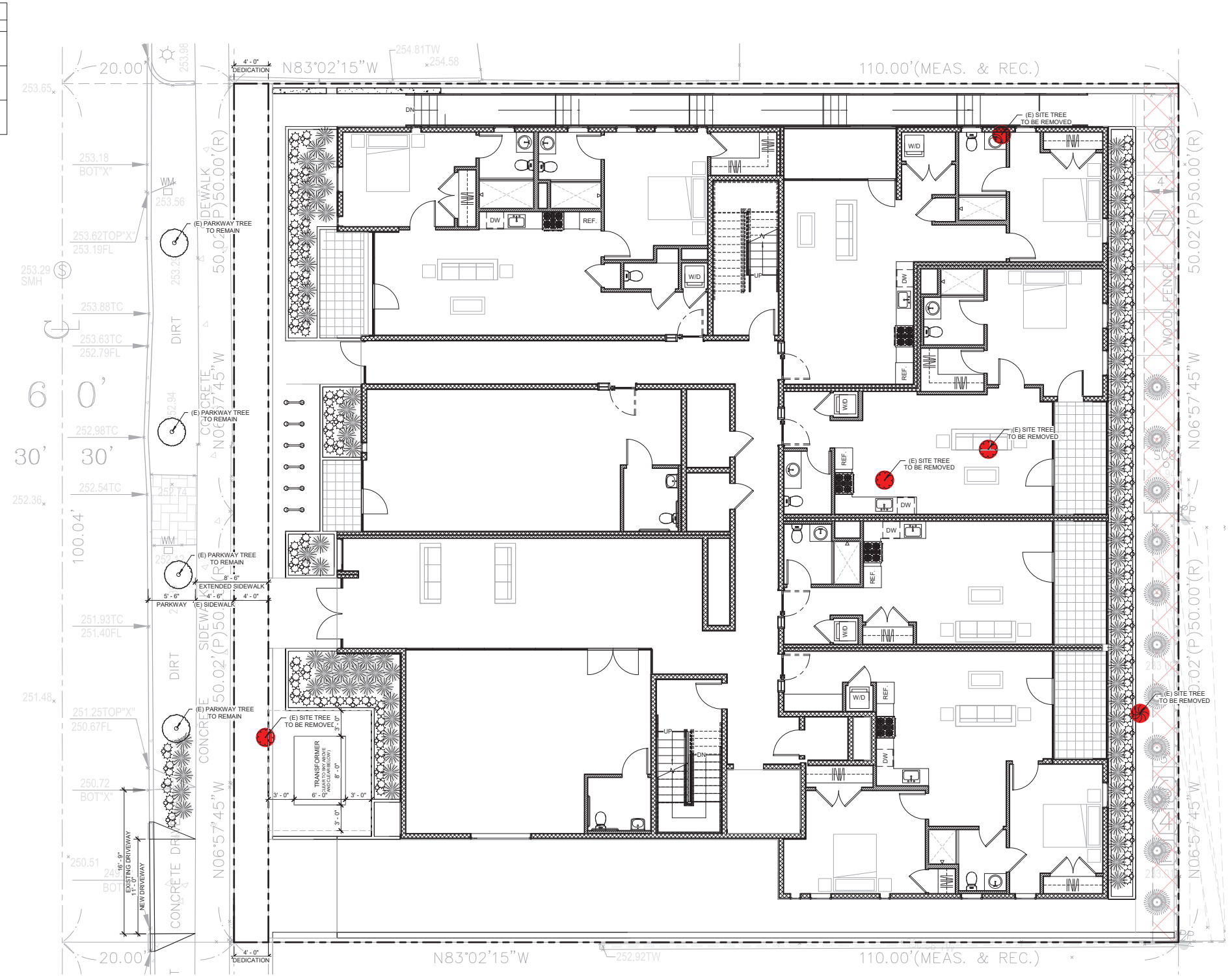
- ALL NEW TREES REQUIRE INDIVIDUAL POP-UP STREAM BUBBLERS, MIN. 2 PER TREE, WITHIN 4' OF TREE. TREE IRRIGATION SHALL BE ON A SEPARATE VALVE.
- SPRAY OR ROTOR HEADS SHALL BE ON POP-UPS: 6" FOR LAWN, LOW GROUND COVER OR PARKED CAR OVERHANG AREAS, 12" FOR SHRUB AREAS. HEADS ON RISERS ARE ONLY ALLOWED ADJACENT TO WALLS WITH LIMITED SPACE FOR POP-UPS.
- LOCATE SPRAY HEADS 24" FROM NON-PERVIOUS PAVING TO PREVENT OVERSPRAY. EXCEPTION ALLOWED IF ADJACENT SURFACE IS PERMEABLE OR IF USING ALTERNATIVE TECHNOLOGY IRRIGATION. ROTATOR OR ROTARY HEADS MAYBE LOCATED 12" FROM PAVING.
- CONTRACTOR SHALL REPLACE ANY EXISTING IRRIGATION CONTROLLER WITH A MODULE AND SENSOR TO PROVIDE WEATHER BASED INFORMATION THAT WILL AUTOMATE THE IRRIGATION RUNTIMES BASED ON WEATHER. SEE HUNTER SOLAR SYNC, RAINBIRD ET MANAGER OR EQUIVALENT.
- THE PLANTING AND IRRIGATION SYSTEM SHALL BE COMPLETED BY THE DEVELOPER/BUILDER PRIOR TO THE CLOSE OF ESCROW OF 50 PERCENT OF THE UNITS OF THE PROJECT OR PHASE.
- SIXTY DAYS AFTER LANDSCAPE AND IRRIGATION INSTALLATION, THE LANDSCAPE PROFESSIONAL SHALL SUBMIT TO THE HOMEOWNERS/PROPERTY OWNERS ASSOCIATION A CERTIFICATE OF SUBSTANTIAL COMPLETION (12.40 G LAMC.)
- THE DEVELOPER/BUILDER SHALL GUARANTEE ALL TREES AND IRRIGATION FOR A PERIOD OF SIX MONTHS AND ALL OTHER PLANS FOR A PERIOD OF 90 DAYS AFTER LANDSCAPE AND IRRIGATION INSTALLATION.

- STATEMENTS AND CERTIFICATION**
- I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS.
 - A DIAGRAM OF THE IRRIGATION PLAN SHOWING HYDROZONES SHALL BE KEPT WITH THE IRRIGATION CONTROLLER FOR SUBSEQUENT MANAGEMENT PURPOSES.
 - A CERTIFICATE OF COMPLETION SHALL BE FILLED OUT AND CERTIFIED BY EITHER THE SIGNER OF THE LANDSCAPE PLANS, THE SIGNER OF THE IRRIGATION PLANS, OR THE LICENSED LANDSCAPE CONTRACTOR FOR THE PROJECT.
 - AN IRRIGATION AUDIT REPORT SHALL BE COMPLETED AT THE TIME OF FINAL INSPECTION.

IRIGATION NOTES

- CONTRACTOR IS TO ADJUST EXISTING IRRIGATION SYSTEM. CONTRACTOR SHALL REPAIR OR REPLACE ANY EXISTING LANDSCAPE AND IRRIGATION DAMAGED FROM CONSTRUCTION TO AN ACCEPTABLE LANDSCAPE CONDITION WITH A FULLY FUNCTIONAL AND EFFICIENT IRRIGATION SYSTEM PER THE CONTAINED CONDITIONS.

SYMBOL	QTY.	SIZE	SPREAD	BOTANICAL NAME / COMMON NAME	NATIVE	WUCOLS WATER USE TYPES	WATER USE VALUES	HYDRO ZONE
	11	20' - 40'	10' - 15'	THUJA OCCIDENTALIS / AMERICAN ARBORVITAE	NO	MEDIUM		
	90	12"	6" - 9"	DASYLIRIUM SPP. / DESERT SPOON	NO	VERY LOW	0.2	1
	83	36" - 48"	24" - 30"	TRADESCANTIA PALLIDA / SPIDERWORT	NO	MEDIUM	0.4	2



breakform design

127 arena st. | el segundo, ca 90245
[p] 310.322.3700



1854-1860 PANDORA AVE
LOS ANGELES, CA 90025

Revision Schedule	
Revision Number	Revision Date

LANDSCAPE PLAN

DRAWN CR
CHECKED PNK
DATE 12/27/2022 5:56:18 PM
SCALE As indicated
JOB # 21-A001




L1.20

PLANTING NOTES

- QUANTITIES GIVEN FOR PLANT MATERIALS SPECIFIED FOR "ON CENTER" SPACING ARE SHOWN FOR CONVENIENCE ONLY AND ARE SUBORDINATE TO THE SPACING GIVEN. VERIFY AND SUPPLY SUFFICIENT NUMBER OF PLANTS TO FULFILL SPACING REQUIREMENTS.
- ALL HEADER AND BAMBOO ROOT BARRIERS SHALL BE LOCATED BY THE ARCHITECT ON SITE.
- CONTRACTOR SHALL INSTALL PLANT MATERIAL IN ACCORDANCE WITH THE SPECIFICATIONS, DRAWINGS AND DETAILS.
- CONTRACTOR SHALL PROVIDE A MAINTENANCE PERIOD OF NOT LESS THAN 90 DAYS COMMENCING AT THE DATE OF FINAL ACCEPTANCE. SUCH MAINTENANCE SHALL INCLUDE ALL CARE PERTAINING TO ALL WORK INSTALLED AS PART OF THESE CONTRACT DOCUMENTS.
- THE CONTRACTOR SHALL MAINTAIN A QUALIFIED SUPERVISOR ON THE SITE AT ALL TIMES DURING CONSTRUCTION THROUGH COMPLETION OF PICK-UP WORK.
- THE CONTRACTOR SHALL VERIFY ALL PLANT MATERIAL QUANTITIES LISTED FOR CONVENIENCE OF CONTRACTOR. ACTUAL NUMBER OF SYMBOLS SHALL HAVE PRIORITY OVER QUANTITIES DESIGNATED.
- REMOVE ALL DEBRIS, WEEDS, EXCESS MATERIAL AND ROCKS LARGER THAN 1" IN DIAMETER FROM PLANTING AREAS PRIOR TO PREPARATION & AGAIN PRIOR TO PLANTING.
- SEE DETAILS AND SPECIFICATIONS FOR STAKING METHOD, PLANT PIT DIMENSIONS, SOIL PREPARATION, AND BACKFILL REQUIREMENTS.
- ALL PLANT MATERIALS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- FINAL LOCATION OF ALL PLANT MATERIAL SHALL BE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT.
- CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT 48 HOURS PRIOR TO COMMENCEMENT OF WORK TO COORDINATE PROJECT OBSERVATION SCHEDULES.
- GROUNDCOVER PLANTING SHALL BE CONTINUOUS UNDER ALL TREES AND SHRUBS. GROUNDCOVER SHALL BE PLANTED ACCORDING TO SPACING ON PLANT LEGEND.
- TREES SHALL BE LOCATED A MINIMUM OF 5' FROM WALLS, OVERHEADS, WALKS, HEADERS, AND OTHER TREES WITHIN THE PROJECT. IF CONFLICTS ARISE BETWEEN SIZE OF AREAS AND PLANS, CONTRACTOR TO CONTACT LANDSCAPE ARCHITECT FOR RESOLUTION. FAILURE TO MAKE SUCH CONFLICTS KNOWN TO THE LANDSCAPE ARCHITECT WILL RESULT IN CONTRACTORS LIABILITY TO RELOCATE THE MATERIALS.


- ALL PLANTING AREAS SHALL BE LOOSENED TO A DEPTH OF 8". APPLY 4 C.Y. OF ORGANIC AMENDMENT AND 15 LBS. OF 10-10-10 FERTILIZER PER 1000 S.F. AND BLEND WITH THE TOP 6" OF SOIL. THIS AMENDMENT IS FOR BIDDING PURPOSES, AND SHALL BE SUPERCEDED BY RECOMMENDATIONS OF THE SOIL ANALYSIS REPORT.
- FOR ALL TREES AND SHRUB PLANTING, THE FOLLOWING PREPARED SOIL MIX SHALL BE USED FOR BACKFILL IN THE PLANTERS. THIS MIX IS FOR BIDDING PURPOSES, AND SHALL BE SUPERCEDED BY RECOMMENDATIONS OF THE SOIL ANALYSIS REPORT.
SITE SOIL - 6 PARTS BY VOLUME
ORGANIC AMENDMENT - 4 PARTS BY VOLUME
SOIL CONDITIONER / FERTILIZER 10-10-10-LB. PER C.Y. OF MIX
IRON SULFATE - 2 LBS. PER C.Y. OF MIX
- TURF IS NOT ALLOWED ON SLOPES GREATER THAN 25% WHERE THE TOE OF THE SLOPE IS ADJACENT TO AN IMPERMEABLE HARDSCAPE.
- RECIRCULATING WATER SYSTEMS SHALL BE USED FOR WATER FEATURES.
- A MINIMUM 3-INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT TURF AREAS, CREEPING OR ROOTING GROUNDCOVER, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED.
- FOR SOILS LESS THAN 6% ORGANIC MATTER IN THE TOP 6 INCHES OF SOIL, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC FEET PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL.
- I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE THAT COMPLYS WITH THE PERFORMANCE APPROACH.
DATE _____ SIGNED _____
- AT THE TIME OF FINAL INSPECTION THE PERMIT APPLICANT MUST PROVIDE THE OWNER OF THE PROPERTY WITH A CERTIFICATE OF COMPLETION, CERTIFICATE OF INSTALLATION, IRRIGATION SCHEDULE AND SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE.

- ALL NEW TREES REQUIRE INDIVIDUAL POP-UP STREAM BUBBLERS, MIN. 2 PER TREE, WITHIN 4' OF TREE. TREE IRRIGATION SHALL BE ON A SEPARATE VALVE.
 - SPRAY OR ROTOR HEADS SHALL BE ON POP-UPS: 6" FOR LAWN, LOW GROUNDCOVER OR PARKED CAR OVERHANG AREAS, 12" FOR SHRUB AREAS. HEADS ON RISERS ARE ONLY ALLOWED ADJACENT TO WALLS WITH LIMITED SPACE FOR POP-UPS.
 - LOCATE SPRAY HEADS 24" FROM NON-PERVIOUS PAVING TO PREVENT OVSERSPRAY. EXCEPTION ALLOWED IF ADJACENT SURFACE IS PERMEABLE OR IF USING ALTERNATIVE TECHNOLOGY IRRIGATION. ROTATOR OR ROTARY HEADS MAYBE LOCATED 12" FROM PAVING.
 - CONTRACTOR SHALL REPLACE ANY EXISTING IRRIGATION CONTROLLER WITH A MODULE AND SENSOR TO PROVIDE WEATHER BASED INFORMATION THAT WILL AUTOMATE THE IRRIGATION RUNTIMES BASED ON WEATHER. SEE HUNTER SOLAR SYNC, RAINBIRD ET MANAGER OR EQUIVALENT.
 - THE PLANTING AND IRRIGATION SYSTEM SHALL BE COMPLETED BY THE DEVELOPER/BUILDER PRIOR TO THE CLOSE OF ESCROW OF 50 PERCENT OF THE UNITS OF THE PROJECT OR PHASE.
 - SIXTY DAYS AFTER TLANDSCAPE AND IRRIGATION INSTALLATION, THE LANDSCAPE PROFESSIONAL SHALL SUBMIT TO THE HOMEOWNERS/PROPERTY OWNERS ASSOCIATION A CERTIFICATE OF SUBSTANTIAL COMPLETION (12.40 G LAMC.)
 - THE DEVELOPER/BUILDER SHALL GUARANTEE ALL TREES AND IRRIGATION FOR A PERIOD OF SIX MONTHS AND ALL OTHER PLANS FOR A PERIOD OF 90 DAYS AFTER LANDSCAPE AND IRRIGATION INSTALLATION.
- STATEMENTS AND CERTIFICATION**
- I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS.
 - A DIAGRAM OF THE IRRIGATION PLAN SHOWING HYDROZONES SHALL BE KEPT WITH THE IRRIGATION CONTROLLER FOR SUBSEQUENT MANAGEMENT PURPOSES.
 - A CERTIFICATE OF COMPLETION SHALL BE FILLED OUT AND CERTIFIED BY EITHER THE SIGNER OF THE LANDSCAPE PLANS, THE SIGNER OF THE IRRIGATION PLANS, OR THE LICENSED LANDSCAPE CONTRACTOR FOR THE PROJECT.
 - AN IRRIGATION AUDIT REPORT SHALL BE COMPLETED AT THE TIME OF FINAL INSPECTION.

PLANTING LEGEND								
SYMBOL	QTY.	SIZE	SPREAD	BOTANICAL NAME / COMMON NAME	NATIVE	WUOLS WATER USE TYPES	WATER USE VALUES	HYDRO ZONE
	3	10'	10'	CERCIS OCCIDENTALIS / WESTERN REDBUD	NO	LOW	0.4	1
	9	12"	6" - 9"	DASYLIRION SPP. / DESERT SPOON	NO	VERY LOW	0.2	1
	58	2'-3"	12"	SANSEVIERIA SPP. / MOTHER-IN-LAW'S TONGUE	NO	LOW	0.3	1

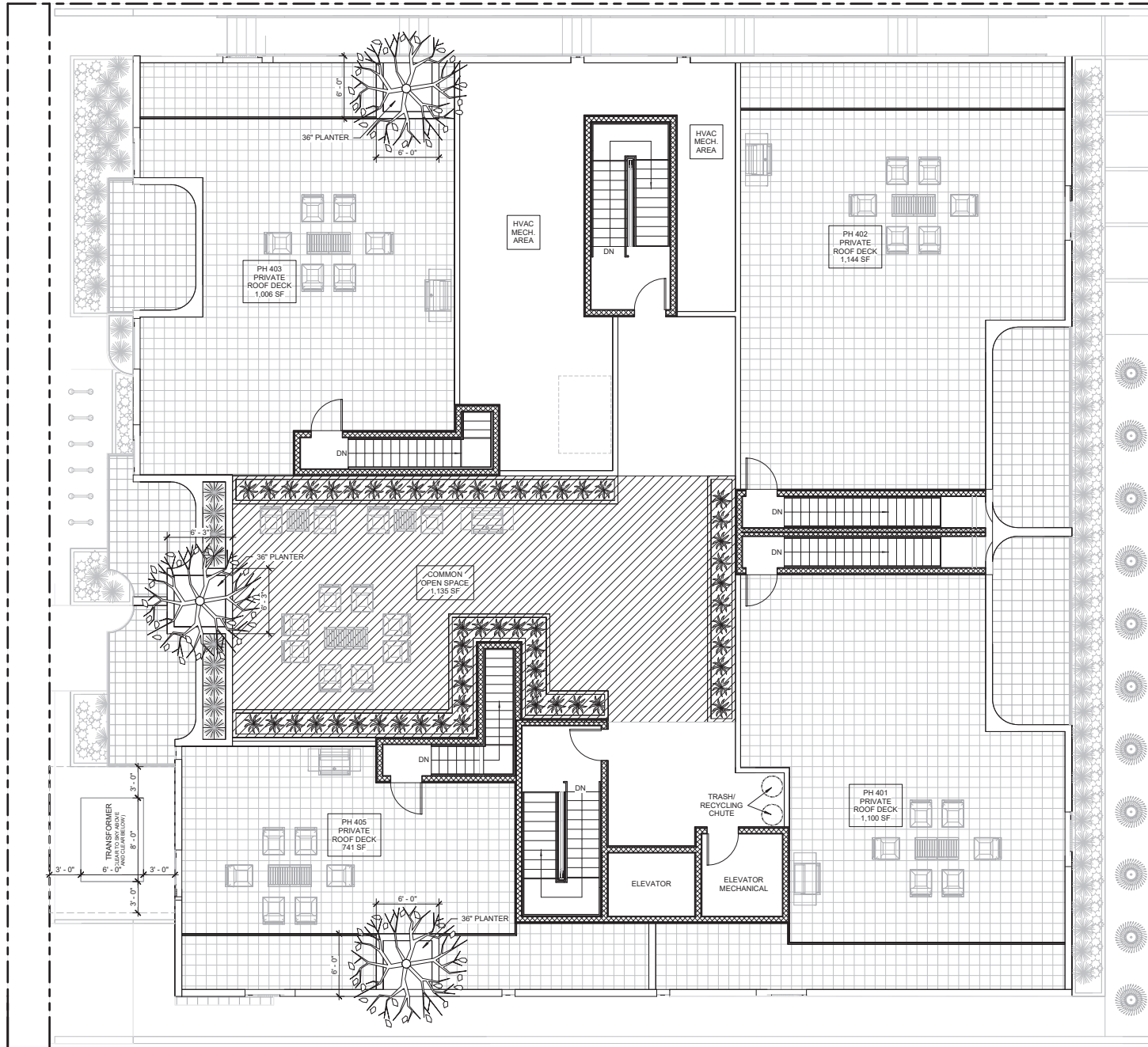
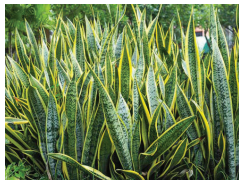
 CERCIS OCCIDENTALIS / WESTERN REDBUD



 DASYLIRION SPP. / DESERT SPOON



 SANSEVIERIA SPP. / MOTHER-IN-LAW'S TONGUE



1854-1860 PANDORA AVE
LOS ANGELES, CA 90025

Revision Schedule	
Revision Number	Revision Date

LANDSCAPE PLAN

DRAWN CR
CHECKED Pnk
DATE 12/27/2022 5:56:24 PM
SCALE As indicated
JOB # 21-A001

EXHIBIT B

MAPS AND PHOTOS

B1 – Vicinity Map

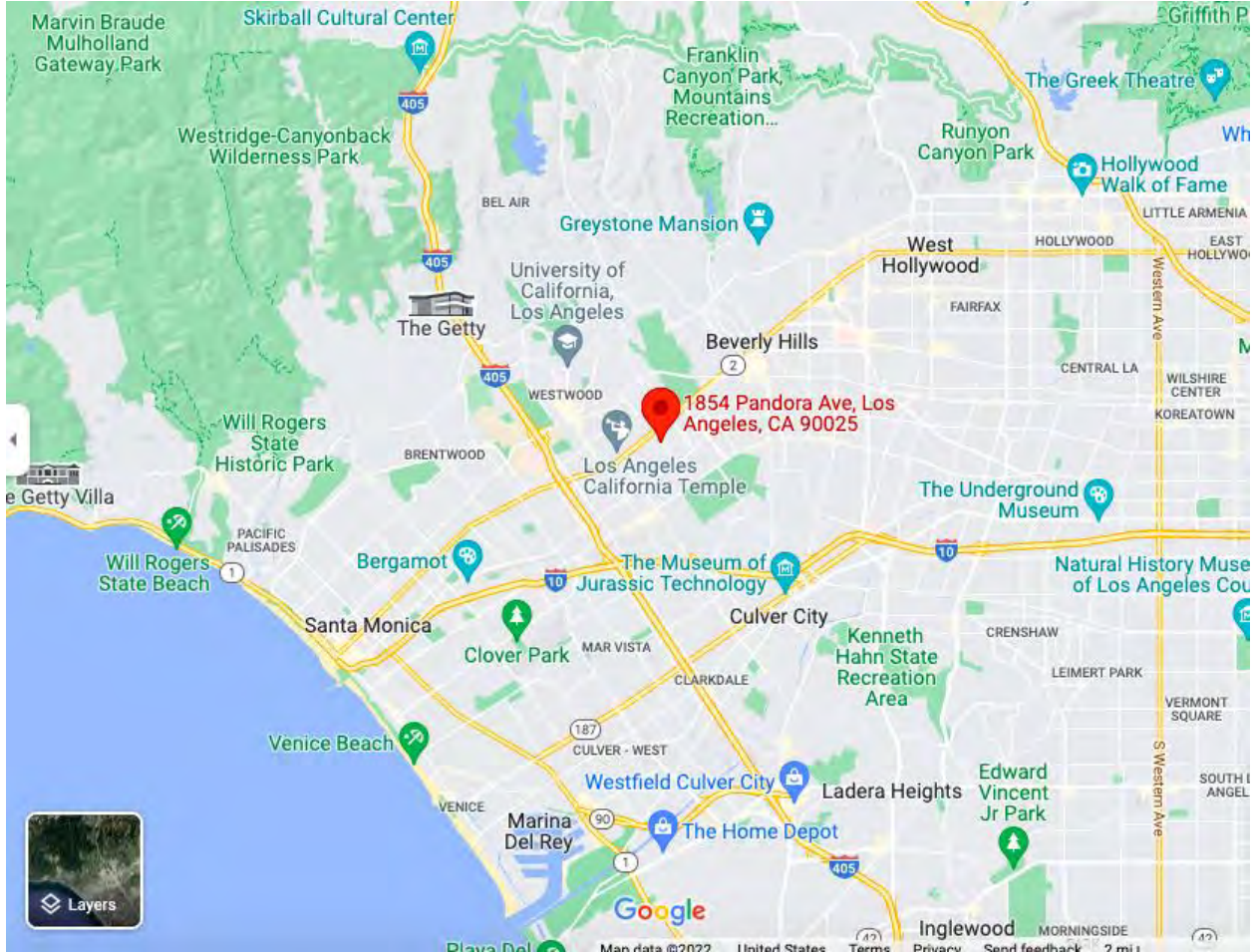
B2 – Radius Map

B3 – ZIMAS Parcel Profile Report

B4 – Site Photos

Vicinity Map

1854-1862 S Pandora Ave





CONDITIONAL USE PERMIT - DENSITY BONUS

PROJECT ADDRESS:
 1854 - 62 PANDORA AVE
 LOS ANGELES, CA 90025
 NET ACREAGE: .253

CENTERPOINT RADIUS MAPS
 263 W OLIVE AVE # 193
 BURBANK, CA 91502
 818.220.5401
 centerpointradiusmaps@gmail.com
 www.centerpointradiusmaps.com
 DRAWN BY: J BOONE
 DATE: 03-05-2023

THOMAS BROTHERS:
 PAGE: 632, GRID: D4

LEGAL:

LOTS: 15, 16
TRACT: TR 5609
M.B: 76 - 68 / 71 (SHTS 13 - 16)
BLOCK: 139
MAP SHEET: 132B157

C.D: 5
C.T: 2671.00
P.A: WEST LOS ANGELES
USES: FIELD
CASE #: _____

SCALE: 1" = 100'





City of Los Angeles Department of City Planning

4/20/2022

PARCEL PROFILE REPORT

PROPERTY ADDRESSES

1858 S PANDORA AVE
1860 S PANDORA AVE
1862 S PANDORA AVE

ZIP CODES

90025

RECENT ACTIVITY

None

CASE NUMBERS

CPC-9330
CPC-2018-7546-CPU
CPC-2014-1457-SP
CPC-2009-1536-CPU
ORD-186108
ORD-183497
ORD-171492
ORD-171227
ORD-166311-SA760
ORD-163205
ORD-129279
ORD-112901
ENV-2014-1458-EIR-SE-CE
ENV-2009-1537-EIR
ENV-2005-8253-ND

Address/ Legal Information

PIN Number	132B157 988
Lot/Parcel Area (Calculated)	5,506.7 (sq ft)
Thomas Brothers Grid	PAGE 632 - GRID D4
Assessor Parcel No. (APN)	4317001015
Tract	TR 5609
Map Reference	M B 76-68/71 (SHTS 13-16)
Block	139
Lot	16
Arb (Lot Cut Reference)	None
Map Sheet	132B157

Jurisdictional Information

Community Plan Area	West Los Angeles
Area Planning Commission	West Los Angeles
Neighborhood Council	Westside
Council District	CD 5 - Paul Koretz
Census Tract #	2671.02
LADBS District Office	West Los Angeles

Permitting and Zoning Compliance Information

Administrative Review	None
-----------------------	------

Planning and Zoning Information

Special Notes	None
Zoning	RD1.5-1-O
Zoning Information (ZI)	ZI-2192 Specific Plan: West Los Angeles Transportation Improvement and Mitigation ZI-2452 Transit Priority Area in the City of Los Angeles
General Plan Land Use	Low Medium II Residential
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	WEST LOS ANGELES TRANSPORTATION IMPROVEMENT AND MITIGATION
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	None
Subarea	None
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No

CPL-2022-3108

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

Streetscape	No
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	High
Non-Residential Market Area	High
Transit Oriented Communities (TOC)	Tier 1
RPA: Redevelopment Project Area	None
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No

Assessor Information

Assessor Parcel No. (APN)	4317001015
APN Area (Co. Public Works)*	0.126 (ac)
Use Code	0300 - Residential - Three Units (Any Combination) - 4 Stories or Less
Assessed Land Val.	\$555,342
Assessed Improvement Val.	\$596,700
Last Owner Change	11/30/2020
Last Sale Amount	\$1,950,019
Tax Rate Area	67
Deed Ref No. (City Clerk)	9-370 36670 354798 281380 1687434
Building 1	
Year Built	1950
Number of Units	3
Number of Bedrooms	3
Number of Bathrooms	3
Building Square Footage	1,963.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	Yes [APN: 4317001015]

Additional Information

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

Seismic Hazards

Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	0.24915876

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

Nearest Fault (Name)	Santa Monica Fault
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	1.00000000
Slip Geometry	Left Lateral - Reverse - Oblique
Slip Type	Moderately / Poorly Constrained
Down Dip Width (km)	13.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	-75.00000000
Maximum Magnitude	6.60000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	No
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No

Business Improvement District	None
Hubzone	None
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	None

Housing

Direct all Inquiries to	Los Angeles Housing Department
Telephone	(866) 557-7368
Website	https://housing.lacity.org
Rent Stabilization Ordinance (RSO)	Yes [APN: 4317001015]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No

Public Safety

Police Information	
Bureau	West
Division / Station	West Los Angeles
Reporting District	836
Fire Information	
Bureau	South
Batallion	18
District / Fire Station	92
Red Flag Restricted Parking	No

CASE SUMMARIES

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

Case Number: CPC-2018-7548-CPU
Required Action(s): CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s): ADOPT COMMUNITY PLAN POLICY DOCUMENT, GENERAL PLAN AMENDMENTS, AND ZONE CHANGES TO APPLY RE-CODE LA ZONING.

Case Number: CPC-2014-1457-SP
Required Action(s): SP-SPECIFIC PLAN (INCLUDING AMENDMENTS)
Project Descriptions(s): SPECIFIC PLAN AMENDMENT

Case Number: CPC-2009-1536-CPU
Required Action(s): CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s): THE COMMUNITY PLAN WILL IMPLEMENT CHANGES TO ZONING, AMENDMENTS TO LAND USE PLAN DESIGNATIONS AND ESTABLISH OVERLAY ZONES, AS APPROPRIATE. PLAN AMENDMENTS WILL POTENTIALLY CHANGE OR REFINE PLAN DESIGNATIONS, FOOTNOTES OR STREET DESIGNATIONS AND MAKE CHANGES TO OTHER CITYWIDE ELEMENTS, AS NECESSARY. IN CONCERT WITH THE PROPOSED PLAN AMENDMENTS, NEW ZONES MAY BE NECESSARY TO MAINTAIN PLAN CONSISTENCY TO REGULATE DEVELOPMENT STANDARDS SUCH AS: HEIGHTS OF STRUCTURES, SETBACKS, LOT COVERAGE, DENSITY AND INTENSITY, OPEN SPACE, USE OF LAND, PARKING AND DESIGN. OVERLAY ZONES, DISTRICTS AND OTHER PLANS WOULD ADDITIONALLY BE ESTABLISHED TO REGULATE DEVELOPMENT THAT IS CONSISTENT WITH THE GENERAL PLAN, ENHANCE THE UNIQUE CHARACTER OF NEIGHBORHOODS AND ACCOMMODATE GROWTH. AREAS OF FOCUSED STUDY WILL INCLUDE, BUT NOT BE LIMITED TO, PROTECTING ESTABLISHED SINGLE FAMILY NEIGHBORHOODS, PEDESTRIAN AND DESIGN IMPROVEMENTS TO COMMERCIAL CORRIDORS SUCH AS PICO BOULEVARD, WESTWOOD BOULEVARD, SAWTELLE BOULEVARD, SANTA MONICA BOULEVARD, AND WILSHIRE BOULEVARD, ENHANCEMENT OF THE WEST LOS ANGELES CIVIC CENTER, MIXED-USE NODES ALONG MAJOR TRANSPORTATION AND TRANSIT ROUTES, APPROPRIATE LAND USE AND STREETScape IMPROVEMENTS SURROUNDING FUTURE LIGHT-RAIL (EXPO LINE) TRANSIT STOPS, DESIGN AND USE PLANS FOR INDUSTRIAL DISTRICTS, AND DESIGN STANDARDS FOR MULTIFAMILY RESIDENTIAL AREAS.

WITHIN THE PALMS STUDY AREA, THE CITY INTENDS TO EXTEND THE LIVABLE BOULEVARDS STUDY BEYOND THE WEST LOS ANGELES CPA TO CREATE VIABLE COMMERCIAL CENTERS AND RESIDENTIAL NEIGHBORHOODS IN THE PALMS COMMUNITY AND IMPLEMENT GOALS AND POLICIES IN THE PALMS-MAR VISTA-DEL REY COMMUNITY PLAN AND FRAMEWORK ELEMENT. WITHIN THE PALMS AREA, IMPROVEMENTS TO THE LOCAL TRANSPORTATION NETWORK FOR PEDESTRIAN, BICYCLES, AND AUTOS WILL BE RECOMMENDED. ZONING TOOLS SUCH AS OVERLAY DISTRICTS MAY BE USED IN SELECTED AREAS TO COMPLEMENT STREET ENHANCEMENTS BY IMPROVING BUILDING DESIGN AND WALKABILITY, RESULTING IN ZONE CHANGES.

Case Number: ENV-2014-1458-EIR-SE-CE
Required Action(s): EIR-ENVIRONMENTAL IMPACT REPORT
SE-STATUTORY EXEMPTIONS
CE-CATEGORICAL EXEMPTION

Project Descriptions(s): ENVIRONMENTAL IMPACT REPORT

Case Number: ENV-2009-1537-EIR
Required Action(s): EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s): THE COMMUNITY PLAN WILL IMPLEMENT CHANGES TO ZONING, AMENDMENTS TO LAND USE PLAN DESIGNATIONS AND ESTABLISH OVERLAY ZONES, AS APPROPRIATE. PLAN AMENDMENTS WILL POTENTIALLY CHANGE OR REFINE PLAN DESIGNATIONS, FOOTNOTES OR STREET DESIGNATIONS AND MAKE CHANGES TO OTHER CITYWIDE ELEMENTS, AS NECESSARY. IN CONCERT WITH THE PROPOSED PLAN AMENDMENTS, NEW ZONES MAY BE NECESSARY TO MAINTAIN PLAN CONSISTENCY TO REGULATE DEVELOPMENT STANDARDS SUCH AS: HEIGHTS OF STRUCTURES, SETBACKS, LOT COVERAGE, DENSITY AND INTENSITY, OPEN SPACE, USE OF LAND, PARKING AND DESIGN. OVERLAY ZONES, DISTRICTS AND OTHER PLANS WOULD ADDITIONALLY BE ESTABLISHED TO REGULATE DEVELOPMENT THAT IS CONSISTENT WITH THE GENERAL PLAN, ENHANCE THE UNIQUE CHARACTER OF NEIGHBORHOODS AND ACCOMMODATE GROWTH. AREAS OF FOCUSED STUDY WILL INCLUDE, BUT NOT BE LIMITED TO, PROTECTING ESTABLISHED SINGLE FAMILY NEIGHBORHOODS, PEDESTRIAN AND DESIGN IMPROVEMENTS TO COMMERCIAL CORRIDORS SUCH AS PICO BOULEVARD, WESTWOOD BOULEVARD, SAWTELLE BOULEVARD, SANTA MONICA BOULEVARD, AND WILSHIRE BOULEVARD, ENHANCEMENT OF THE WEST LOS ANGELES CIVIC CENTER, MIXED-USE NODES ALONG MAJOR TRANSPORTATION AND TRANSIT ROUTES, APPROPRIATE LAND USE AND STREETScape IMPROVEMENTS SURROUNDING FUTURE LIGHT-RAIL (EXPO LINE) TRANSIT STOPS, DESIGN AND USE PLANS FOR INDUSTRIAL DISTRICTS, AND DESIGN STANDARDS FOR MULTIFAMILY RESIDENTIAL AREAS.

WITHIN THE PALMS STUDY AREA, THE CITY INTENDS TO EXTEND THE LIVABLE BOULEVARDS STUDY BEYOND THE WEST LOS ANGELES CPA TO CREATE VIABLE COMMERCIAL CENTERS AND RESIDENTIAL NEIGHBORHOODS IN THE PALMS COMMUNITY AND IMPLEMENT GOALS AND POLICIES IN THE PALMS-MAR VISTA-DEL REY COMMUNITY PLAN AND FRAMEWORK ELEMENT. WITHIN THE PALMS AREA, IMPROVEMENTS TO THE LOCAL TRANSPORTATION NETWORK FOR PEDESTRIAN, BICYCLES, AND AUTOS WILL BE RECOMMENDED. ZONING TOOLS SUCH AS OVERLAY DISTRICTS MAY BE USED IN SELECTED AREAS TO COMPLEMENT STREET ENHANCEMENTS BY IMPROVING BUILDING DESIGN AND WALKABILITY, RESULTING IN ZONE CHANGES.

Case Number: ENV-2005-8253-ND
Required Action(s): ND-NEGATIVE DECLARATION
Project Descriptions(s): AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.

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

DATA NOT AVAILABLE

CPC-9330
ORD-186108
ORD-183497
ORD-171492
ORD-171227
ORD-166311-SA760
ORD-163205
ORD-129279
ORD-112901

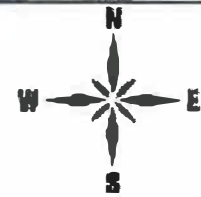
This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at zimas.lacity.org
(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.



Address: 1858 S PANDORA AVE
APN: 4317001015
PIN #: 132B157 988









Tract: TR 5609
Block: 139
Lot: 16
Arb: None

Zoning: RD1.5-1-O
General Plan: Low Medium II Residential



LEGEND




GENERALIZED ZONING

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

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL





-  Minimum Residential
-  Very Low / Very Low I Residential
-  Very Low II Residential
-  Low / Low I Residential
-  Low II Residential
-  Low Medium / Low Medium I Residential
-  Low Medium II Residential
-  Medium Residential
-  High Medium Residential
-  High Density Residential
-  Very High Medium Residential

COMMERCIAL






-  Limited Commercial
-  Limited Commercial - Mixed Medium Residential
-  Highway Oriented Commercial
-  Highway Oriented and Limited Commercial
-  Highway Oriented Commercial - Mixed Medium Residential
-  Neighborhood Office Commercial
-  Community Commercial
-  Community Commercial - Mixed High Residential
-  Regional Center Commercial

FRAMEWORK

COMMERCIAL

-  Neighborhood Commercial
-  General Commercial
-  Community Commercial
-  Regional Mixed Commercial






INDUSTRIAL

-  Commercial Manufacturing
-  Limited Manufacturing
-  Light Manufacturing
-  Heavy Manufacturing
-  Hybrid Industrial




PARKING

-  Parking Buffer






PORT OF LOS ANGELES

-  General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
-  General / Bulk Cargo - Hazard
-  Commercial Fishing
-  Recreation and Commercial
-  Intermodal Container Transfer Facility Site



LOS ANGELES INTERNATIONAL AIRPORT

-  Airport Landside / Airport Landside Support
-  Airport Airside
-  LAX Airport Northside

OPEN SPACE / PUBLIC FACILITIES
















-  Open Space
-  Public / Open Space
-  Public / Quasi-Public Open Space
-  Other Public Open Space
-  Public Facilities








INDUSTRIAL

-  Limited Industrial
-  Light Industrial






CIRCULATION

STREET


-  Arterial Mountain Road
-  Collector Scenic Street
-  Collector Street
-  Collector Street (Hillside)
-  Collector Street (Modified)
-  Collector Street (Proposed)
-  Country Road
-  Divided Major Highway II
-  Divided Secondary Scenic Highway
-  Local Scenic Road
-  Local Street
-  Major Highway (Modified)
-  Major Highway I
-  Major Highway II
-  Major Highway II (Modified)

-  Major Scenic Highway
-  Major Scenic Highway (Modified)
-  Major Scenic Highway II
-  Mountain Collector Street
-  Park Road
-  Parkway
-  Principal Major Highway
-  Private Street
-  Scenic Divided Major Highway II
-  Scenic Park
-  Scenic Parkway
-  Secondary Highway
-  Secondary Highway (Modified)
-  Secondary Scenic Highway
-  Special Collector Street
-  Super Major Highway

FREEWAYS

-  Freeway
-  Interchange
-  On-Ramp / Off-Ramp
-  Railroad
-  Scenic Freeway Highway

MISC. LINES

-  Airport Boundary
-  Bus Line
-  Coastal Zone Boundary
-  Coastline Boundary
-  Collector Scenic Street (Proposed)
-  Commercial Areas
-  Commercial Center
-  Community Redevelopment Project Area
-  Country Road
-  DWP Power Lines
-  Desirable Open Space
-  Detached Single Family House
-  Endangered Ridgeline
-  Equestrian and/or Hiking Trail
-  Hiking Trail
-  Historical Preservation
-  Horsekeeping Area
-  Local Street
-  MSA Desirable Open Space
-  Major Scenic Controls
-  Multi-Purpose Trail
-  Natural Resource Reserve
-  Park Road
-  Park Road (Proposed)
-  Quasi-Public
-  Rapid Transit Line
-  Residential Planned Development
-  Scenic Highway (Obsolete)
-  Secondary Scenic Controls
-  Secondary Scenic Highway (Proposed)
-  Site Boundary
-  Southern California Edison Power
-  Special Study Area
-  Specific Plan Area
-  Stagecoach Line
-  Wildlife Corridor

POINTS OF INTEREST





 Alternative Youth Hostel (Proposed)	 Horticultural Center	 Public Elementary School
 Animal Shelter	 Hospital	 Public Elementary School (Proposed)
 Area Library	 Hospital (Proposed)	 Public Golf Course
 Area Library (Proposed)	HW House of Worship	 Public Golf Course (Proposed)
 Bridge	e Important Ecological Area	 Public Housing
 Campground	 Important Ecological Area (Proposed)	 Public Housing (Proposed Expansion)
 Campground (Proposed)	 Interpretive Center (Proposed)	 Public Junior High School
 Cemetery	JC Junior College	 Public Junior High School (Proposed)
HW Church	 MTA / Metrolink Station	 Public Middle School
 City Hall	 MTA Station	 Public Senior High School
 Community Center	 MTA Stop	 Public Senior High School (Proposed)
 Community Library	MWD MWD Headquarters	 Pumping Station
 Community Library (Proposed Expansion)	 Maintenance Yard	 Pumping Station (Proposed)
 Community Library (Proposed)	 Municipal Office Building	 Refuse Collection Center
 Community Park	 Municipal Parking lot	 Regional Library
 Community Park (Proposed Expansion)	 Neighborhood Park	 Regional Library (Proposed Expansion)
 Community Park (Proposed)	 Neighborhood Park (Proposed Expansion)	 Regional Library (Proposed)
 Community Transit Center	 Neighborhood Park (Proposed)	 Regional Park
 Convalescent Hospital	 Oil Collection Center	 Regional Park (Proposed)
 Correctional Facility	 Parking Enforcement	RPD Residential Plan Development
 Cultural / Historic Site (Proposed)	 Police Headquarters	 Scenic View Site
 Cultural / Historical Site	 Police Station	 Scenic View Site (Proposed)
 Cultural Arts Center	 Police Station (Proposed Expansion)	 School District Headquarters
DMV DMV Office	 Police Station (Proposed)	 School Unspecified Loc/Type (Proposed)
DWP DWP	 Police Training site	 Skill Center
 DWP Pumping Station	PO Post Office	 Social Services
 Equestrian Center	 Power Distribution Station	 Special Feature
 Fire Department Headquarters	 Power Distribution Station (Proposed)	 Special Recreation (a)
 Fire Station	 Power Receiving Station	 Special School Facility
 Fire Station (Proposed Expansion)	 Power Receiving Station (Proposed)	 Special School Facility (Proposed)
 Fire Station (Proposed)	C Private College	 Steam Plant
 Fire Supply & Maintenance	E Private Elementary School	 Surface Mining
 Fire Training Site	 Private Golf Course	 Trail & Assembly Area
 Fireboat Station	 Private Golf Course (Proposed)	 Trail & Assembly Area (Proposed)
 Health Center / Medical Facility	JH Private Junior High School	UTL Utility Yard
 Helistop	PS Private Pre-School	 Water Tank Reservoir
 Historic Monument	 Private Recreation & Cultural Facility	 Wildlife Migration Corridor
 Historical / Cultural Monument	SH Private Senior High School	 Wildlife Preserve Gate
 Horsekeeping Area	SF Private Special School	
 Horsekeeping Area (Proposed)	 Public Elementary (Proposed Expansion)	

SCHOOLS/PARKS WITH 500 FT. BUFFER


 Existing School/Park Site	 Planned School/Park Site	 Inside 500 Ft. Buffer
---	--	---

 Aquatic Facilities	 Other Facilities	 Opportunity School
 Beaches	 Park / Recreation Centers	 Charter School
 Child Care Centers	 Parks	 Elementary School
 Dog Parks	 Performing / Visual Arts Centers	 Span School
 Golf Course	 Recreation Centers	 Special Education School
 Historic Sites	 Senior Citizen Centers	 High School
 Horticulture/Gardens		 Middle School
 Skate Parks		 Early Education Center

COASTAL ZONE



 Coastal Commission Permit Area
 Dual Permit Jurisdiction Area
 Single Permit Jurisdiction Area
 Not in Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)





























 Tier 1	 Tier 3
 Tier 2	 Tier 4

Note: TOC Tier designation and map layers are for reference purposes only. Eligible projects shall demonstrate compliance with Tier eligibility standards prior to the issuance of any permits or approvals. As transit service changes, eligible TOC Incentive Areas will be updated.

WAIVER OF DEDICATION OR IMPROVEMENT

 Public Work Approval (PWA)
 Waiver of Dedication or Improvement (WDI)

OTHER SYMBOLS

 Lot Line	 Airport Hazard Zone	 Flood Zone
 Tract Line	 Census Tract	 Hazardous Waste
 Lot Cut	 Coastal Zone	 High Wind Zone
 Easement	 Council District	 Hillside Grading
 Zone Boundary	 LADBS District Office	 Historic Preservation Overlay Zone
 Building Line	 Downtown Parking	 Specific Plan Area
 Lot Split	 Fault Zone	 Very High Fire Hazard Severity Zone
 Community Driveway	 Fire District No. 1	 Wells
 Building Outlines 2014	 Tract Map	
 Building Outlines 2008	 Parcel Map	



City of Los Angeles Department of City Planning

4/20/2022 PARCEL PROFILE REPORT

PROPERTY ADDRESSES

1854 S PANDORA AVE
1856 S PANDORA AVE

ZIP CODES

90025

RECENT ACTIVITY

None

CASE NUMBERS

CPC-9330
CPC-2018-7546-CPU
CPC-2014-1457-SP
CPC-2009-1536-CPU
ORD-186108
ORD-183497
ORD-171492
ORD-171227
ORD-166311-SA760
ORD-163205
ORD-129279
ORD-112901
ENV-2014-1458-EIR-SE-CE
ENV-2009-1537-EIR
ENV-2005-8253-ND
AFF-3265

Address/Legal Information

PIN Number	132B157 968
Lot/Parcel Area (Calculated)	5,506.5 (sq ft)
Thomas Brothers Grid	PAGE 632 - GRID D4
Assessor Parcel No. (APN)	4317001014
Tract	TR 5609
Map Reference	M B 76-68/71 (SHTS 13-16)
Block	139
Lot	15
Arb (Lot Cut Reference)	None
Map Sheet	132B157

Jurisdictional Information

Community Plan Area	West Los Angeles
Area Planning Commission	West Los Angeles
Neighborhood Council	Westside
Council District	CD 5 - Paul Koretz
Census Tract #	2671.02
LADBS District Office	West Los Angeles

Permitting and Zoning Compliance Information

Administrative Review	None
-----------------------	------

Planning and Zoning Information

Special Notes	None
Zoning	RD1.5-1-O
Zoning Information (ZI)	ZI-2192 Specific Plan: West Los Angeles Transportation Improvement and Mitigation ZI-2452 Transit Priority Area in the City of Los Angeles
General Plan Land Use	Low Medium II Residential
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	WEST LOS ANGELES TRANSPORTATION IMPROVEMENT AND MITIGATION
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	None
Subarea	None
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No

CPC-2022-3108

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

Streetscape	No
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	High
Non-Residential Market Area	High
Transit Oriented Communities (TOC)	Tier 1
RPA: Redevelopment Project Area	None
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No

Assessor Information

Assessor Parcel No. (APN)	4317001014
APN Area (Co. Public Works)*	0.126 (ac)
Use Code	0200 - Residential - Double, Duplex, or Two Units - 4 Stories or Less
Assessed Land Val.	\$1,200,562
Assessed Improvement Val.	\$602,881
Last Owner Change	02/07/2020
Last Sale Amount	\$1,950,019
Tax Rate Area	67
Deed Ref No. (City Clerk)	691146 3593258 341365-66 2280953 2179 2152150 1375009 1-268 0156514
Building 1	
Year Built	1941
Number of Units	2
Number of Bedrooms	6
Number of Bathrooms	5
Building Square Footage	3,306.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	Yes [APN: 4317001014]

Additional Information

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

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

Wells	None
Hazards	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	0.234854496
Nearest Fault (Name)	Santa Monica Fault
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	1.00000000
Slip Geometry	Left Lateral - Reverse - Oblique
Slip Type	Moderately / Poorly Constrained
Down Dip Width (km)	13.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	-75.00000000
Maximum Magnitude	6.60000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	No
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	None
Hubzone	None
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	None
Housing	
Direct all Inquiries to	Los Angeles Housing Department
Telephone	(866) 557-7368
Website	https://housing.lacity.org
Rent Stabilization Ordinance (RSO)	Yes [APN: 4317001014]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No
Public Safety	
Police Information	
Bureau	West
Division / Station	West Los Angeles
Reporting District	836
Fire Information	
Bureau	South
Batallion	18
District / Fire Station	92
Red Flag Restricted Parking	No

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

CASE SUMMARIES

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

Case Number: CPC-2018-7546-CPU

Required Action(s): CPU-COMMUNITY PLAN UPDATE

Project Descriptions(s): ADOPT COMMUNITY PLAN POLICY DOCUMENT, GENERAL PLAN AMENDMENTS, AND ZONE CHANGES TO APPLY RE-CODE LA ZONING.

Case Number: CPC-2014-1457-SF

Required Action(s): SP-SPECIFIC PLAN (INCLUDING AMENDMENTS)

Project Descriptions(s): SPECIFIC PLAN AMENDMENT

Case Number: CPC-2009-1536-CPU

Required Action(s): CPU-COMMUNITY PLAN UPDATE

Project Descriptions(s): THE COMMUNITY PLAN WILL IMPLEMENT CHANGES TO ZONING, AMENDMENTS TO LAND USE PLAN DESIGNATIONS AND ESTABLISH OVERLAY ZONES, AS APPROPRIATE. PLAN AMENDMENTS WILL POTENTIALLY CHANGE OR REFINE PLAN DESIGNATIONS, FOOTNOTES OR STREET DESIGNATIONS AND MAKE CHANGES TO OTHER CITYWIDE ELEMENTS, AS NECESSARY. IN CONCERT WITH THE PROPOSED PLAN AMENDMENTS, NEW ZONES MAY BE NECESSARY TO MAINTAIN PLAN CONSISTENCY TO REGULATE DEVELOPMENT STANDARDS SUCH AS: HEIGHTS OF STRUCTURES, SETBACKS, LOT COVERAGE, DENSITY AND INTENSITY, OPEN SPACE, USE OF LAND, PARKING AND DESIGN. OVERLAY ZONES, DISTRICTS AND OTHER PLANS WOULD ADDITIONALLY BE ESTABLISHED TO REGULATE DEVELOPMENT THAT IS CONSISTENT WITH THE GENERAL PLAN, ENHANCE THE UNIQUE CHARACTER OF NEIGHBORHOODS AND ACCOMMODATE GROWTH. AREAS OF FOCUSED STUDY WILL INCLUDE, BUT NOT BE LIMITED TO, PROTECTING ESTABLISHED SINGLE FAMILY NEIGHBORHOODS, PEDESTRIAN AND DESIGN IMPROVEMENTS TO COMMERCIAL CORRIDORS SUCH AS PICO BOULEVARD, WESTWOOD BOULEVARD, SAWTELLE BOULEVARD, SANTA MONICA BOULEVARD, AND WILSHIRE BOULEVARD, ENHANCEMENT OF THE WEST LOS ANGELES CIVIC CENTER, MIXED-USE NODES ALONG MAJOR TRANSPORTATION AND TRANSIT ROUTES, APPROPRIATE LAND USE AND STREETScape IMPROVEMENTS SURROUNDING FUTURE LIGHT-RAIL (EXPO LINE) TRANSIT STOPS, DESIGN AND USE PLANS FOR INDUSTRIAL DISTRICTS, AND DESIGN STANDARDS FOR MULTIFAMILY RESIDENTIAL AREAS.

WITHIN THE PALMS STUDY AREA, THE CITY INTENDS TO EXTEND THE LIVABLE BOULEVARDS STUDY BEYOND THE WEST LOS ANGELES CPA TO CREATE VIABLE COMMERCIAL CENTERS AND RESIDENTIAL NEIGHBORHOODS IN THE PALMS COMMUNITY AND IMPLEMENT GOALS AND POLICIES IN THE PALMS-MAR VISTA-DEL REY COMMUNITY PLAN AND FRAMEWORK ELEMENT. WITHIN THE PALMS AREA, IMPROVEMENTS TO THE LOCAL TRANSPORTATION NETWORK FOR PEDESTRIAN, BICYCLES, AND AUTOS WILL BE RECOMMENDED. ZONING TOOLS SUCH AS OVERLAY DISTRICTS MAY BE USED IN SELECTED AREAS TO COMPLEMENT STREET ENHANCEMENTS BY IMPROVING BUILDING DESIGN AND WALKABILITY, RESULTING IN ZONE CHANGES.

Case Number: ENV-2014-1458-EIR-SE-CE

Required Action(s): EIR-ENVIRONMENTAL IMPACT REPORT
SE-STATUTORY EXEMPTIONS
CE-CATEGORICAL EXEMPTION

Project Descriptions(s): ENVIRONMENTAL IMPACT REPORT

Case Number: ENV-2009-1537-EIR

Required Action(s): EIR-ENVIRONMENTAL IMPACT REPORT

Project Descriptions(s): THE COMMUNITY PLAN WILL IMPLEMENT CHANGES TO ZONING, AMENDMENTS TO LAND USE PLAN DESIGNATIONS AND ESTABLISH OVERLAY ZONES, AS APPROPRIATE. PLAN AMENDMENTS WILL POTENTIALLY CHANGE OR REFINE PLAN DESIGNATIONS, FOOTNOTES OR STREET DESIGNATIONS AND MAKE CHANGES TO OTHER CITYWIDE ELEMENTS, AS NECESSARY. IN CONCERT WITH THE PROPOSED PLAN AMENDMENTS, NEW ZONES MAY BE NECESSARY TO MAINTAIN PLAN CONSISTENCY TO REGULATE DEVELOPMENT STANDARDS SUCH AS: HEIGHTS OF STRUCTURES, SETBACKS, LOT COVERAGE, DENSITY AND INTENSITY, OPEN SPACE, USE OF LAND, PARKING AND DESIGN. OVERLAY ZONES, DISTRICTS AND OTHER PLANS WOULD ADDITIONALLY BE ESTABLISHED TO REGULATE DEVELOPMENT THAT IS CONSISTENT WITH THE GENERAL PLAN, ENHANCE THE UNIQUE CHARACTER OF NEIGHBORHOODS AND ACCOMMODATE GROWTH. AREAS OF FOCUSED STUDY WILL INCLUDE, BUT NOT BE LIMITED TO, PROTECTING ESTABLISHED SINGLE FAMILY NEIGHBORHOODS, PEDESTRIAN AND DESIGN IMPROVEMENTS TO COMMERCIAL CORRIDORS SUCH AS PICO BOULEVARD, WESTWOOD BOULEVARD, SAWTELLE BOULEVARD, SANTA MONICA BOULEVARD, AND WILSHIRE BOULEVARD, ENHANCEMENT OF THE WEST LOS ANGELES CIVIC CENTER, MIXED-USE NODES ALONG MAJOR TRANSPORTATION AND TRANSIT ROUTES, APPROPRIATE LAND USE AND STREETScape IMPROVEMENTS SURROUNDING FUTURE LIGHT-RAIL (EXPO LINE) TRANSIT STOPS, DESIGN AND USE PLANS FOR INDUSTRIAL DISTRICTS, AND DESIGN STANDARDS FOR MULTIFAMILY RESIDENTIAL AREAS.

WITHIN THE PALMS STUDY AREA, THE CITY INTENDS TO EXTEND THE LIVABLE BOULEVARDS STUDY BEYOND THE WEST LOS ANGELES CPA TO CREATE VIABLE COMMERCIAL CENTERS AND RESIDENTIAL NEIGHBORHOODS IN THE PALMS COMMUNITY AND IMPLEMENT GOALS AND POLICIES IN THE PALMS-MAR VISTA-DEL REY COMMUNITY PLAN AND FRAMEWORK ELEMENT. WITHIN THE PALMS AREA, IMPROVEMENTS TO THE LOCAL TRANSPORTATION NETWORK FOR PEDESTRIAN, BICYCLES, AND AUTOS WILL BE RECOMMENDED. ZONING TOOLS SUCH AS OVERLAY DISTRICTS MAY BE USED IN SELECTED AREAS TO COMPLEMENT STREET ENHANCEMENTS BY IMPROVING BUILDING DESIGN AND WALKABILITY, RESULTING IN ZONE CHANGES.

Case Number: ENV-2009-0253-ND

Required Action(s): ND-NEGATIVE DECLARATION

Project Descriptions(s): AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.

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

DATA NOT AVAILABLE

CPC-9330
ORD-186108
ORD-183497
ORD-171492
ORD-171227
ORD-166311-SA760
ORD-163205
ORD-129279
ORD-112901
AFF-3265

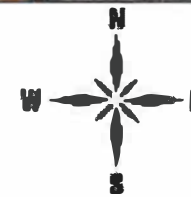
This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at zimas.lacity.org
(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.



Address: 1854 S PANDORA AVE
 APN: 4317001014
 PIN #: 132B157 968









Tract: TR 5609
 Block: 139
 Lot: 15
 Arb: None

Zoning: RD1.5-1-O
 General Plan: Low Medium II Residential



LEGEND






GENERALIZED ZONING

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

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL





-  Minimum Residential
-  Very Low / Very Low I Residential
-  Very Low II Residential
-  Low / Low I Residential
-  Low II Residential
-  Low Medium / Low Medium I Residential
-  Low Medium II Residential
-  Medium Residential
-  High Medium Residential
-  High Density Residential
-  Very High Medium Residential

COMMERCIAL






-  Limited Commercial
-  Limited Commercial - Mixed Medium Residential
-  Highway Oriented Commercial
-  Highway Oriented and Limited Commercial
-  Highway Oriented Commercial - Mixed Medium Residential
-  Neighborhood Office Commercial
-  Community Commercial
-  Community Commercial - Mixed High Residential
-  Regional Center Commercial

FRAMEWORK

COMMERCIAL

-  Neighborhood Commercial
-  General Commercial
-  Community Commercial
-  Regional Mixed Commercial






INDUSTRIAL

-  Commercial Manufacturing
-  Limited Manufacturing
-  Light Manufacturing
-  Heavy Manufacturing
-  Hybrid Industrial




PARKING

-  Parking Buffer






PORT OF LOS ANGELES

-  General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
-  General / Bulk Cargo - Hazard
-  Commercial Fishing
-  Recreation and Commercial
-  Intermodal Container Transfer Facility Site



LOS ANGELES INTERNATIONAL AIRPORT

-  Airport Landside / Airport Landside Support
-  Airport Airside
-  LAX Airport Northside

OPEN SPACE / PUBLIC FACILITIES
















-  Open Space
-  Public / Open Space
-  Public / Quasi-Public Open Space
-  Other Public Open Space
-  Public Facilities

















INDUSTRIAL

-  Limited Industrial
-  Light Industrial






CIRCULATION

STREET

-  Arterial Mountain Road
-  Collector Scenic Street
-  Collector Street
-  Collector Street (Hillside)
-  Collector Street (Modified)
-  Collector Street (Proposed)
-  Country Road
-  Divided Major Highway II
-  Divided Secondary Scenic Highway
-  Local Scenic Road
-  Local Street
-  Major Highway (Modified)
-  Major Highway I
-  Major Highway II
-  Major Highway II (Modified)

-  Major Scenic Highway
-  Major Scenic Highway (Modified)
-  Major Scenic Highway II
-  Mountain Collector Street
-  Park Road
-  Parkway
-  Principal Major Highway
-  Private Street
-  Scenic Divided Major Highway II
-  Scenic Park
-  Scenic Parkway
-  Secondary Highway
-  Secondary Highway (Modified)
-  Secondary Scenic Highway
-  Special Collector Street
-  Super Major Highway

FREEWAYS

-  Freeway
-  Interchange
-  On-Ramp / Off-Ramp
-  Railroad
-  Scenic Freeway Highway

MISC. LINES

-  Airport Boundary
-  Bus Line
-  Coastal Zone Boundary
-  Coastline Boundary
-  Collector Scenic Street (Proposed)
-  Commercial Areas
-  Commercial Center
-  Community Redevelopment Project Area
-  Country Road
-  DWP Power Lines
-  Desirable Open Space
-  Detached Single Family House
-  Endangered Ridgeline
-  Equestrian and/or Hiking Trail
-  Hiking Trail
-  Historical Preservation
-  Horsekeeping Area
-  Local Street
-  MSA Desirable Open Space
-  Major Scenic Controls
-  Multi-Purpose Trail
-  Natural Resource Reserve
-  Park Road
-  Park Road (Proposed)
-  Quasi-Public
-  Rapid Transit Line
-  Residential Planned Development
-  Scenic Highway (Obsolete)
-  Secondary Scenic Controls
-  Secondary Scenic Highway (Proposed)
-  Site Boundary
-  Southern California Edison Power
-  Special Study Area
-  Specific Plan Area
-  Stagecoach Line
-  Wildlife Corridor

POINTS OF INTEREST





 Alternative Youth Hostel (Proposed)	 Horticultural Center	 Public Elementary School
 Animal Shelter	 Hospital	 Public Elementary School (Proposed)
 Area Library	 Hospital (Proposed)	 Public Golf Course
 Area Library (Proposed)	HW House of Worship	 Public Golf Course (Proposed)
 Bridge	e Important Ecological Area	 Public Housing
 Campground	 Important Ecological Area (Proposed)	 Public Housing (Proposed Expansion)
 Campground (Proposed)	 Interpretive Center (Proposed)	 Public Junior High School
 Cemetery	 Junior College	 Public Junior High School (Proposed)
HW Church	 MTA / Metrolink Station	 Public Middle School
 City Hall	 MTA Station	 Public Senior High School
 Community Center	 MTA Stop	 Public Senior High School (Proposed)
 Community Library	MWD MWD Headquarters	 Pumping Station
 Community Library (Proposed Expansion)	 Maintenance Yard	 Pumping Station (Proposed)
 Community Library (Proposed)	 Municipal Office Building	 Refuse Collection Center
 Community Park	 Municipal Parking lot	 Regional Library (Proposed Expansion)
 Community Park (Proposed Expansion)	 Neighborhood Park	 Regional Library (Proposed)
 Community Park (Proposed)	 Neighborhood Park (Proposed Expansion)	 Regional Park
 Community Transit Center	 Neighborhood Park (Proposed)	 Regional Park (Proposed)
 Convalescent Hospital	 Oil Collection Center	RPD Residential Plan Development
 Correctional Facility	 Parking Enforcement	 Scenic View Site
 Cultural / Historic Site (Proposed)	 Police Headquarters	 Scenic View Site (Proposed)
 Cultural / Historical Site	 Police Station	 School District Headquarters
 Cultural Arts Center	 Police Station (Proposed Expansion)	 School Unspecified Loc/Type (Proposed)
DMV DMV Office	 Police Station (Proposed)	 Skill Center
DWP DWP	 Police Training site	 Social Services
 DWP Pumping Station	PO Post Office	 Special Feature
 Equestrian Center	 Power Distribution Station	 Special Recreation (a)
 Fire Department Headquarters	 Power Distribution Station (Proposed)	 Special School Facility
 Fire Station	 Power Receiving Station	 Special School Facility (Proposed)
 Fire Station (Proposed Expansion)	 Power Receiving Station (Proposed)	 Steam Plant
 Fire Station (Proposed)	C Private College	 Surface Mining
 Fire Supply & Maintenance	E Private Elementary School	 Trail & Assembly Area
 Fire Training Site	 Private Golf Course	 Trail & Assembly Area (Proposed)
 Fireboat Station	 Private Golf Course (Proposed)	UTL Utility Yard
 Health Center / Medical Facility	JH Private Junior High School	 Water Tank Reservoir
 Helistop	PS Private Pre-School	 Wildlife Migration Corridor
 Historic Monument	 Private Recreation & Cultural Facility	 Wildlife Preserve Gate
 Historical / Cultural Monument	SH Private Senior High School	
 Horsekeeping Area	SF Private Special School	
 Horsekeeping Area (Proposed)	 Public Elementary (Proposed Expansion)	

SCHOOLS/PARKS WITH 500 FT. BUFFER


 Existing School/Park Site	 Planned School/Park Site	 Inside 500 Ft. Buffer
---	--	---

 Aquatic Facilities	 Other Facilities	 Opportunity School
 Beaches	 Park / Recreation Centers	 Charter School
 Child Care Centers	 Parks	 Elementary School
 Dog Parks	 Performing / Visual Arts Centers	 Span School
 Golf Course	 Recreation Centers	 Special Education School
 Historic Sites	 Senior Citizen Centers	 High School
 Horticulture/Gardens		 Middle School
 Skate Parks		 Early Education Center

COASTAL ZONE



 Coastal Commission Permit Area
 Dual Permit Jurisdiction Area
 Single Permit Jurisdiction Area
 Not in Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)





























 Tier 1	 Tier 3
 Tier 2	 Tier 4

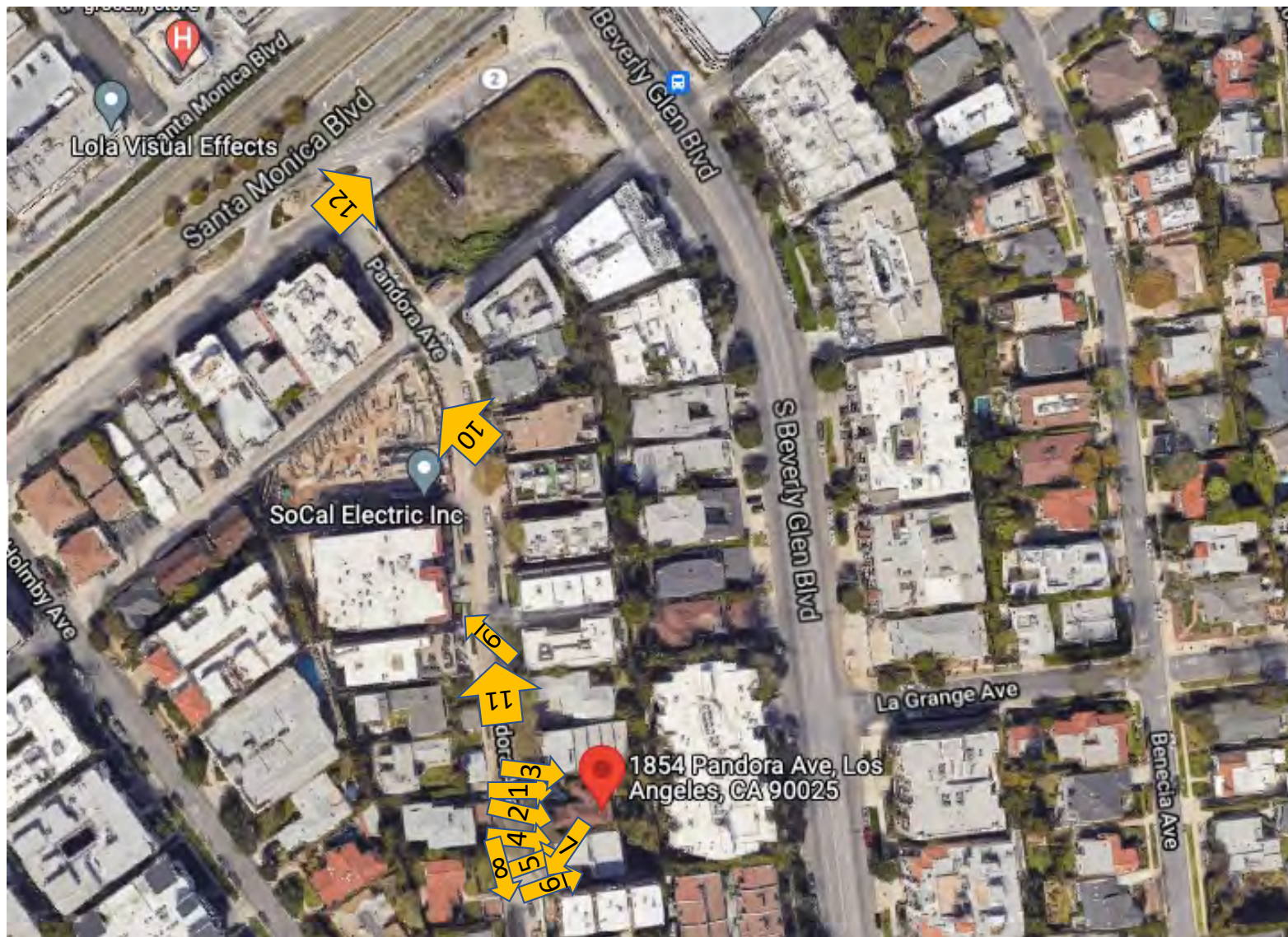
Note: TOC Tier designation and map layers are for reference purposes only. Eligible projects shall demonstrate compliance with Tier eligibility standards prior to the issuance of any permits or approvals. As transit service changes, eligible TOC Incentive Areas will be updated.

WAIVER OF DEDICATION OR IMPROVEMENT

 Public Work Approval (PWA)
 Waiver of Dedication or Improvement (WDI)

OTHER SYMBOLS

 Lot Line	 Airport Hazard Zone	 Flood Zone
 Tract Line	 Census Tract	 Hazardous Waste
 Lot Cut	 Coastal Zone	 High Wind Zone
 Easement	 Council District	 Hillside Grading
 Zone Boundary	 LADBS District Office	 Historic Preservation Overlay Zone
 Building Line	 Downtown Parking	 Specific Plan Area
 Lot Split	 Fault Zone	 Very High Fire Hazard Severity Zone
 Community Driveway	 Fire District No. 1	 Wells
 Building Outlines 2014	 Tract Map	
 Building Outlines 2008	 Parcel Map	





1

Street frontage of the existing duplex at 1854-1856 S Pandora Ave.



2

Street frontage of the existing triplex at 1858-1862 S Pandora Ave.



Driveway and entrance to the existing duplex at 1854-1856 S Pandora Ave.



4

Driveway of the existing triplex at 1858-1862 S Pandora Ave. The adjacent property to the south is currently constructing three 4-story small lot homes.



Existing garages and residential units at 1858-1862 S Pandora Ave.



Existing residential units and landscaping at 1858-1862 S Pandora Ave.



Existing ROW on Pandora Ave and front yard of 1857-1861.5 S Pandora Ave (across the street from the subject site).



Pandora Ave facing south toward Holmby Ave.



A 10-unit condominium building at 1827-1835 S Pandora Ave constructed in 2004. In accordance with their condition from BOE, the subdivider dedicated a 4-foot strip of land to complete a 24-foot half right-of-way along its frontage on Pandora Ave.



A 6-unit, 4-story condominium building currently under construction at 1825 S Pandora Ave. In accordance with their condition from BOE, the subdivider dedicated a 4-foot strip of land to complete a 24-foot half right-of-way along its frontage on Pandora Ave.



Pandora Ave facing north toward Santa Monica Blvd.



Pandora Ave meets with Santa Monica Blvd at a one-way street, forcing road users eastbound on Santa Monica Blvd. To turn left (westbound), a different route must be used.

EXHIBIT C

AGENCY CORRESPONDENCE

C1 – DCP Housing Services Unit – Affordable Housing Referral Form

C2 – Department of Building and Safety – Preliminary Zoning Assessment

C3 – Los Angeles Housing Department – Replacement Unit Determination

C4 – Bureau of Engineering

C5 – Los Angeles Fire Department

C6 – Urban Forestry Division

C7 – Bureau of Sanitation

REFERRAL FORM



AFFORDABLE HOUSING REFERRAL FORM

This form is to serve as a referral to the Los Angeles City Planning's (LACP) Development Services Center (DSC) for Affordable Housing case filing purposes (in addition to the required Department of City Planning Application and any other necessary documentation); and to the City of Los Angeles Housing Department (LAHD), Department of Building and Safety (LADBS), or other City agency for project status and entitlement need purposes. All Applicants are required to provide a complete set of architectural plans at the time that this form is submitted for review. Any application submitted that is missing any required materials will be considered incomplete and will not be reviewed until all materials are submitted.

This form shall be completed by the Applicant and reviewed and signed by LACP DSC Housing Services Unit (HSU) Staff prior to filing an application for an entitlement, administrative review, or building permit. Any modifications to the content(s) of this form after its authorization by HSU Staff is prohibited. LACP reserves the right to require an updated Referral Form for the project if more than 180 days have transpired since the referral date, or as necessary, to reflect project modifications, policy changes, bus route changes, bus schedule changes, and/or amendments to the Los Angeles Municipal Code (LAMC), local laws, and State laws.

THIS SECTION TO BE COMPLETED BY HSU STAFF ONLY

Planning Staff Name & Title: Maidel Luevano, City Planning Associate

Planning Staff Signature: 

Referral Date: 8/11/2022 Expiration Date: 2/7/2023

TRANSPORTATION QUALIFIERS (if applicable)

Major Transit Stop Paratransit / Fixed Bus Route

Other: _____

Location of Transit: _____

Qualifier #1: _____

Service Interval #1: _____ Service Interval #2: _____

Qualifier #2: _____

Service Interval #1: _____ Service Interval #2: _____

Service Intervals are calculated by dividing 420 (the total number of minutes during the peak hours of 6 am to 9 am and 3 pm to 7 pm) by the number of eligible trips.

Referral To:

Planning DSC - Filing

100% Affordable per AB 2345¹

SB 35

AB 2162

Measure JJJ

Other: _____

Notes:

Revision
PAR-2021-10407-AHRF-PHP

THIS SECTION TO BE COMPLETED BY THE APPLICANT

APPLICANT INFORMATION

Applicant Name: Jesi Harris, Brian Silveira & Associates

Phone Number: 704-277-7332

Email: HarrisLandUse@gmail.com

I. PROPOSED PROJECT

1. PROJECT LOCATION/ZONING

Project Address(es): 1854, 1856, 1858, 1860, 1862 S Pandora Ave, LA, CA 90025

Assessor Parcel Number(s): 4317-001-014 and 4317-001-015

Community Plan: West LA

Existing Zone: RD1.5-1-O

Land Use Designation: Low Medium II Residential

Number of Parcels: 2

Site Size (sf): 11,013.2 sf

Specific Plan West LA **DRB/CDO** **HPOZ** **Redevelopment Project Area**
TIMP

Enterprise Zone **Q Condition/D Limitation (Ordinance No.):** _____

Other Pertinent Zoning Information (specify): _____

¹ AB 1763 incentives were amended by AB 2345.

2. DETAILED DESCRIPTION OF PROPOSED PROJECT

Demolition of 2 existing residential structures and construction of a 5-story, 24-unit density bonus apartment building with on- and off-menu incentives warranted by the provision of 6 VLI affordable units; Conditional Use to Exceed density beyond 35%, 3 on- and off-menu incentives and 6 waivers of development standards.

4

CC 3/8/23

3. DETAILED DESCRIPTION OF EXISTING SITE AND DEVELOPMENT

site currently contains two residential structures: one duplex with a 4-BR and a 2-BR and one triplex with three 1-BR units

Existing Uses Dwelling Unit (DU) Square Footage (SF)	Existing No. of DUs or Non-Residential SF	Existing No. of DUs or Non-Residential SF to be Demolished	Proposed ² No. of DUs or Non-Residential SF
Guest Rooms			
Studios			5
One Bedrooms	3	3	7
Two Bedrooms	1	1	8
Three Bedrooms			3
4 Bedrooms	1	1	1
Non-Residential SF			
Other			

² Per AB 2556, replacement units shall be equivalent to the number of units and number of bedrooms of the existing development.

4. APPLICATION TYPE

Density Bonus (per LAMC Section 12.22 A.25 or Government Code Section 65915) with only **Base Incentives** filed in conjunction with another discretionary approval.

Density Bonus with **On-Menu Incentives** (specify):

1) 35% FAR increase

2) _____

3) _____

4) _____

Density Bonus with **Off-Menu Incentives** (specify):

1) 25-foot increase in height

2) ~~23 parking spaces, with 6 in tandem~~

Parking requests N/A per
AB 2097 - CC 3/8/23

3) 0 sq ft of open space (designed to RD1.5 standards)

4) _____

Density Bonus with **Waivers of Development Standards** (specify):

1) 97% front yard reduction; 67% rear yard reduction; 37.5% north side yard reduction

2) 94% south side yard reduction

3) ~~12 compact parking stalls + 11 standard stalls in lieu of 1 standard stall/unit~~

4) ~~0 sq ft of open space (designed to RD1.5 standards)~~

Greater Downtown Housing Incentive Area per LAMC Section 12.22 A.29

Affordable Housing per LAMC Section 11.5.11 (Measure JJJ)

Public Benefit Project per LAMC Section 14.00 A.2

General Plan Amendment per LAMC Section 11.5.6

Request: _____

Zone/Height District Change per LAMC Section 12.32

Request: _____

Conditional Use per LAMC Section 12.24 U.26

Site Plan Review per LAMC Section 16.05

Specific Plan Project Permit Compliance per LAMC Section 11.5.7 C

Community Design Overlay per LAMC Section 13.08

Coastal Development Permit per LAMC Section 12.20.2 or 12.20.2.1

Tract or Parcel Map per LAMC Section 17.00 or 17.50

Other (specify): _____

5. ENVIRONMENTAL REVIEW

Project is Exempt³

Not Yet Filed

Filed (Case No.): _____

6. HOUSING DEVELOPMENT PROJECT TYPE

CHECK ALL THAT APPLY:

For Rent

For Sale

Mixed-Use Project

Residential Hotel

Extremely Low Income

Very Low Income

Low Income

Moderate Income

Market Rate

Supportive Housing

Senior

Special Needs (describe): _____

Other Category (describe): _____

7. DENSITY CALCULATION

A. Base Density: Maximum density allowable per zoning

Lot size (including any ½ of alleys)⁴ 11,013 SF (a)

Density allowed by Zone 1500 SF of lot area per DU (b)

No. of DUs allowed by right (per LAMC) 7 DUs (c) [c = a/b, round down to whole number]

Base Density 8 DUs (d) [d = a/b, round up to whole number]

B. Maximum Allowable Density Bonus⁵ 11 DUs (e) [e = dx1.35, round up to whole number]

³ Project may be exempt from CEQA review if it qualifies for a CEQA Exemption or is a Ministerial Project (aka, "By Right").

⁴ If there is a related subdivision case, the lot area shall be calculated based on the site area after a dedication of land has been provided.

⁵ Per AB 2345, 100% affordable housing developments may request an 80% density increase or unlimited density if the project site is within 0.5 miles of a Major Transit Stop.

C. Proposed Project: Please indicate total number of DUs requested and break down by levels of affordability set by each category (California Department of Housing and Community Development [HCD] or United States Department of Housing and Urban Development [HUD]). For information on HCD and HUD levels of affordability please contact LAHD at lahd-landuse@lacity.org.

	Total	HCD (State)	HUD (TCAC)
Market Rate	18		
Managers Unit(s) - Market Rate			
Extremely Low Income (ELI)			
Very Low Income (VLI)	6	6	
Low Income (LI)			
Moderate Income			
Permanent Supportive Housing — ELI			
Permanent Supportive Housing — VLI			
Permanent Supportive Housing — LI			
Seniors — Market Rate			
Other			
Other			
Other			
Other			
TOTAL No. of DUs Proposed	24	(f)	
TOTAL No. of Affordable Housing DUs	6	(g)	
No. of Density Bonus DUs	16	(h) [If f>c, then h=f-c; if f<c, then h= 0]	
Percent of Density Bonus Requested	195%	(i) $\{i = 100 \times [(f/d) - 1]\}$ (round down)	
Percent of Affordable Set Aside	75%	(j) $[g/d, \text{round down to a whole number}]$	

8. SITE PLAN REVIEW CALCULATION

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

7 units allowed by right (permitted by LAMC) – 5 existing units = 2 units

YES, SPR is required.

Proposed by-right units minus existing units is equal to or greater than 50⁶

NO, SPR is not required.

Base Density units minus existing units is less than 50

Exempt.

Specify reason: _____

II. DENSITY BONUS (LAMC SECTION 12.22 A.25, ORDINANCE NO. 179,681)

9. PARKING OPTIONS

CHECK ALL THAT APPLY:

N/A* **Automobile Parking Reductions via Bicycle Parking for Residential Uses⁷. Choose only one of the options, if applicable:**

10%

15% (*Only for residential projects or buildings located within 1,500 feet of a Major Transit Stop*)

30% (*If selecting the 30% parking reduction, the project will be ineligible for any of the Parking Options listed below*)

If selecting the 30% parking reduction, provide the following information:

Required Parking per LAMC: 40 spaces

Required Parking after the 30% reduction: 28 spaces

*Pursuant to AB 2097, the city is prohibited from imposing or enforcing minimum parking requirements for certain projects within a one-half mile radius of a Major Transit Stop.

⁶ Site Plan Review may also be required if other characteristics of the project exceeds the thresholds listed in LAMC Section 16.05.

⁷ Any project utilizing Parking Option 3 may not further reduce automobile parking via bicycle parking.

Automobile Parking for Residential Uses (choose only one of the following options):

Note: Any fractional numbers are rounded up.

Parking Option 1. Based on # of bedrooms, inclusive of Handicapped and Guest parking.

	# of DUs	Spaces/DU	Parking Required	Parking Provided
0-1 Bedroom		1		
2-3 Bedrooms		1.5		
4 or more Bedrooms		2.5		
Stalls Reduced via Bike Parking				Subtract:
TOTALS				

Parking Option 2. Reduced only for Restricted Affordable Units and up to 40% of required parking for Restricted Affordable Units may be compact stalls.

	# of DUs	Spaces/DU	Parking Required	Parking Provided
Market Rate (Including Senior Market Rate)		Per Code		
Restricted Affordable		1		
VLI/LI Senior or Disabled		0.5		
Restricted Affordable in Residential Hotel		2.5		
Stalls Reduced via Bike Parking				Subtract:
TOTALS				

Parking Option 3 [AB 2345 (2020)]. Applies to two types of projects:

- 100% affordable housing developments consisting solely of affordable units, exclusive of a manager's unit(s), with an affordable housing cost to lower income families; or
- Mixed-income developments consisting of 11% VLI or 20% LI units.

100% Affordable Housing Developments. There is no minimum parking requirement for any of the following 100% affordable housing developments described below. Check all that apply:

- A housing development located within 0.5 miles of a Major Transit Stop.
- A housing development for individuals who are 62 years of age or older with either paratransit service or unobstructed access, within 0.5 miles to a fixed bus route that operates at least eight times per day.

- Special Needs Housing Development**, as defined in Section 51312 of the Health and Safety Code (H&SC), with either paratransit service or unobstructed access, within 0.5 miles to a fixed bus route that operates at least eight times per day.
- Supportive Housing Development**, as defined in Section 50675.14 of the H&SC.
- Mixed-Income Developments** consisting of 11% VLI or 20% LI units.

	Spaces/Unit	Parking Required	Parking Provided
Located within 0.5 miles of Major Transit Stop with unobstructed access to project	0.5		

Major Transit Stop is defined as a site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. It also includes major transit stops that are included in the applicable regional transportation plan.

Bus Rapid Transit is defined as public mass transit service provided by a public agency or by a public-private partnership that includes all of the following features:

- 1) Full-time dedicated bus lanes or operation in a separate right-of-way dedicated for public transportation with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.
- 2) Transit signal priority.
- 3) All-door boarding.
- 4) Fare collection system that promotes efficiency.
- 5) Defined stations.

10. INCENTIVES

A. Qualification for Incentives

Below is the minimum Required Restricted Affordable Housing Units, calculated as a percentage of the base density allowed on the date of the application. Check only one:

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

- 100% Affordable Housing Developments may request up to four (4) incentives and one (1) Waiver of Development Standard.** Check this box if this applies to the project.

B. Project Zoning Compliance & Incentives (Only for projects requesting a Density Bonus with Incentives/Waivers)

	Permitted w/o Incentives	Proposed per Incentives	On-Menu	Off-Menu
<input type="checkbox"/> Yard/Setback (each yard counts as one incentive)				
<input type="checkbox"/> Front (1)	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Front (2)	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Side (1)	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Side (2)	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Rear	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lot Coverage	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lot Width	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Floor Area Ratio ⁸	3.00:1	4.03:1	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Height/Stories ⁹	45 ft	70 ft	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Overall Height	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Transitional Height(s)	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Open Space	2,900 sq ft	0 sq ft	<input type="checkbox"/>	<input checked="" type="checkbox"/> CC 3/8/23
<input type="checkbox"/> Density Calculation	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Averaging (all count as one incentive — check all that are needed)				
<input type="checkbox"/> FAR				
<input type="checkbox"/> Density				
<input type="checkbox"/> Parking				
<input type="checkbox"/> Open Space				
<input type="checkbox"/> Vehicular Access				
<input checked="" type="checkbox"/> Other Off-Menu Incentives (specify): 23 parking spaces with 6 in tandem				Parking requests N/A per AB 2097 - CC 3/8/23
<input checked="" type="checkbox"/> Waiver of Development Standards (specify): 12 compact + 11 standard stalls, 97% fy redux to 1/2'; 67% ry redux to 5'; 37.5% north sy redux to 5'; 94% south sy redux to 1/2'; 0 sq ft of open space				
<input type="checkbox"/> 100% Affordable Housing Development shall receive a height increase of three additional stories up to 33 additional feet. Check the box if this applies to your project.				

TOTAL No. of Incentives Requested: On-Menu 1 Off-Menu ~~2~~ 3 CC 3/8/23

TOTAL No. of Waivers Requested: ~~6~~ 4 CC 3/8/23

⁸ See LAMC Section 12.22 A.25(f)(4) for additional requirements.
⁹ See LAMC Section 12.22 A.25(f)(5) for additional requirements.

11. COVENANT

All Density Bonus projects are required to prepare and record an Affordability Covenant to the satisfaction of the LAHD's Occupancy Monitoring Unit before a building permit can be issued. For more information, please contact the LAHD at lahd-landuse@lacity.org.

III. GREATER DOWNTOWN HOUSING INCENTIVE AREA (LAMC SEC. 12.22 A.29, ORDINANCE NO. 179,076)

12. GREATER DOWNTOWN HOUSING INCENTIVE AREA (GDHIA)

A. Eligibility for Floor Area Bonus

NOTE: The affordability levels required are set by the HUD/TCAC. For information on HCD and HUD levels of affordability please contact the LAHD at lahd-landuse@lacity.org.

- 5% of the total number of DUs provided for VLI households; and
- One of the following shall be provided:
 - 10% of the total number of DUs for LI households; or
 - 15% of the total number of DUs for Moderate Income households; or
 - 20% of the total number of DUs for Workforce Income households, and
- Any DU or Guest Room occupied by a household earning less than 50% of the Area Median Income (AMI) that is demolished or otherwise eliminated shall be replaced on a one-for-one basis within the Community Plan area in which it is located

B. Incentives

NOTE: Must meet all three (3) eligibility requirements from 12.A above and provide a Covenant & Agreement (See #11).

CHECK ALL THAT APPLY:

- A 35% increase in total floor area
- Open Space requirement pursuant to LAMC Section 12.21 G reduced by one-half, provided that a fee equivalent to amount of the relevant park fee, pursuant to LAMC Section 19.17, shall be paid for all dwelling units. See LAMC Section 12.29 A.29(c) for exceptions
- No parking required for units for households earning less than 50% AMI
- No more than one parking space required for each dwelling unit

C. Additional Incentives to Produce Housing in the GDHIA

- No yard requirements except as required by the Urban Design Standards and Guidelines
- Buildable area shall be the same as the lot area (for the purpose of calculating buildable area for residential and mixed-use)

- Maximum number of dwelling units or guest rooms permitted shall not be limited by the lot area provisions, as long as the total floor area utilized by guest rooms does not exceed the total floor area utilized by dwelling units
- No prescribed percentage of the required open space that must be provided as either common open space or private open space

IV. MEASURE JJJ¹⁰ (LAMC Sec. 11.5.11, Ordinance No. 184, 745)

13. AFFORDABLE REQUIREMENTS

A certain percentage of affordable units is required based on the total number of units in the project. Fill out either A or B below:

A. Rental Projects

- No less than the affordability percentage corresponding to the level of density increase requested or allowed:
 - _____ % VLI **OR** _____ % LI
- For projects requesting a General Plan Amendment, Zone Change, and/or Height District Change that results in an increased allowable density greater than 35%:
 - 5% ELI **AND** 6% VLI **OR** 15% LI
- For projects requesting a General Plan Amendment, Zone Change, and/or Height District Change that results in an increased allowable density greater than 35%:
 - 5% ELI **AND** 11% VLI **OR** 20% LI

Required Number of Affordable Units

ELI _____ VLI _____ LI _____

B. For Sale Projects

- No less than the affordability percentage corresponding to the level of density increase requested or allowed:
 - _____ % VLI **OR** _____ % LI **OR** _____ % Moderate Income
- For projects requesting a General Plan Amendment, Zone Change, and/or Height District Change that results in an increased allowable density greater than 35% or allows a residential use where not previously allowed:
 - 11% VLI **OR** 20% LI **OR** 40% Moderate Income

Required Number of Affordable Units

VLI _____ LI _____ Moderate Income _____

¹⁰ All fractional amounts in Sections 13 and 14 shall be rounded up to the next whole number.

14. ALTERNATIVE COMPLIANCE OPTIONS

In lieu of providing the affordable units on site, there are three (3) other options available to comply with Measure JJJ Affordable Requirements. Select one, if applicable; otherwise leave this section blank.

A. Off-Site Construction – Construction of affordable units at the following rate:

- Within 0.5 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.0
- Within 2 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.25
- Within 3 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.5

Updated Required Number of Affordable Units

ELI _____ VLI _____ LI _____ Moderate Income _____

B. Off-Site Acquisition – Acquisition of property that will provide affordable units at the following rate:

- Within 0.5 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.0
- Within 1 mile of the outer edge of the Project, Affordable Units in Section 13 x 1.25
- Within 2 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.5

Updated Required Number of Affordable Units

ELI _____ VLI _____ LI _____ Moderate Income _____

C. In-Lieu Fee – From the Affordability Gaps Study published by the Los Angeles City Planning

Total In-Lieu Fee _____ (Note: Final fee TBD if/when the project is approved)

15. DEVELOPER INCENTIVES

Please describe up to a maximum of three (3) incentives:

- 1) _____

- 2) _____

- 3) _____

Disclaimer: This review is based on the information and plans provided by the applicant at the time of submittal of this form. Applicants are advised to verify any zoning issues such as height, parking, setback, and any other applicable zoning requirements with LADBS.



REFERRAL FORMS:

Preliminary Zoning Assessment Referral

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

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

INSTRUCTIONS: Preliminary Zoning Assessment Referral

1. Complete the Preliminary Zoning Assessment:

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

CPC-2022-3108

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

3. Contact Information:

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



Section I. Project Information - To be completed by applicant¹

1. PROJECT LOCATION, ZONING & LAND USE JURISDICTION

Project Address: 1854 - 1860 Pandora Ave. Los Angeles, CA 90025
 Project Name (if applicable): Pandora Ave
 Assessor Parcel Number(s): 4317001014 & 4317001015
 Legal Description (Lot, Block, Tract): 15 & 16, 139, TR 5609
 Community Plan: West Los Angeles Number of Parcels: 2.00 Site Area: 11,013.20 s.f.
 Current Zone(s) & Height District(s): RD1.5-1-O Land Use Designation: Low Medium II Residential
 Alley in rear..... Yes No
 Coastal Zone..... Yes No
 Downtown Design Guide Area..... Yes No
 Enterprise Zone..... Yes No
 Greater Downtown Housing Incentive Area..... Yes No
 Hillside Area (Zoning)..... Yes No
 Site contains Historical features..... Yes No
 Special Grading Area (BOE) Area..... Yes No
 Very High Fire Hazard Severity Zone Yes No
 Specific Plan: West Los Angeles Transportation Improvement & Mitigation
 Historic Preservation Overlay Zone (HPOZ): None
 Design Review Board (DRB): None
 Redevelopment Project Area: None
 Overlay Zone (CPIO/CDO/POD/NSO/RIO/CUGU/etc.): _____
 Q-condition/ D-limitation/ T-classification (*ordinance + subarea*): None
 Legal (Lot Cut Date) _____
 Related City Planning Cases _____
 ZIs _____
 Affidavits _____
 Easements _____
 TOC Tier² (if applicable to project) _____

2. PROJECT DESCRIPTION

Project Description/Proposed Use Demo of (E) 2-story 2 unit & 2-story 3 unit apartment buildings for new 4-story 24 unit apart

 No. of Stories: 4 No. of Dwelling Units: 24 Floor Area (Zoning): 28,652 SF
 Existing Use/No. of Units: _____

3. APPLICANT INFORMATION³

Name: Carlos Regis
 Phone: 310-322-3700
 Email: carlos@breakformdesign.com

4. REPRESENTATIVE INFORMATION

Name: _____
 Phone: _____
 Email: _____



¹ All fields in this form must be completed. If an item is not applicable, write N/A.
² Must be verified by City Planning, Housing Services Unit
³ An applicant is a person with a lasting interest in the completed project such as the property owner or a lessee/user of a project. An applicant is not someone filing a case on behalf of a client (i.e. usually not the agent/representative)

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

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

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

NOTES: 1854-1860 Pandora Ave.
Plans reviewed sent via email on 12/21/21

DCP Staff Name and Title	DCP Staff Signature	Date
Justin Bilow, City Planner	<i>Justin Bilow</i>	12/21/21

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

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

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



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

Item No.	Zoning Standard	Proposed	Required/Allowed	Standard Met	Applicable Section No. ⁵	Comments and Additional Information
1	Use	Apartment	Apartment	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	12.09.1.A	<input type="checkbox"/> Conditional Use (LAMC Sec. 12.24) for _____
2	Height	70'	45' Max.	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A	12.21.1 12.22.A.25 (g)(3)	<input type="checkbox"/> Transitional Height applies (12.21.1-A.10) <input type="checkbox"/> Commercial Corner Development/Mini-Shopping Center height applies (12.22-A.23(a)(1)) Off-Menu Incentive Required.
3	No. of Stories	5	Unlimited	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	12.21.1 (if code prevails)	
4	FAR (Floor Area Ratio)	FAR = 29252/7200 = 4.063	FAR = 3 X 1.35 = 4.05	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A	12.21.1 12.22.A.25 (f)(4)	Buildable Area = 7200 SF
5	RFAR (Residential Floor Area Ratio)	N/A	N/A	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	N/A	N/A

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

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



Item No.	Zoning Standard	Proposed	Required/Allowed	Standard Met	Applicable Section No. ⁶	Comments and Additional Information
6	Density	24 Units	11013/1500 = 7.34 8 Base 8 X 1.35 = 10.8 11 Max.	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A	12.09.1.B 12.22.A.25 (c)	Density Ratio: 1/1500 <input type="checkbox"/> Site Plan Review (16.05) / Major Project CUP (12.24-U.14) Lot Area = 11, 013 SF
7	Setback (Front)	8' - 2nd-Roof 0.5' - 1st Floor	15'	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	12.09.1.B 12.22.A.25 (g)(3)	Lot Line Location (Street): Pandora Ave Lot Line Location (Street): Off-Menu Incentive Required.
8	Setback (Side)	North: 5' - 2nd-Roof 5' - 1st Floor South: 5' - 2nd-Roof 0.5' - 1st Floor	8'	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	12.09.1.B 12.22.A.25 (g)(3)	<input type="checkbox"/> Offset/plane break met (if applicable) Off-Menu Incentive Required.
9	Setback (Rear)	5' - 1st Floor 8' - 2nd-Roof	15'	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A	12.09.1.B 12.22.A.25 (g)(3)	Off-Menu Incentive Required.
10	Building Line	N/A	N/A	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	Ordinance No.: N/A	N/A

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



Item No.	Zoning Standard	Proposed	Required/Allowed	Standard Met	Applicable Section No. ⁷	Comments and Additional Information
11	Parking (automobile)	Residential: 23 Stalls. 11 STD. Non-Residential: N/A	Residential: 28 Stalls. 24 STD. Min. Non-Residential: N/A	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A	12.21.A.4 12.22.A.25 (g)(3)	Design standards met: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO Off-Menu Incentive Required. 3> - 5 X 1.0 = 5 3= - 5 X 1.5 = 7.5 3< - 14 X 2.0 = 28 40 Required, 40 X 0.30 = 12 40 - 12 = 28 Req'd 12/40 = 30% 12 X 4 = 48 Bike Stalls
12	Parking (bicycle)	Long-term: 38 Short-term: 10	Long-term: 38 Short-term: 10	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	12.21.A.16	Facility standards met: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO Location standards met: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
13	Open Space	Total (s.f.): 3012 SF Common (s.f.): 1812 SF Private (s.f.): 1200 SF	Total: 2900 SF Common: N/A Private: N/A	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A	12.21-G (if code prevails) 12.22.A.25 (g)(3)	Units/Habitable Room <3: 12 X 100 = 1200 =3: 8 X 125 = 1000 >3: 4 X 175 = 700 Dimensions met: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO - Planning must allow common/private O.S. above 1st habitable room (roof and other floors) - Planning must allow omission of 4' tall fence at private O.S. - Planning must allow 6' min. horizontal dim. and 50 SF min. area at private O.S.
14	Retaining Walls in Special Grading Areas	Max Height: 6' Max Quantity: 2	Max Height: 10' Max Quantity: 2	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	12.21-C.8 (if code prevails)	


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



Item No.	Zoning Standard	Proposed	Required/Allowed	Standard Met	Applicable Section No. ⁸	Comments and Additional Information
15	Grading (Zoning & Planning limitations)	N/A	N/A	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	N/A	N/A
16	Lot Coverage	N/A	N/A	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	N/A	N/A
17	Lot Width	100'	50'	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	12.09.1.B	
18	Space between Buildings	N/A	N/A	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	12.21-C.2(a) (if code prevails) N/A	N/A
19	Passageway	N/A	N/A	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	12.21-C.2(b) (if code prevails) N/A	"...unless there is an entrance to the dwelling unit or guest room opening directly onto a public street or into a hallway opening into a public street or onto a 10-foot passageway extending to a public street."
20	Location of Accessory Buildings	N/A	N/A	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	12.21-C.5 (if code prevails) N/A	N/A

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



Item No.	Zoning Standard	Proposed	Required/Allowed	Standard Met	Applicable Section No. ⁹	Comments and Additional Information
21	Loading Area	N/A	N/A	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	N/A	N/A
22	Trash & Recycling	60 SF	60 SF	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	12.21.A.19	
23	Landscape	Conformance determined by Los Angeles City Planning				
24	Private Street	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A		
	Other (e.g. ground floor transparency, lighting, utilities, signage, walls, lot area, minimum frontage, etc.)	See additional sheets, if applicable				Additional Sheet(s) attached: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Plan Check Application No. ¹⁰ 21010 - 10000 - 06662				Notes B21LA23902		
DBS Plan Check Staff Name and Title Rodolfo Arias, SEA III		DBS Plan Check Staff Signature ¹¹ 		Date 04/14/2022		

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

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

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



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

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



Ann Sewill, General Manager
Tricia Keane, Executive Officer

Daniel Huynh, Assistant General Manager
Anna E. Ortega, Assistant General Manager
Luz C. Santiago, Assistant General Manager

City of Los Angeles



Eric Garcetti, Mayor

LOS ANGELES HOUSING DEPARTMENT

1200 West 7th Street, 9th Floor
Los Angeles, CA 90017
Tel: 213.808.8808

housing.lacity.org

DATE: September 20, 2021

TO: 1854 Pandora, a California limited liability company, Owner
Pandora South, a California limited liability company, Owner

FROM: Marites Cunanan, Senior Management Analyst II 
Los Angeles Housing Department

Digitally signed by Marites
Cunanan
Date: 2021.09.21 10:42:25
-0700

SUBJECT: **Housing Crisis Act of 2019 (SB 330)**
(TOC) Replacement Unit Determination
RE: 1854-1856 South Pandora Avenue, Los Angeles, CA 90025; and
1858-1862 South Pandora Avenue, Los Angeles, CA 90025

Based on the Application for a Replacement Unit Determination (RUD) submitted by 1854 Pandora, a California limited liability company (Owner), and Pandora South, a California limited liability company (Owner), for the above referenced properties located at 1854-1856 South Pandora Avenue, Los Angeles, CA 90025 (APN: 4317-001-014), and 1858-1862 South Pandora Avenue, Los Angeles, CA 90025 (APN: 4317-001-015) (Properties), the Los Angeles Housing Department (LAHD), formerly the Los Angeles Housing and Community Investment Department (HCIDLA), has determined that five (5) units (as detailed below) are subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330).

PROJECT SITE REQUIREMENTS:

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

Replacement of Existing Residential Dwelling Units.

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

Replacement of Existing or Demolished Protected Units.

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

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

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

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

THE PROPOSED HOUSING DEVELOPMENT PROJECT:

Per the statement received by HCIDLA on June 14, 2021, the Owners plan to demolish the existing five (5) units and construct a new, twenty-four (24) unit apartment building on the Properties pursuant to DB.

STATUS OF PROJECT SITE/PROPERTY:

Owners submitted an Application for a RUD for the Properties on June 14, 2021. In order to comply with the required 5-year lookback period, HCIDLA collected and reviewed data from June 2016 to June 2021.

Review of Documents:

- Pursuant to the Owners’ Grant Deeds, the Property associated with 1854-1856 South Pandora Avenue, Los Angeles, CA 90025 (APN: 4317-001-014) was acquired on February 7, 2020; and the Property associated with 1858-1862 South Pandora Avenue, Los Angeles, CA 90025 (APN: 4317-001-015) was acquired on November 30, 2020.

Google Earth, Google Street View, and an internet search confirm that the multiple addresses on the Properties associated with APNs 4317-001-014 and 4317-001-015 are two buildings (one duplex and one triplex) used for residential purposes.

Department of City Planning (ZIMAS); County Assessor Parcel Information (LUPAMS); DataTree database; Billing Information Management System (BIMS) database; and the Code, Compliance, and Rent Information System (CRIS) database indicate a use code of “0200 – Double, Duplex, or Two Units – 4 Stories or Less (Multi-Family/Income Property)” for the parcel associated with 4317-001-014; and a use code of “0300 – Three Units (Any Combination) – 4 Stories or Less (Multi-Family/Income Property)” for the parcel associated with 4317-001-015.

The Los Angeles Department of Building and Safety database shows no applications for new building or demolition permits on record between June 2016 and June 2021.

REPLACEMENT UNIT DETERMINATION:

The Existing Residential Dwelling Units at the Properties are the following:

ADDRESS	BEDROOM TYPE	"PROTECTED?"	BASIS OF "PROTECTED" STATUS
1854 S. Pandora Ave.	4 Bedrooms	Yes	RSO
1856 S. Pandora Ave.	2 Bedrooms	Yes	RSO
1858 S. Pandora Ave.	1 Bedroom	Yes	RSO
1860 S. Pandora Ave.	1 Bedroom	Yes	RSO
1862 S. Pandora Ave.	1 Bedroom	Yes	RSO
Totals: 5 Units	9 Bedrooms		

On July 2, 2021, tenant letter packages were sent to the properties commonly known as 1854-1856 South Pandora Avenue; and 1858-1862 South Pandora Avenue. No responses were received.

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

Number of Existing Residential Dwelling Units and Protected Units within five (5) years of Owner's application:	5	
Number of Protected Units Ellised within the last (10) years:	0	
Number of Affordable Replacement Units required per CHAS:	4	
5 Units x 67%		4 Units
49% Very Low		3 Units
18% Low		1 Units
Number of Unit(s) presumed to be above-lower income subject to replacement:	1	

For Rental:

No income documents were provided for the five (5) units subject to replacement. Pursuant to CHAS, five (5) units need to be replaced with equivalent type, with three (3) units restricted to Very Low Income Households, and one (1) unit restricted to Low Income Households. For the one (1) remaining unit presumed to have been occupied by an above-lower income person or household, as permitted by California Government Code §65915(c)(3)(C)(ii), the City has opted to require that this unit be replaced in compliance with the City's Rent Stabilization Ordinance (RSO).

Vacancy/Occupancy of Units:

With the Application for the RUD, the Owners submitted a Tenant Information Table listing the names of tenants currently occupying three (3) of the five (5) units: 1856 S. Pandora Ave, 1860 S. Pandora Ave., and 1862 S. Pandora Ave.

Three former tenants were listed for 1854 S. Pandora Ave. and no tenants were listed for 1858 S. Pandora Ave.

Information on utility usage was requested from the Department of Water and Power (DWP) for all units.

- For the unit located at 1854 S. Pandora Ave., information from the Department of Water and Power (DWP) showed the meter at the property was started on January 27, 2020 and stopped on June 28, 2021 indicating the unit was occupied at the time of application.
- For the unit located at 1856 S Pandora Ave., the DWP showed the use of electric service starting on October 23, 2020. It is still active indicating the unit is currently occupied.

- For the unit located at 1858 S. Pandora Ave., the DWP showed minimal use of water service from December 12, 2020 to June 14, 2021. Utility was shut off on June 14, 2021 indicating the unit was vacant at the time of application.
- For the unit located at 1860 S Pandora Ave., the DWP showed the use of electric service starting on July 26, 2019. It is still active indicating the unit is currently occupied.
- For the unit located at 1862 S Pandora Ave., the DWP showed the use of electric service starting on August 4, 2004. It is still active indicating the unit is currently occupied.

With the exception of one (1) unit (1858 S. Pandora Avenue) determined to be vacant, the remaining four (4) units have been determined to be occupied at the time of application. For the four (4) units determined to be occupied, the right of return provisions under SB 330 would apply and require the units be replaced like for like.

Please note that all the new units may be subject to RSO requirements unless an RSO Exemption is filed and approved by the RSO Section. This determination is provisional and subject to verification by the RSO Section.

This SB330 determination only applies if the proposed project is a rental Density Bonus (DB) project and NOT condominiums. In the event the project changes to condominiums, the owner needs to request a SB330 amendment to reflect 100% replacement of the units. In addition, if the project is changed from DB to Transit Oriented Communities (TOC) or vice-versa, a SB330 amendment will also be required.

****WARNING****

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

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

If you have any questions about this RUD, please contact Maritess Go at maritess.go@lacity.org.

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


cc: Los Angeles Housing Department File
1854 Pandora, a California limited liability company, Owner
Pandora South, a California limited liability company, Owner
Planning.PARP@lacity.org, Department of City Planning

MAC:mg

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

Date: July 28, 2022

To: Mr. Vincent Bertoni, Director
Department of City Planning
Attn: Connie Chauv (City Planner)

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

**Subject: Case No. CPC 2022-3108 (CU/DB/WDI/PHP/HCA): 1854-1862
South Pandora Avenue**

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

1. Dedication Required:

Pandora Avenue (Local Street) – A 10-foot wide strip of land along the property frontage to complete a 30-foot half right-of-way in accordance with Local Street standards.

Improvements Required:

Pandora Avenue – Construct suitable surfacing to join the existing improvements to provide 18-ft wide half roadway including asphalt pavement, integral concrete curb, gutter and a 5-foot wide concrete sidewalk in a landscaped parkway abutting the new property line. Remove and replace any broken, damaged, or off grade adjacent roadway pavements. These improvements shall suitably transition to join the existing improvements satisfactory to the City Engineer.

In the event the Bureau of Street Services, Urban Forestry Division deny the street trees removal, construct a new curb, gutter and full-width concrete sidewalk at existing location up to the new property line. Remove and replace any broken, damaged, or off grade adjacent roadway

pavements. These improvements shall suitably transition to the existing improvements and constructed satisfactory to the City Engineer.

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

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

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

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

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

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

Notes: Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

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

Regarding any issue with power poles and gas meters, contact the Department of Water and Power (213) 367-2715.

2. Drain the roof and site to the public right-of-way.

3. Sewer lines exist in the Pandora Avenue and in the sewer easement on the east side of the property. Extension of the 6-inch house connection lateral to the new property line will be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
4. An investigation by the Bureau of Engineering West Los Angeles (WLA) District Office Sewer Counter may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the WLA District Office of the Bureau of Engineering.
5. Submit shoring and lateral support plans to the Bureau of Engineering Excavation Counter of the Bureau of Engineering for review and approval prior to excavating adjacent to the public right-of-way.
6. Submit parking area and driveway plans to the WLA District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

Any questions regarding this report may be directed to Quyen M. Phan of my staff at (213) 808-8604 or quyen.phan@lacity.org.

cc: West Los Angeles District Office

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

June 13, 2022

TO: Vincent Bertoni, AICP, Director of Planning
Department of City Planning
Attention: Connie Chauv

FROM: Los Angeles Fire Department

SUBJECT: **CPC-2022-3108.: 1854 Pandora Ave**

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

RECOMMENDATIONS:

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

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

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

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

Fire Lane Requirements:

- 1) Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- 2) The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
- 3) Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
- 4) Submit plot plans indicating access road and turning area for Fire Department approval.
- 5) All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- 6) Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
- 7) Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
- 8) All public street and fire lane cul-de-sacs shall have the curbs painted red and/or be posted "No Parking at Any Time" prior to the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy for any structures adjacent to the cul-de-sac.
- 9) No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

Construction of public or private roadway in the proposed development shall not exceed 10 percent in grade.

The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

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

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

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

The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

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

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

Site plans shall include all overhead utility lines adjacent to the site.

Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.

No proposed development utilizing cluster, group, or condominium design of one or two family dwellings shall be more than 150 feet from the edge of the roadway of an improved street, access road, or designated fire lane.

On small lot subdivisions, any lots used for access purposes shall be recorded on the final map as a "Fire Lane".

Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.

Standard cut-corners will be used on all turns.

FPB #105

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

That in order to provide assurance that the proposed common fire lane and fire protection facilities, for the project, not maintained by the City, are properly and adequately maintained, the sub-divider shall record with the County Recorder, prior to the recordation of the final map, a covenant and agreement (Planning Department General Form CP-6770) to assure the following:

- A. The establishment of a property owners association, which shall cause a yearly inspection to be, made by a registered civil engineer of all common fire lanes and fire protection facilities. The association will undertake any necessary maintenance and corrective measures. Each future property owner shall automatically become a member of the association or organization required above and is automatically subject to a proportionate share of the cost.
- B. The future owners of affected lots with common fire lanes and fire protection facilities shall be informed of their responsibility for the maintenance of the devices on their lots. The future owner and all successors will be presented with a copy of the maintenance program for their lot. Any amendment or modification that would defeat the obligation of said association as the Advisory Agency must approve required hereinabove in writing after consultation with the Fire Department.
- C. In the event that the property owners association fails to maintain the common property and easements as required by the CC and R's, the individual property owners shall be responsible for their proportional share of the maintenance.
- D. Prior to any building permits being issued, the applicant shall improve, to the satisfaction of the Fire Department, all common fire lanes and install all private fire hydrants to be required.
- E. That the Common Fire Lanes and Fire Protection facilities be shown on the Final Map.

The plot plans shall be approved by the Fire Department showing fire hydrants and access for each phase of the project prior to the recording of the final map for that phase. Each phase shall comply independently with code requirements.

Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.

Provide Fire Department pathway front to rear with access to each roof deck via gate or pony wall

less than 36 inches.

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

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

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

Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.

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

Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **BY APPOINTMENT ONLY**, in order to assure that you receive service with a minimum amount of waiting please call **(213) 482-6543**. You should advise any consultant representing you of this requirement as well.

Kristin M. Crowley
Fire Chief

Orin Saunders, Fire Marshal
Bureau of Fire Prevention and Public Safety


OS:MRC:mrc

CPC-2022-3108.: 1854 Pandora Ave

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: July 21, 2022

TO: Connie Chauv, City Planner
Department of City Planning

FROM: 
Bryan Ramirez, Street Tree Superintendent I
Bureau of Street Services, Urban Forestry Division

SUBJECT: CPC-2022-3108-CU-DB-WDI-PHP – 1854 S. PANDORA AVE.

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

1. NATIVE PROTECTED TREES

- a. All tree preservation measures shall be considered to retain all protective native species whenever possible. Project should include feasible alternatives in project design to retain native trees and shrubs. A permit is required for the removal of any native protective tree and shrub. Removal of any on site native tree or shrub shall be replaced in kind at a 4:1 ratio as approved by the Board of Public Works and Urban Forestry Division. The tree replacement plan shall include all retained native trees and shrubs on site planted in locations favorable to the long term survival of the species.
- b. The applicant shall submit a Protected Tree Report with an acceptable tree and shrub replacement plan prepared by a reputable Tree Expert, as required by LAMC Ordinance No. 186,873, for approval by the Advisory Agency and the Bureau of Street Services, Urban Forestry Division. The Protected Tree Report (PTR) shall contain the Tree Expert's recommendations for the preservation of as many protected trees as possible and shall provide species, health, size, and condition. The PTR shall include a topographical map (construction drawing) and site survey identifying tree and shrub location, and drip line, and is correctly numbered and plotted on map.

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

2. STREET TREES

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

Note: Removal of street trees requires approval from the Board of Public Works. Contact Urban Forestry Division at: (213) 847-3077 for tree removal permit information.


BR:djm

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: July 18, 2022

TO: Vincent P. Bertoni, Director of Planning
Department of City Planning

Attn: Connie Chauv, City Planner
Department of City Planning

FROM: Rowena Lau, Division Manager 
Wastewater Engineering Services Division
LA Sanitation and Environment

SUBJECT: PANDORA APARTMENTS - FILING NOTIFICATION AND DISTRIBUTION

This is in response to your May 17, 2022 letter requesting a review of the proposed residential project located at 1854 S Pandora Avenue, Los Angeles, CA 90025. The project will consist of residential apartment units. LA Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

LA Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvement projects needed to provide future capacity as the City grows and develops.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
<i>Proposed</i>			
Residential: APT- Studio	75 GPD/ DU	5 DU	375
Residential: APT- 1 BDRM	110 GPD/ DU	7 DU	770
Residential: APT- 2 BDRM	150 GPD/ DU	8 DU	1,200
Residential: APT- 3 BDRM	190 GPD/DU	3 DU	570
Residential: APT- 4 BDRM	230 GPD/DU	1 DU	230
Total			3,145 GPD

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes an existing 8-inch line Beverly Glen Bl R/W. The sewage from the existing 8-inch line feeds into a 12-inch line on

Beverly Glen Blvd. The sewage from the 12-inch line feeds into a 15-inch line on Louisiana Ave. The sewage of the 15-inch line feeds into a 27-inch line on Tennessee Ave before discharging into a 42-inch sewer line on Manning Ave. Figure 1 shows the details of the sewer system within the vicinity of the project. The current flow levels (d/D) in the 8-inch line and the 12-inch line cannot be determined at this time without additional gauging.

The current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Beverly Glen Blvd R/W	*	691,000 GPD
12	Beverly Glen Blvd.	*	1.28 MGD
15	Louisiana Ave.	48	1.65 MGD
27	Tennessee Ave.	27	7.20 MGD
42	Manning Ave.	23	20.25 MGD

* No gauging available

Based on estimated flows it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. If the public sewer lacks sufficient capacity, then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at the time. Ultimately, this sewage flow will be conveyed to the Hyperion Water Reclamation Plant, which has sufficient capacity for the project.

All sanitary wastewater ejectors and fire tank overflow ejectors shall be designed, operated, and maintained as separate systems. All sanitary wastewater ejectors with ejection rates greater than 25 GPM shall be reviewed and must be approved by LASAN WESD staff prior to other City plan check approvals. Lateral connection of development shall adhere to Bureau of Engineering Sewer Design Manual Section F 480.

If you have any questions, please call Christopher DeMonbrun at (323) 342-1567 or email at chris.demonbrun@lacity.org.

STORMWATER REQUIREMENTS

LA Sanitation, Stormwater Program is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

POST-CONSTRUCTION MITIGATION REQUIREMENTS

In accordance with the Municipal Separate Storm Sewer (MS4) National Pollutant Discharge Elimination System (NPDES) Permit (Order No. R4-2012-0175, NPDES No. CAS004001) and the City of Los Angeles Stormwater and Urban Runoff Pollution Control requirements (Chapter VI, Article 4.4, of the Los Angeles Municipal Code), the Project shall comply with all mandatory provisions to the Stormwater Pollution Control Measures for Development Planning (also known as Low Impact Development [LID] Ordinance). Prior to issuance of grading or building permits, the applicant shall submit a LID Plan to the City of Los Angeles, Public Works, LA Sanitation,

Stormwater Program for review and approval. The LID Plan shall be prepared consistent with the requirements of the Planning and Land Development Handbook for Low Impact Development.

Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at: www.lacitysan.org. It is advised that input regarding LID requirements be received in the preliminary design phases of the project from plan-checking staff. Additional information regarding LID requirements can be found at: www.lacitysan.org or by visiting the stormwater public counter at 201 N. Figueroa, 2nd Fl, Suite 280.

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-way to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local groundwater basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the LID requirements. Green Street standard plans can be found at: <https://eng2.lacity.org/techdocs/stdplans/index.htm>

CONSTRUCTION REQUIREMENTS

All construction sites are required to implement a minimum set of BMPs for erosion control, sediment control, non-stormwater management, and waste management. In addition, construction sites with active grading permits are required to prepare and implement a Wet Weather Erosion Control Plan during the rainy season between October 1 and April 15. Construction sites that disturb more than one-acre of land are subject to the NPDES Construction General Permit issued by the State of California, and are required to prepare, submit, and implement the Storm Water Pollution Prevention Plan (SWPPP).

If there are questions regarding the stormwater requirements, please call WPP's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 2nd Fl, Suite 280.

GROUNDWATER DEWATERING REUSE OPTIONS

The Los Angeles Department of Water and Power (LADWP) is charged with the task of supplying water and power to the residents and businesses in the City of Los Angeles. One of the sources of water includes groundwater. The majority of groundwater in the City of Los Angeles is adjudicated, and the rights of which are owned and managed by various parties. Extraction of groundwater within the City from any depth by law requires metering and regular reporting to the appropriate Court-appointed Watermaster. LADWP facilitates this reporting process, and may assess and collect associated fees for the usage of the City's water rights. The party performing the dewatering should inform the property owners about the reporting requirement and associated usage fees.

On April 22, 2016 the City of Los Angeles Council passed Ordinance 184248 amending the City of Los Angeles Building Code, requiring developers to consider beneficial reuse of groundwater as a conservation measure and alternative to the common practice of discharging groundwater to the storm drain (SEC. 99.04.305.4). It reads as follows: “Where groundwater is being extracted and discharged, a system for onsite reuse of the groundwater, shall be developed and constructed. Alternatively, the groundwater may be discharged to the sewer.”

Groundwater may be beneficially used as landscape irrigation, cooling tower make-up, and construction (dust control, concrete mixing, soil compaction, etc.). Different applications may require various levels of treatment ranging from chemical additives to filtration systems. When onsite reuse is not available the groundwater may be discharged to the sewer system. This allows the water to be potentially reused as recycled water once it has been treated at a water reclamation plant. If groundwater is discharged into the storm drain it offers no potential for reuse. The onsite beneficial reuse of groundwater can reduce or eliminate costs associated with sewer and storm drain permitting and monitoring. Opting for onsite reuse or discharge to the sewer system are the preferred methods for disposing of groundwater.

To help offset costs of water conservation and reuse systems, LADWP offers a Technical Assistance Program (TAP), which provides engineering and technical assistance for qualified projects. Financial incentives are also available. Currently, LADWP provides an incentive of \$1.75 for every 1,000 gallons of water saved during the first two years of a five-year conservation project. Conservation projects that last 10 years are eligible to receive the incentive during the first four years. Other water conservation assistance programs may be available from the Metropolitan Water District of Southern California. To learn more about available water conservation assistance programs, please contact LADWP Rebate Programs 1-888-376-3314 and LADWP TAP 1-800-544-4498, selection “3”.

For more information, related to beneficial reuse of groundwater, please contact Greg Reed, Manager of Water Rights and Groundwater Management, at (213)367-2117 or greg.reed@ladwp.com.

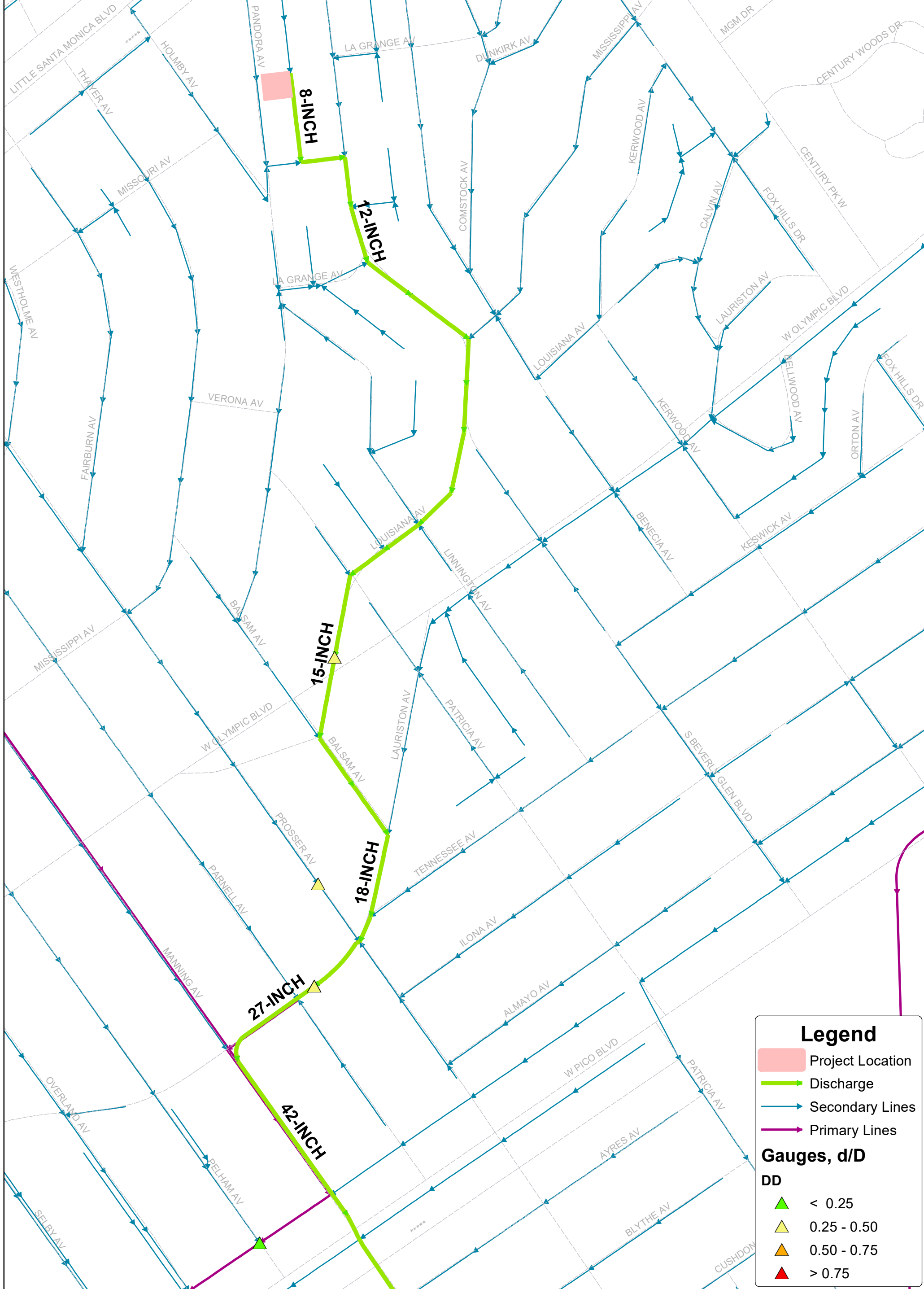
SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact LA Sanitation Solid Resources Recycling hotline 213-922-8300.

RL/CD: ra

Attachment: Figure 1 - Sewer Map

c: Julie Allen, LASAN
Michael Scaduto, LASAN
Christine Sotelo, LASAN
Christopher DeMonbrun, LASAN



Legend

- Project Location
- Discharge
- Secondary Lines
- Primary Lines

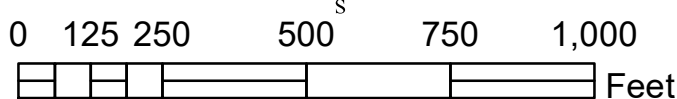
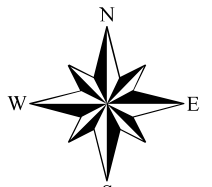
Gauges, d/D

DD

- < 0.25
- 0.25 - 0.50
- 0.50 - 0.75
- > 0.75

Wastewater Engineering Services Division
Bureau of Sanitation
City of Los Angeles

Figure 1
PANDORA APARTMENTS
Sewer Map



Thomas Brother Data reproduced with permission granted by THOMAS BROS MAP

EXHIBIT D

ENVIRONMENTAL CLEARANCE

ENV-2022-3109-CE

D1 – Notice of Exemption & Justification for
Categorical Exemption

D2 – Tree Report

D3 – DOT Referral Form & VMT Calculator

D4 – Haul Route Questionnaires and Map

D5 – LADBS Soils Report Approval Letter &
Geotechnical Report

D6 – Air Quality Calculations

COUNTY CLERK'S USE

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 395
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

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

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS
CPC-2022-3108-CU-DB-WDI-PHP-HCA

LEAD CITY AGENCY City of Los Angeles (Department of City Planning)	CASE NUMBER ENV-2022-3109-CE
--	---------------------------------

PROJECT TITLE 1854 South Pandora Avenue	COUNCIL DISTRICT 5 – Yaroslavsky
--	-------------------------------------

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) 1854-1862 South Pandora Avenue, Los Angeles, CA 90066	<input type="checkbox"/> Map attached.
---	--

PROJECT DESCRIPTION: Additional page(s) attached.
The project is the construction of a five-story, 70-foot tall residential building comprised of 24 dwelling units (including 6 Very Low Income units). The project will be approximately 29,030 square feet in floor area with a Floor Area Ratio ("FAR") of 4.03:1. The project will provide 23 parking spaces at-grade. The site is currently improved with a two-story duplex and triplex which will be demolished and five (5) non-protected trees which will be removed for the project. Four (4) non-protected street trees will remain. The project will also require a haul route for the export of approximately 3,488 cubic yards of soil.

NAME OF APPLICANT / OWNER:
1854 Pandora, LLC and Pandora South, LLC / Brian Silveira & Associates

CONTACT PERSON (If different from Applicant/Owner above) Connie Chauv	(AREA CODE) TELEPHONE NUMBER EXT. 213 978 0016
---	---

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

STATE CEQA STATUTE & GUIDELINES

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

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

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

JUSTIFICATION FOR PROJECT EXEMPTION: Additional page(s) attached
Class 32: In-fill development meeting the conditions described in CEQA Guidelines 15332: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered, rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.
 None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.
 The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.
If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:	
CITY STAFF NAME AND SIGNATURE Connie Chauv	STAFF TITLE City Planner

ENTITLEMENTS APPROVED
Density Bonus, Conditional Use, Waiver of Dedication and Improvements

DISTRIBUTION: County Clerk, Agency Record
Rev. 6-22-2021

**DEPARTMENT OF
CITY PLANNING**

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

CAROLINE CHOE
VICE-PRESIDENT

MARIA CABILDO
ILISSA GOLD
MONIQUE LAWSHE
HELEN LEUNG
KAREN MACK
JACOB NOONAN
ELIZABETH ZAMORA

**CITY OF LOS ANGELES
CALIFORNIA**



KAREN BASS
MAYOR

EXECUTIVE OFFICES

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

VINCENT P. BERTONI, AICP
DIRECTOR

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

**JUSTIFICATION FOR PROJECT EXEMPTION
ENV-2022-3109-CE**

The Planning Department determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the CEQA Guidelines designate the subject project as Categorically Exempt under CEQA Guidelines, Article 19, Section 15332 (Class 32), Case No. ENV-2022-3109-CE.

The project is the construction of a five-story, 70-foot tall residential building comprised of 24 dwelling units (including 6 Very Low Income units). The project will be approximately 29,030 square feet in floor area with a Floor Area Ratio ("FAR") of 4.03:1. The project will provide 23 parking spaces at-grade. The site is currently improved with a two-story duplex and triplex which will be demolished and five (5) non-protected trees which will be removed for the project. Four (4) non-protected street trees will remain. The project will also require a haul route for the export of approximately 3,488 cubic yards of soil.

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

CEQA Determination – Class 32 Categorical Exemption Applies

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

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

The project site is in the West Los Angeles Community Plan, and is designated for Low Medium II Residential land uses, with corresponding zones of RD1.5, RD2, RW2, and RZ2.5. The site is zoned RD1.5-1-O and is therefore consistent with the land use designation. The project site is in the West Los Angeles Transportation Improvement and Mitigation Specific Plan ("WLA TIMP", Ordinance Nos. 186,105 and 186,108), and the Project is subject to Department of Transportation clearance of the WLA TIMP. Height District No. 1 limits the Floor Area Ratio ("FAR") to 3:1 and building height to 45 feet with no limit on the number of stories; however, the proposed project will have a FAR of 4.03:1 and a height of 70 feet as permitted by State Density Bonus Law in exchange for providing six (6) units for Very Low Income Households for 55 years. As demonstrated in the case file, the project is consistent with the General Plan, the applicable West Los Angeles Community Plan designation and policies, and all applicable zoning designations and regulations as permitted by Density Bonus law.

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

The subject site is wholly within the City of Los Angeles, on a site that is approximately 0.25 acres (11,0013 square feet) and is surrounded primarily by multi-family residential uses and some single-family dwellings. Surrounding properties along Pandora Avenue are developed primarily with multi-family residential buildings that range from two to five stories in height in the RD1.5-1-O zone. Properties further south near Holmby Avenue are improved with single-family residential in the R1-1-O zone. Other properties further north fronting Santa Monica Boulevard are zoned C2-1VL and developed with office buildings, multi-family residential, or are otherwise vacant. The subject site is within one-half mile (2,640 feet) from the intersection at Santa Monica Boulevard and Century Park West which qualifies as a Major Transit Stop that is served by Los Angeles County Metropolitan Transportation Authority (“Metro”) 4 and 28 bus lines. In addition, the site is served by other bus lines including but not limited to the Santa Monica Big Blue Bus 5 line, Culver City Bus 3 line, LADOT Commuter Express 573 line, and Santa Clarita Commuter Express 797 line.

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

The site is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. The site is currently improved with a two-story duplex and triplex; all existing structures will be demolished. There are no protected trees or shrubs on the subject site or in the adjacent public right of way; five (5) non-protected trees will be removed from the subject site, and four (4) non-protected street trees will remain along the public right-of-way, as verified in the Tree Report prepared by The Tree Resource dated January 31, 2023.

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

Regulatory Compliance Measures – The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. These RCMs will reduce any potential impacts to less than significant, and will ensure the project will not have significant impacts on noise and water.

Geotechnical - The applicant has submitted a Geotechnical Investigation prepared by GEOCON West, Inc. dated June 10, 2021. RCMs also include the submittal of the Geology and Soils Report to the Department of Building and Safety (“DBS”), and compliance with a Soils Report Approval Letter (Log No. 119574, dated March December 14, 2021) which details conditions of approval that must be followed. In addition, the RCMs require that design and construction of the building must conform to the California Building Code, and grading on site shall comply with the City’s Landform Grading Manual, as approved by the Department of Building and Safety Grading Division.

Traffic - The Project does not exceed the threshold criteria established by LADOT for preparing a traffic study. The Department of Transportation (LADOT) Referral Form dated September 20, 2022 and the Vehicle Miles Traveled (VMT) calculator indicated that the number of daily vehicle trips will be 93 which is under the threshold of 250 or more daily vehicles trips to require VMT analysis. Therefore, the project does not exceed the

threshold criteria established by LADOT for preparing a traffic study and will not have any significant impacts related to traffic. The project will also be governed by an approved haul route under City Code requirements, which will regulate the route hauling trucks will travel, and the times at which they may leave the site, thereby reducing any potential traffic impacts to less than significant.

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

Air Quality – The Project does not exceed the threshold criteria for preparing an air quality study; at 24 dwelling units, the Project is well under the screening criteria of 80 units for air quality studies. The Project's potential air quality effects were evaluated by estimating the potential construction and operations emissions of criteria pollutants, and comparing those levels to significance thresholds provided by the Southern California Air Quality Management District (SCAQMD). The Project's emissions were estimated using the CalEEMod 2020.4.0 model (output March 13, 2023) for the purposes of evaluating air quality impacts of proposed projects. The analysis took into account construction activity emissions during demolition, site preparation, grading, building construction, paving, and architectural coating, as well as operational emissions. The analysis confirms that neither construction nor operation of the project would result in significant air quality impacts. In addition, there are several Regulatory Compliance Measures which regulate air quality-related impacts for projects citywide. As a result of this mandatory compliance, the proposed Project will not result in any significant air quality impacts.

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

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

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

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

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

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

There are several projects proposed, approved, or under construction within proximity to the site for both discretionary and by-right projects, including but not limited to:

- 10460 West Santa Monica Boulevard – construction of a new 6-story 68-unit apartment building

- 10400-10422 West Santa Monica Boulevard and 1800 South Pandora Avenue – construction of a new 7-story 120-unit apartment building

While there could potentially be a succession of known projects of the same type and in the same place as the subject project, all projects are subject to the citywide Regulatory Compliance measures as noted above, which regulate impacts related to air quality, noise, and geology to a less than significant level. There is no evidence to conclude that significant impacts will occur based on past project approvals or that the proposed Project's impacts are cumulatively considerable when evaluating any cumulative impacts associates with construction noise and transportation/traffic in the surrounding area.

According to Navigate LA, there are no (0) other approved active haul routes that cross within 500 feet of the subject site. In light of the increase in construction activity in Special Grading Areas and the increase in associated truck traffic related to the import and export of soil, a haul route monitoring program is being implemented by the Department of Building and Safety for Council Districts 4 and 5 for added enforcement to ensure safety and to protect the quality of life of area residents. As part of this program, a haul route monitor is assigned to a geographic area to monitor haul routes and keep track of daily activities in order to minimize impacts to neighboring residents. Haul routes are tracked via a Map for each district to identify the locations of construction sites for which a haul route was required. The haul route approval will include RCMs and recommended conditions prepared by the Los Angeles Department of Transportation (LADOT) to be considered by the Board of Building and Safety Commissioners to reduce the impacts of construction related hauling activity, monitor the traffic effects of hauling, and reduce haul trips in response to congestion. Furthermore, LADBS staggers the haul route schedules so as to ensure that all of the haul routes do not occur simultaneously.

Therefore, in conjunction with citywide RCMs and compliance with other applicable regulations, no foreseeable cumulative impacts are expected.

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

The project proposes a residential building in an area zoned and designated for such development. All adjacent lots are developed with multi-family and single-family residential uses, and the subject site is of a similar size and slope to nearby properties. The project proposes a FAR of 4.03:1 on a site that is permitted to have an FAR of 3.0:1, and a building height of 70 feet on a site that is permitted to have a building height of 45 feet by the site's zoning. The project is eligible for the 4.03:1 FAR through an On-Menu Density Bonus Incentive, and a 70-foot building height through an Off-Menu Density Bonus Incentive. The project size and height is not unusual for the vicinity of the subject site, and is similar in scope to other existing multi-family dwellings and proposed future projects in the area. Furthermore, there is no substantial evidence in the administrative record that this project will cause a significant impact. Thus, there are no unusual circumstances which may lead to a significant effect on the environment, and this exception does not apply.

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

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. State Route 27 is located approximately 8.8 miles west of the subject site. Therefore, the subject site will not create any impacts within a designated state scenic highway, and this exception does not apply.

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

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

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

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



TREE REPORT

PREPARED FOR

Pandora South Development Company, LLC

PROPERTY

1854 -1860 Pandora Ave

Los Angeles, CA 90025

CONTACT

Carlos Regis

310.322.3700

carlos@breakformdesign.com

January 31, 2023

PREPARED BY

LISA SMITH, **THE TREE RESOURCE** ®

REGISTERED CONSULTING ARBORIST #464

ISA BOARD CERTIFIED MASTER ARBORIST #WE3782B

ISA TREE RISK ASSESSOR QUALIFIED - INSTRUCTOR

MEMBER OF AMERICAN SOCIETY OF CONSULTING ARBORISTS

P.O. BOX 49314, LOS ANGELES, CA 90049

T 310-663-2290 E lisa@thetreeresource.com

TABLE OF CONTENTS

SUMMARY	3
ASSIGNMENT	5
LIMITATIONS	5
TREE CHARACTERISTICS AND SITE CONDITIONS	5
IMPACT ANALYSIS AND SPECIFIC RECOMMENDATIONS	6
APPENDIX A.1 - TREE LOCATION MAP - Survey	7
APPENDIX A.2 - TREE LOCATION MAP - Site Plan	8 - 9
APPENDIX B - PHOTOGRAPHS	10
APPENDIX C – SUMMARY OF FIELD INSPECTION	20
GENERAL RECOMMENDATIONS	
New Tree Planting	21
Tree Maintenance and Pruning	23
Diseases and Insects, Grade Changes, Inspection	25
ASSUMPTIONS AND LIMITING CONDITIONS	26

TREE REPORT

1854 -1860 Pandora Ave
 Los Angeles, CA 90000

SUMMARY

PROJECT OVERVIEW	
Site Address	1854 -1860 Pandora Ave, Los Angeles, CA 90025
Location and/or Specific Plan	West Los Angeles
Project Description	Multi Family Housing
Number of Protected Trees on Site	0
Number of Recommended Removals	0
Date of Site Inspection	04/23/22 & 12/31/2022

This Tree Report was prepared at the request of the property owner, Pandora South Development Company, LLC, who is preparing to build multi-family housing on this property. The subject property is 11,003.95 square feet and is located in the West Los Angeles area of Los Angeles. It is currently developed with single family residences which the owner is preparing to demolish.

PROTECTED TREES, URBAN FORESTRY DIVISION

This property is under the jurisdiction of the City of Los Angeles and guided by the Native Tree Protection Ordinance No. 186873. **Protected Trees** are defined by this ordinance as oaks (*Quercus* sp.) indigenous to California but excluding the scrub oak (*Quercus dumosa*); Southern California black walnut (*Juglans californica* var. *californica*); Western sycamore (*Platanus racemosa*) and California bay laurel (*Umbellularia californica*) trees with a diameter at breast height (DBH) of four inches (4") or greater. **Protected Shrubs** are defined as Mexican elderberry (*Sambucus mexicana*); Toyon (*Heteromeles arbutifolia*) which measure four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the shrub.

There are NO trees or shrubs on this property that would be considered protected within the City of Los Angeles Native Tree Protection Ordinance.

NEIGHBOR TREES

I have also inspected the neighboring properties to confirm there are no protected tree species that are adjacent to the construction zone, or in areas of impact.

CITY OF LOS ANGELES STREET TREES, URBAN FORESTRY DIVISION

There are four (4) trees located in the parkway perimeter that are considered **City of Los Angeles Street Trees**. These trees will be retained and protected in place.

The project is including a below ground parking garage. The construction of this parking garage will require excavation that will occur approximately nine (9) feet from these parkway street trees.

These Parkway Street Trees (Raywood Ash) are currently growing with a sidewalk and low garden wall which are creating a minor root deflection and helping to reduce encroachment of the ash roots into the future buildable space, and areas of over-excavation for below grade work.

The parkway Ash trees are located 10 - 11 feet from the proposed construction impacts. Refer to “Impact Analysis” on page 6 for further specific information.

NON-PROTECTED SIGNIFICANT TREES, DEPARTMENT OF CITY PLANNING

The Department of City Planning requires the identification of the location, size, type and condition of all existing trees on the site with a DBH of 8 inches (8”) or greater. These trees will be identified as **Non-Protected Significant Trees**.

At this time, I observed five (5) Non-Protected Significant Trees on the property. These trees will be impacted by construction and are recommended for removal and replacement to the satisfaction of the City of Los Angeles Department of City Planning.

ASSIGNMENT

The Assignment included:

- Field Observation and Inventory of Trees on Site
- Evaluation of potential construction impacts
- Photographs of the subject trees are included in Appendix B
- Matrix of proposed tree removals and trees to remain

LIMITS OF THE ASSIGNMENT

The field inspection was a visual, grade level tree assessment. No special tools or equipment were used. No tree risk assessments were performed. My site examination and the information in this report is limited to the date and time the inspection occurred. The information in this report is limited to the condition of the trees at the time of my inspection.

TREE CHARACTERISTICS AND SITE CONDITIONS

Detailed information with respect to size, condition, species and recommendations are included in the Summary of Field Inspections in Appendix C. The trees are numbered on the Tree Location Map in Appendix A.

IMPACT ANALYSIS AND SPECIFIC RECOMMENDATIONS

STREET TREES

Four (4) City of Los Angeles Street Trees located in the parkway perimeter will be minimally impacted by construction and will be retained and protected in place.

Raywood Ash (*Fraxinus angustifolia*) street tree #1 is sited 11'-5 1/2" from the basement, and this is in the range of acceptable distances. Exploratory trenching will be performed during the excavation process, and roots will be evaluated PRIOR to pruning. This may also require the City of Los Angeles Urban Forestry Division to inspect the site to analyze the feasibility of pruning roots on their parkway trees. This tree will be minimally impacted and will be retained and protected in place.

Raywood Ash (*Fraxinus angustifolia*) street tree #2 is sited 11'-9" from the basement, and this is in the range of acceptable distances. Exploratory trenching will be performed during the excavation process, and roots will be evaluated PRIOR to pruning. This may also require the City of Los Angeles Urban Forestry Division to inspect the site to analyze the feasibility of pruning roots on their parkway trees. This tree will be minimally impacted and will be retained and protected in place.

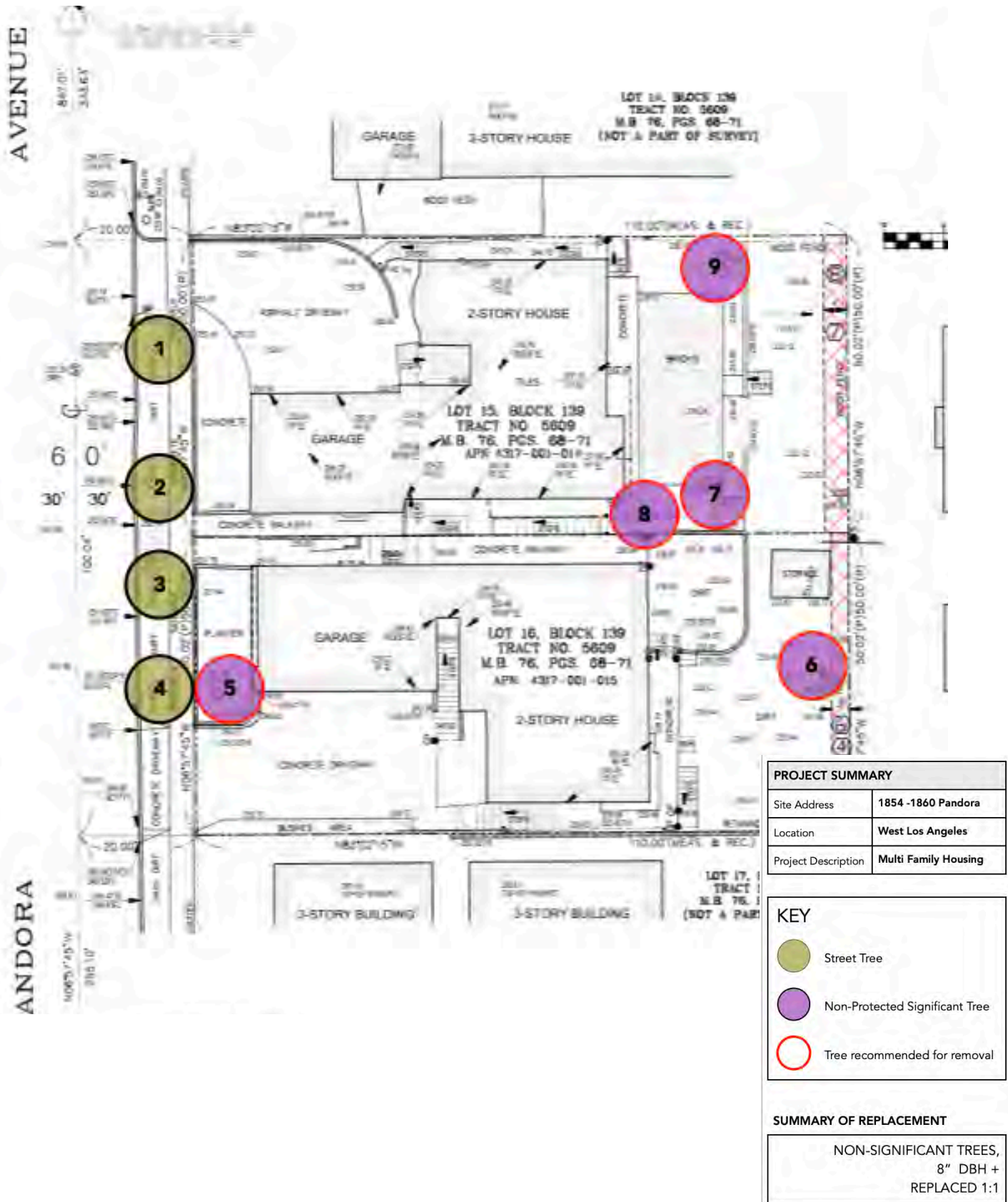
Raywood Ash (*Fraxinus angustifolia*) street tree #3 is sited 10'-11 1/2" from the basement, and this is in the range of acceptable distances. Exploratory trenching will be performed during the excavation process, and roots will be evaluated PRIOR to pruning. This may also require the City of Los Angeles Urban Forestry Division to inspect the site to analyze the feasibility of pruning roots on their parkway trees. This tree will be minimally impacted and will be retained and protected in place.

Raywood Ash (*Fraxinus angustifolia*) street tree #4 is sited 11'-2 1/2" from the basement, and this is in the range of acceptable distances. Exploratory trenching will be performed during the excavation process, and roots will be evaluated PRIOR to pruning. This may also require the City of Los Angeles Urban Forestry Division to inspect the site to analyze the feasibility of pruning roots on their parkway trees. This tree will be minimally impacted and will be retained and protected in place.

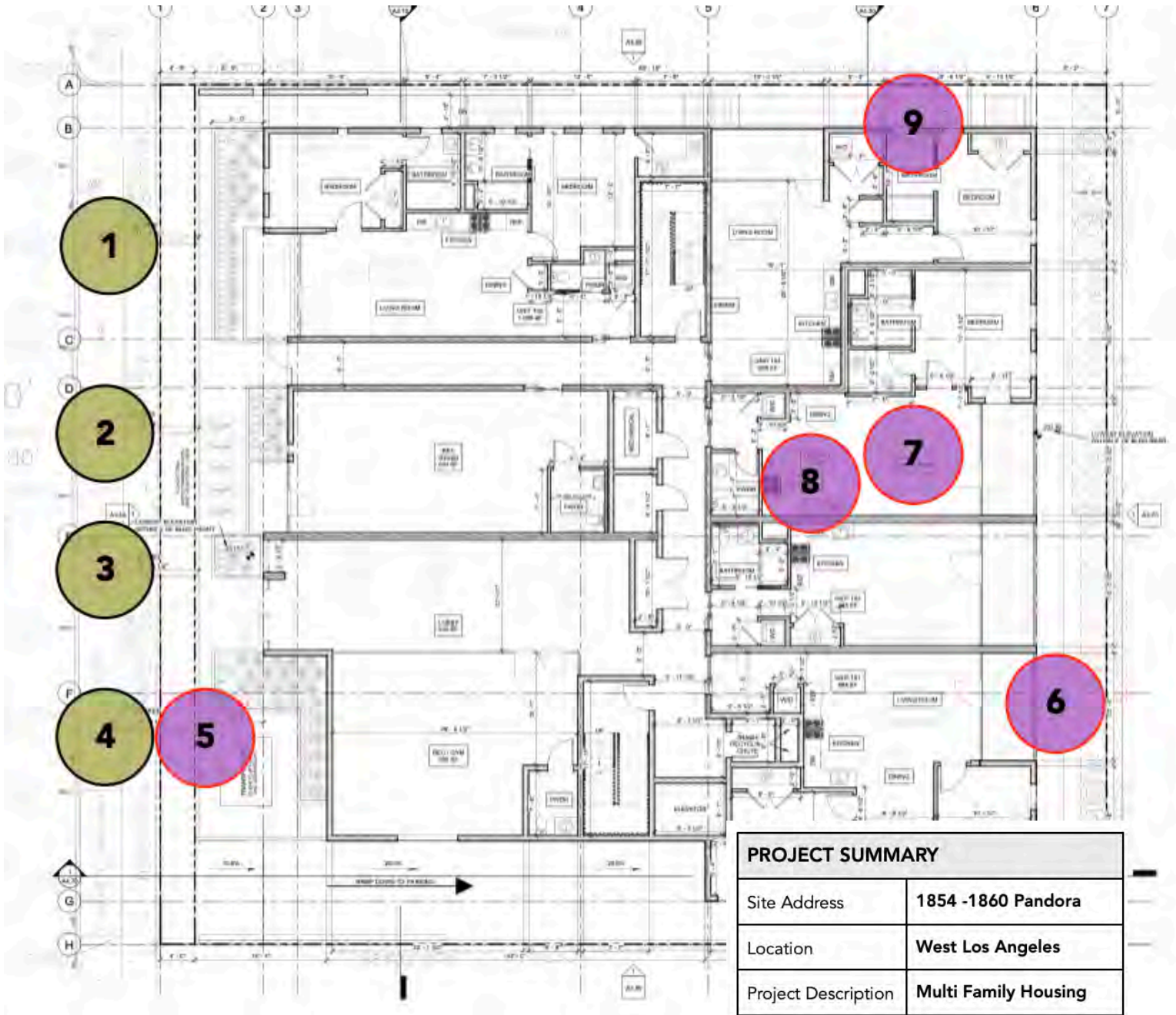
NON-PROTECTED SIGNIFICANT TREES

Non-Protected Significant Trees #5 - #9 will be impacted by construction and are recommended for removal and replacement to the satisfaction of the City of Los Angeles Department of City Planning.



APPENDIX A.1 - TREE LOCATION MAP - Survey



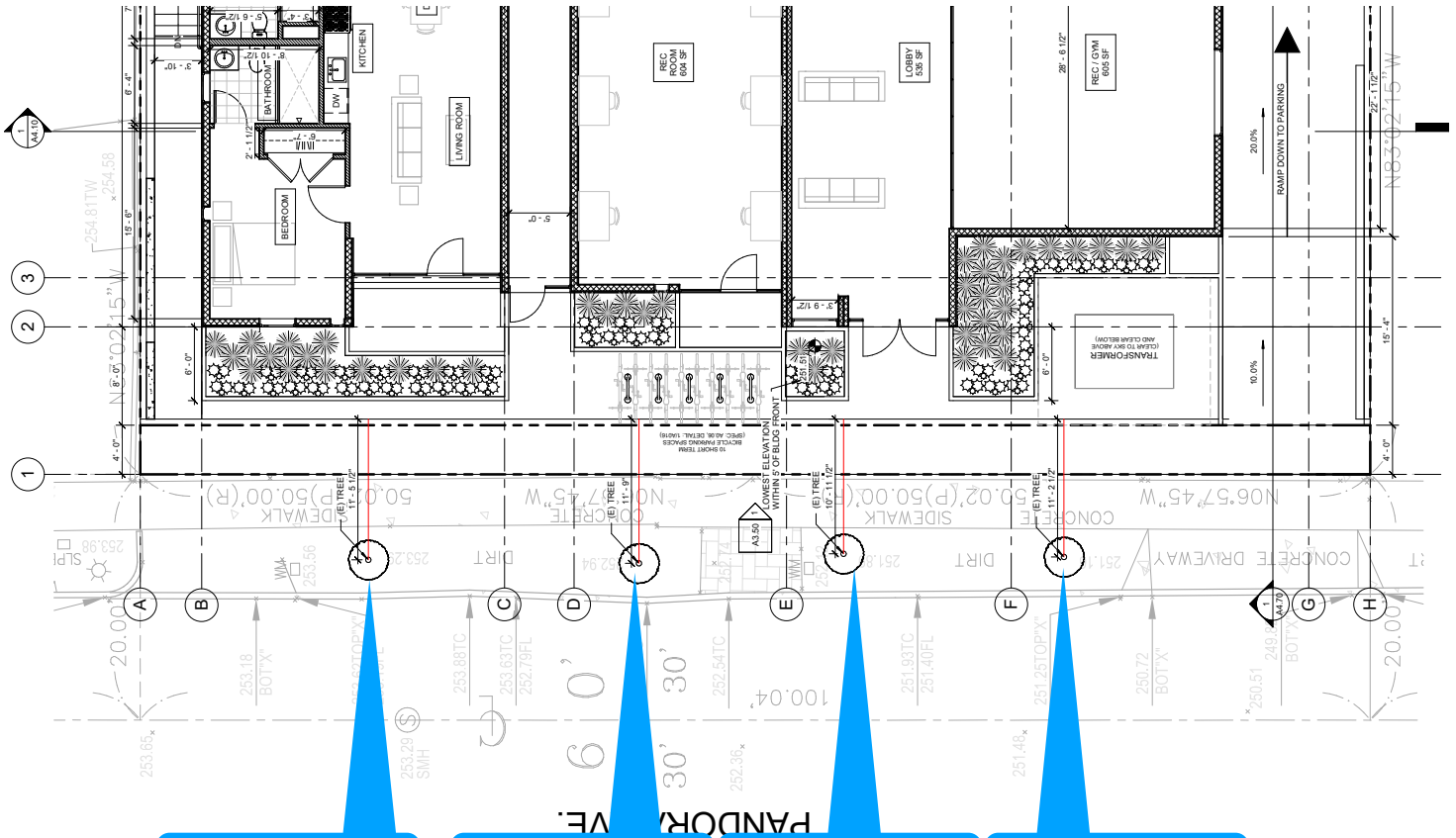
APPENDIX A.2 - TREE LOCATION MAP, SITE PLAN



PROJECT SUMMARY	
Site Address	1854 -1860 Pandora
Location	West Los Angeles
Project Description	Multi Family Housing

KEY	
	Street Tree
	Non-Protected Tree for Removal

APPENDIX A.3 - TREE LOCATION MAP, SITE PLAN - CLOSE UP



**Tree #1 -
11' 51/2" from
edge of
basement
excavation**

**Tree #2 -
11' 9" from edge
of basement
excavation**

**Tree #3 -
10' 11 1/2" from
edge of
basement
excavation**

**Tree #4 -
11' 2 1/2" from
edge of
basement
excavation**

APPENDIX B - PHOTOGRAPHS



PHOTO 1 - Raywood Ash (*Fraxinus angustifolia*) City of Los Angeles Street Trees located in the parkway perimeter will be minimally impacted by construction and will be retained and protected in place. Exploratory trenching will be performed during the excavation process, and roots will be evaluated by the project arborist PRIOR to pruning. This may also require the City of Los Angeles Urban Forestry Division to inspect the site to analyze the feasibility of pruning roots on their parkway trees. This tree will be minimally impacted and will be retained and protected in place.

APPENDIX B - PHOTOGRAPHS



PHOTO 2 - Raywood Ash (*Fraxinus angustifolia*) street tree #1 is sited 11'-5 1/2" from the basement, and this is in the range of acceptable distances. Exploratory trenching will be performed during the excavation process, and roots will be evaluated by the project arborist PRIOR to pruning. This may also require the City of Los Angeles Urban Forestry Division to inspect the site to analyze the feasibility of pruning roots on their parkway trees. This tree will be minimally impacted and will be retained and protected in place.

1854-1860 Pandora Ave

APPENDIX B - PHOTOGRAPHS



PHOTO 3 - TREE #1 - Raywood Ash (*Fraxinus angustifolia*) street tree #1 damage to sidewalk and curb.

APPENDIX B - PHOTOGRAPHS



PHOTO 4 - TREE #2 - Raywood Ash (*Fraxinus angustifolia*) street tree #2 is sited 11'-9" from the basement, and this is in the range of acceptable distances. Exploratory trenching will be performed during the excavation process, and roots will be evaluated by the project arborist PRIOR to pruning. This may also require the City of Los Angeles Urban Forestry Division to inspect the site to analyze the feasibility of pruning roots on their parkway trees. This tree will be minimally impacted and will be retained and protected in place.

1854-1860 Pandora Ave

APPENDIX B - PHOTOGRAPHS

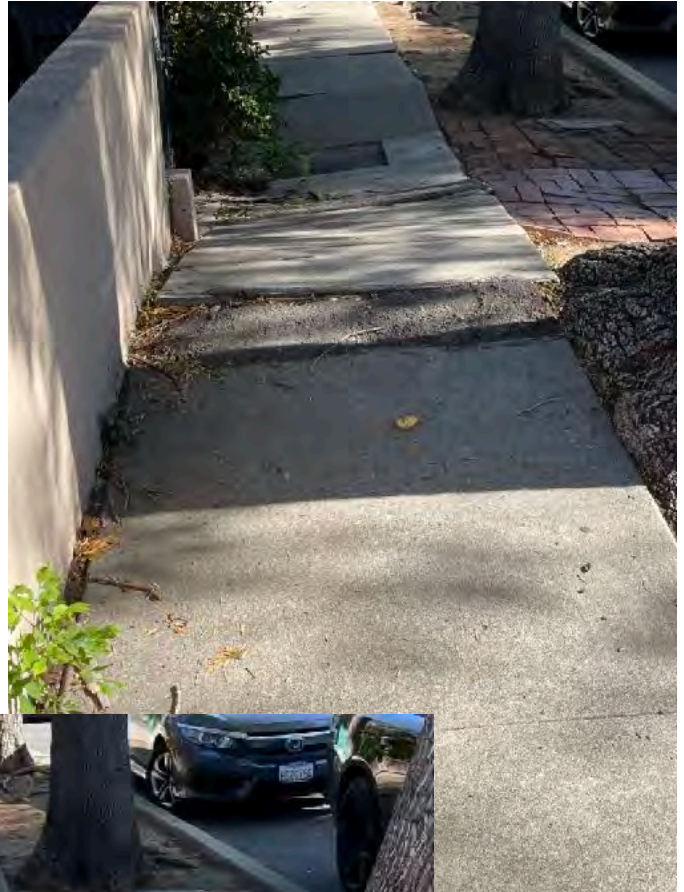


PHOTO 5 - TREE #2 - Raywood Ash (*Fraxinus angustifolia*) street tree #2 damage to sidewalk and curb.
1854-1860 Pandora Ave

APPENDIX B - PHOTOGRAPHS



PHOTO 6 - Raywood Ash (*Fraxinus angustifolia*) street tree #3 is sited 10'-11 1/2" from the basement, and this is in the range of acceptable distances. Exploratory trenching will be performed during the excavation process, and roots will be evaluated by the project arborist PRIOR to pruning. This may also require the City of Los Angeles Urban Forestry Division to inspect the site to analyze the feasibility of pruning roots on their parkway trees. This tree will be minimally impacted and will be retained and protected in place.

APPENDIX B - PHOTOGRAPHS



PHOTO 7 - Raywood Ash (*Fraxinus angustifolia*) street tree #3 damage to sidewalk and curb.

APPENDIX B - PHOTOGRAPHS



PHOTO 8 - Raywood Ash (*Fraxinus angustifolia*) street tree #4 is sited 11'-2 1/2" from the basement, and this is in the range of acceptable distances. Exploratory trenching will be performed during the excavation process, and roots will be evaluated by the project arborist PRIOR to pruning. This may also require the City of Los Angeles Urban Forestry Division to inspect the site to analyze the feasibility of pruning roots on their parkway trees. This tree will be minimally impacted and will be retained and protected in place.

APPENDIX B - PHOTOGRAPHS



PHOTO 9 - Raywood Ash (*Fraxinus angustifolia*) street tree #4 damage to sidewalk and curb.

APPENDIX B - PHOTOGRAPHS



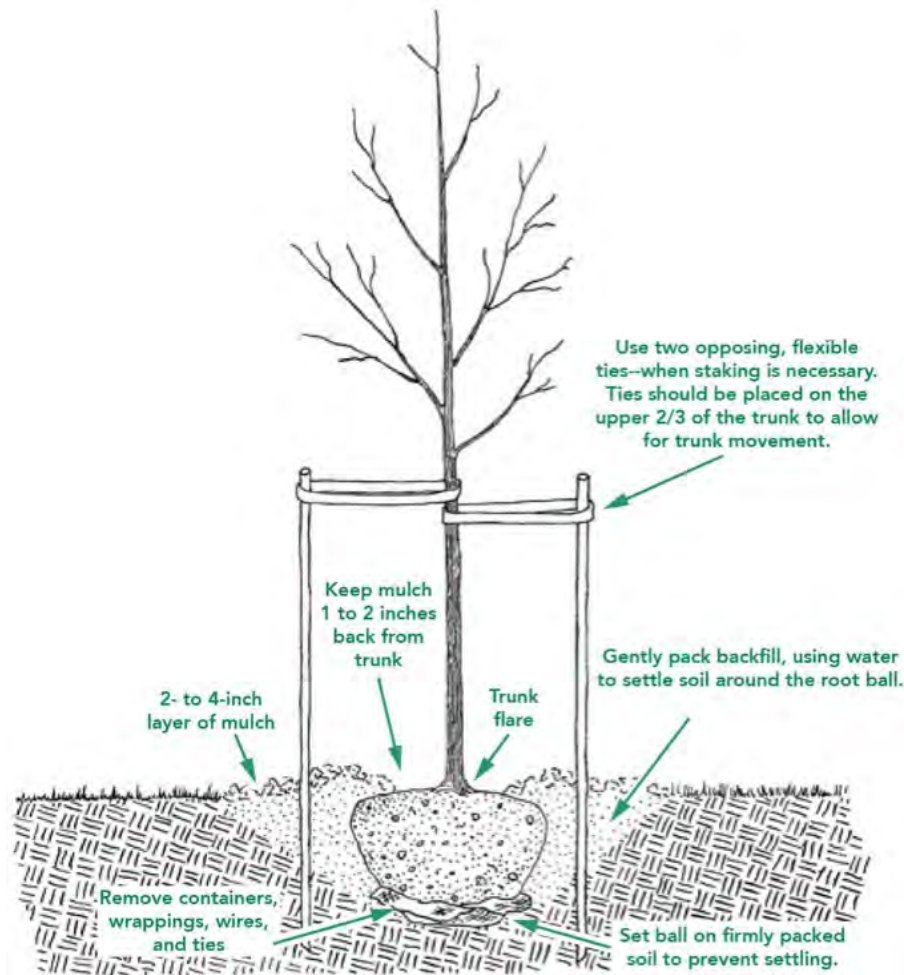
PHOTO 10 - Raywood Ash (*Fraxinus angustifolia*) street tree #4. Sparse canopy and some dead hanging branches.

APPENDIX C - SUMMARY OF FIELD INSPECTION

Rating Code: A = Excellent, B = Good, C = Fair, D = Poor, E = Nearly Dead, F = Dead

Tree #	Species	Status	DBH (")	Height (')	Spread (')	Summary of Condition	Retain or Remove
1	Raywood Ash <i>Fraxinus angustifolia</i>	Street	34.5	50	40	C-D	Retain
2	Raywood Ash <i>Fraxinus angustifolia</i>	Street	32	45	40	C-D	Retain
3	Raywood Ash <i>Fraxinus angustifolia</i>	Street	17.5	35	25	D	Retain
4	Raywood Ash <i>Fraxinus angustifolia</i>	Street	18	35	30	D	Retain
5	Pearl Acacia <i>Acacia podalyriifolia</i>	Non-Protected Significant	8	12	12	C-D	Remove
6	Mexican Fan Palm <i>Washingtonia robusta</i>	Non-Protected Significant	16	25	10	C	Remove
7	Brush Cherry <i>Eugenia myrtifolia</i>	Non-Protected Significant	18	35	15	C-D	Remove
8	Fiddle Leaf Fig <i>Ficus lyrata</i>	Non-Protected Significant	8	20	15	C	Remove
9	Japanese Black Pine <i>Pinus thunbergii</i>	Non-Protected Significant	14	35	20	C	Remove

NEW TREE PLANTING



The ideal time to plant trees and shrubs is during the dormant season, in the fall after leaf drop or early spring before budbreak. Weather conditions are cool and allow plants to establish roots in the new location before spring rains and summer heat stimulate new top growth. Before you begin planting your tree, be sure you have had all underground utilities located prior to digging.

If the tree you are planting is balled or bare root, it is important to understand that its root system has been reduced by 90 to 95 percent of its original size during transplanting. As a result of the trauma caused by the digging process, trees commonly exhibit what is known as transplant shock. Containerized trees may also experience transplant shock, particularly if they have circling roots that must be cut. Transplant shock is indicated by slow growth and reduced vigor following transplanting. Proper site preparation before and during planting coupled with good follow-up care reduces the amount of time the plant experiences transplant shock and allows the tree to quickly establish in its new location. Carefully follow nine simple steps, and you can significantly reduce the stress placed on the plant at the time of planting.

NEW TREE PLANTING, continued

- 1. Dig a shallow, broad planting hole.** Make the hole wide, as much as three times the diameter of the root ball but only as deep as the root ball. It is important to make the hole wide because the roots on the newly establishing tree must push through surrounding soil in order to establish. On most planting sites in new developments, the existing soils have been compacted and are unsuitable for healthy root growth. Breaking up the soil in a large area around the tree provides the newly emerging roots room to expand into loose soil to hasten establishment.
- 2. Identify the trunk flare.** The trunk flare is where the roots spread at the base of the tree. This point should be partially visible after the tree has been planted (see diagram). If the trunk flare is not partially visible, you may have to remove some soil from the top of the root ball. Find it so you can determine how deep the hole needs for proper planting.
- 3. Remove tree container for containerized trees.** Carefully cutting down the sides of the container may make this easier. Inspect the root ball for circling roots and cut or remove them. Expose the trunk flare, if necessary.
- 4. Place the tree at the proper height.** Before placing the tree in the hole, check to see that the hole has been dug to the proper depth and no more. The majority of the roots on the newly planted tree will develop in the top 12 inches of soil. If the tree is planted too deeply, new roots will have difficulty developing because of a lack of oxygen. It is better to plant the tree a little high, 1-2 inches above the base of the trunk flare, than to plant it at or below the original growing level. This planting level will allow for some settling.
- 5. Straighten the tree in the hole.** Before you begin backfilling, have someone view the tree from several directions to confirm that the tree is straight. Once you begin backfilling, it is difficult to reposition the tree.
- 6. Fill the hole gently but firmly.** Fill the hole about one-third full and gently but firmly pack the soil around the base of the root ball. Be careful not to damage the trunk or roots in the process. Fill the remainder of the hole, taking care to firmly pack soil to eliminate air pockets that may cause roots to dry out. To avoid this problem, add the soil a few inches at a time and settle with water. Continue this process until the hole is filled and the tree is firmly planted. It is not recommended to apply fertilizer at time of planting.
- 7. Stake the tree, if necessary.** If the tree is grown properly at the nursery, staking for support will not be necessary in most home landscape situations. Studies have shown that trees establish more quickly and develop stronger trunk and root systems if they are not staked at the time of planting. However, protective staking may be required on sites where lawn mower damage, vandalism, or windy conditions are concerns. If staking is necessary for support, there are three methods to choose among: staking, guying, and ball stabilizing. One of the most common methods is staking. With this method, two stakes used in conjunction with a wide, flexible tie material on the lower half of the tree will hold the tree upright, provide flexibility, and minimize injury to the trunk (see diagram). Remove support staking and ties after the first year of growth.
- 8. Mulch the base of the tree.** Mulch is simply organic matter applied to the area at the base of the tree. It acts as a blanket to hold moisture, it moderates soil temperature extremes, and it reduces competition from grass and weeds. A 2- to 3-inch layer is ideal. More than 3 inches may cause a problem with oxygen and moisture levels. When placing mulch, be sure that the actual trunk of the tree is not covered. Doing so may cause decay of the living bark at the base of the tree. A mulch-free area, 1 to 2 inches wide at the base of the tree, is sufficient to avoid moist bark conditions and prevent decay.

TREE MAINTENANCE AND PRUNING

Some trees do not generally require pruning. The occasional removal of dead twigs or wood is typical. Occasionally a tree has a defect or structural condition that would benefit from pruning. Any pruning activity should be performed under the guidance of a certified arborist or tree expert.

Because each cut has the potential to change the growth of the tree, no branch should be removed without a reason. Common reasons for pruning are to remove dead branches, to remove crowded or rubbing limbs, and to eliminate hazards. Trees may also be pruned to increase light and air penetration to the inside of the tree's crown or to the landscape below. In most cases, mature trees are pruned as a corrective or preventive measure.

Routine thinning does not necessarily improve the health of a tree. Trees produce a dense crown of leaves to manufacture the sugar used as energy for growth and development. Removal of foliage through pruning can reduce growth and stored energy reserves. Heavy pruning can be a significant health stress for the tree.

Yet if people and trees are to coexist in an urban or suburban environment, then we sometimes have to modify the trees. City environments do not mimic natural forest conditions. Safety is a major concern. Also, we want trees to complement other landscape plantings and lawns. Proper pruning, with an understanding of tree biology, can maintain good tree health and structure while enhancing the aesthetic and economic values of our landscapes.

Pruning Techniques – From the I.S.A. Guideline

Specific types of pruning may be necessary to maintain a mature tree in a healthy, safe, and attractive condition.

Cleaning is the removal of dead, dying, diseased, crowded, weakly attached, and low- vigor branches from the crown of a tree.

Thinning is the selective removal of branches to increase light penetration and air movement through the crown. Thinning opens the foliage of a tree, reduces weight on heavy limbs, and helps retain the tree's natural shape.

Raising removes the lower branches from a tree to provide clearance for buildings, vehicles, pedestrians, and vistas.

Reduction reduces the size of a tree, often for clearance for utility lines. Reducing the height or spread of a tree is best accomplished by pruning back the leaders and branch terminals to lateral branches that are large enough to assume the terminal roles (at least one-third the diameter of the cut stem). Compared to topping, reduction helps maintain the form and structural integrity of the tree.

TREE MAINTENANCE AND PRUNING, continued

How Much Should Be Pruned?

Mature trees should require little routine pruning. A widely accepted rule of thumb is never to remove more than one-quarter of a tree's leaf-bearing crown. In a mature tree, pruning even that much could have negative effects. Removing even a single, large- diameter limb can create a wound that the tree may not be able to close. The older and larger a tree becomes, the less energy it has in reserve to close wounds and defend against decay or insect attack. Pruning of mature trees is usually limited to removal of dead or potentially hazardous limbs.

Wound Dressings

Wound dressings were once thought to accelerate wound closure, protect against insects and diseases, and reduce decay. However, research has shown that dressings do not reduce decay or speed closure and rarely prevent insect or disease infestations. Most experts recommend that wound dressings not be used.

DISEASES AND INSECTS

Continual observation and monitoring of your tree can alert you to any abnormal changes. Some indicators are: excessive leaf drop, leaf discoloration, sap oozing from the trunk and bark with unusual cracks. Should you observe any changes, you should contact a Tree specialist or Certified Arborist to review the tree and provide specific recommendations. Trees are susceptible to hundreds of pests, many of which are typical and may not cause enough harm to warrant the use of chemicals. However, diseases and insects may be indication of further stress that should be identified by a professional.

GRADE CHANGES

The growing conditions and soil level of trees are subject to detrimental stress should they be changed during the course of construction. Raising the grade at the base of a tree trunk can have long-term negative consequences. This grade level should be maintained throughout the protected zone. This will also help in maintaining the drainage in which the tree has become accustomed.

INSPECTION

The property owner should establish an inspection calendar based on the recommendation provided by the tree specialist. This calendar of inspections can be determined based on several factors: the maturity of the tree, location of tree in proximity to high-use areas vs. low-use area, history of the tree, prior failures, external factors (such as construction activity) and the perceived value of the tree to the homeowner.

Assumptions and Limiting Conditions

No warranty is made, expressed or implied, that problems or deficiencies of the trees or the property will not occur in the future, from any cause. The Consultant shall not be responsible for damages or injuries caused by any tree defects, and assumes no responsibility for the correction of defects or tree related problems.

The owner of the trees may choose to accept or disregard the recommendations of the Consultant, or seek additional advice to determine if a tree meets the owner's risk abatement standards.

The Consulting Arborist has no past, present or future interest in the removal or retaining of any tree. Opinions contained herein are the independent and objective judgments of the consultant relating to circumstances and observations made on the subject site.

The recommendations contained in this report are the opinions of the Consulting Arborist at the time of inspection. These opinions are based on the knowledge, experience, and education of the Consultant. The field inspection was a visual, grade level tree assessment.

The Consulting Arborist shall not be required to give testimony, perform site monitoring, provide further documentation, be deposed, or to attend any meeting without subsequent contractual arrangements for this additional employment, including payment of additional fees for such services as described by the Consultant.

The Consultant assumes no responsibility for verification of ownership or locations of property lines, or for results of any actions or recommendations based on inaccurate information.

This Arborist report may not be reproduced without the express permission of the Consulting Arborist and the client to whom the report was issued. Any change or alteration to this report invalidates the entire report.

Should you have any further questions regarding this property, please contact me at (310) 663-2290.

Respectfully submitted,



Lisa Smith

Registered Consulting Arborist #464
ISA Board Certified Master Arborist #WE3782B
ISA Tree Risk Assessor Qualified- Instructor
American Society of Consulting Arborists, Member





REFERRAL FORMS:

2022-3108

TRANSPORTATION STUDY ASSESSMENT

DEPARTMENT OF TRANSPORTATION - REFERRAL FORM

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

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

GENERAL INFORMATION

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

SPECIAL REQUIREMENTS

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

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

TO BE VERIFIED BY PLANNING STAFF PRIOR TO LADOT REVIEW

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

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

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

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

1. PROJECT INFORMATION

Case Number: CPC-2022-3108-CU-DB-WDI-PHP-HCA

Address: 1854-1862 S Pandora Ave, Los Angeles, CA 90025

Project Description: demolition of 2 res structures and construction of a 24-unit DB project

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

Applicant Name: Jesi Harris, Brian Silveira & Associates

Applicant E-mail: HarrisLandUse@gmail.com Applicant Phone: (704) 277-7332

Planning Staff Initials: CC Date: 9/20/2022

2. PROJECT REFERRAL TABLE

	Land Use (list all)	Size / Unit	Daily Trips ¹
Proposed ¹	Residential <u>Multi-family Housing</u>	<u>24</u> <u>18</u>	<u>93</u>
	<u>Affordable Housing</u>	<u>6</u>	
	<i>Total trips¹:</i>		93
<p>a. Does the proposed project involve a discretionary action? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>b. Would the proposed project generate 250 or more daily vehicle trips²? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>c. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station³? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If YES to a. and b. or c., or to all of the above, the Project <u>must</u> be referred to LADOT for further assessment.</p>			
Verified by: Planning Staff Name: <u>CONNIE CHAU</u>		Phone: <u>213-978-0016</u>	
Signature: <u>Connie Chau</u>		Date: <u>9/20/2022</u>	

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

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

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

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



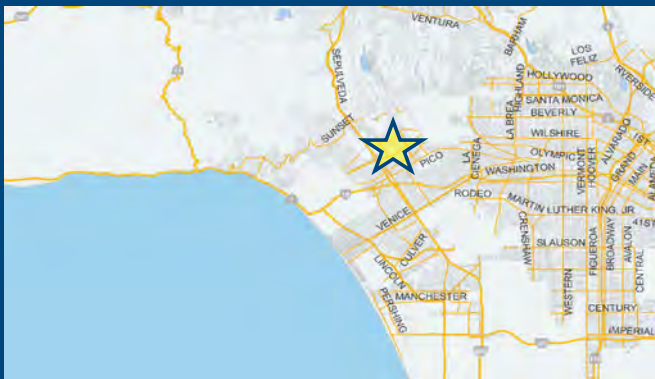
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario:

Address:



Existing Land Use

Land Use Type	Value	Unit
Housing Single Family		DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing Affordable Housing - Family	6	DU
Housing Multi-Family	18	DU
Housing Affordable Housing - Family	6	DU

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

Project Screening Summary

Existing Land Use	Proposed
0 Daily Vehicle Trips	93 Daily Vehicle Trips
0 Daily VMT	573 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	93 Net Daily Trips
The net increase in daily VMT ≤ 0	573 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
The proposed project is not required to perform VMT analysis.	

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit

Yes No



CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY

ATTACHMENT 1

HAUL ROUTE QUESTIONNAIRE

JOB ADDRESS: _____

LEGAL DESCRIPTION Tract: _____ Block: _____ Lot(s): _____

IMPORT: _____ cubic yards; EXPORT: _____ cubic yards

From: _____ To: _____
(Address) (Address)

LOADED TRUCK ROUTE: _____

EMPTY TRUCK ROUTE: _____

LOCATION OF STAGING AREA: _____; Max # of trucks staged: _____
(i.e. street name, on site, etc.)

Type of Truck: Bottom Dump; 18-Wheeler; 5-Axle; Truck and Trailer; 10-Wheeler Dump

Total # of trips per day: _____; Truck capacity: _____ cubic yards; Total amount of _____
(a) (b) cubic yards per day (a) x (b) = (c)

Total number of _____; Total Export/ _____ cubic yards; Max Gross _____
(d) Import (c) x (d) Truck Wt.:

Proposed Hauling Days: M T W Th F Sat Sun Hours: From _____ a.m., To _____ p.m.
(check)

Owner's Name: _____ Telephone: _____ (alt): _____

Address: _____
Street City Zip Code

Applicant's Name: _____ Telephone: _____ (alt): _____

Address: _____
Street City Zip Code

Hauling Contractor's Name: _____ Telephone: _____

Address: _____
Street City Zip Code

Applicant's Signature Print Name Date

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY

ATTACHMENT 2

ENVIRONMENTAL REVIEW QUESTIONNAIRE

JOB ADDRESS: _____

Briefly describe the complete project and include the proposed amount of Import/Export of soil for hauling and the number of residential units, if applicable:

DEPARTMENT OF CITY PLANNING OR PUBLIC WORKS USE ONLY:

- The Department of City Planning has analyzed this project, which includes the import/export of soil and hauling, and pursuant to State and City Environmental Quality Act (CEQA) Guidelines, has determined it qualifies for a Categorical Exemption (CE) per the attached Notice of Exemption. (Case No. _____)

The Notice of Exemption references the following amount of import/export of soil to be hauled: _____ cubic yards

- The Department of City Planning or Public Works has analyzed this project, which includes the import/export of soil and hauling, and pursuant to State and City Environmental Quality Act (CEQA) Guidelines, has prepared or has had another agency prepare the ATTACHED Mitigated Negative Declaration (MND). (Case No. _____)

The circulation end date for the above mentioned MND is: _____

The MND references the following amount of import/export of soil to be hauled: _____ cubic yards

Mitigated measures for hauling are found on the following MND pages : _____

Check one of the following boxes:

- No Comments were received during the circulation period.
- Yes, Comments were received during the circulation period. These comments and written responses from the agency that prepared the MND are ATTACHED with the MND referenced above.

- The Department of City Planning or Public Works has analyzed this project, which includes the import/export of soil and hauling, and pursuant to State and City Environmental Quality Act (CEQA) Guidelines, has prepared or has had another agency prepare the ATTACHED Environmental Impact Report (EIR). (Case No. _____)

The circulation end date for the above mentioned EIR: _____

The EIR references the following amount of import/export of soil to be hauled: _____ cubic yards

Mitigated measures for hauling are found on the following EIR pages: _____

Check one of the following boxes:

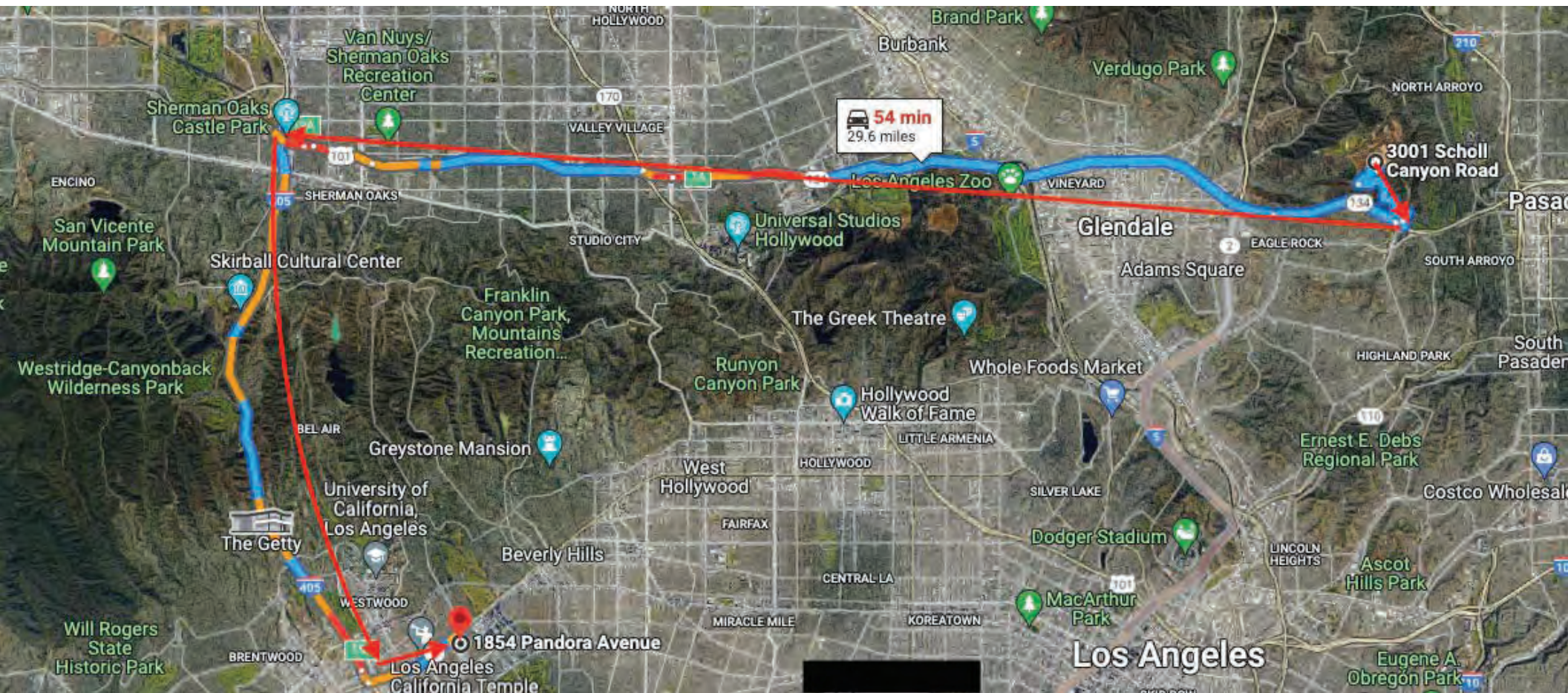
- No Comments were received during the circulation period.
- Yes, Comments were received during the circulation period. These comments and written responses from the agency that prepared the EIR are ATTACHED with the EIR referenced above.

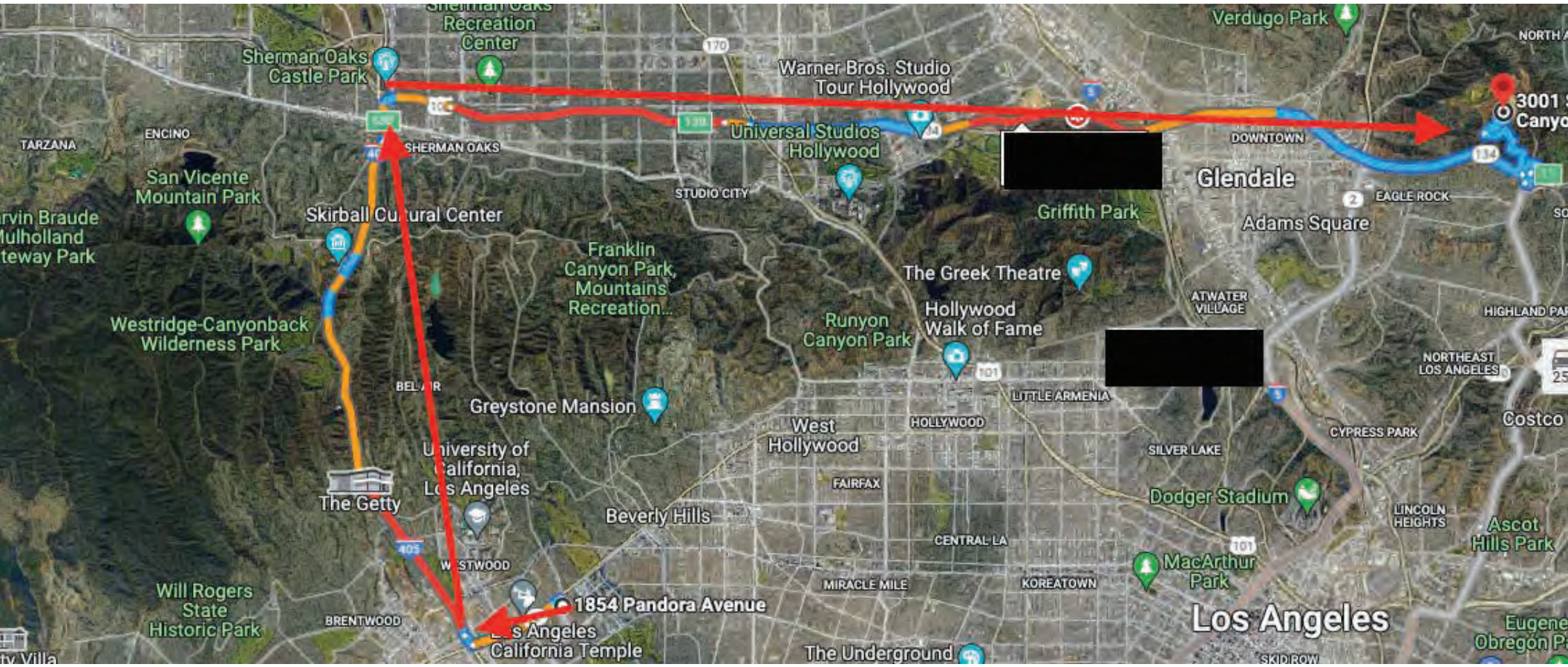
Print: Name of Planning/Public Works staff

Signature

Date

Telephone Number





BOARD OF
BUILDING AND SAFETY
COMMISSIONERS

JAVIER NUNEZ
VICE PRESIDENT

JOSELYN GEAGA-ROSENTHAL
LAUREL GILLETTE
GEORGE HOVAGUIMIAN
ELVIN W. MOON

CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR

DEPARTMENT OF
BUILDING AND SAFETY
201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012

OSAMA YOUNAN, P.E.
GENERAL MANAGER
SUPERINTENDENT OF BUILDING

JOHN WEIGHT
EXECUTIVE OFFICER

SOILS REPORT APPROVAL LETTER

December 14, 2021

LOG # 119574
SOILS/GEOLOGY FILE - 2

Pandora South Development Co., LLC
1854 Pandora Ave.
Los Angeles, CA 90021

TRACT: 5609
BLOCK: 139
LOT(S): 15 & 16
LOCATION: 1854-1862 S. Pandora Ave.

<u>CURRENT REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>No.</u>	<u>DATE OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Soils Report	W1365-06-01	06/10/2021	Geocon West, Inc.

The Grading Division of the Department of Building and Safety has reviewed the referenced report that provide recommendations for the proposed 4 story residential building over 2 levels of basement parking area. The earth materials at the subsurface exploration locations consist of up to 8 feet of uncertified fill underlain by native soils. The consultants recommend to support the proposed structure(s) on conventional and/or drilled-pile foundations bearing on native undisturbed soils and/or properly placed fill.

As of January 1, 2020, the City of Los Angeles has adopted the new 2020 Los Angeles Building Code (LABC). The 2020 LABC requirements will apply to all projects where the permit application submittal date is after January 1, 2020.

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

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

1. The soils engineer shall review and approve the detailed plans prior to issuance of any permit. This approval shall be by signature on the plans that clearly indicates the soils engineer has reviewed the plans prepared by the design engineer; and, that the plans included the recommendations contained in their reports (7006.1).
2. All recommendations of the report that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.

3. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.
4. A grading permit shall be obtained for all structural fill and retaining wall backfill (106.1.2).
5. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.
6. If import soils are used, no footings shall be poured until the soils engineer has submitted a compaction report containing in-place shear test data and settlement data to the Grading Division of the Department; and, obtained approval (7008.2).
7. Compacted fill shall extend beyond the footings a minimum distance equal to the depth of the fill below the bottom of footings or a minimum of three feet whichever is greater (7011.3).
8. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).
9. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).
10. Controlled Low Strength Material, CLSM (slurry) proposed to be used for backfill shall satisfy the requirements specified in P/BC 2020-121.
11. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).
12. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)
13. Where any excavation, not addressed in the approved reports, would remove lateral support (as defined in 3307.3.1) from a public way, adjacent property or structures, a supplemental report shall be submitted to the Grading Division of the Department containing recommendations for shoring, underpinning, and sequence of construction. Shoring recommendations shall include the maximum allowable lateral deflection of shoring system to prevent damage to adjacent structures, properties and/or public ways. Report shall include a plot plan and cross-section(s) showing the construction type, number of stories, and location of adjacent structures, and analysis incorporating all surcharge loads that demonstrate an acceptable factor of safety against failure. (7006.2 & 3307.3.2)
14. Prior to the issuance of any permit that authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation (3307.1).

15. The soils engineer shall review and approve the shoring and/or underpinning plans prior to issuance of the permit (3307.3.2).
16. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.
17. Unsurcharged temporary excavations over 5 feet exposing soil shall be trimmed back at a gradient not exceeding 1:1, as recommended.
18. Shoring shall be designed for the lateral earth pressures specified on page 35 of the report; all surcharge loads shall be included into the design.
19. Shoring shall be designed for a maximum lateral deflection of ½ inch where a structure is within a 1:1 plane projected up from the base of the excavation, and for a maximum lateral deflection of 1 inch provided there are no structures within a 1:1 plane projected up from the base of the excavation, as recommended.
20. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.
21. All pile foundations shall derive entire support from native undisturbed soils, as recommended.
22. All spread foundations shall derive entire support from properly placed fill, as recommended.
23. Footings supported on approved compacted fill or expansive soil shall be reinforced with a minimum of four (4), ½-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top of the footing.
24. The foundation/slab design shall satisfy all requirements of the Information Bulletin P/BC 2017-116 “Foundation Design for Expansive Soils” (1803.5.3).
25. Pile caisson and/or isolated foundation ties are required by LAMC Sections 91.1809.13 and/or 91.1810.3.13. Exceptions and modification to this requirement are provided in Information Bulletin P/BC 2020-030.
26. When water is present in drilled pile holes, the concrete shall be tremied from the bottom up to ensure minimum segregation of the mix and negligible turbulence of the water (1808.8.3).
27. Existing uncertified fill shall not be used for lateral support of deep foundations (1810.2.1).
28. The seismic design shall be based on a Site Class D, as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.
29. Retaining walls shall be designed for the lateral earth pressures specified on page 28 of the report. All surcharge loads shall be included into the design.
30. Retaining walls higher than 6 feet shall be designed for lateral earth pressure due to earthquake motions as specified on page 29 of the report (1803.5.12).

Note: Lateral earth pressure due to earthquake motions shall be in addition to static lateral earth pressures and other surcharge pressures. The height of a stacked retaining wall shall be considered as the summation of the heights of each wall.

31. Basement walls and other walls in which horizontal movement is restricted at the top shall be designed for at-rest pressure as specified on page 28 of the report (1610.1). All surcharge loads shall be included into the design.
32. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted in a non-erosive device to the street in an acceptable manner (7013.11).
33. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record (1805.4).
34. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).
35. Basement walls and floors shall be waterproofed/damp-proofed with an LA City approved "Below-grade" waterproofing/damp-proofing material with a research report number (104.2.6).
36. Prefabricated drainage composites (Miradrain, Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.
37. Where the ground water table is lowered and maintained at an elevation not less than 6 inches below the bottom of the lowest floor, or where hydrostatic pressures will not occur, the floor and basement walls shall be damp-proofed. Where a hydrostatic pressure condition exists, and the design does not include a ground-water control system, basement walls and floors shall be waterproofed. (1803.5.4, 1805.1.3, 1805.2, 1805.3)
38. All roof, pad and deck drainage shall be conducted to the street in an acceptable manner in non-erosive devices or other approved location in a manner that is acceptable to the LADBS and the Department of Public Works (7013.10).
39. An on-site storm water infiltration system at the subject site shall not be implemented, as recommended.
40. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS (7013.10).
41. The soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading (7008, 1705.6 & 1705.8).
42. All friction pile or caisson drilling and excavations shall be performed under the inspection and approval of the geologist and soils engineer. The geologist shall indicate the distance that friction piles or caissons penetrate into competent material in a written field memorandum. (1803.5.5, 1705.1.2)
43. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and

1854-1862 S. Pandora Ave.

approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)

44. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction; shoring; pile installation; protection fences; and, dust and traffic control will be scheduled (108.9.1).
45. Installation of shoring, underpinning, slot cutting and/or pile excavations shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.6, 1705.8).
46. The installation and testing of tie-back anchors shall comply with the recommendations included in the report or the standard sheets titled "Requirement for Tie-back Earth Anchors", whichever is more restrictive. [Research Report #23835]
47. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the conditions of the report. No fill shall be placed until the LADBS Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included (7011.3).
48. No footing/slab shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.


ALAN DANG
Structural Engineering Associate II

AD/ad
Log No. 119574
213-482-0480

cc: Geocon West, Inc., Project Consultant
WL District Office

CITY OF LOS ANGELES
 DEPARTMENT OF BUILDING AND SAFETY
 Grading Division

District	Log No. <u>119574</u>
----------	-----------------------

APPLICATION FOR REVIEW OF TECHNICAL REPORTS

INSTRUCTIONS

- A. Address all communications to the Grading Division, LADBS, 201 N. Figueroa St., 3rd Fl., Los Angeles, CA 90012
 Telephone No. (213)482-0480.
- B. Submit two copies (three for subdivisions) of reports, one "pdf" copy of the report on a CD-Rom or flash drive,
 and one copy of application with items "1" through "10" completed.
- C. Check should be made to the City of Los Angeles.

<p>1. LEGAL DESCRIPTION</p> <p>Tract: <u>5609</u></p> <p>Block: <u>139</u> Lots: <u>15 & 16</u></p> <p>3. OWNER: <u>Pandora South Development Company, LLC</u></p> <p>Address: <u>1854 Pandora Avenue</u></p> <p>City: <u>Los Angeles</u> Zip: <u>90025</u></p> <p>Phone (Daytime): _____</p>	<p>2. PROJECT ADDRESS:</p> <p><u>1854-1862 Pandora Avenue</u></p> <p>4. APPLICANT <u>Geocon West Inc.</u></p> <p>Address: <u>3303 N. San Fernando Blvd.</u></p> <p>City: <u>Burbank</u> Zip: <u>91504</u></p> <p>Phone (Daytime): <u>818-841-8388</u></p> <p>E-mail address: <u>berliner@geoconinc.com</u></p>
---	--

5. Report(s) Prepared by: Geocon West, Inc. No. W1365-06-01 6. Report Date(s): June 10, 2021

7. Status of project: Proposed Under Construction Storm Damage

8. Previous site reports? YES if yes, give date(s) of report(s) and name of company who prepared report(s)

9. Previous Department actions? YES if yes, provide dates and attach a copy to expedite processing.

Dates: _____

10. Applicant Signature: Kelsey Filban (Kelsey Filban) Position: Admin

(DEPARTMENT USE ONLY)

REVIEW REQUESTED	FEE	REVIEW REQUESTED	FEE
<input type="checkbox"/> Soils Engineering		No. of Lots	
<input type="checkbox"/> Geology	<u>2000</u>	No. of Acres	
<input type="checkbox"/> Combined Soils Engr. & Geol.		<input type="checkbox"/> Division of Land	
<input type="checkbox"/> Supplemental		Other	
<input type="checkbox"/> Combined Supplemental		<input type="checkbox"/> Expedite	
<input type="checkbox"/> Import-Export Route		<input type="checkbox"/> Response to Correction	
Cubic Yards: _____		<input type="checkbox"/> Expedite ONLY	
		Sub-total	<u>5440</u>
		One-Stop Surcharge	<u>1290</u>
		TOTAL FEE	<u>6730</u>

Fee Due: 6730

Fee Verified By: _____ Date: 11.10.21

Los Angeles Department of Building and Safety (Cashier Use Only)

Metro 4th Floor 11/12/2021 8:58:13 AM

User ID: ebautista

Receipt Ref Nbr: 2021316001-35

Transaction ID: 2021316001-35-1

GRADING REPORT \$363.00

SYSTEMS DEV SURCH \$32.67

GEN PLAN MAINT SURCH \$38.12

DEV SERV CENTER SURCH \$16.34

CITY PLAN SURCH \$32.67

PLAN APPROVAL FEE \$181.50

MISC OTHER \$10.00

Amount Paid: \$674.30

PCIS Number: NA

Job Address: 1854 - 1862 Pandora Avenue

Owners Name: Pandora South Development Company

ACTION BY: _____

THE REPORT IS: NOT APPROVED

APPROVED WITH CONDITIONS BELOW ATTACHED

_____ For Geology _____ Date

_____ For Soils _____ Date

GEOTECHNICAL INVESTIGATION

**PROPOSED MULTI-FAMILY
RESIDENTIAL DEVELOPMENT
1854-1862 PANDORA AVENUE
LOS ANGELES, CALIFORNIA**

TRACT: 5609; BLOCK: 139; LOTS: 15&16



GEOCON
W E S T, I N C.

GEOTECHNICAL
ENVIRONMENTAL
MATERIALS

PREPARED FOR

**PANDORA SOUTH DEVELOPMENT COMPANY, LLC
LOS ANGELES, CALIFORNIA**

PROJECT NO. W1365-06-01

JUNE 10, 2021



Project No. W1365-06-01

June 10, 2021

Herbert Hakimianpour
Pandora South Development Company, LLC
1854 Pandora Avenue
Los Angeles, California. 90025

Subject: GEOTECHNICAL INVESTIGATION
 PROPOSED MULTI-FAMILY RESIDENTIAL DEVELOPMENT
 1854-1862 PANDORA AVENUE
 LOS ANGELES, CALIFORNIA
 TRACT: 5609; BLOCK: 139; LOTS: 15&16

Dear Mr. Hakimianpour:

In accordance with your authorization of our proposal dated April 5, 2021, we have performed a geotechnical investigation for the proposed multi-family residential development located at 1854-1862 Pandora Avenue in the City of Los Angeles, California. The accompanying report presents the findings of our study and our conclusions and recommendations pertaining to the geotechnical aspects of proposed design and construction. Based on the results of our investigation, it is our opinion that the site can be developed as proposed, provided the recommendations of this report are followed and implemented during design and construction.

If you have any questions regarding this report, or if we may be of further service, please contact the undersigned.

Very truly yours,

GEOCON WEST, INC.

Joe Hicks
Staff Engineer

(EMAIL) Addressee



Harry Derkalousdian
PE 79694



Gerald A. Kasman
CEG 2251

TABLE OF CONTENTS

1.	PURPOSE AND SCOPE	1
2.	SITE AND PROJECT DESCRIPTION	1
3.	GEOLOGIC SETTING.....	2
4.	SOIL AND GEOLOGIC CONDITIONS.....	3
4.1	Artificial Fill	3
4.2	Older Alluvium	3
5.	GROUNDWATER.....	3
6.	GEOLOGIC HAZARDS.....	4
6.1	Surface Fault Rupture	4
6.2	Seismicity.....	5
6.3	Seismic Design Criteria	6
6.4	Liquefaction Potential.....	8
6.5	Slope Stability.....	8
6.6	Earthquake-Induced Flooding.....	8
6.7	Tsunamis, Seiches, and Flooding.....	9
6.8	Oil Fields & Methane Potential	9
6.9	Subsidence	9
7.	CONCLUSIONS AND RECOMMENDATIONS.....	10
7.1	General.....	10
7.2	Soil and Excavation Characteristics.....	13
7.3	Minimum Resistivity, pH, and Water-Soluble Sulfate	14
7.4	Grading	15
7.5	Shrinkage	17
7.6	Controlled Low Strength Material (CLSM).....	17
7.7	Conventional Foundation Design	18
7.8	End-Bearing Caissons	20
7.9	End-Bearing Caisson Installation	22
7.10	Miscellaneous Foundations.....	23
7.11	Lateral Design.....	24
7.12	Concrete Slabs-on-Grade	24
7.13	Preliminary Pavement Recommendations	26
7.14	Retaining Wall Design.....	28
7.15	Dynamic (Seismic) Lateral Forces.....	29
7.16	Retaining Wall Drainage.....	29
7.17	Elevator Pit Design	30
7.18	Elevator Piston	31
7.19	Temporary Excavations	31
7.20	Shoring – Soldier Pile Design and Installation	32
7.21	Temporary Tie-Back Anchors	37
7.22	Anchor Installation.....	38
7.23	Anchor Testing	38
7.24	Internal Bracing	39
7.25	Surcharge from Adjacent Structures and Improvements	39
7.26	Stormwater Infiltration.....	40
7.27	Surface Drainage.....	41
7.28	Plan Review	42

LIMITATIONS AND UNIFORMITY OF CONDITIONS

TABLE OF CONTENTS (Continued)

LIST OF REFERENCES

MAPS, TABLES, AND ILLUSTRATIONS

- Figure 1, Vicinity Map
- Figure 2A, Site Plan (Existing Conditions)
- Figure 2B, Site Plan (Proposed Structure)
- Figure 3, Regional Fault Map
- Figure 4, Regional Seismicity Map
- Figure 5, Retaining Wall Pressure Calculation
- Figures 6 and 7, Retaining Wall Drain Detail
- Figure 8, Shoring Pressure Calculation
- Figure 9, Percolation Test Results

APPENDIX A

FIELD INVESTIGATION

- Figures A1 through A5, Boring Logs

APPENDIX B

LABORATORY TESTING

- Figures B1 through B9, Direct Shear Test Results
- Figures B10 through B29, Consolidation Test Results
- Figures B20 and B21, Expansion Index Test Results
- Figure B22, Modified Compaction Test Results
- Figure B23, Corrosivity Test Results

GEOTECHNICAL INVESTIGATION

1. PURPOSE AND SCOPE

This report presents the results of a geotechnical investigation for the proposed multi-family residential development located at 1854-1862 Pandora Avenue in the City of Los Angeles, California (see Vicinity Map, Figure 1). The purpose of the investigation was to evaluate subsurface soil and geologic conditions underlying the site and, based on conditions encountered, to provide conclusions and recommendations pertaining to the geotechnical aspects of design and construction.

The scope of this investigation included a site reconnaissance, field exploration, laboratory testing, engineering analysis, and the preparation of this report. The site was explored on May 10, 2021, by excavating two 8-inch diameter borings to depths of between 35 and 40½ feet below the existing ground surface utilizing a truck-mounted hollow-stem auger drilling machine, and three 4-inch diameter borings to depths of between 8 and 12 feet below the existing ground surface utilizing hand tools. The approximate locations of the exploratory borings are depicted on the Site Plan – Existing Conditions (see Figure 2A). A detailed discussion of the field investigation, including the boring logs, is presented in Appendix A.

Laboratory tests were performed on selected soil samples obtained during the investigation to determine pertinent physical and chemical soil properties. Appendix B presents a summary of the laboratory test results.

The recommendations presented herein are based on analysis of the data obtained during the investigation and our experience with similar soil and geologic conditions. References reviewed to prepare this report are provided in the *List of References* section.

If project details vary significantly from those described herein, Geocon should be contacted to determine the necessity for review and possible revision of this report.

2. SITE AND PROJECT DESCRIPTION

The subject site is located at 1854-1862 Pandora Avenue in the City of Los Angeles, California. The site consists of two rectangular adjacent lots and is currently occupied with two multi-family residential structures. The site is bounded by three-story multi-family residential structures to the south and a four story structure to the east, by a two-story multi-family residential structure to the north, and by Pandora Avenue to the west. The subject property slopes to the east with approximately 20 feet of elevation change from west to east. Surface water drainage at the site appears to be by sheet flow along the existing ground contours to the city streets. The properties are well vegetated with trees and other landscaping.

Based on the information provided by the Client, it is our understanding that the existing structures will be demolished for the construction of a proposed four-story multi-family residential structure over two levels of tuck under parking (see Site Plan – Proposed Conditions, Figure 2B). It is assumed that the proposed structure will extend to an elevation of 233 Mean Sea Level (MSL) throughout the site. Due to the sloping nature of the site, the west end of the proposed structure will be tucked in approximately 18 feet on the south west end and up to 20 feet on the north west end below the existing grade level (see Site Plan – Proposed Conditions, Figure 2B).

Based on the preliminary nature of the design at this time, wall and column loads were not available. It is anticipated that column loads for the proposed structures will be up to 700 kips, and wall loads will be up to 7 kip per linear foot.

Once the design phase and foundation loading configuration proceeds to a more finalized plan, the recommendations within this report should be reviewed and revised, if necessary. Any changes in the design, location or elevation of any structure, as outlined in this report, should be reviewed by this office. Geocon should be contacted to determine the necessity for review and possible revision of this report.

3. GEOLOGIC SETTING

The site is located in the West Los Angeles-Century City area, within the uplifted and dissected Cheviot Hills. The sediments exposed in the Cheviot Hills consists of Pleistocene age older alluvial fan sediments and interbedded terrestrial fan and marine sediments. Younger alluvial and fluvial sediments are present in local drainages such as the Brown Canyon drainage, located east of the site, and the Benedict Canyon drainage, located near the boundary of the City of Beverly Hills and City of Los Angeles. The Benedict Canyon drainage defines the eastern boundary of the Cheviot Hills.

Locally, the site is situated on an elevated and dissected older degrading fan surface that is underlain by Pleistocene age sediments described as older alluvium and marine terrace deposits by Hoots (1930), older alluvial fan sediments by Dibble (1991) and CGS (2012), and as Pleistocene age Cheviot Hills Deposits by Kenney (2012). Uplift, related to folding, faulting, and erosion of the Santa Monica Mountains (located less than 2 miles north of the site) has provided a source for much of the surficial sediments in the Cheviot Hills. The sediments at the site are interpreted to consist of interbedded older terrestrial deposits and older paralic deposits.

Regionally, the site is located near the boundary between the Transverse Ranges and Peninsular Ranges geomorphic provinces. The Transverse Ranges geomorphic province is bounded by the Big Pine Fault on the north, the San Andreas Fault Zone on the east, the Pacific Ocean on the west, and the Santa Monica, Hollywood, Raymond, Sierra Madre, and Cucamonga faults on the south. The province is characterized by east-west trending mountain ranges that include the Santa Ynez, San Gabriel, San Bernardino, and Santa Monica Mountains, and associated valleys. The southern boundary of the province is coincident with the northern boundary of Peninsular Ranges geomorphic province. In contrast to the Transverse Ranges geomorphic province, the Peninsular Ranges geomorphic province is characterized by elongate northwest-trending mountain ridges separated by straight-sided sediment-filled valleys. This province is bounded by the San Jacinto Fault Zone on the east, the Pacific Ocean coastline on the west, and the Transverse Ranges geomorphic province on the north. The Santa Monica Fault, located approximately 0.5 mile to the north, forms the boundary between the two geomorphic provinces.

4. SOIL AND GEOLOGIC CONDITIONS

Based on our field investigation and published geologic maps of the area, the site is underlain by artificial fill and Pleistocene age older alluvium (Hoots, 1930; Dibblee, 1991; California Geological Survey [CGS], 2012). Detailed stratigraphic profiles of the materials encountered at the site are provided on the boring logs in Appendix A.

4.1 Artificial Fill

Artificial fill was encountered in the borings to a maximum depth of approximately 8 feet below existing ground surface. The artificial fill generally consists of dark brown silty sand that can be characterized as loose to medium dense, and slightly moist, and containing various amounts of construction debris. The fill is likely the result of past grading or construction activities at the site. Deeper fill may exist between excavations and in other portions of the site that were not directly explored.

4.2 Older Alluvium

The fill soils are underlain by Pleistocene age older alluvial deposits generally consisting of yellowish brown to dark reddish brown sandy silt interbedded with silty sand, poorly graded sand and clay. The alluvial soils are primarily slightly moist to moist and dense to very dense or stiff to hard.

5. GROUNDWATER

Based on a review of the Seismic Hazard Evaluation of the Beverly Hills 7.5 Minute Quadrangle (California Division of Mines and Geology [CDMG], 1998), the historic high groundwater level beneath the site is approximately 40 feet below the existing ground surface. Groundwater information presented in the CDMG publication is based on data collected from the early 1900's to the late 1990's.

Groundwater was not encountered in any of our geotechnical borings to a maximum explored depth of 40½ feet below the existing ground surface. Based on the historic high groundwater level in the site vicinity and the depth to groundwater encountered in our borings, we anticipate that groundwater will not be encountered during construction. However, it is not uncommon for groundwater levels to vary seasonally or for groundwater seepage conditions to develop where none previously existed, especially in impermeable fine-grained soils which are heavily irrigated or after seasonal rainfall. In addition, recent requirements for stormwater infiltration could result in shallower seepage conditions in the region. Proper surface drainage of irrigation and precipitation will be critical for future performance of the project. Recommendations for drainage are provided in the *Surface Drainage* Section of this report (see Section 7.28).

6. GEOLOGIC HAZARDS

6.1 Surface Fault Rupture

The numerous faults in Southern California include Holocene-active, Pre-Holocene, and inactive faults. The criteria for these major groups are based on criteria developed by the California Geological Survey (CGS, formerly known as CDMG) for the Alquist-Priolo Earthquake Fault Zone Program (CGS, 2018a). By definition, a Holocene-active fault is one that has had surface displacement within the last 11,700 years. A Pre-Holocene fault has demonstrated surface displacement during Quaternary time (approximately the last 1.6 million years) but has had no known Holocene movement. Faults that have not moved in the last 1.6 million years are considered inactive.

The site is not within a state-designated Alquist-Priolo Earthquake Fault Zone (CGS, 2018b; 2021a; 2021b) for surface fault rupture hazards. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low. However, the site is located in the seismically active Southern California region, and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. The faults in the vicinity of the site are shown in Figure 3, Regional Fault Map.

The closest surface trace of an active fault to the site are splays associated with the Santa Monica Fault Zone. In the immediate site vicinity, the State Geologist interprets the location of the Santa Monica Fault in the immediate area coincident with Santa Monica Boulevard, approximately 900 feet northwest of the site (CGS, 2018b). Other nearby active faults include the Newport-Inglewood Fault Zone, the Hollywood Fault, and the Palos Verdes Fault Zone (offshore segment) located approximately 0.8 mile northeast, 2.1 miles north-northeast, and 8.4 miles southwest of the site, respectively (Ziony and Jones, 1989). The active San Andreas Fault Zone is located approximately 38 miles northeast of the site.

Several buried thrust faults, commonly referred to as blind thrusts, underlie the Los Angeles Basin at depth. These faults are not exposed at the ground surface and are typically identified at depths greater than 3.0 kilometers. The October 1, 1987, M_w 5.9 Whittier Narrows earthquake and the January 17, 1994, M_w 6.7 Northridge earthquake were a result of movement on the Puente Hills Blind Thrust and the Northridge Thrust, respectively. These thrust faults and others in the greater Los Angeles area are not exposed at the surface and do not present a potential surface fault rupture hazard at the site; however, these deep thrust faults are considered active features capable of generating future earthquakes that could result in moderate to significant ground shaking at the site.

6.2 Seismicity

As with all of Southern California, the site has experienced historic earthquakes from various regional faults. The seismicity of the region surrounding the site was formulated based on research of an electronic database of earthquake data. The epicenters of recorded earthquakes with magnitudes equal to or greater than 5.0 in the site vicinity are depicted on Figure 4, Regional Seismicity Map. A partial list of moderate to major magnitude earthquakes that have occurred in the Southern California area within the last 100 years is included in the following table.

LIST OF HISTORIC EARTHQUAKES

Earthquake (Oldest to Youngest)	Date of Earthquake	Magnitude	Distance to Epicenter (Miles)	Direction to Epicenter
Near Redlands	July 23, 1923	6.3	67	E
Long Beach	March 10, 1933	6.4	40	SE
Tehachapi	July 21, 1952	7.5	73	NW
San Fernando	February 9, 1971	6.6	25	N
Whittier Narrows	October 1, 1987	5.9	20	E
Sierra Madre	June 28, 1991	5.8	28	ENE
Landers	June 28, 1992	7.3	114	E
Big Bear	June 28, 1992	6.4	92	E
Northridge	January 17, 1994	6.7	13	NW
Hector Mine	October 16, 1999	7.1	128	ENE
Ridgecrest	July 5, 2019	7.1	127	NNE

The site could be subjected to strong ground shaking in the event of an earthquake, particularly an earthquake originating along the nearby Santa Monica Fault Zone. This hazard is common in Southern California and the effects of ground shaking can be mitigated if the proposed structure is designed and constructed in conformance with current building codes and engineering practices. The proposed structure should be designed for the potential strong ground motions that may result from future earthquakes along the Santa Monica Fault Zone.

6.3 Seismic Design Criteria

The following table summarizes site-specific design criteria obtained from the 2019 California Building Code (CBC; Based on the 2018 International Building Code [IBC] and ASCE 7-16), Chapter 16 Structural Design, Section 1613 Earthquake Loads. The data was calculated using the online application *Seismic Design Maps*, provided by OSHPD. The short spectral response uses a period of 0.2 second. We evaluated the Site Class based on the discussion in Section 1613.2.2 of the 2019 CBC and Table 20.3-1 of ASCE 7-16. The values presented on the following page are for the risk-targeted maximum considered earthquake (MCE_R).

2019 CBC SEISMIC DESIGN PARAMETERS

Parameter	Value	2019 CBC Reference
Site Class	D	Section 1613.2.2
MCE_R Ground Motion Spectral Response Acceleration – Class B (short), S_S	2.069g	Figure 1613.2.1(1)
MCE_R Ground Motion Spectral Response Acceleration – Class B (1 sec), S_1	0.74g	Figure 1613.2.1(2)
Site Coefficient, F_A	1.0g	Table 1613.2.3(1)
Site Coefficient, F_V	1.7g*	Table 1613.2.3(2)
Site Class Modified MCE_R Spectral Response Acceleration (short), S_{MS}	2.069g	Section 1613.2.3 (Eqn 16-36)
Site Class Modified MCE_R Spectral Response Acceleration – (1 sec), S_{M1}	1.257g*	Section 1613.2.3 (Eqn 16-37)
5% Damped Design Spectral Response Acceleration (short), S_{DS}	1.379g	Section 1613.2.4 (Eqn 16-38)
5% Damped Design Spectral Response Acceleration (1 sec), S_{D1}	0.838g*	Section 1613.2.4 (Eqn 16-39)
<p>Note: *Per Section 11.4.8 of ASCE/SEI 7-16, a ground motion hazard analysis shall be performed for projects for Site Class “E” sites with S_S greater than or equal to 1.0g and for Site Class “D” and “E” sites with S_1 greater than 0.2g. Section 11.4.8 also provides exceptions which indicates that the ground motion hazard analysis may be waived provided the exceptions are followed. Using the code based values presented in the table above, in lieu of a performing a ground motion hazard analysis, requires the exceptions outlined in ASCE 7-16 Section 11.4.8 be followed.</p>		

The table below presents the mapped maximum considered geometric mean (MCE_G) seismic design parameters for projects located in Seismic Design Categories of D through F in accordance with ASCE 7-16.

ASCE 7-16 PEAK GROUND ACCELERATION

Parameter	Value	ASCE 7-16 Reference
Mapped MCE_G Peak Ground Acceleration, PGA	0.887g	Figure 22-7
Site Coefficient, F_{PGA}	1.1g	Table 11.8-1
Site Class Modified MCE_G Peak Ground Acceleration, PGA_M	0.976g	Section 11.8.3 (Eqn 11.8-1)

The Maximum Considered Earthquake Ground Motion (MCE) is the level of ground motion that has a 2 percent chance of exceedance in 50 years, with a statistical return period of 2,475 years. According to the 2019 California Building Code and ASCE 7-16, the MCE is to be utilized for the evaluation of liquefaction, lateral spreading, seismic settlements, and it is our understanding that the intent of the Building code is to maintain “Life Safety” during a MCE event. The Design Earthquake Ground Motion (DE) is the level of ground motion that has a 10 percent chance of exceedance in 50 years, with a statistical return period of 475 years.

Deaggregation of the MCE peak ground acceleration was performed using the USGS online Unified Hazard Tool, 2014 Conterminous U.S. Dynamic edition (v4.2.0). The result of the deaggregation analysis indicates that the predominant earthquake contributing to the MCE peak ground acceleration is characterized as a 6.82 magnitude event occurring at a hypocentral distance of 7.18 kilometers from the site.

Deaggregation was also performed for the Design Earthquake (DE) peak ground acceleration, and the result of the analysis indicates that the predominant earthquake contributing to the DE peak ground acceleration is characterized as a 6.68 magnitude occurring at a hypocentral distance of 11.2 kilometers from the site.

Conformance to the criteria in the above tables for seismic design does not constitute any kind of guarantee or assurance that significant structural damage or ground failure will not occur if a large earthquake occurs. The primary goal of seismic design is to protect life, not to avoid all damage, since such design may be economically prohibitive.

6.4 Liquefaction Potential

Liquefaction is a phenomenon in which loose, saturated, relatively cohesionless soil deposits lose shear strength during strong ground motions. Primary factors controlling liquefaction include intensity and duration of ground motion, gradation characteristics of the subsurface soils, in-situ stress conditions, and the depth to groundwater. Liquefaction is typified by a loss of shear strength in the liquefied layers due to rapid increases in pore water pressure generated by earthquake accelerations.

The current standard of practice, as outlined in the “Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for Analyzing and Mitigating Liquefaction in California” and “Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California” requires liquefaction analysis to a depth of 50 feet below the lowest portion of the proposed structure. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

The State of California Seismic Hazard Zone Map for the Beverly Hills Quadrangle (CGS, 2018b; CDMG, 1999) indicates that the site is not located in an area designated as having a potential for liquefaction. In addition, a review of the County of Los Angeles Safety Element (Leighton, 1990) indicates that the site is not located within an area identified as having a potential for liquefaction. The site is underlain by Pleistocene age alluvial and marine deposits that are typically not prone to liquefaction. Based on these considerations, it is our opinion that the potential for liquefaction and associated ground deformations beneath the site is low.

6.5 Slope Stability

The site is located within a City of Los Angeles Hillside Grading Area but is not located within a City of Los Angeles Hillside Ordinance Area (City of Los Angeles, 2021). The topography at the site and in the immediate site vicinity slopes gently sloping to the southeast and the site is not located within an area identified as having a potential for slope instability (Leighton, 1990). Also, the site is not located within an area identified as having a potential for seismic slope instability (CGS, 2018b; CDMG, 1999). There are no known landslides near the site, nor is the site in the path of any known or potential landslides. Therefore, the potential for slope stability hazards to adversely affect the proposed development is considered low.

6.6 Earthquake-Induced Flooding

Earthquake-induced flooding is inundation caused by failure of dams or other water-retaining structures due to earthquakes. Based on a review of the Los Angeles County Safety Element (Leighton, 1990), the site is not located within a potential inundation area for an earthquake-induced dam failure. The probability of earthquake-induced flooding is considered very low.

6.7 Tsunamis, Seiches, and Flooding

The site is not located within a coastal area. Therefore, tsunamis are not considered a significant hazard at the site.

Seiches are large waves generated in enclosed bodies of water in response to ground shaking. No major water-retaining structures are located immediately up gradient from the project site. Therefore, flooding resulting from a seismically-induced seiche is considered unlikely.

The site is within an area of minimal flooding (Zone X) as defined by the Federal Emergency Management Agency (FEMA, 2021; LACDPW, 2021).

6.8 Oil Fields & Methane Potential

Based on a review of the California Geologic Energy Management Division (CalGEM) Well Finder Website (CalGEM, 2021), the site is located within the Cheviot Hills Oil Field. The nearest well to the site is the Union Oil Company of California Well Number 2, a plugged oil and gas production well, located approximately 1,070 feet to the north (CalGEM, 2021). Due to the voluntary nature of record reporting by the oil well drilling companies, wells may be improperly located or not shown on the location map. Undocumented wells could be encountered during construction. Any wells encountered will need to be properly abandoned in accordance with the current requirements of the CalGEM.

The site is located within a City of Los Angeles Methane Zone and there is a potential for methane and other volatile gases to occur at the site. A site-specific methane study is required for the proposed development. It is recommended that a qualified methane consultant be retained to perform the study and provide mitigation measures as necessary.

6.9 Subsidence

Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. The site is not located within an area of known ground subsidence. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the site or in the general site vicinity. There appears to be little or no potential for ground subsidence due to withdrawal of fluids or gases at the site.

7. CONCLUSIONS AND RECOMMENDATIONS

7.1 General

- 7.1.1 It is our opinion that neither soil nor geologic conditions were encountered during the investigation that would preclude the construction of the proposed development provided the recommendations presented herein are followed and implemented during design and construction.
- 7.1.2 Up to 8 feet of existing artificial fill was encountered along the west end of the property, and up to 7 feet along the east end of the property during the site investigation. The existing fill encountered is believed to be the result of past grading and construction activities at the site. Deeper fill may exist in other areas of the site that were not directly explored. Demolition of the existing structure that occupies the site is anticipated to disturb the upper few feet of existing site soils. If needed, the existing artificial fill and site soils are suitable for re-use as engineered fill provided the recommendations in the *Grading* section of this report are followed (see Section 7.4).
- 7.1.3 Excavation for the proposed tuck under parking levels is anticipated to extend to an elevation of 233 feet Mean Sea Level (MSL) across the site. Along the west end of the property the excavation is anticipated to penetrate through the existing fill and expose competent older alluvium throughout the excavation bottom. The east portion of the proposed structure is anticipated to be underlain by up to 7 feet of existing artificial fill below an elevation of 233 feet MSL. It is our opinion that the existing fill, in its present condition, is not suitable for direct support of proposed foundations or slabs. The existing fill and site soils are suitable for re-use as engineered fill provided the recommendations in the *Grading* section of this report are followed (see Section 7.4).
- 7.1.4 Based on these considerations, it is recommended that all the existing artificial fill below the elevation of 233 feet MSL be excavated and properly compacted for foundation and slab support. Deeper excavations should be conducted as needed to remove any encountered fill or soft soils as necessary at the direction of the Geotechnical Engineer (a representative of Geocon). The excavation should extend laterally a minimum distance of three feet beyond the building footprint areas, including building appurtenances, or a distance equal to the depth of fill below the foundation, whichever is greater. The limits of existing fill and/or soft soil removal will be verified by the Geocon representative during site grading activities. Recommendations for earthwork are provided in the *Grading* section of this report (see Section 7.4).

- 7.1.5 Subsequent to the recommended grading, the proposed structure may be supported on a conventional spread foundation system deriving support in newly placed engineered fill and/or in competent undisturbed older alluvial soils found at approximately 233 feet MSL along the west end of the property and approximately 226 feet MSL along the east end of the property (See Site Plan – Proposed Conditions, Figure 2B). It is the intent of the Geotechnical Engineer to allow building foundations to derive support in both engineered fill and competent alluvium for this project if conditions warrant such an occurrence. Recommendations for the design of a conventional foundation system are provided in Section 7.7.
- 7.1.6 Due to the depth of the existing artificial fill within the southeast portion of the site, and as an alternative to excavating and recompacting of the existing artificial fill soils and bearing conventional foundations in newly placed engineered fill, the southeast portion of the proposed structure may be supported on a deepened foundation system which penetrates through the unsuitable soils and derives support in the undisturbed competent older alluvium (see Site Plan – Proposed Conditions, Figure 2B). Recommendations for the design and construction of deepened foundations are provided in Sections 7.9 and 7.13.
- 7.1.7 Where a deepened foundation system is utilized and the existing artificial fill soils are not removed and recompacted as engineered fill, the concrete slab-on-grade should be designed as a structural slab that derives support exclusively from foundations, eliminating permanent reliance on underlying soils. It is recommended that the upper 12 inches of slab subgrade be compacted to provide a suitable temporary surface upon which concrete can be poured and placed. Any disturbed soils should be properly compacted prior to slab construction.
- 7.1.8 The concrete slab-on-grade and ramp may bear directly on undisturbed competent older alluvium at the excavation bottom and/or newly placed engineered fill. Any soils that are disturbed should be properly compacted for slab and ramp support. Where necessary, the existing artificial fill and older alluvium are suitable for re-use as an engineered fill provided the procedures outlined in the *Grading* section of this report are followed (see Section 7.4).
- 7.1.9 Where new foundations are constructed immediately adjacent to existing foundations or retaining walls, the new foundation should be deepened to match the depth of the existing foundation in order to prevent a surcharge on the existing foundation.
- 7.1.10 Where proposed foundations will be deeper than an existing foundation, the new foundation must be designed to resist the surcharge imposed by the existing foundation. The surcharge area may be defined by a 1:1 projection down and away from the bottom of the existing foundation.

- 7.1.11 Foundations for small outlying structures, such as block walls up to 6 feet in height, planter walls or trash enclosures, which will not be tied to the proposed structure, may be supported on conventional foundations deriving support on a minimum of 12 inches of newly placed engineered fill which extends laterally at least 12 inches beyond the foundation area. Where excavation and compaction cannot be performed or is undesirable, foundations may derive support directly in the competent undisturbed older alluvium at or below a depth of 24 inches below the existing ground surface, and should be deepened as necessary to maintain a minimum 12-inch embedment into the recommended bearing materials. If the soils exposed in the excavation bottom are soft or loose, compaction of the soils will be required prior to placing steel or concrete. Compaction of the foundation excavation bottom is typically accomplished with a compaction wheel or mechanical whacker and must be observed and approved by a Geocon representative.
- 7.1.12 Excavations up to 25 feet in vertical height are anticipated for construction of the subterranean level, including foundation depths. Due to the depth of the excavation and the proximity to the property lines and adjacent offsite structures, excavations of the proposed tucked in portion of the structure will require shoring measures in order to provide a stable excavation. Where shoring is required it is recommended that a soldier pile shoring system be utilized. In addition, where the proposed excavation will be deeper than and adjacent to an offsite structure, the proposed shoring should be designed to resist the surcharge imposed by the adjacent offsite structure. The surcharge area may be defined by a 1:1 projection down and away from the bottom of the foundation. Recommendations for temporary excavations and shoring are provided in Sections 7.17 and 7.18 of this report.
- 7.1.13 Due to the nature of the proposed design and intent for a subterranean level, waterproofing of subterranean walls and slabs is suggested. Particular care should be taken in the design and installation of waterproofing to avoid moisture problems, or actual water seepage into the structure through any normal shrinkage cracks which may develop in the concrete walls, floor slab, foundations and/or construction joints. The design and inspection of the waterproofing is not the responsibility of the geotechnical engineer. A waterproofing consultant should be retained in order to recommend a product or method, which would provide protection to subterranean walls, floor slabs and foundations.

- 7.1.14 Where new paving is to be placed, it is recommended that all existing fill soils and soft soils be excavated and properly compacted for paving support. The client should be aware that excavation and compaction of all existing fill in the area of new paving is not required, however, paving constructed over existing uncertified fill or unsuitable soils may experience increased settlement and/or cracking, and may therefore have a shorter design life and increased maintenance costs. As a minimum, the upper 12 inches of soil should be scarified and properly compacted. Paving recommendations are provided in the *Preliminary Pavement Recommendations* section of this report (see Section 7.11).
- 7.1.15 The results of the percolation testing indicate that the infiltration rate within the alluvial soils is less than the accepted minimum accepted infiltration rate of 0.3 inches per hour. Therefore, a stormwater infiltration system is not recommended for this project. It is recommended that stormwater be retained, filtered, and discharged in accordance with the requirements of the local governing agency. Results of percolation testing are provided in the *Stormwater Infiltration* section of this report (see Section 7.18).
- 7.1.16 Once the design and foundation loading configurations for the proposed structure proceeds to a more finalized plan, the recommendations within this report should be reviewed and revised, if necessary. Based on the final foundation loading configurations, the potential for settlement should be reevaluated by this office.
- 7.1.17 Any changes in the design, location or elevation of improvements, as outlined in this report, should be reviewed by this office. Geocon should be contacted to determine the necessity for review and possible revision of this report.

7.2 Soil and Excavation Characteristics

- 7.2.1 The in-situ soils can be excavated with moderate effort using conventional excavation equipment. Some caving should be anticipated in unshored excavations, especially where granular soils are encountered.
- 7.2.2 It is the responsibility of the contractor to ensure that all excavations and trenches are properly shored and maintained in accordance with applicable OSHA rules and regulations to maintain safety and maintain the stability of existing adjacent improvements.
- 7.2.3 All onsite excavations must be conducted in such a manner that potential surcharges from existing structures, construction equipment, and vehicle loads are resisted. The surcharge area may be defined by a 1:1 projection down and away from the bottom of an existing foundation or vehicle load. Penetrations below this 1:1 projection will require special excavation measures such as sloping or shoring. Excavation recommendations are provided in the *Temporary Excavations* section of this report (see Section 7.17).

7.2.4 The existing site soils encountered at foundation levels are considered to have a “very low” to “low” expansive potential and are classified as “non-expansive” to “expansive” based on the 2019 California Building Code (CBC) Section 1803.5.3. Recommendations presented herein assume that the building foundations and slabs will derive support in these materials.

7.3 Minimum Resistivity, pH, and Water-Soluble Sulfate

7.3.1 Potential of Hydrogen (pH) and resistivity testing as well as chloride content testing were performed on representative samples of soil to generally evaluate the corrosion potential to surface utilities. The tests were performed in accordance with California Test Method Nos. 643 and 422 and indicate that the soils encountered at foundation depths are considered “moderately corrosive” to “severely corrosive” with respect to corrosion of buried ferrous metals on site. The results are presented in Appendix B (Figure B23) and should be considered for design of underground structures. Due to the corrosive potential of the soils, it is recommended that PVC, ABS or other approved plastic piping be utilized in lieu of cast-iron when in direct contact with the site soils.

7.3.2 Laboratory tests were performed on representative samples of the site materials to measure the percentage of water-soluble sulfate content. Results from the laboratory water-soluble sulfate tests are presented in Appendix B (Figure B23) and indicate that the on-site materials possess a sulfate exposure class of “S1” to concrete structures as defined by 2019 CBC Section 1904 and ACI 318-19 Table 19.3.1.1. *The table below presents a summary of concrete requirements set forth by 2019 CBC Section 1904 and ACI 318-19. The presence of water-soluble sulfates is not a visually discernible characteristic; therefore, other soil samples from the site could yield different concentrations. Additionally, over time landscaping activities (i.e., addition of fertilizers and other soil nutrients) may affect the concentration.*

**REQUIREMENTS FOR CONCRETE EXPOSED TO
SULFATE-CONTAINING SOLUTIONS**

Exposure Class	Water-Soluble Sulfate Percent by Weight	Cement Type (ASTM C150)	Maximum Water to Cement Ratio by Weight	Minimum Compressive Strength (psi)
S0	SO₄<0.10	--	--	2,500
S1	0.10≤SO₄<0.20	II	0.50	4,000
S2	0.20≤SO ₄ ≤2.00	V	0.45	4,500
S3	SO ₄ >2.00	V+Pozzolan or Slag	0.45	4,500

7.3.3 Geocon West, Inc. does not practice in the field of corrosion engineering and mitigation. If corrosion sensitive improvements are planned, it is recommended that a corrosion engineer be retained to evaluate corrosion test results and incorporate the necessary precautions to avoid premature corrosion of buried metal pipes and concrete structures in direct contact with the soils.

7.4 Grading

7.4.1 Grading is anticipated to include excavation of the site soils for the proposed tucked in portion, foundations, and utility trenches, as well as placement of backfill for ramps and trenches.

7.4.2 Earthwork should be observed, and compacted fill tested by representatives of Geocon West, Inc. The existing fill and alluvium encountered during exploration are suitable for re-use as engineered fill, provided any encountered oversize material (greater than 6 inches) and any encountered deleterious debris are removed.

7.4.3 A preconstruction conference should be held at the site prior to the beginning of grading operations with the owner, contractor, civil engineer, geotechnical engineer, and building official in attendance. Special soil handling requirements can be discussed at that time.

7.4.4 Grading should commence with the removal of all existing vegetation and existing improvements from the area to be graded. Deleterious debris such as wood and root structures should be exported from the site and should not be mixed with the fill soils. Asphalt and concrete should not be mixed with the fill soils unless approved by the Geotechnical Engineer. All existing underground improvements planned for removal should be completely excavated and the resulting depressions properly backfilled in accordance with the procedures described herein. Once a clean excavation bottom has been established it must be observed and approved in writing by the Geotechnical Engineer (a representative of Geocon West, Inc.) and the City of Los Angeles Inspector.

7.4.5 It is recommended that all existing artificial fill below the elevation of 233 feet MSL be excavated and properly compacted for foundation and slab support. Deeper excavations should be conducted as needed to remove any encountered fill or soft soils as necessary at the direction of the Geotechnical Engineer (a representative of Geocon). The excavation should extend laterally a minimum distance of three feet beyond the building footprint areas, including building appurtenances, or a distance equal to the depth of fill below the foundation, whichever is greater. The limits of existing fill and/or soft soil removal will be verified by the Geocon representative during site grading activities.

- 7.4.6 Subsequent to the recommended grading, the proposed structure may be supported on a conventional spread foundation system deriving support in newly placed engineered fill and/or in competent undisturbed older alluvial soils found at approximately 233 feet MSL along the west end of the property and approximately 226 feet MSL along the east end of the property (See Site Plan – Proposed Conditions, Figure 2B). It is the intent of the Geotechnical Engineer to allow building foundations to derive support in both engineered fill and competent alluvium for this project if conditions warrant such an occurrence. Recommendations for the design of a conventional foundation system are provided in Section 7.7.
- 7.4.7 The concrete slab-on-grade and ramp for the subterranean portion of the proposed structure may bear directly on the competent older alluvium at the excavation bottom and or newly placed engineered fill.
- 7.4.8 The City of Los Angeles Department of Building and Safety requires a minimum compactive effort of 95 percent of the laboratory maximum dry density in accordance with ASTM D 1557 (latest edition) where the soils to be utilized in the fill have less than 15 percent finer than 0.005 millimeters. Soils with more than 15 percent finer than 0.005 millimeters may be compacted to 90 percent of the laboratory maximum dry density in accordance with ASTM D 1557 (latest edition). All fill and backfill soils should be placed in horizontal loose layers approximately 6 to 8 inches thick, moisture conditioned to near optimum moisture content, and properly compacted to 95 percent relative compaction in accordance with ASTM D 1557 (latest edition).
- 7.4.9 Although not anticipated for this project, all imported fill shall be observed, tested, and approved by Geocon West, Inc. prior to bringing soil to the site. Rocks larger than 6 inches in diameter shall not be used in the fill. Import soils should have any expansion index of less than 50 and corrosivity properties that are less than or equal to that of existing site soils, see Appendix B (Figure B23).
- 7.4.10 Foundations for small outlying structures, such as block walls up to 6 feet in height, planter walls or trash enclosures, which will not be tied to the proposed structure, may be supported on conventional foundations deriving support on a minimum of 12 inches of newly placed engineered fill which extends laterally at least 12 inches beyond the foundation area. Where excavation and compaction cannot be performed or is undesirable, foundations may derive support directly in the competent undisturbed older alluvium at or below a depth of 24 inches, and should be deepened as necessary to maintain a minimum 12-inch embedment into the recommended bearing materials. If the soils exposed in the excavation bottom are soft or loose, compaction of the soils will be required prior to placing steel or concrete. Compaction of the foundation excavation bottom is typically accomplished with a compaction wheel or mechanical whacker and must be observed and approved by a Geocon representative.

- 7.4.11. Where new paving is to be placed, it is recommended that all existing fill and soft soils be excavated and properly compacted for paving support. As a minimum, the upper 12 inches of soil should be scarified, moisture conditioned to optimum moisture content, and compacted to at least 95 percent relative compaction, as determined by ASTM Test Method D 1557 (latest edition). Paving recommendations are provided in *Preliminary Pavement Recommendations* section of this report (see Section 7.11).
- 7.4.12 Utility trenches should be properly backfilled in accordance with the requirements of the Green Book (latest edition). The pipe should be bedded with clean sands (Sand Equivalent greater than 30) to a depth of at least 1 foot over the pipe, and the bedding material must be inspected and approved in writing by the Geotechnical Engineer (a representative of Geocon). The use of gravel is not acceptable unless used in conjunction with filter fabric to prevent the gravel from having direct contact with soil. If gravel is used for trench bedding and shading (typical when seepage is present) it must be 3/16-inch rounded birds-eye rock in accordance with the City of Los Angeles Plumbing Department requirements. The remainder of the trench backfill may be derived from onsite soil or approved import soil, compacted as necessary, until the required compaction is obtained. The use of minimum 2-sack slurry is also acceptable as backfill (see Section 7.6). Prior to placing any bedding materials or pipes, the excavation bottom must be observed and approved in writing by the Geotechnical Engineer (a representative of Geocon).
- 7.4.13 All trench and foundation excavation bottoms must be observed and approved in writing by the Geotechnical Engineer (a representative of Geocon), prior to placing bedding materials, fill, steel, gravel, or concrete.

7.5 Shrinkage

- 7.5.1 Shrinkage results when a volume of material removed at one density is compacted to a higher density. A shrinkage factor of up to 20 percent should be anticipated when excavating and compacting the artificial fill to an average relative compaction of 95 percent.
- 7.5.2 If import soils will be utilized in the building pad, the soils must be placed uniformly and at equal thickness at the direction of the Geotechnical Engineer (a representative of Geocon West, Inc.). Soils can be borrowed from non-building pad areas and later replaced with imported soils.

7.6 Controlled Low Strength Material (CLSM)

- 7.6.1 Controlled Low Strength Material (CLSM) may be utilized in lieu of compacted soil as engineered fill where approved in writing by the Geotechnical Engineer. Where utilized within the City of Los Angeles use of CLSM is subject to the following requirements:

Standard Requirements

1. CLSM shall be ready-mixed by a City of Los Angeles approved batch plant;
2. CLSM shall not be placed on uncertified fill, on incompetent natural soil, nor below water;
3. CLSM shall not be placed on a sloping surface with a gradient steeper than 5:1 (horizontal to vertical);
4. Placement of the CLSM shall be under the continuous inspection of a concrete deputy inspector;
5. The excavation bottom shall be accepted by the soil engineer and the City Inspector prior to placing CLSM.

Requirements for CLSM that will be used for support of footings

1. The cement content of the CLSM shall not be less than 188 pounds per cubic yard (min. 2 sacks);
2. The excavation bottom must be level, cleaned of loose soils and approved in writing by Geocon prior to placement of the CLSM;
3. The ultimate compressive strength of the CLSM shall be no less than 100 pounds per square inch (psi) when tested on the 28th-day per ASTM D4832 (latest edition), Standard Test Method for Preparation and Testing of Controlled Low Strength Material Test Cylinders. Compression testing will be performed in accordance with ASTM C39 and City of Los Angeles requirements;
4. Samples of the CLSM will be collected during placement, a minimum of one test (two cylinders) for each 50 cubic yards or fraction thereof;
5. Over-excavation for CLSM placement shall extend laterally beyond the footprint of any proposed footings as required for placement of compacted fill, unless justified otherwise by the soil engineer that footings will have adequate vertical and horizontal bearing capacity.

7.7 Conventional Foundation Design

- 7.7.1 Once the design and foundation loading configuration for the proposed structure proceeds to a more finalized plan, the recommendations within this report should be reviewed and revised, if necessary.

- 7.7.2 Subsequent to the recommended grading, the proposed structure may be supported on conventional shallow spread foundations deriving support in newly placed engineered fill and/or in competent undisturbed older alluvium at approximately 233 feet MSL along the west end of the property and approximately 226 feet MSL along the east end of the property (See Site Plan – Proposed Conditions, Figure 2B). Foundations should be deepened as necessary to penetrate through existing fill or unsuitable soils at the direction of the Geotechnical Engineer. It is the intent of the Geotechnical Engineer to allow building foundations to derive support in both engineered fill and competent alluvium for this project if conditions warrant such an occurrence. All foundation excavations must be observed and approved in writing by the Geotechnical Engineer (a representative of Geocon), prior to placing steel or concrete.
- 7.7.3 Continuous footings may be designed for an allowable bearing capacity of 2,200 pounds per square foot (psf), and should be a minimum of 12 inches in width, 24 inches in depth below the lowest adjacent grade, and 12 inches into the recommended bearing materials.
- 7.7.4 Isolated spread foundations may be designed for an allowable bearing capacity of 2,500 psf, and should be a minimum of 24 inches in width, 24 inches in depth below the lowest adjacent grade, and 12 inches into the recommended bearing materials.
- 7.7.5 The soil bearing pressures above may be increased by 150 psf and 300 psf for each additional foot of foundation width and depth, respectively, up to a maximum allowable soil bearing pressure of 4,900 psf.
- 7.7.6 The allowable bearing pressures may be increased by one-third for transient loads due to wind or seismic forces.
- 7.7.7 If depth increases are utilized for the exterior wall footings, this office should be provided a copy of the final construction plans so that the excavation recommendations presented herein could be properly reviewed and revised if necessary.
- 7.7.8 Continuous footings should be reinforced with four No. 4 steel reinforcing bars, two placed near the top of the footing and two near the bottom. Reinforcement for spread footings should be designed by the project structural engineer.
- 7.7.9 The above foundation dimensions and minimum reinforcement recommendations are based on soil conditions and building code requirements only, and are not intended to be used in lieu of those required for structural purposes.

- 7.7.10 No special subgrade presaturation is required prior to placement of concrete. However, the moisture in the foundation subgrade should be sprinkled as necessary to maintain a moist condition at the time of concrete placement.
- 7.7.11 Foundation excavations should be observed and approved in writing by the Geotechnical Engineer (a representative of Geocon West, Inc.), prior to the placement of reinforcing steel and concrete to verify that the excavations and exposed soil conditions are consistent with those anticipated. If unanticipated soil conditions are encountered, foundation modifications may be required.
- 7.7.12 This office should be provided a copy of the final construction plans so that the excavation recommendations presented herein could be properly reviewed and revised if necessary.
- 7.7.13 The maximum expected static settlement for a structure supported on a conventional foundation system deriving support in the recommended bearing materials and designed with a maximum bearing pressure of 4,900 psf is estimated to be approximately 1¼ inch and occur below the heaviest loaded structural element. Settlement of the foundation system is expected to occur on initial application of loading. Differential settlement is not expected to exceed ¾ inch over a distance of 20 feet or between adjacent foundations.
- 7.7.14 Once the design and foundation loading configurations for the proposed structure proceed to a more finalized plan, the estimated settlements presented in this report should be reviewed and revised, if necessary. If the final foundation loading configurations are greater than the assumed loading conditions, the potential for settlement should be reevaluated by this office.

7.8 End-Bearing Caissons

- 7.8.1 Due to the depth of the existing artificial fill within the southeast portion of the site, and as an alternative to excavating and recompacting of the existing artificial fill soils and bearing conventional foundations in newly placed engineered fill, the southeast portion of the proposed structure may be supported on a deepened foundation system which penetrates through the unsuitable soils and derives support in the undisturbed competent older alluvium.
- 7.8.2 A deepened foundation system consisting of drilled cast-in-place end bearing caissons deriving support in undisturbed competent older alluvial soils may be utilized. Caissons should be a minimum of 18 inches in diameter, and should be embedded a minimum of 10 feet in depth below the ground surface and 3 feet into undisturbed competent older alluvium. The end bearing caissons may be designed for an allowable bearing capacity of 4,000 pounds per square foot and the excavation bottom must be cleaned of all loose soils. The allowable soil bearing pressure above may be increased 300 psf for each additional foot of foundation depth, up to a maximum allowable soil bearing pressure of 4,900 psf.

- 7.8.3 For design purposes, an allowable passive value for the soils may be assumed to be 250 pounds per square foot per foot with a maximum allowable passive earth pressure is 2,500 pcf. The allowable passive value may be doubled for isolated caissons placed more than three times the diameter. To develop the full lateral value, provisions should be implemented to assure firm contact between the caissons and the undisturbed soils. Caissons may be assumed fixed at an embedment depth of five feet below the ground surface.
- 7.8.4 All drilled excavations should be continuously observed by personnel of this firm to verify adequate penetration into the recommended bearing materials. The capacity presented is based on the strength of the soils. The compressive and tensile strength of the caisson sections should be checked to verify the structural capacity of the caissons.
- 7.8.5 The allowable downward capacity may be increased by one-third when considering transient wind or seismic loads.
- 7.8.6 The maximum expected static settlement for the structure supported on end-bearing caissons is estimated to be less than $\frac{3}{4}$ inch. Differential settlement between adjacent caissons foundations is not expected to exceed $\frac{1}{2}$ inch. The majority of the foundation settlement is expected to occur on initial application of loading and during construction.
- 7.8.7 If utilized, we anticipate that the differential settlement between caisson-supported foundations, and the adjacent conventional shallow foundations to be on the order of $\frac{1}{2}$ inches over a horizontal distance of 20 feet.
- 7.8.8 For increased resistance to differential foundation movement and lateral drift, the caisson tops should be interconnected in two horizontal directions with grade beams or tied with a structural slab. The project structural engineer should provide slab and grade beam design, reinforcement and spacing dependent on anticipated loading. However, for grade beams we recommend a minimum embedment depth below lowest adjacent pad grade of 24 inches and a minimum width of 12 inches. In addition, minimum reinforcement should consist of four No. 4 steel reinforcing bars; two placed near the top of the grade beam and two near the bottom.
- 7.8.9 If caisson spacing is at least three times the maximum dimension of the caisson, no reduction in axial capacity is considered necessary for group effects. If caisson spacing is closer than three diameters, an evaluation for group effects including appropriate reductions should be performed by Geocon based on caisson dimension and spacing.
- 7.8.10 All loose soils must be completely removed from the bottom of all end-bearing foundation excavations and approved in writing by the Geotechnical Engineer (a representative of Geocon West, Inc.).

- 7.8.11 Once the design and foundation loading configurations for the proposed structure proceed to a more finalized plan, the estimated settlements presented in this report should be reviewed and revised, if necessary. If the final foundation loading configurations are greater than the assumed loading conditions, the potential for settlement should be reevaluated by this office.

7.9 End-Bearing Caisson Installation

- 7.9.1 Casing may be required if caving occurs in the granular soil layers during deep drilled excavation. The contractor should have casing available and should be prepared to use it. If casing is used, extreme care should be employed so that the pile is not pulled apart as the casing is withdrawn. At no time should the distance between the surface of the concrete and the bottom of the casing be less than 5 feet. Continuous observation of the drilling and pouring of the piles by the Geotechnical Engineer (a representative of Geocon West, Inc.), is required.
- 7.9.2 All loose soils must be completely removed from excavation bottoms. Foundation excavations should be observed and approved in writing by the Geotechnical Engineer (a representative of Geocon West, Inc.), prior to the placement of reinforcing steel and concrete.
- 7.9.3 Groundwater was not encountered at the time of exploration. However, the contractor should be prepared for groundwater during pile installation if it is encountered. Piles placed below the water level require the use of a tremie to place the concrete into the bottom of the hole. A tremie should consist of a rigid, water-tight tube having a diameter of not less than 6 inches with a hopper at the top. The tube should be equipped with a device that will close the discharge end and prevent water from entering the tube while it is being charged with concrete. The tremie should be supported so as to permit free movement of the discharge end over the entire top surface of the work and to permit rapid lowering when necessary to retard or stop the flow of concrete. The discharge end should be closed at the start of the work to prevent water entering the tube and should be entirely sealed at all times, except when the concrete is being placed. The tremie tube should be kept full of concrete. The flow should be continuous until the work is completed and the resulting concrete seal should be monolithic and homogeneous. The tip of the tremie tube should always be kept about 5 feet below the surface of the concrete and definite steps and safeguards should be taken to insure that the tip of the tremie tube is never raised above the surface of the concrete.

7.9.4 A special concrete mix should be used for concrete to be placed below water. The design shall provide for concrete with a strength of 1,000 psi over the initial job specification. An admixture that reduces the problem of segregation of paste/aggregates and dilution of paste shall be included. The slump shall be commensurate to any research report for the admixture, provided that it shall also be the minimum for a reasonable consistency for placing when water is present. Extreme care should be employed so that the pile is not pulled apart as the casing is withdrawn. At no time should the distance between the surface of the concrete and the bottom of the casing be less than 5 feet. Continuous observation of the drilling and pouring of the piles by a representative of this firm is required.

7.9.5 Closely spaced piles should be drilled and filled alternately, with the concrete permitted to set at least eight hours before drilling an adjacent hole. Pile excavations should be filled with concrete as soon after drilling and inspection as possible; the holes should not be left open overnight.

7.10 Miscellaneous Foundations

7.10.1 Foundations for small outlying structures, such as block walls up to 6 feet in height, planter walls or trash enclosures which will not be tied to the proposed structure may be supported on conventional foundations bearing on a minimum of 12 inches of newly placed engineered fill which extends laterally at least 12 inches beyond the foundation area. Where excavation and compaction cannot be performed or is undesirable, such as adjacent to property lines, foundations may derive support in the undisturbed older alluvium soils at or below a depth of 24 inches below the ground surface, and should be deepened as necessary to maintain a 12 inch embedment in to the recommended bearing materials.

7.10.2 If the soils exposed in the excavation bottom are soft, compaction of the soft soils will be required prior to placing steel or concrete. Compaction of the foundation excavation bottom is typically accomplished with a compaction wheel or mechanical whacker and must be observed and approved by a Geocon representative. Miscellaneous foundations may be designed for a bearing value of 1,500 psf and should be a minimum of 12 inches in width, 24 inches in depth below the lowest adjacent grade and 12 inches into the recommended bearing material. The allowable bearing pressure may be increased by up to one-third for transient loads due to wind or seismic forces.

7.10.3 Foundation excavations should be observed and approved in writing by the Geotechnical Engineer (a representative of Geocon West, Inc.), prior to the placement of reinforcing steel and concrete to verify that the excavations and exposed soil conditions are consistent with those anticipated.

7.11 Lateral Design

- 7.11.1 Resistance to lateral loading may be provided by friction acting at the base of shallow conventional foundations, slabs and by passive earth pressure. An allowable coefficient of friction of 0.35 may be used with the dead load forces in newly placed engineered fill and/or competent older alluvium found at foundation levels.
- 7.11.2 Passive earth pressure for the sides of shallow conventional foundations and slabs poured against properly compacted engineered fill or competent older alluvium may be computed as an equivalent fluid having a density of 210 pcf with a maximum earth pressure of 2,100 psf. When combining passive and friction for lateral resistance, the passive component should be reduced by one-third.

7.12 Concrete Slabs-on-Grade

- 7.12.1 Exterior concrete slabs-on-grade subject to vehicle loading should be designed in accordance with the recommendations in the *Preliminary Pavement Recommendations* section of this report (Section 7.11).
- 7.12.2 Unless specifically evaluated and designed by a qualified structural engineer, the slab-on-grade for the subterranean parking level should be a minimum of 5 inches of concrete reinforced with No. 3 steel reinforcing bars placed 18 inches on center in both horizontal directions and positioned vertically near the slab midpoint. The concrete slab-on-grade may bear directly on the older alluvium found at the excavation bottom. The ramp may derive support in the undisturbed older alluvium and/or engineered fill. Any disturbed soils should be properly compacted for slab and ramp support.
- 7.12.3 Where a deepened foundation system is utilized and the existing artificial fill soils are not removed, the concrete slab-on-grade should be designed as a structural slab that derives all support from foundations, eliminating permanent reliance on the underlying soils. It is recommended that the upper 12 inches of slab subgrade be compacted to provide a suitable temporary surface upon which concrete can be poured and placed. Any disturbed soils should be properly compacted prior to slab construction.

- 7.12.4 Slabs-on-grade at the ground surface that may receive moisture-sensitive floor coverings or may be used to store moisture-sensitive materials should be underlain by a vapor retarder placed directly beneath the slab. The vapor retarder and acceptable permeance should be specified by the project architect or developer based on the type of floor covering that will be installed. The vapor retarder design should be consistent with the guidelines presented in Section 9.3 of the American Concrete Institute's (ACI) Guide for Concrete Slabs that Receive Moisture-Sensitive Flooring Materials (ACI 302.2R-06) and should be installed in general conformance with ASTM E 1643 (latest edition) and the manufacturer's recommendations. A minimum thickness of 15 mils extruded polyolefin plastic is recommended; vapor retarders which contain recycled content or woven materials are not recommended. The vapor retarder should have a permeance of less than 0.01 perms demonstrated by testing before and after mandatory conditioning. The vapor retarder should be installed in direct contact with the concrete slab with proper perimeter seal. If the California Green Building Code requirements apply to this project, the vapor retarder should be underlain by 4 inches of clean aggregate. It is important that the vapor retarder be puncture resistant since it will be in direct contact with angular gravel. As an alternative to the clean aggregate suggested in the Green Building Code, it is our opinion that the concrete slab-on-grade may be underlain by a vapor retarder over 4 inches of clean sand (sand equivalent greater than 30), since the sand will serve a capillary break and will minimize the potential for punctures and damage to the vapor barrier.
- 7.12.5 Since subterranean levels are incorporated into the design of the structure, waterproofing of subterranean walls and slabs is suggested. Particular care should be taken in the design and installation of waterproofing to avoid moisture problems, or actual water seepage into the structure through any normal shrinkage cracks which may develop in the concrete walls, floor slab, foundations and/or construction joints. The design and inspection of the waterproofing is not the responsibility of the geotechnical engineer. A waterproofing consultant should be retained in order to recommend a product or method, which would provide protection to subterranean walls, floor slabs and foundations.
- 7.12.6 For seismic design purposes, a coefficient of friction of 0.35 may be utilized between concrete slabs and subgrade soils without a moisture barrier, and 0.15 for slabs underlain by a moisture barrier.

- 7.12.7 Exterior slabs for walkways or flatwork, not subject to traffic loads, should be at least 4 inches thick and reinforced with No. 3 steel reinforcing bars placed 18 inches on center in both horizontal directions, positioned near the slab midpoint. Prior to construction of slabs, the upper 12 inches of subgrade should be moistened to optimum moisture content and properly compacted to at least 95 percent relative compaction, as determined by ASTM Test Method D 1557 (latest edition). Crack control joints should be spaced at intervals not greater than 8 feet and should be constructed using saw-cuts or other methods as soon as practical following concrete placement. Crack control joints should extend a minimum depth of one-fourth the slab thickness. The project structural engineer should design construction joints as necessary.
- 7.12.8 The recommendations of this report are intended to reduce the potential for cracking of slabs due to settlement. However, even with the incorporation of the recommendations presented herein, foundations, stucco walls, and slabs-on-grade may exhibit some cracking due to minor soil movement and/or concrete shrinkage. The occurrence of concrete shrinkage cracks is independent of the supporting soil characteristics. Their occurrence may be reduced and/or controlled by limiting the slump of the concrete, proper concrete placement and curing, and by the placement of crack control joints at periodic intervals, in particular, where re-entrant slab corners occur.

7.13 Preliminary Pavement Recommendations

- 7.13.1 Where new paving is to be placed, it is recommended that all existing fill and soft materials be excavated and properly compacted for paving support. The client should be aware that excavation and compaction of all existing artificial fill and soft soils in the area of new paving is not required; however, paving constructed over existing uncertified fill or unsuitable material may experience increased settlement and/or cracking, and may therefore have a shorter design life and increased maintenance costs. As a minimum, the upper 12 inches of paving subgrade should be scarified, moisture conditioned to optimum moisture content, and properly compacted to at least 95 percent relative compaction, as determined by ASTM Test Method D 1557 (latest edition).
- 7.13.2 The following pavement sections are based on an assumed R-Value of 20. Once site grading activities are complete an R-Value should be obtained by laboratory testing to confirm the properties of the soils serving as paving subgrade, prior to placing pavement.

7.13.3 The Traffic Indices listed below are estimates. Geocon does not practice in the field of traffic engineering. The actual Traffic Index for each area should be determined by the project civil engineer. If pavement sections for Traffic Indices other than those listed below are required, Geocon should be contacted to provide additional recommendations. Pavement thicknesses were determined following procedures outlined in the *California Highway Design Manual* (Caltrans). It is anticipated that the majority of traffic will consist of automobile and large truck traffic.

PRELIMINARY PAVEMENT DESIGN SECTIONS

Location	Estimated Traffic Index (TI)	Asphalt Concrete (inches)	Class 2 Aggregate Base (inches)
Automobile Parking and Driveways	4.0	3.0	4.0
Trash Truck & Fire Lanes	7.0	4.0	12.0

7.13.4 Asphalt concrete should conform to Section 203-6 of the “*Standard Specifications for Public Works Construction*” (Green Book). Class 2 aggregate base materials should conform to Section 26-1.02A of the “*Standard Specifications of the State of California, Department of Transportation*” (Caltrans). The use of Crushed Miscellaneous Base (CMB) in lieu of Class 2 aggregate base is acceptable. Crushed Miscellaneous Base should conform to Section 200-2.4 of the “*Standard Specifications for Public Works Construction*” (Green Book).

7.13.5 Unless specifically designed and evaluated by the project structural engineer, where exterior concrete paving will be utilized for support of vehicles, it is recommended that the concrete be a minimum of 6 inches of concrete reinforced with No. 3 steel reinforcing bars placed 18 inches on center in both horizontal directions. Concrete paving supporting vehicular traffic should be underlain by a minimum of 4 inches of aggregate base and properly compacted subgrade. The subgrade and base material should be compacted to 95 percent relative compaction, as determined by ASTM Test Method D 1557 (latest edition).

7.13.6 The performance of pavements is highly dependent upon providing positive surface drainage away from the edge of pavements. Ponding of water on or adjacent to the pavement will likely result in saturation of the subgrade materials and subsequent cracking, subsidence and pavement distress. If planters are planned adjacent to paving, it is recommended that the perimeter curb be extended at least 12 inches below the bottom of the aggregate base to minimize the introduction of water beneath the paving.

7.14 Retaining Wall Design

- 7.14.1 The recommendations presented below are generally applicable to the design of rigid concrete or masonry retaining walls having a maximum height of 22 feet. In the event that walls higher than 22 feet are planned, Geocon should be contacted for additional recommendations.
- 7.14.2 Retaining wall foundations may be designed in accordance with the recommendations provided in the *Foundation Design* sections of this report (see Sections 7.6 and 7.7).
- 7.14.3 Retaining walls with a level backfill surface that are not restrained at the top should be designed utilizing a triangular distribution of pressure (active pressure). Restrained walls are those that are not allowed to rotate more than 0.001H (where H equals the height of the retaining portion of the wall in feet) at the top of the wall. Where walls are restrained from movement at the top, walls may be designed utilizing a triangular distribution of pressure (at-rest pressure). The table below presents recommended pressures to be used in retaining wall design, assuming that proper drainage will be maintained. A retaining wall calculation is provided on Figure 5.

RETAINING WALL WITH LEVEL BACKFILL SURFACE

HEIGHT OF RETAINING WALL (Feet)	ACTIVE PRESSURE EQUIVALENT FLUID PRESSURE (Pounds Per Cubic Foot)	AT-REST PRESSURE EQUIVALENT FLUID PRESSURE (Pounds Per Cubic Foot)
Up to 22	52	61

- 7.14.4 The wall pressures provided above assume that the retaining wall will be properly drained preventing the buildup of hydrostatic pressure. If retaining wall drainage is not implemented, the equivalent fluid pressure to be used in design of cantilever and restrained undrained walls is 90 pcf. The value includes hydrostatic pressures plus buoyant lateral earth pressures.
- 7.14.5 The wall pressures provided above assume that the proposed retaining walls will support relatively undisturbed older alluvium and existing artificial fill. If sloping techniques are to be utilized for construction of proposed walls, which would result in a wedge of engineered fill behind the retaining walls, revised earth pressures may be required, especially if the wall backfill does not consist of the existing onsite soils. This should be evaluated once the use of sloping measures is established and once the geotechnical characteristics of the engineered backfill soils can be further evaluated.

- 7.14.6 Additional active pressure should be added for a surcharge condition due to sloping ground, vehicular traffic or adjacent structures and should be designed for each condition as the project progresses. Surcharges may be evaluated using Section 7.23 of this report. Once the design becomes more finalized, an addendum letter can be prepared revising recommendations and addressing specific surcharge conditions throughout the project, if necessary.
- 7.14.7 In addition to the recommended earth pressure, the upper 10 feet of the subterranean wall adjacent to the street and parking lot should be designed to resist a uniform lateral pressure of 100 psf, acting as a result of an assumed 300 psf surcharge behind the walls due to normal street traffic. If the traffic is kept back at least 10 feet from the subterranean walls, the traffic surcharge may be neglected.
- 7.14.8 Seismic lateral forces should be incorporated into the design as necessary, and recommendations for seismic lateral forces are presented below.

7.15 Dynamic (Seismic) Lateral Forces

- 7.15.1 The structural engineer should determine the seismic design category for the project in accordance with Section 1613 of the CBC. If the project possesses a seismic design category of D, E, or F, proposed retaining walls in excess of 6 feet in height should be designed with seismic lateral pressure (Section 1803.5.12 of the 2019 CBC).
- 7.15.2 A seismic load of 15 pcf should be used for design of walls that support more than 6 feet of backfill in accordance with Section 1803.5.12 of the 2019 CBC. The seismic load is applied as an equivalent fluid pressure along the height of the wall and the calculated loads result in a maximum load exerted at the base of the wall and zero at the top of the wall. This seismic load should be applied in addition to the active earth pressure. The earth pressure is based on half of two thirds of PGA_M calculated from ASCE 7-16 Section 11.8.3.

7.16 Retaining Wall Drainage

- 7.16.1 Retaining walls should be provided with a drainage system. At the base of the drain system, a subdrain covered with a minimum of 12 inches of gravel should be installed, and a compacted fill blanket or other seal placed at the surface (see Figure 6). The clean bottom and subdrain pipe, behind a retaining wall, should be observed by the Geotechnical Engineer (a representative of Geocon), prior to placement of gravel or compacting backfill.

- 7.16.2 As an alternative, a plastic drainage composite such as Miradrain or equivalent may be installed in continuous, 4-foot wide columns along the entire back face of the wall, at 8 feet on center. The top of these drainage composite columns should terminate approximately 18 inches below the ground surface, where either hardscape or a minimum of 18 inches of relatively cohesive material should be placed as a cap (see Figure 7). These vertical columns of drainage material would then be connected at the bottom of the wall to a collection panel or a 1-cubic-foot rock pocket drained by a 4-inch subdrain pipe.
- 7.16.3 Subdrainage pipes at the base of the retaining wall drainage system should outlet to an acceptable location via controlled drainage structures.
- 7.16.4 Moisture affecting below grade walls is one of the most common post-construction complaints. Poorly applied or omitted waterproofing can lead to efflorescence or standing water. Particular care should be taken in the design and installation of waterproofing to avoid moisture problems, or actual water seepage into the structure through any normal shrinkage cracks which may develop in the concrete walls, floor slab, foundations and/or construction joints. The design and inspection of the waterproofing is not the responsibility of the geotechnical engineer. A waterproofing consultant should be retained in order to recommend a product or method, which would provide protection to subterranean walls, floor slabs and foundations.

7.17 Elevator Pit Design

- 7.17.1 The elevator pit slab and retaining wall should be designed by the project structural engineer. Elevator pits may be designed in accordance with the recommendations in the *Conventional Foundation Design* and *Retaining Wall Design* sections of this report (see Sections 7.6, 7.7 and 7.12).
- 7.17.2 Additional active pressure should be added for a surcharge condition due to sloping ground, vehicular traffic, or adjacent foundations and should be designed for each condition as the project progresses.
- 7.17.3 If retaining wall drainage is to be provided, the drainage system should be designed in accordance with the *Retaining Wall Drainage* section of this report (see Section 7.14).
- 7.17.4 It is suggested that the exterior walls and slab be waterproofed to prevent excessive moisture inside of the elevator pit. Waterproofing design and installation is not the responsibility of the geotechnical engineer.

7.18 Elevator Piston

- 7.18.1 If a plunger-type elevator piston is installed for this project, a deep drilled excavation will be required. It is important to verify that the drilled excavation is not situated immediately adjacent to a foundation or shoring pile, or the drilled excavation could compromise the existing foundation or pile support, especially if the drilling is performed subsequent to the foundation or pile construction.
- 7.18.2 Casing may be required, especially if granular soils are encountered. The contractor should be prepared to use casing and should have it readily available at the commencement of drilling activities. Continuous observation of the drilling and installation of the elevator piston by the Geotechnical Engineer (a representative of Geocon West, Inc.) is required.
- 7.18.3 The annular space between the piston casing and drilled excavation wall should be filled with a minimum of 1½-sack slurry pumped from the bottom up. As an alternative, pea gravel may be utilized. The use of soil to backfill the annular space is not acceptable.

7.19 Temporary Excavations

- 7.19.1 Excavations up to 25 feet in height are anticipated for excavation and construction of the proposed tuck under portion of the structure, including foundation depths. The excavations are expected to expose artificial fill and older alluvium, which are suitable for vertical excavations up to 5 feet in height where loose soils or caving sands are not present, and where not surcharged by adjacent traffic or structures.
- 7.19.2 Temporary vertical excavations up to 5 feet in height may be attempted where not surcharged by adjacent traffic or structures. Vertical excavations greater than 5 feet will require sloping and/or shoring measures in order to provide a stable excavation. Where sufficient space is available, temporary unsurcharged embankments could be sloped back at a uniform 1:1 slope gradient or flatter, up to a maximum of 12 feet in height. A uniform slope does not have a vertical portion.
- 7.19.3 If excavations in close proximity to an adjacent property line and/or structure are required, or excavations are surcharged, special excavation measures such as shoring may be necessary in order to maintain lateral support of offsite improvements. Shoring recommendations are provided in the following section of this report (Section 7.18).

7.19.4 Where sloped embankments are utilized, the top of the slope should be barricaded to prevent vehicles and storage loads at the top of the slope within a horizontal distance equal to the height of the slope. If the temporary construction embankments are to be maintained during the rainy season, berms are suggested along the tops of the slopes where necessary to prevent runoff water from entering the excavation and eroding the slope faces. Geocon personnel should inspect the soils exposed in the cut slopes during excavation so that modifications of the slopes can be made if variations in the soil conditions occur. All excavations should be stabilized within 30 days of initial excavation.

7.20 Shoring – Soldier Pile Design and Installation

7.20.1 The following information on the design and installation of shoring is preliminary. Review of the final shoring plans and specifications should be made by this office prior to bidding or negotiating with a shoring contractor.

7.20.2 One method of shoring would consist of steel soldier piles, placed in drilled holes and backfilled with concrete. The steel soldier piles may also be installed utilizing high frequency vibration. Where maximum excavation heights are less than 12 feet the soldier piles are typically designed as cantilevers. Where excavations exceed 12 feet or are surcharged, soldier piles may require lateral bracing utilizing drilled tie-back anchors or raker braces to maintain an economical steel beam size and prevent excessive deflection. The size of the steel beam, the need for lateral bracing, and the acceptable shoring deflection should be determined by the project shoring engineer.

7.20.3 The design embedment of the shoring pile toes must be maintained during excavation activities. The toes of the perimeter shoring piles should be deepened to take into account any required excavations necessary for foundation excavations and/or adjacent drainage systems.

7.20.4 The proposed soldier piles may also be designed as permanent piles. The required pile depths, dimensions, and spacing should be determined and designed by the project structural and shoring engineers. All piles utilized for shoring can also be incorporated into a permanent retaining wall system (shotcrete wall) and should be designed in accordance with the earth pressure provided in the *Retaining Wall Design* section of this report (see Section 7.12).

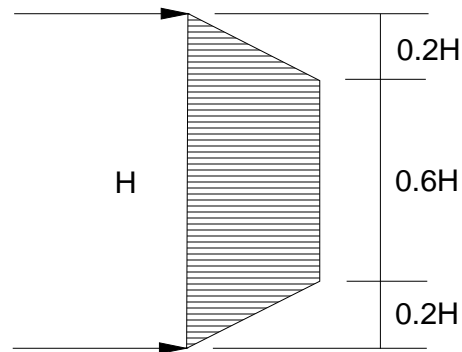
- 7.20.5 Drilled cast-in-place soldier piles should be placed no closer than 3 diameters on center. The minimum diameter of the piles is 18 inches. Structural concrete should be used for the soldier piles below the excavation; lean-mix concrete may be employed above that level. As an alternative, lean-mix concrete may be used throughout the pile where the reinforcing consists of a wideflange section. The slurry must be of sufficient strength to impart the lateral bearing pressure developed by the wideflange section to the soil. For design purposes, an allowable passive value for the soils below the bottom plane of excavation may be assumed to be 240 psf per foot. Where piles are installed by vibration techniques, the passive pressure may be assumed to mobilize across a width equal to the two times the dimension of the beam flange. The allowable passive value may be doubled for isolated piles spaced a minimum of three times the pile diameter. To develop the full lateral value, provisions should be implemented to assure firm contact between the soldier piles and the undisturbed older alluvium.
- 7.20.6 Groundwater was not encountered at the time of exploration but groundwater seepage may be encountered due to seasonal rainfall. The contractor should be prepared for groundwater during pile installation. Piles placed below the water level require the use of a tremie to place the concrete into the bottom of the hole. A tremie should consist of a rigid, water-tight tube having a diameter of not less than 6 inches with a hopper at the top. The tube should be equipped with a device that will close the discharge end and prevent water from entering the tube while it is being charged with concrete. The tremie should be supported so as to permit free movement of the discharge end over the entire top surface of the work and to permit rapid lowering when necessary to retard or stop the flow of concrete. The discharge end should be closed at the start of the work to prevent water entering the tube and should be entirely sealed at all times, except when the concrete is being placed. The tremie tube should be kept full of concrete. The flow should be continuous until the work is completed and the resulting concrete seal should be monolithic and homogeneous. The tip of the tremie tube should always be kept about 5 feet below the surface of the concrete and definite steps and safeguards should be taken to insure that the tip of the tremie tube is never raised above the surface of the concrete.
- 7.20.7 A special concrete mix should be used for concrete to be placed below water. The design should provide for concrete with an unconfined compressive strength pounds per square inch (psi) of 1,000 psi over the initial job specification. An admixture that reduces the problem of segregation of paste/aggregates and dilution of paste should be included. The slump should be commensurate to any research report for the admixture, provided that it should also be the minimum for a reasonable consistency for placing when water is present.

- 7.20.8 Casing may be required if caving is experienced, and the contractor should have casing available prior to commencement of drilling activities. When casing is used, extreme care should be employed so that the pile is not pulled apart as the casing is withdrawn. At no time should the distance between the surface of the concrete and the bottom of the casing be less than 5 feet. As an alternative, piles may be vibrated into place; however, there is always a risk that excessive vibrations in sandy soils could induce settlements and distress to adjacent offsite improvements. Continuous observation of the drilling and pouring of the piles by the Geotechnical Engineer (a representative of Geocon West, Inc.), is required.
- 7.20.9 If a vibratory method of soldier pile installation is utilized, predrilling may be performed prior to installation of the steel beams. If predrilling is performed, it is recommended that the bore diameter be at least 2 inches smaller than the largest dimension of the pile to prevent excessive loss in the frictional component of the pile capacity. Predrilling should not be conducted below the proposed excavation bottom.
- 7.20.10 If a vibratory method is utilized, the owner should be aware of the potential risks associated with vibratory efforts, which typically involve inducing settlement within the vicinity of the pile which could result in a potential for damage to existing improvements in the area.
- 7.20.11 The level of vibration that results from the installation of the piles should not exceed a threshold where occupants of nearby structures are disturbed, despite higher vibration tolerances that a building may endure without deformation or damage. The main parameter used for vibration assessment is peak particle velocity in units of inch per second (in/sec). The acceptable range of peak particle velocity should be evaluated based on the age and condition of adjacent structures, as well as the tolerance of human response to vibration.
- 7.20.12 Based on Table 19 of the *Transportation and Construction Induced Vibration Guidance Manual* (Caltrans 2013), a continuous source of vibrations (ex. vibratory pile driving) which generates a maximum peak particle velocity of 0.5 in/sec is considered tolerable for modern industrial/commercial buildings and new residential structures. The Client should be aware that a lower value may be necessary if older or fragile structures are in the immediate vicinity of the site.
- 7.20.13 Vibrations should be monitored and recorded with seismographs during pile installation to detect the magnitude of vibration and oscillation experienced by adjacent structures. If the vibrations exceed the acceptable range during installation, the shoring contractor should modify the installation procedure to reduce the values to within the acceptable range. Vibration monitoring is not the responsibility of the Geotechnical Engineer.

- 7.20.14 Geocon does not practice in the field of vibration monitoring. If construction techniques will be implemented, it is recommended that qualified consultant be retained to provide site specific recommendations for vibration thresholds and monitoring.
- 7.20.15 The frictional resistance between the soldier piles and retained soil may be used to resist the vertical component of the load. The coefficient of friction may be taken as 0.35 based on uniform contact between the steel beam and lean-mix concrete and retained earth. The portion of soldier piles below the plane of excavation may also be employed to resist the downward loads. The downward capacity may be determined using a frictional resistance of 550 psf per foot.
- 7.20.16 Due to the nature of the site soils, it is expected that continuous lagging between soldier piles will be required. However, it is recommended that the exposed soils be observed by the Geotechnical Engineer (a representative of Geocon West, Inc.), to verify the presence of any competent, cohesive soils and the areas where lagging may be omitted.
- 7.20.17 The time between lagging excavation and lagging placement should be as short as possible soldier piles should be designed for the full-anticipated pressures. Due to arching in the soils, the pressure on the lagging will be less. It is recommended that the lagging be designed for the full design pressure but be limited to a maximum of 400 psf.
- 7.20.18 For the design of shoring, it is recommended that an equivalent fluid pressure based on the following table, be utilized for design. A trapezoidal distribution of lateral earth pressure may be used where shoring will be restrained by bracing or tie-backs. The recommended active and trapezoidal pressure are provided in the following table. A diagram depicting the trapezoidal pressure distribution of lateral earth pressure is provided below the table and a calculation of shoring pressure is provided on Figure 8.

HEIGHT OF SHORING (FEET)	EQUIVALENT FLUID PRESSURE (Pounds Per Cubic Foot) (ACTIVE PRESSURE)	EQUIVALENT FLUID PRESSURE Trapezoidal (Where H is the height of the shoring in feet)
Up to 25	44	28H

Trapezoidal Distribution of Pressure



- 7.20.19 Additional active pressure should be added for a surcharge condition due to sloping ground, vehicular traffic or adjacent structures and should be designed for each condition as the project progresses. Surcharges may be evaluated using Section 7.23 of this report. Once the design becomes more finalized, an addendum letter can be prepared revising recommendations and addressing specific surcharge conditions throughout the project, if necessary.
- 7.20.20 In addition to the recommended earth pressure, the upper 10 feet of the shoring adjacent to the street or driveway areas should be designed to resist a uniform lateral pressure of 100 psf, acting as a result of an assumed 300 psf surcharge behind the shoring due to normal street traffic. If the traffic is kept back at least 10 feet from the shoring, the traffic surcharge may be neglected.
- 7.20.21 It is difficult to accurately predict the amount of deflection of a shored embankment. It should be realized that some deflection will occur. It is recommended that the deflection be minimized to prevent damage to existing structures and adjacent improvements. Where public rights-of-way are present or adjacent offsite structures do not surcharge the shoring excavation, the shoring deflection should be limited to less than 1 inch at the top of the shored embankment. Where offsite structures are within the shoring surcharge area it is recommended that the beam deflection be limited to less than $\frac{1}{2}$ inch at the elevation of the adjacent offsite foundation, and no deflection at all if deflections will damage existing structures. The allowable deflection is dependent on many factors, such as the presence of structures and utilities near the top of the embankment, and will be assessed and designed by the project shoring engineer.
- 7.20.22 Because of the depth of the excavation, some means of monitoring the performance of the shoring system is suggested. The monitoring should consist of periodic surveying of the lateral and vertical locations of the tops of all soldier piles and the lateral movement along the entire lengths of selected soldier piles.

7.20.23 Due to the depth of the depth of the excavation and proximity to adjacent structures, it is suggested that prior to excavation the existing improvements be inspected, and their present condition be documented. For documentation purposes, photographs should be taken of preconstruction distress conditions and level surveys of adjacent grade and pavement should be considered. During excavation activities, the adjacent structures and pavement should be periodically inspected for signs of distress. In the even that distress or settlement is observed, an investigation should be performed, and corrective measures taken so that continued or worsened distress or settlement is mitigated. Documentation and monitoring of the offsite structures and improvements is not the responsibility of the geotechnical engineer.

7.21 Temporary Tie-Back Anchors

7.21.1 Temporary tie-back anchors may be used with the soldier pile wall system to resist lateral loads. Post-grouted friction anchors are recommended. For design purposes, it may be assumed that the active wedge adjacent to the shoring is defined by a plane drawn 35 degrees with the vertical through the bottom plane of the excavation. Friction anchors should extend a minimum of 20 feet beyond the potentially active wedge and to greater lengths if necessary to develop the desired capacities. The locations and depths of all offsite utilities should be thoroughly checked and incorporated into the drilling angle design for the tie-back anchors.

7.21.2 The capacities of the anchors should be determined by testing of the initial anchors as outlined in a following section. Only the frictional resistance developed beyond the active wedge would be effective in resisting lateral loads. Anchors should be placed at least 6 feet on center to be considered isolated. For preliminary design purposes, it is estimated that drilled friction anchors constructed without utilizing post-grouting techniques will develop average skin frictions as follows:

- 7 feet below the top of the excavation – 950 pounds per square foot
- 15 feet below the top of excavation – 1,250 pounds per square foot

7.21.3 Depending on the techniques utilized, and the experience of the contractor performing the installation, a maximum allowable friction capacity of 2.0 kips per linear foot for post-grouted anchors (for a minimum 20-foot length beyond the active wedge) may be assumed for design purposes. Only the frictional resistance developed beyond the active wedge should be utilized in resisting lateral loads.

7.22 Anchor Installation

- 7.22.1 Tied-back anchors are typically installed between 20 and 40 degrees below the horizontal; however, occasionally alternative angles are necessary to avoid existing improvements and utilities. The locations and depths of all offsite utilities should be thoroughly checked prior to design and installation of the tie-back anchors. Caving of the anchor shafts, particularly within sand and gravel deposits or seepage zones, should be anticipated during installation and provisions should be implemented in order to minimize such caving. It is suggested that hollow-stem auger drilling equipment be used to install the anchors. The anchor shafts should be filled with concrete by pumping from the tip out, and the concrete should extend from the tip of the anchor to the active wedge. In order to minimize the chances of caving, it is recommended that the portion of the anchor shaft within the active wedge be backfilled with sand before testing the anchor. This portion of the shaft should be filled tightly and flush with the face of the excavation. The sand backfill should be placed by pumping; the sand may contain a small amount of cement to facilitate pumping.

7.23 Anchor Testing

- 7.23.1 All of the anchors should be tested to at least 150 percent of design load. The total deflection during this test should not exceed 12 inches. The rate of creep under the 150 percent test load should not exceed 0.1 inch over a 15-minute period in order for the anchor to be approved for the design loading.
- 7.23.2 At least 10 percent of the anchors should be selected for "quick" 200 percent tests and three additional anchors should be selected for 24-hour 200 percent tests. The purpose of the 200 percent tests is to verify the friction value assumed in design. The anchors should be tested to develop twice the assumed friction value. These tests should be performed prior to installation of additional tiebacks. Where satisfactory tests are not achieved on the initial anchors, the anchor diameter and/or length should be increased until satisfactory test results are obtained.
- 7.23.3 The total deflection during the 24-hour 200 percent test should not exceed 12 inches. During the 24-hour tests, the anchor deflection should not exceed 0.75 inches measured after the 200 percent test load is applied.
- 7.23.4 For the "quick" 200 percent tests, the 200 percent test load should be maintained for 30 minutes. The total deflection of the anchor during the 200 percent quick tests should not exceed 12 inches; the deflection after the 200 percent load has been applied should not exceed 0.25 inch during the 30-minute period.

7.23.5 After a satisfactory test, each anchor should be locked-off at the design load. This should be verified by rechecking the load in the anchor. The load should be within 10 percent of the design load. A representative of this firm should observe the installation and testing of the anchors.

7.24 Internal Bracing

7.24.1 Rakers may be utilized to brace the soldier piles in lieu of tieback anchors. The raker bracing could be supported laterally by temporary concrete footings (deadmen) or by the permanent, interior footings. For design of such temporary footings or deadmen, poured with the bearing surface normal to rakers inclined at 45 degrees, a bearing value of 2,500 psf may be used, provided the shallowest point of the footing is at least one foot below the lowest adjacent grade. The structural engineer should review the shoring plans to determine if raker footings conflict with the structural foundation system. The client should be aware that the utilization of rakers could significantly impact the construction schedule due to their intrusion into the construction site and potential interference with equipment.

7.25 Surcharge from Adjacent Structures and Improvements

7.25.1 Additional pressure should be added for a surcharge condition due to sloping ground, vehicular traffic or adjacent structures and should be designed for each condition as the project progresses.

7.25.2 It is recommended that line-load surcharges from adjacent wall footings, use horizontal pressures generated from NAV-FAC DM 7.2. The governing equations are:

$$\begin{aligned} & \text{For } x/H \leq 0.4 \\ & \sigma_H(z) = \frac{0.20 \times \left(\frac{z}{H}\right)}{\left[0.16 + \left(\frac{z}{H}\right)^2\right]^2} \times \frac{Q_L}{H} \\ & \text{and} \\ & \text{For } x/H > 0.4 \\ & \sigma_H(z) = \frac{1.28 \times \left(\frac{x}{H}\right)^2 \times \left(\frac{z}{H}\right)}{\left[\left(\frac{x}{H}\right)^2 + \left(\frac{z}{H}\right)^2\right]^2} \times \frac{Q_L}{H} \end{aligned}$$

where x is the distance from the face of the excavation or wall to the vertical line-load, H is the distance from the bottom of the footing to the bottom of excavation or wall, z is the depth at which the horizontal pressure is desired, Q_L is the vertical line-load and $\sigma_H(z)$ is the horizontal pressure at depth z .

- 7.25.3 It is recommended that vertical point-loads, from construction equipment outriggers or adjacent building columns use horizontal pressures generated from NAV-FAC DM 7.2. The governing equations are:

$$\text{For } x/H \leq 0.4$$

$$\sigma_H(z) = \frac{0.28 \times \left(\frac{z}{H}\right)^2}{\left[0.16 + \left(\frac{z}{H}\right)^2\right]^3} \times \frac{Q_P}{H^2}$$

and

$$\text{For } x/H > 0.4$$

$$\sigma_H(z) = \frac{1.77 \times \left(\frac{x}{H}\right)^2 \times \left(\frac{z}{H}\right)^2}{\left[\left(\frac{x}{H}\right)^2 + \left(\frac{z}{H}\right)^2\right]^3} \times \frac{Q_P}{H^2}$$

then

$$\sigma'_H(z) = \sigma_H(z) \cos^2(1.1\theta)$$

where x is the distance from the face of the excavation/wall to the vertical point-load, H is distance from the outrigger/bottom of column footing to the bottom of excavation, z is the depth at which the horizontal pressure is desired, Q_P is the vertical point-load, $\sigma_H(z)$ is the horizontal pressure at depth z , θ is the angle between a line perpendicular to the excavation/wall and a line from the point-load to location on the excavation/wall where the surcharge is being evaluated, and $\sigma_H(z)$ is the horizontal pressure at depth z .

- 7.25.4 In addition to the recommended earth pressure, the upper 10 feet of the shoring adjacent to the street or driveway areas should be designed to resist a uniform lateral pressure of 100 psf, acting as a result of an assumed 300 psf surcharge behind the shoring due to normal street traffic. If the traffic is kept back at least 10 feet from the shoring, the traffic surcharge may be neglected.

7.26 Stormwater Infiltration

- 7.26.1 During the May 10, 2021 site exploration, boring B1 was utilized to perform percolation testing. The boring was drilled to the proposed infiltration depth of 34½ feet. Slotted casing was placed in the boring, and the annular space between the casing and excavation was filled with gravel. The boring was then filled with water to pre-saturate the soils. The casing was refilled with water and percolation test readings were performed after repeated flooding of the cased excavation.

7.26.2 Based on the test results, the field-measured percolation rate and the design infiltration rate are provided in the following table. The Reduction Factor (Rf), to convert the field-measured percolation rate to an infiltration rate, is also shown in the table below. This value has been calculated in accordance with the Boring Percolation Test Procedure in the County of Los Angeles Department of Public Works GMED Guidelines for Design, Investigation, and Reporting Low Impact Development Stormwater Infiltration (June 2017). Calculations of the percolation rate, reduction factor, and infiltration rate are provided on Figure 9.

Boring	Soil Type	Infiltration Depth (ft)	Measured Percolation Rate (in / hour)	Design Infiltration Rate (in / hour)
B1	Poorly Graded Sand	30-34.5	0.49	0.24

7.26.3 Based on the test method utilized (Boring Percolation Test), the reduction factor Rf_t may be taken as 2.0 in the infiltration system design. Based on the number of tests performed and consistency of the soils throughout the site, it is suggested that the reduction factor Rf_v be taken as 1.0. In addition, provided proper maintenance is performed to minimize long-term siltation and plugging, the reduction factor Rf_s may be taken as 1.0. Additional correction factors may be required and should be applied by the engineer in responsible charge of the design of the stormwater infiltration system and based on applicable guidelines.

7.26.4 The results of the percolation testing indicated that the infiltration rate within the alluvial soils is less than the accepted minimum accepted infiltration rate of 0.3 inches per hour. Therefore, based on the results of percolation testing performed at the site, a stormwater infiltration system is not recommended for this project. It is recommended that stormwater be retained, filtered, and discharged in accordance with the requirements of the local governing agency.

7.27 Surface Drainage

7.27.1 Proper surface drainage is critical to the future performance of the project. Uncontrolled infiltration of irrigation excess and storm runoff into the supporting soils can adversely affect the performance of the planned improvements. Saturation of a soil can cause it to lose internal shear strength and increase its compressibility, resulting in a change in the original designed engineering properties. Proper drainage should be maintained at all times.

- 7.27.2 All site drainage should be collected and controlled in non-erosive drainage devices. Drainage should not be allowed to pond anywhere on the site, and especially not against any foundation or retaining wall. The site should be graded and maintained such that surface drainage is directed away from structures in accordance with 2016 CBC 1804.4 or other applicable standards. In addition, drainage should not be allowed to flow uncontrolled over any descending slope. Discharge from downspouts, roof drains and scuppers are not recommended onto unprotected soils within 5 feet of the building perimeter. Planters which are located adjacent to foundations should be sealed to prevent moisture intrusion into the soils providing foundation support. Landscape irrigation is not recommended within 5 feet of the building perimeter footings except when enclosed in protected planters.
- 7.27.3 Positive site drainage should be provided away from structures, pavement, and the tops of slopes to swales or other controlled drainage structures. The building pad and pavement areas should be fine graded such that water is not allowed to pond.
- 7.27.4 Landscaping planters immediately adjacent to paved areas are not recommended due to the potential for surface or irrigation water to infiltrate the pavement's subgrade and base course. Either a subdrain, which collects excess irrigation water and transmits it to drainage structures, or an impervious above-grade planter boxes should be used. In addition, where landscaping is planned adjacent to the pavement, it is recommended that consideration be given to providing a cutoff wall along the edge of the pavement that extends at least 12 inches below the base material.

7.28 Plan Review

- 7.28.1 Grading, foundation, and shoring plans should be reviewed by the Geotechnical Engineer (a representative of Geocon West, Inc.), prior to finalization to verify that the plans have been prepared in substantial conformance with the recommendations of this report and to provide additional analyses or recommendations.

LIMITATIONS AND UNIFORMITY OF CONDITIONS

1. The recommendations of this report pertain only to the site investigated and are based upon the assumption that the soil conditions do not deviate from those disclosed in the investigation. If any variations or undesirable conditions are encountered during construction, or if the proposed construction will differ from that anticipated herein, Geocon West, Inc. should be notified so that supplemental recommendations can be given. The evaluation or identification of the potential presence of hazardous or corrosive materials was not part of the scope of services provided by Geocon West, Inc.
2. This report is issued with the understanding that it is the responsibility of the owner, or of his representative, to ensure that the information and recommendations contained herein are brought to the attention of the architect and engineer for the project and incorporated into the plans, and the necessary steps are taken to see that the contractor and subcontractors carry out such recommendations in the field.
3. The findings of this report are valid as of the date of this report. However, changes in the conditions of a property can occur with the passage of time, whether they are due to natural processes or the works of man on this or adjacent properties. In addition, changes in applicable or appropriate standards may occur, whether they result from legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated wholly or partially by changes outside our control. Therefore, this report is subject to review and should not be relied upon after a period of three years.
4. The firm that performed the geotechnical investigation for the project should be retained to provide testing and observation services during construction to provide continuity of geotechnical interpretation and to check that the recommendations presented for geotechnical aspects of site development are incorporated during site grading, construction of improvements, and excavation of foundations. If another geotechnical firm is selected to perform the testing and observation services during construction operations, that firm should prepare a letter indicating their intent to assume the responsibilities of project geotechnical engineer of record. A copy of the letter should be provided to the regulatory agency for their records. In addition, that firm should provide revised recommendations concerning the geotechnical aspects of the proposed development, or a written acknowledgement of their concurrence with the recommendations presented in our report. They should also perform additional analyses deemed necessary to assume the role of Geotechnical Engineer of Record.

LIST OF REFERENCES

- California Department of Water Resources, 2019, *Groundwater Level Data by Township, Range, and Section*, http://www.water.ca.gov/waterdatalibrary/groundwater/hydrographs/index_trs.cfm.
- California Department of Water Resources, 1961, *Planned Utilization of Groundwater Basins of the Coastal Plain of Los Angeles County*, Bulletin 104, Appendix A.
- California Division of Mines and Geology, 1999; *State of California Seismic Hazard Zones, Beverly Hills Quadrangle*, Official Map, Released: March 25, 1999.
- California Division of Mines and Geology, 1998, *Seismic Hazard Evaluation of the Beverly Hills 7.5-Minute Quadrangle, Los Angeles County, California*, Open File Report 98-14.
- California Geologic Energy Management Division, 2021, Geologic Energy Management Division Well Finder, <http://maps.conservation.ca.gov/doggr/index.html#close>.
- California Geological Survey, 2021a, CGS Information Warehouse, Regulatory Map Portal, <http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>.
- California Geological Survey, 2021b, Earthquake Zones of Required Investigation, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>.
- California Geological Survey, 2018a, *Earthquake Fault Zones, A Guide for Government Agencies, Property Owners/Developers, and Geoscience Practitioners for Assessing Fault Rupture Hazards in California*, Special Publication 42, Revised 2018.
- California Geological Survey, 2018b, *Earthquake Zones of Required Investigation, Beverly Hills Quadrangle*, Released: January 11, 2018.
- California Geological Survey, 2012, *Geologic Compilation of Quaternary Surficial Deposits in Southern California, Los Angeles 30' X 60' Quadrangle*, A Project for the Department of Water Resources by the California Geological Survey, Compiled from existing sources by Trinda L. Bedrossian, CEG and Peter D. Roffers, CGS Special Report 217, Plate 9, Scale 1:100,000.
- Dibblee, T. W., Jr., 1991, *Geologic Map of the Beverly Hills and Van Nuys Quadrangle, Los Angeles County, California*, Dibblee Foundation Map # DF-41.
- FEMA, 2021, Online Flood Hazard Maps, *Flood Insurance Rate Map, Los Angeles County, California and Unincorporated Areas, Map Number 06037C1310F, Effective Date: September 26, 2008*, <http://www.esri.com/hazards/index.html>.
- Jennings, C. W. and Bryant, W. A., 2010, *Fault Activity Map of California*, California Geological Survey Geologic Data Map No. 6.
- Leighton and Associates, Inc., 1990, *Technical Appendix to the Safety Element of the Los Angeles County General Plan, Hazard Reduction in Los Angeles County*.
- Los Angeles, City of, 2021, NavigateLA website, <http://navigatela.lacity.org>.

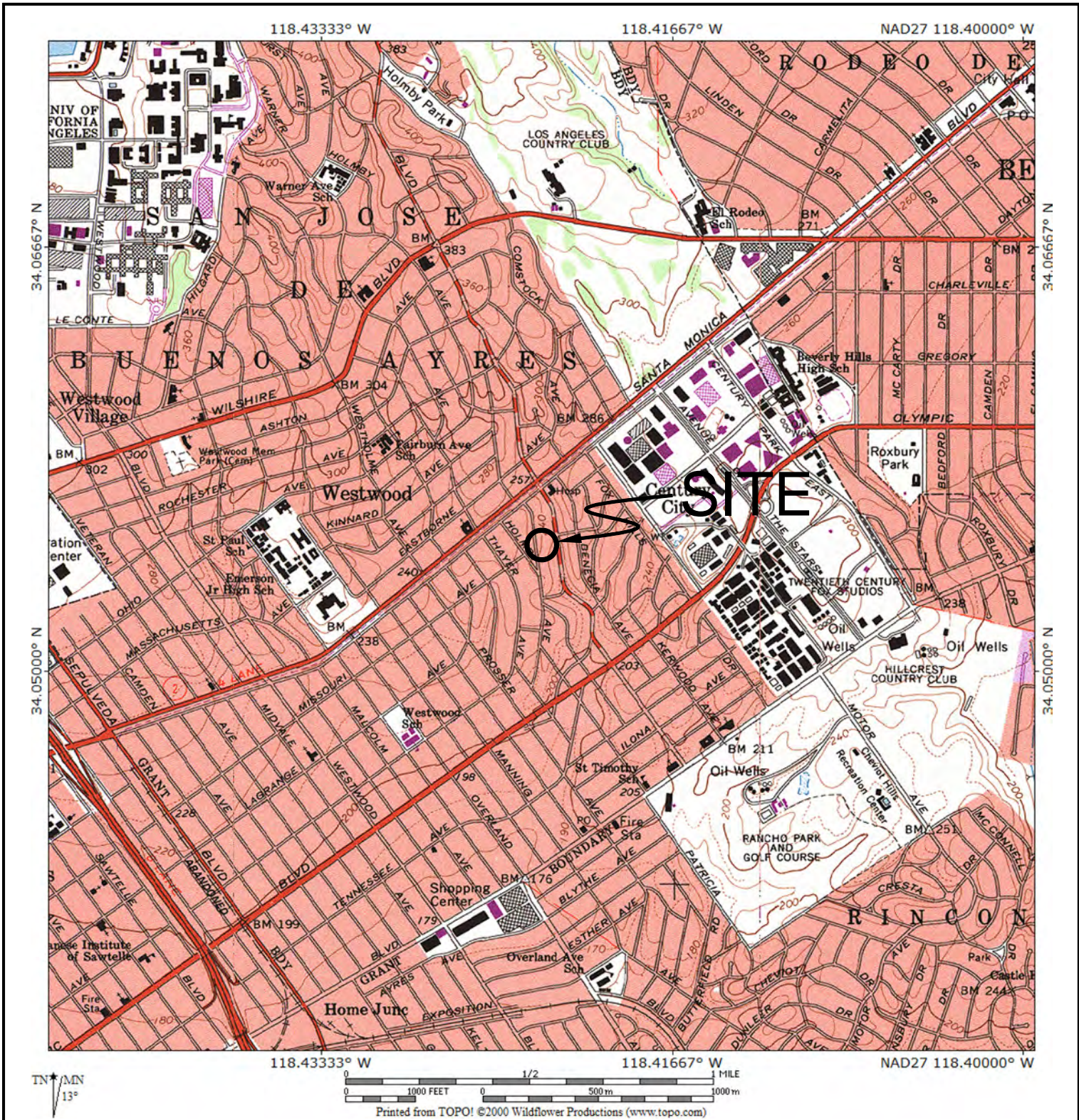
LIST OF REFERENCES (Continued)

Los Angeles, City of, 1996, *Safety Element of the Los Angeles City General Plan*.

Los Angeles County Department of Public Works, 2021, Flood Zone Determination Website, <http://dpw.lacounty.gov/apps/wmd/floodzone/map.htm>.

Topozada, T., Branum, D., Petersen, M., Hallstrom, C., and Reichle, M., 2000, *Epicenters and Areas Damaged by $M > 5$ California Earthquakes, 1800 – 1999*, California Geological Survey, Map Sheet 49.

Ziony, J. I., and Jones, L. M., 1989, *Map Showing Late Quaternary Faults and 1978–1984 Seismicity of the Los Angeles Region, California*, U.S. Geological Survey Miscellaneous Field Studies Map MF-1964.



U.S.G.S. TOPOGRAPHIC MAPS, 7.5 MINUTE SERIES, BEVERLY HILLS, CA QUADRANGLE

GEOCON
WEST, INC.



ENVIRONMENTAL GEOTECHNICAL MATERIALS
3303 N. SAN FERNANDO BLVD. - SUITE 100 - BURBANK, CA 91504
PHONE (818) 841-8388 - FAX (818) 841-1704

DRAFTED BY: CB

CHECKED BY: SFK

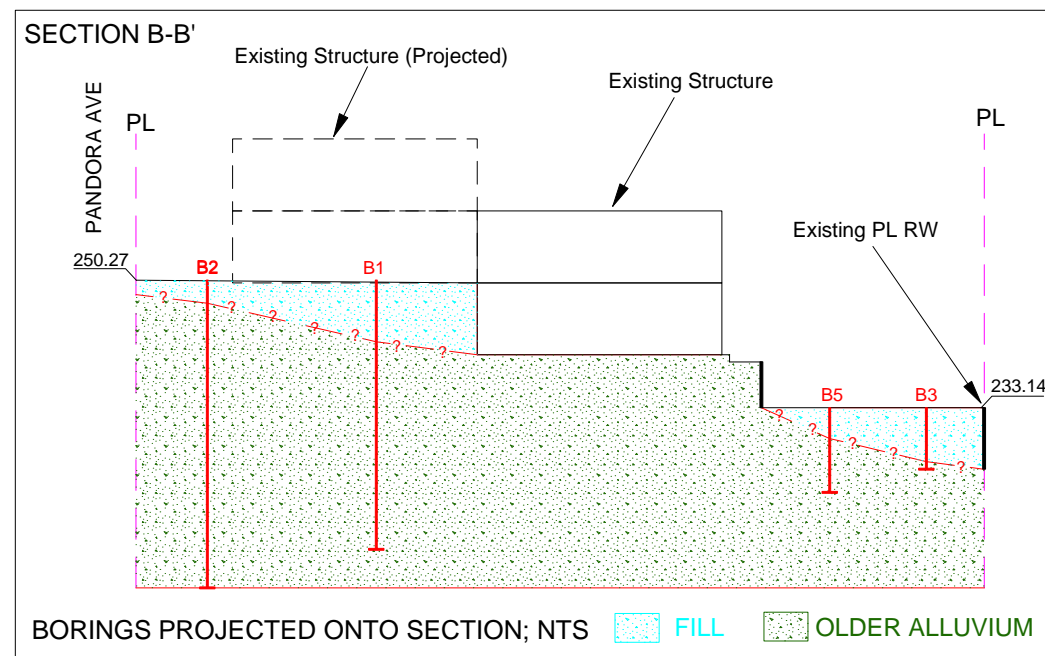
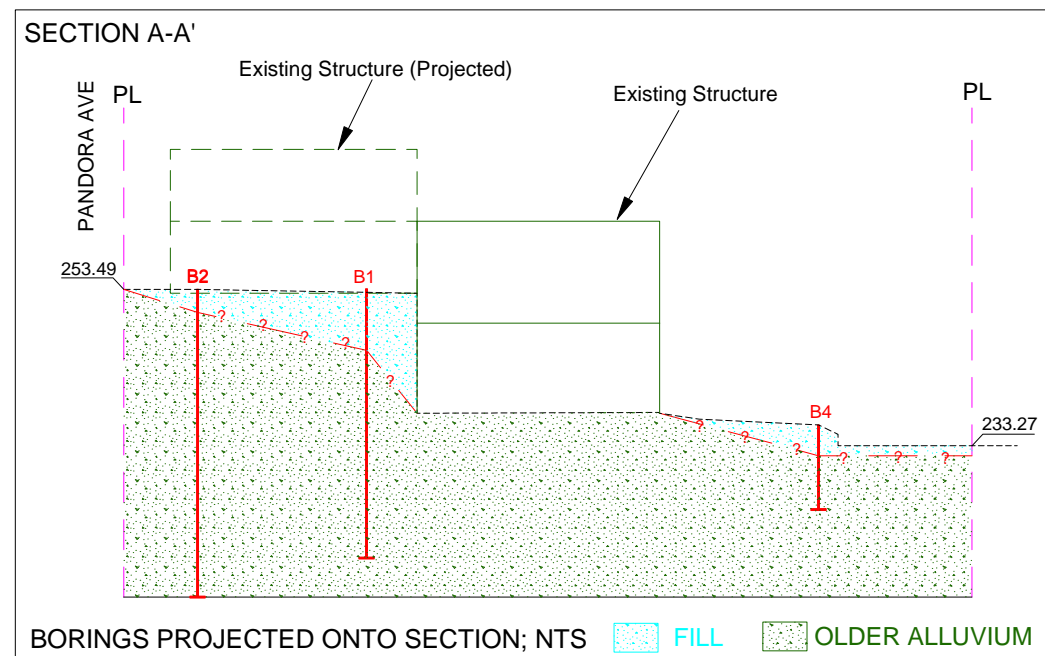
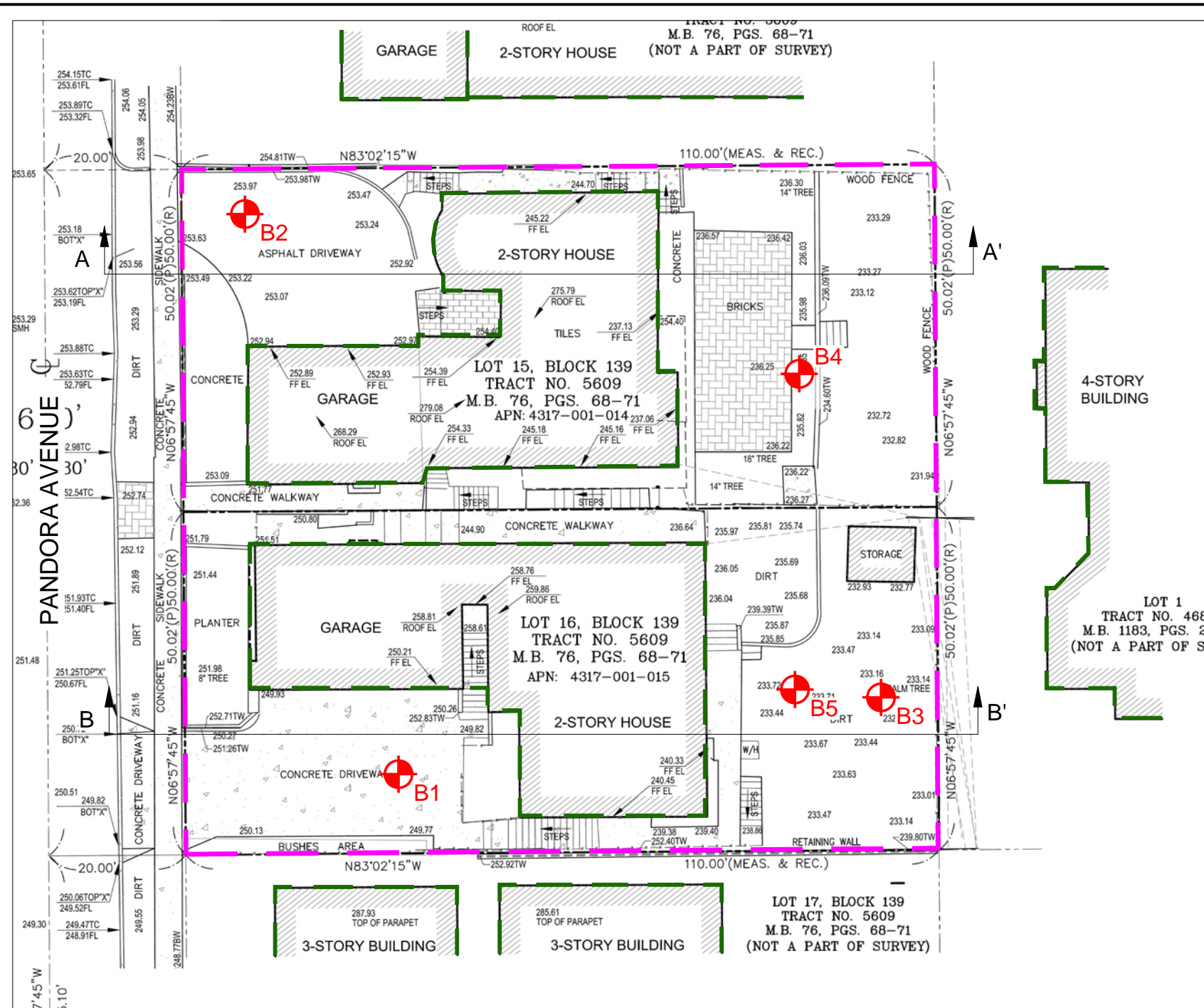
VICINITY MAP

1854-1862 PANDORA AVENUE
LOS ANGELES, CALIFORNIA

JUNE 2021

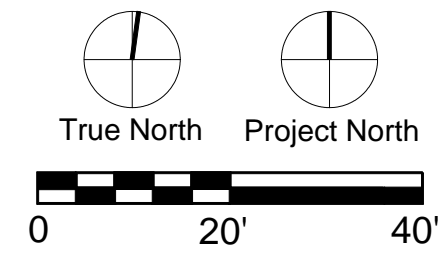
PROJECT NO. W1365-06-01

FIG. 1



LEGEND

- Approximate Location of Boring
- Property Line
- Limits of Existing Structures



GEOCON
WEST, INC.

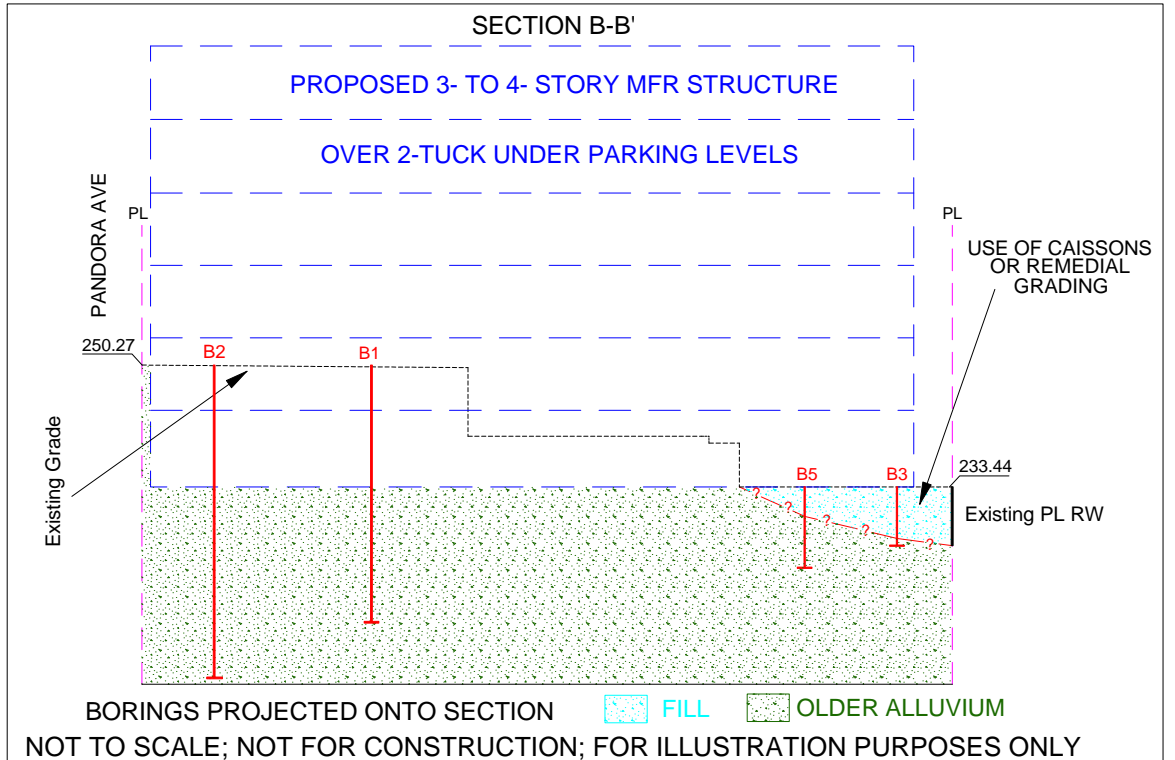
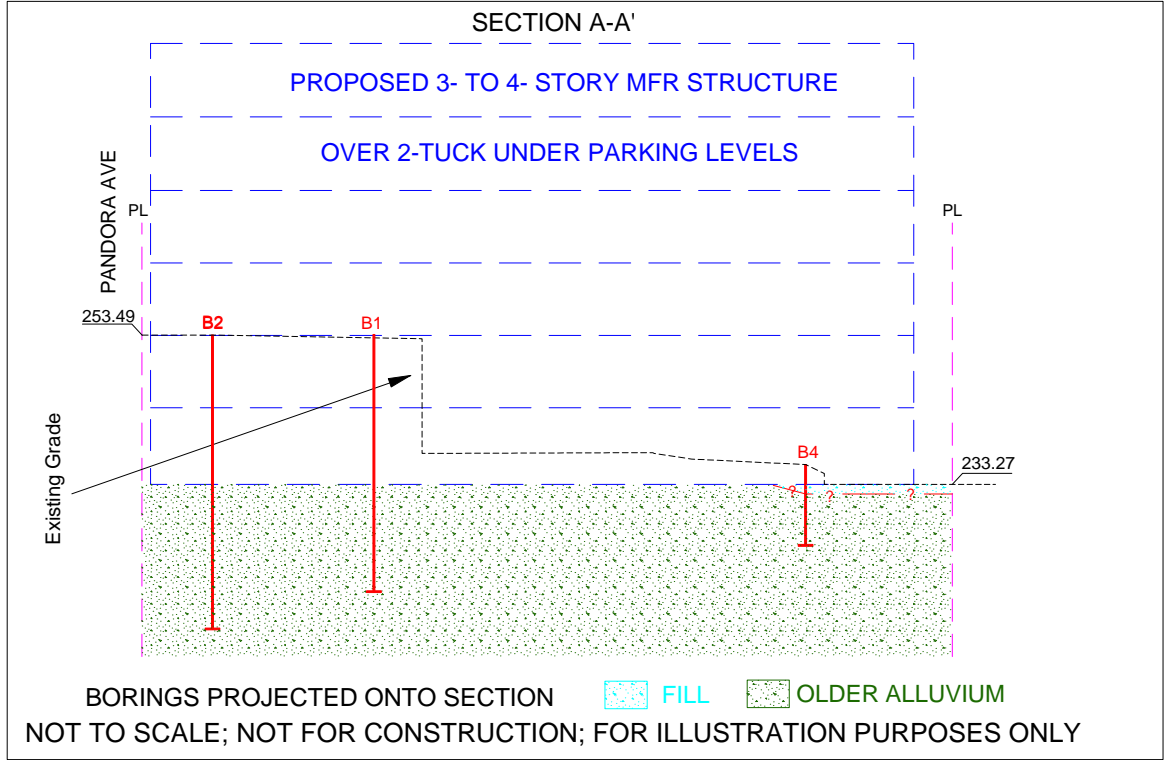
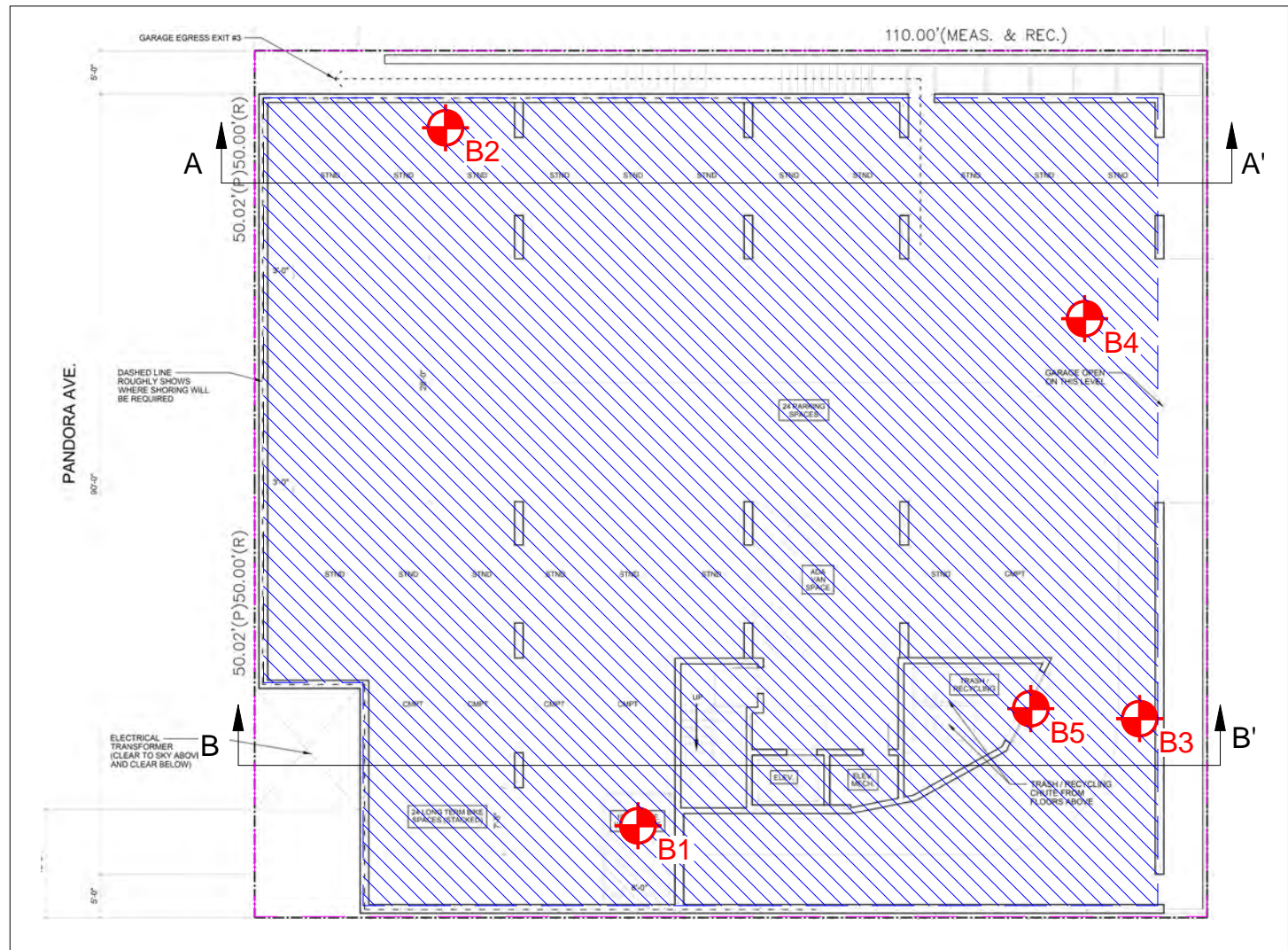
ENVIRONMENTAL GEOTECHNICAL MATERIALS
3303 N. SAN FERNANDO BLVD. - SUITE 100 - BURBANK, CA 91504
PHONE (818) 841-8388 - FAX (818) 841-1704

DRAFTED BY: JMH	CHECKED BY: HHD
-----------------	-----------------




SITE PLAN - EXISTING CONDITIONS

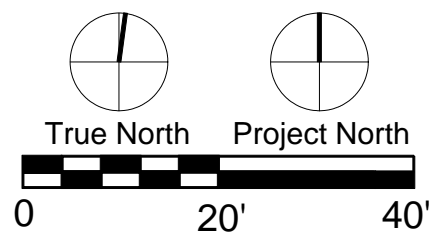
1854-1862 SOUTH PANDORA AVE
LOS ANGELES, CALIFORNIA

JUNE 2021	PROJECT NO. W1365-06-01	FIG. 2A
-----------	-------------------------	---------



LEGEND

-  Property Limits
-  Limits of Proposed Structure
-  Approximate Location of Boring



GEOCON
WEST, INC.

ENVIRONMENTAL GEOTECHNICAL MATERIALS
3303 N. SAN FERNANDO BLVD. - SUITE 100 - BURBANK, CA 91504
PHONE (818) 841-8388 - FAX (818) 841-1704

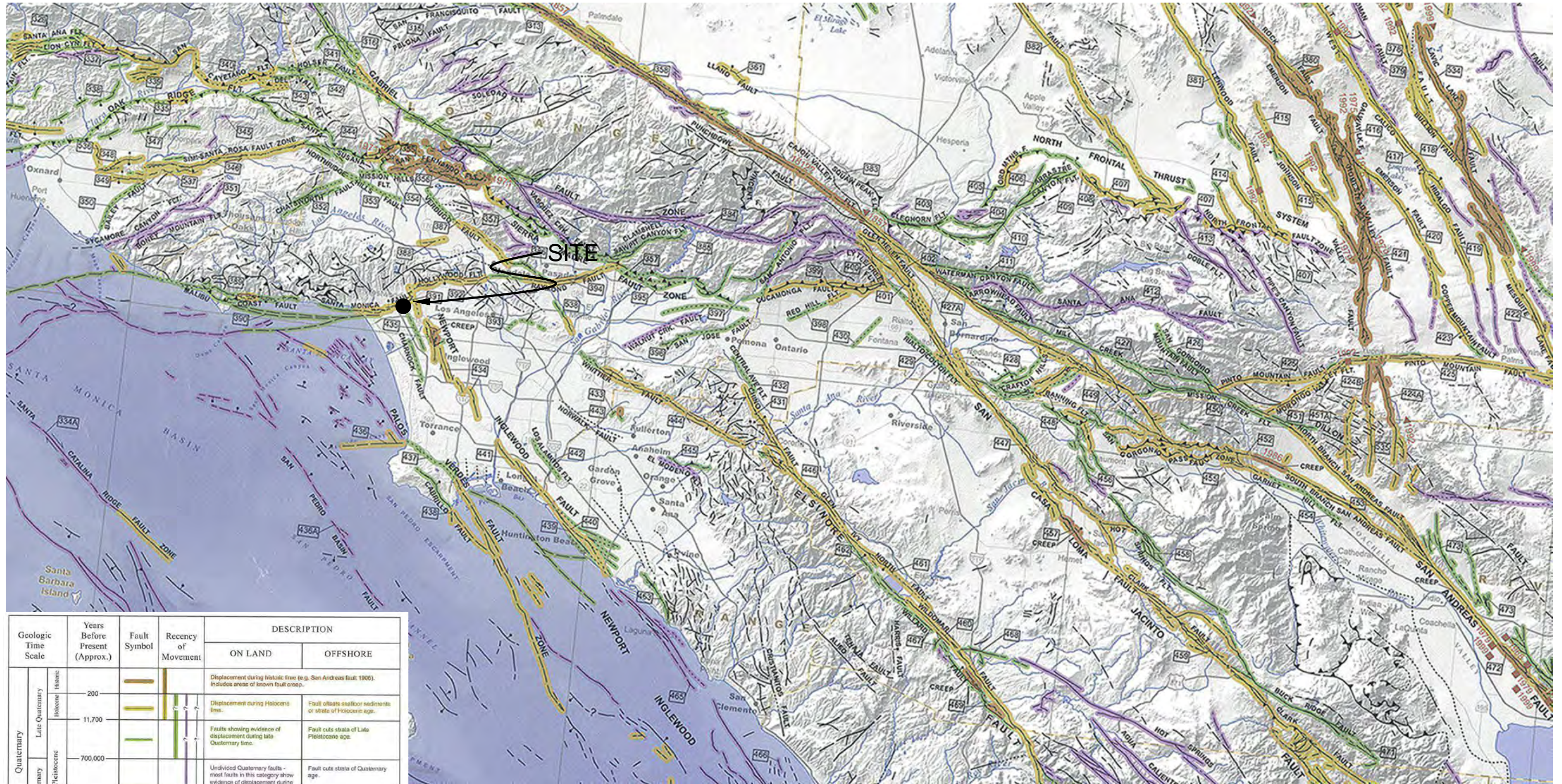
DRAFTED BY: JMH CHECKED BY: HHD

SITE PLAN - PROPOSED CONDITIONS

1854-1862 SOUTH PANDORA AVE
LOS ANGELES, CALIFORNIA

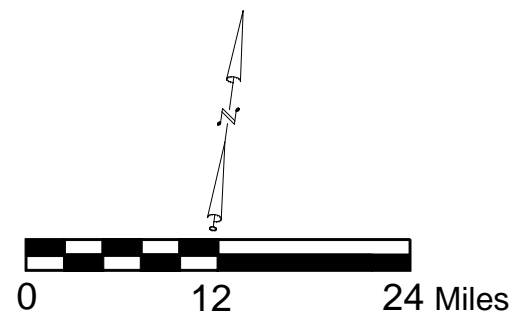
JUNE 2021	PROJECT NO. W1365-06-01	FIG. 2B
-----------	-------------------------	---------

Reference: Jennings, C.W. and Bryant, W. A., 2010, Fault Activity Map of California, California Geological Survey Geologic Data Map No. 6.



Geologic Time Scale	Years Before Present (Approx.)	Fault Symbol	Recency of Movement	DESCRIPTION	
				ON LAND	OFFSHORE
Quaternary	Holocene			Displacement during historic time (e.g. San Andreas fault 1906). Includes areas of known fault creep.	
	Late Quaternary			Displacement during Holocene time.	Fault offsets stratifer sediments or strata of Pliocene age.
Pre-Quaternary	Pleistocene			Faults showing evidence of displacement during late Quaternary time.	Fault cuts strata of Late Pleistocene age.
	Early Quaternary			Undisplaced Quaternary faults - most faults in this category show evidence of displacement during the last 1,600,000 years; possible exceptions are faults which displace rocks of undifferentiated Plio-Pleistocene age.	Fault cuts strata of Quaternary age.
Pre-Quaternary	1,600,000			Faults without recognized Quaternary displacement or showing evidence of no displacement during Quaternary time. Not necessarily inactive.	Fault cuts strata of Pliocene or older age.
	4.5 billion (Age of Earth)				

* Quaternary now recognized as extending to 2.6 Ma (Walker and Geissman, 2009). Quaternary faults in this map were established using the previous 1.6 Ma criterion.



GEOCON WEST, INC.

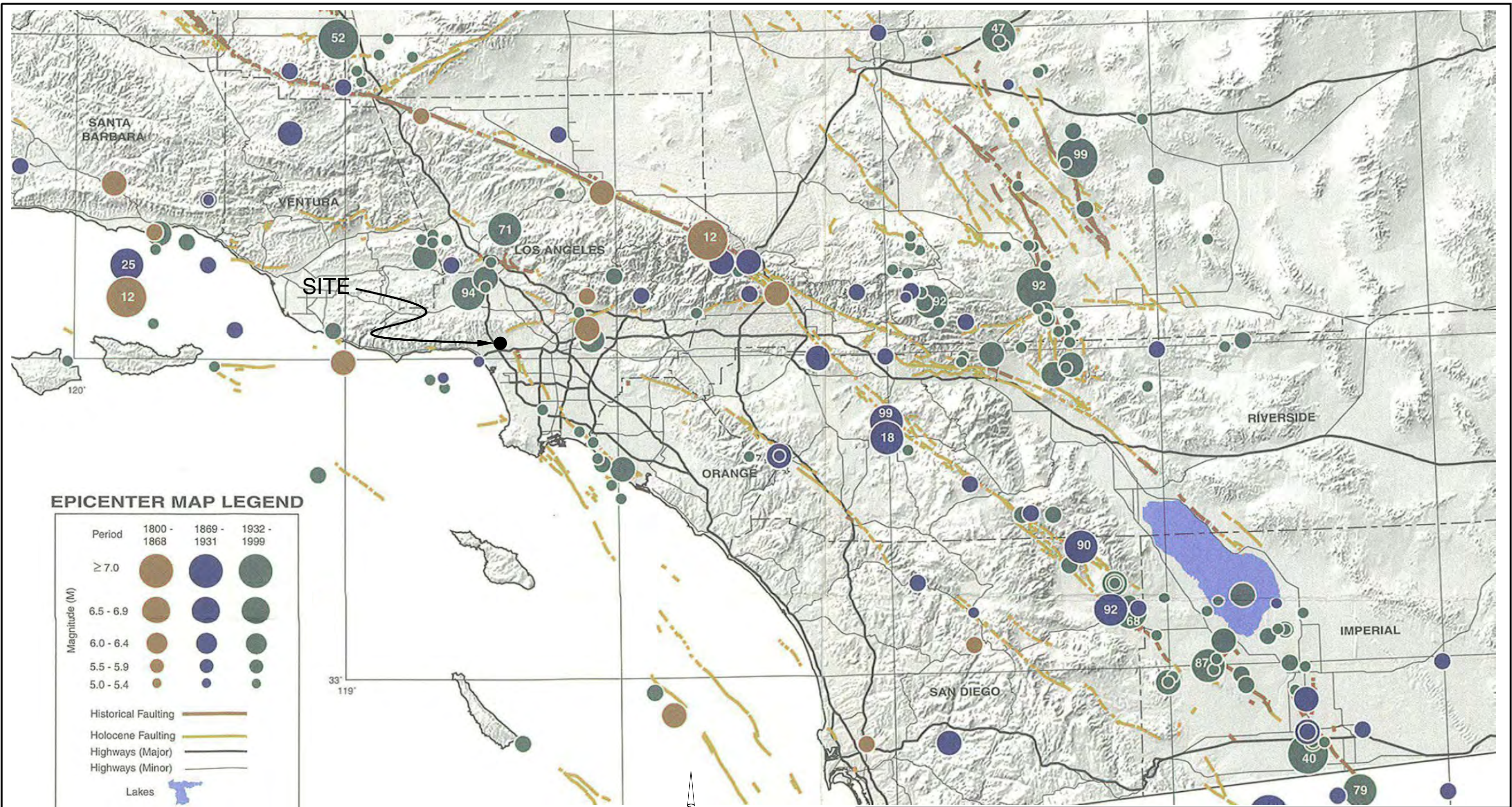
ENVIRONMENTAL GEOTECHNICAL MATERIALS
 3303 N. SAN FERNANDO BLVD. - SUITE 100 - BURBANK, CA 91504
 PHONE (818) 841-8388 - FAX (818) 841-1704

REGIONAL FAULT MAP

1854-1862 PANDORA AVENUE
 LOS ANGELES, CALIFORNIA

JUN. 2021 PROJECT NO. W1365-06-01 FIG. 3

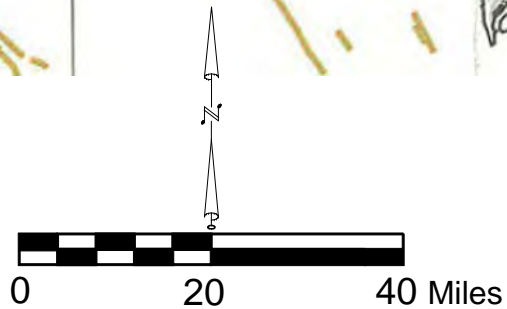
DRAFTED BY: CB CHECKED BY: SFK



EPICENTER MAP LEGEND

Period	1800 - 1868	1869 - 1931	1932 - 1999
Magnitude (M)			
≥ 7.0			
6.5 - 6.9			
6.0 - 6.4			
5.5 - 5.9			
5.0 - 5.4			
Historical Faulting			
Holocene Faulting			
Highways (Major)			
Highways (Minor)			
Lakes			
	Last two digits of M ≥ 6.5 earthquake year		

Reference: Topozada, T., Branum, D., Petersen, M., Hallstrom, C., Cramer, C., and Reichle, M., 2000, Epicenters and Areas Damaged by M≥5 California Earthquakes, 1800 - 1999, California Geological Survey, Map Sheet 49.



GEOCON
WEST, INC.



ENVIRONMENTAL GEOTECHNICAL MATERIALS
3303 N. SAN FERNANDO BLVD. - SUITE 100 - BURBANK, CA 91504
PHONE (818) 841-8388 - FAX (818) 841-1704

DRAFTED BY: CB

CHECKED BY: SFK

REGIONAL SEISMICITY MAP

1854-1862 PANDORA AVENUE
LOS ANGELES, CALIFORNIA

JUN. 2021

PROJECT NO. W1365-06-01

FIG.4

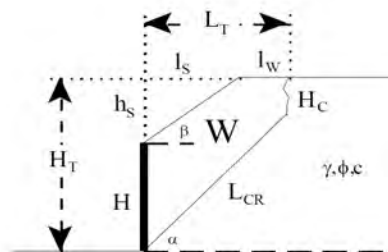
Retaining Wall Design with Transitioned Backfill (Vector Analysis)

Input:

Retaining Wall Height (H) 22.00 feet
 Slope Angle of Backfill (b) 0.0 degrees
 Height of Slope above Wall (h_s) 0.0 feet
 Horizontal Length of Slope (l_s) 0.0 feet
 Total Height (Wall + Slope) (H_T) 22.0 feet

Unit Weight of Retained Soils (g) 125.0 pcf
 Friction Angle of Retained Soils (f) 30.6 degrees
 Cohesion of Retained Soils (c) 78.0 psf
 Factor of Safety (FS) 1.50

Factored Parameters: (f_{FS}) 21.5 degrees
 (c_{FS}) 52.0 psf



Failure Angle (a) degrees	Height of Tension Crack (H _C) feet	Area of Wedge (A) feet ²	Weight of Wedge (W) lbs/lineal foot	Length of Failure Plane (L _{CR}) feet	a lbs/lineal foot	b lbs/lineal foot	Active Pressure (P _A) lbs/lineal foot
45	1.4	241	30132.1	29.2	3541.4	26590.7	11552.2
46	1.3	233	29103.0	28.7	3352.0	25751.0	11725.9
47	1.3	225	28107.2	28.3	3179.6	24927.6	11880.5
48	1.3	217	27142.6	27.9	3022.2	24120.3	12016.7
49	1.3	210	26207.1	27.5	2878.2	23328.9	12135.2
50	1.3	202	25299.2	27.1	2746.1	22553.1	12236.4
51	1.2	195	24416.9	26.7	2624.5	21792.4	12320.7
52	1.2	188	23558.9	26.3	2512.5	21046.4	12388.6
53	1.2	182	22723.6	26.0	2408.9	20314.7	12440.3
54	1.2	175	21909.7	25.7	2313.0	19596.6	12476.0
55	1.2	169	21115.8	25.4	2224.1	18891.7	12495.8
56	1.2	163	20340.9	25.1	2141.5	18199.4	12499.9
57	1.2	157	19583.8	24.8	2064.6	17519.2	12488.2
58	1.2	151	18843.4	24.5	1992.8	16850.5	12460.7
59	1.2	145	18118.8	24.2	1925.9	16192.9	12417.4
60	1.2	139	17409.0	24.0	1863.2	15545.8	12357.9
61	1.3	134	16713.2	23.7	1804.5	14908.7	12282.1
62	1.3	128	16030.6	23.5	1749.5	14281.1	12189.7
63	1.3	123	15360.4	23.2	1697.8	13662.6	12080.2
64	1.3	118	14701.8	23.0	1649.1	13052.7	11953.2
65	1.3	112	14054.2	22.8	1603.3	12450.9	11808.2
66	1.4	107	13416.9	22.6	1560.0	11856.9	11644.5
67	1.4	102	12789.2	22.4	1519.1	11270.1	11461.5
68	1.4	97	12170.5	22.2	1480.4	10690.2	11258.1
69	1.5	92	11560.4	22.0	1443.6	10116.7	11033.7
70	1.5	88	10958.1	21.8	1408.7	9549.4	10787.0

Design Equations (Vector Analysis):
 $a = c_{FS} * L_{CR} * \sin(90 + f_{FS}) / \sin(a - f_{FS})$
 $b = W - a$
 $P_A = b * \tan(a - f_{FS})$
 $EFP = 2 * P_A / H^2$

Maximum Active Pressure Resultant

$P_{A, max}$

12499.9 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of wall)

$EFP = 2 * P_A / H^2$

EFP

51.7 pcf

At-Rest = $\gamma * (1 - \sin(\phi))$

61.4 pcf

Design Wall for an Equivalent Fluid Pressure:

52 pcf

61 pcf

GEOCON
WEST, INC.



ENVIRONMENTAL GEOTECHNICAL MATERIALS
 3303 N. SAN FERNANDO BLVD. - SUITE 100 - BURBANK, CA 91504
 PHONE (818) 841-8388 - FAX (818) 841-1704

DRAFTED BY: JMH

CHECKED BY: HHD

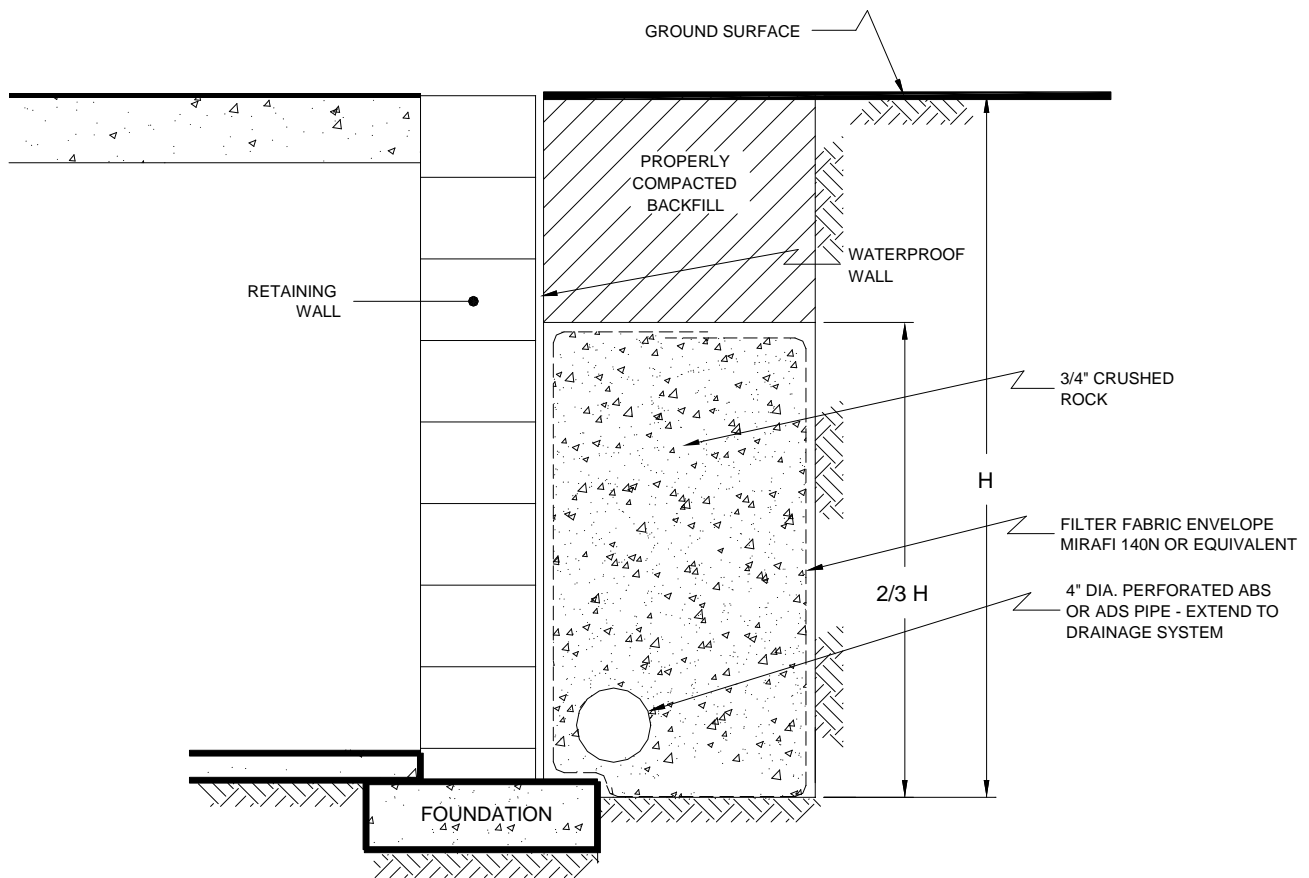
RETAINING WALL CALCULATION

1854-1862 SOUTH PANDORA AVE
 LOS ANGELES, CALIFORNIA

JUNE 2021

PROJECT NO. W1365-06-01

FIG. 5



NO SCALE

GEOCON
WEST, INC.



ENVIRONMENTAL GEOTECHNICAL MATERIALS
3303 N. SAN FERNANDO BLVD. - SUITE 100 - BURBANK, CA 91504
PHONE (818) 841-8388 - FAX (818) 841-1704

DRAFTED BY: JMH

CHECKED BY: HHD

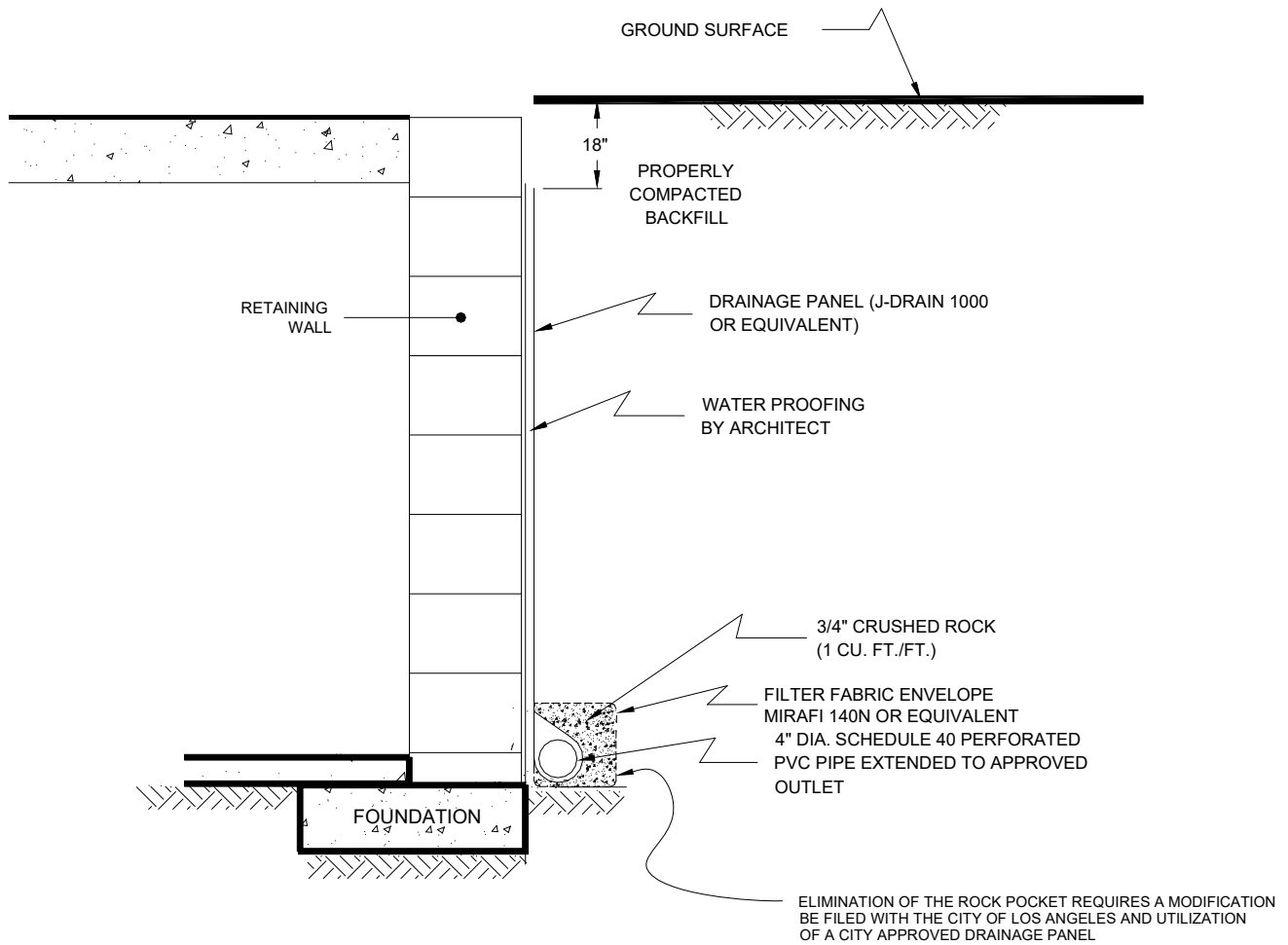
RETAINING WALL DRAIN DETAIL

1854-1862 SOUTH PANDORA AVE
LOS ANGELES, CALIFORNIA

JUNE 2021

PROJECT NO. W1365-06-01

FIG. 6



NO SCALE

GEOCON
WEST, INC.



ENVIRONMENTAL GEOTECHNICAL MATERIALS
3303 N. SAN FERNANDO BLVD. - SUITE 100 - BURBANK, CA 91504
PHONE (818) 841-8388 - FAX (818) 841-1704

DRAFTED BY: JMH

CHECKED BY: HHD

RETAINING WALL DRAIN DETAIL

1854-1862 SOUTH PANDORA AVE
LOS ANGELES, CALIFORNIA

JUNE 2021

PROJECT NO. W1365-06-01

FIG. 7

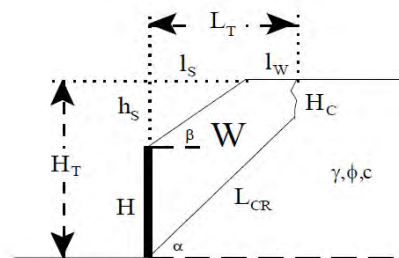
Shoring Design with Transitioned Backfill (Vector Analysis)

Input:

Shoring Height	(H)	25.00	feet
Slope Angle of Backfill	(b)	0.0	degrees
Height of Slope above Shoring	(h _s)	0.0	feet
Horizontal Length of Slope	(l _s)	0.0	feet
Total Height (Shoring + Slope)	(H _T)	25.0	feet

Unit Weight of Retained Soils	(g)	125.0	pcf
Friction Angle of Retained Soils	(f)	30.6	degrees
Cohesion of Retained Soils	(c)	78.0	psf
Factor of Safety	(F _S)	1.25	

Factored Parameters:	(f _{FS})	25.3	degrees
	(c _{FS})	62.4	psf



Failure Angle (a) degrees	Height of Tension Crack (H _c) feet	Area of Wedge (A) feet ²	Weight of Wedge (W) lbs/lineal foot	Length of Failure Plane (L _{CR}) feet	Failure Plane Geometry		Active Pressure (P _A) lbs/lineal foot
					a lbs/lineal foot	b lbs/lineal foot	
45	1.9	311	38838.1	32.7	5472.8	33365.3	11933.6
46	1.8	300	37518.0	32.2	5142.5	32375.5	12221.0
47	1.8	290	36239.4	31.7	4845.3	31394.1	12480.7
48	1.7	280	34999.9	31.3	4576.9	30423.0	12713.9
49	1.7	270	33797.2	30.9	4333.5	29463.7	12921.6
50	1.7	261	32629.1	30.4	4112.1	28517.0	13104.5
51	1.7	252	31493.6	30.0	3910.0	27583.6	13263.4
52	1.6	243	30388.9	29.7	3725.2	26663.7	13398.9
53	1.6	235	29313.0	29.3	3555.6	25757.5	13511.7
54	1.6	226	28264.4	28.9	3399.5	24864.9	13602.0
55	1.6	218	27241.4	28.6	3255.6	23985.8	13670.3
56	1.6	210	26242.5	28.2	3122.7	23119.9	13716.8
57	1.6	202	25266.5	27.9	2999.5	22266.9	13741.8
58	1.6	194	24311.8	27.6	2885.3	21426.5	13745.2
59	1.6	187	23377.4	27.3	2779.1	20598.3	13727.1
60	1.6	180	22462.0	27.0	2680.1	19781.8	13687.5
61	1.6	173	21564.5	26.8	2587.8	18976.7	13626.2
62	1.6	165	20683.9	26.5	2501.5	18182.3	13543.0
63	1.6	159	19819.1	26.2	2420.8	17398.4	13437.4
64	1.6	152	18969.4	26.0	2345.0	16624.4	13309.2
65	1.7	145	18133.6	25.7	2273.8	15859.8	13157.9
66	1.7	138	17311.1	25.5	2206.8	15104.3	12982.7
67	1.7	132	16501.0	25.3	2143.7	14357.3	12783.1
68	1.8	126	15702.5	25.0	2084.0	13618.5	12558.1
69	1.8	119	14914.9	24.8	2027.6	12887.4	12307.0
70	1.9	113	14137.5	24.6	1974.0	12163.5	12028.5

Design Equations (Vector Analysis):
 $a = c_{FS} * L_{CR} * \sin(90 + f_{FS}) / \sin(a - f_{FS})$
 $b = W - a$
 $P_A = b * \tan(a - f_{FS})$
 $EFP = 2 * P_A / H^2$

Maximum Active Pressure Resultant
 $P_{A, \max}$ 13745.2 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of shoring)
 $EFP = 2 * P_{A, \max} / H^2$
 EFP 44.0 pcf

Design Shoring for an Equivalent Fluid Pressure: **44 pcf**

GEOCON
WEST, INC.



ENVIRONMENTAL GEOTECHNICAL MATERIALS
 3303 N. SAN FERNANDO BLVD. - SUITE 100 - BURBANK, CA 91504
 PHONE (818) 841-8388 - FAX (818) 841-1704

SHORING CALCULATION

1854-1862 SOUTH PANDORA AVE
 LOS ANGELES, CALIFORNIA

DRAFTED BY: JMH

CHECKED BY: HHD

JUNE 2021

PROJECT NO. W1365-06-01

FIG. 8

BORING PERCOLATION TEST FIELD LOG

Date: <u>Thursday, June 10, 2021</u> Project Number: <u>W1365-06-01</u> Project Location: <u>PANDORA AVE</u> Earth Description: <u>SP</u> Tested By: <u>JMH</u> Liquid Description: <u>Clear Clean Tap Water</u> Measurement Method: <u>Sounder</u>	Boring/Test Number: <u>Boring 1 / Test 1</u> Diameter of Boring: <u>8</u> inches Diameter of Casing: <u>2</u> inches Depth of Boring: <u>34.5</u> feet Depth to Invert of BMP: <u>30</u> feet Depth to Water Table: <u>100</u> feet Depth to Initial Water Depth (d ₁): <u>360</u> inches
Start Time for Pre-Soak: <u>9:30 AM</u> Start Time for Standard: <u>10:30 AM</u>	Water Remaining in Boring (Y/N): <u>Yes</u> Standard Time Interval Between Readings: <u>30 min</u>

Reading Number	Time Start (hh:mm)	Time End (hh:mm)	Elapsed Time Δtime (min)	Water Drop During Standard Time Interval, Δd (in)	Soil Description Notes Comments
1	10:30 AM	11:00 AM	30	14.6	
2	11:00 AM	11:30 AM	30	8.2	
3	11:30 AM	12:00 PM	30	7.4	
4	12:00 PM	12:30 PM	30	7.1	
5	12:30 PM	1:00 PM	30	7.1	
6	1:00 PM	1:30 PM	30	7.0	Stabilized Readings
7	1:30 PM	2:00 PM	30	6.7	Achieved with Readings
8	2:00 PM	2:30 PM	30	6.7	6, 7, and 8

MEASURED PERCOLATION RATE & DESIGN INFILTRATION RATE CALCULATIONS*

* Calculations Below Based on Stabilized Readings Only

Boring Radius, r: 4 inches
 Test Section Height, h: 54.0 inches

Test Section Surface Area, $A = 2\pi rh + \pi r^2$
 $A = 1407 \text{ in}^2$

Discharged Water Volume, $V = \pi r^2 \Delta d$

Percolation Rate = $\left(\frac{V/A}{\Delta T}\right)$

Reading 6 V = 350 in³
 Reading 7 V = 338 in³
 Reading 8 V = 338 in³

Percolation Rate = 0.50 inches/hour
 Percolation Rate = 0.48 inches/hour
 Percolation Rate = 0.48 inches/hour

Measured Percolation Rate = 0.49 inches/hour

Reduction Factors

Boring Percolation Test, RF_t = 2
 Site Variability, RF_v = 1
 Long Term Siltation, RF_s = 1

Total Reduction Factor, $RF = RF_t \times RF_v \times RF_s$
 Total Reduction Factor = 2

Design Infiltration Rate

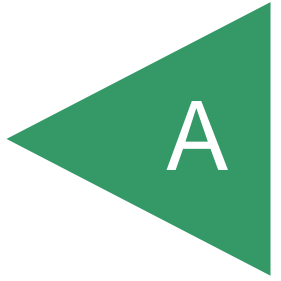
Design Infiltration Rate = Measured Percolation Rate / RF

Design Infiltration Rate = 0.24 inches/hour

FIGURE 9

APPENDIX

A



APPENDIX A

FIELD INVESTIGATION







The site was explored on May 10, 2021, by excavating two 8-inch-diameter borings utilizing a truck-mounted hollow-stem auger drilling machine. The borings were excavated to depths of between 35 and 40½ feet below the existing ground surface. Additional explorations were excavated to depths of between 8 and 12 feet below the ground surface utilizing hand tools. Representative and relatively undisturbed samples were obtained by driving a 3-inch, O. D., California Modified Sampler into the “undisturbed” soil mass with blows from a 140-pound auto-hammer falling 30 inches. The California Modified Sampler was equipped with 1-inch by 2³/₈-inch diameter brass sampler rings to facilitate soil removal and testing. Bulk samples were also obtained.

The soil conditions encountered in the borings were visually examined, classified and logged in general accordance with the Unified Soil Classification System (USCS). The logs of the borings are presented on Figures A1 through A5. The logs depict the soil and geologic conditions encountered and the depth at which samples were obtained. The logs also include our interpretation of the conditions between sampling intervals. Therefore, the logs contain both observed and interpreted data. We determined the lines designating the interface between soil materials on the logs using visual observations, penetration rates, excavation characteristics and other factors. The transition between materials may be abrupt or gradual. Where applicable, the logs were revised based on subsequent laboratory testing. The location of the borings are shown on Figure 2A and 2B.

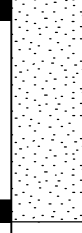
DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	BORING 1		PENETRATION RESISTANCE (BLOWS/FT*)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					ELEV. (MSL.) <u>250</u>	DATE COMPLETED <u>05/10/2021</u>			
					EQUIPMENT <u>HOLLOW STEM AUGER</u> BY: <u>JMH</u>				
MATERIAL DESCRIPTION									
0					CC: 4" BASE: 2" ARTIFICIAL FILL				
2					Silty Sand, poorly graded, medium dense, slightly moist, dark brown, abundant brick.				
4					- brick throughout				
6	B1@5'				- rebar fragment				
8					- concrete fragment, no recovery				
10	B1@9'				OLDER ALLUVIUM		44	113.6	10.8
12	B1@12'				Sandy Silt, hard, slightly moist, dark brown, trace gravel.				
14					- increase in sand content		80	121.1	5.8
16	B1@15'			ML			91	127.3	13.4
18	B1@18'				- brown, some slate fragments		69	124.8	9.1
20									
22	B1@21'				- increase in slate fragments		52	125.9	9.3
24									
26	B1@25'			SM	Silty Sand, poorly graded, very dense, slightly moist, reddish brown to olive brown, fine-grained.		89	113.6	11.6
28				SP	Sand, poorly graded, dense, dry, light brown, fine-grained.				

Figure A1,
Log of Boring 1, Page 1 of 2

W1365-06-01 BORING LOGS.GPJ







SAMPLE SYMBOLS		
	... SAMPLING UNSUCCESSFUL	
	... DISTURBED OR BAG SAMPLE	
		
		

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	BORING 1			PENETRATION RESISTANCE (BLOWS/FT*)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					ELEV. (MSL.) <u>250</u>	DATE COMPLETED <u>05/10/2021</u>	EQUIPMENT <u>HOLLOW STEM AUGER</u> BY: <u>JMH</u>			
MATERIAL DESCRIPTION										
30	B1@30'			SP				64	111.7	5.2
32										
34	B1@34.5'				- olive brown			50 (6")	100.7	13.0
<p>Total depth of boring: 35 feet Fill to 8 feet. No groundwater encountered. Backfilled with soil cuttings and tamped.</p> <p>*Penetration resistance for 140-pound hammer falling 30 inches by auto-hammer. NOTE: The stratification lines presented herein represent the approximate boundary between earth types; the transitions may be gradual.</p>										

**Figure A1,
Log of Boring 1, Page 2 of 2**

W1365-06-01 BORING LOGS.GPJ







SAMPLE SYMBOLS	 ... SAMPLING UNSUCCESSFUL	 ... STANDARD PENETRATION TEST	 ... DRIVE SAMPLE (UNDISTURBED)
	 ... DISTURBED OR BAG SAMPLE	 ... CHUNK SAMPLE	 ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED.
 IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	BORING 2		PENETRATION RESISTANCE (BLOWS/FT*)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					ELEV. (MSL.) <u>254</u>	DATE COMPLETED <u>05/10/2021</u>			
					EQUIPMENT <u>HOLLOW STEM AUGER</u> BY: <u>JMH</u>				
MATERIAL DESCRIPTION									
0					ARTIFICIAL FILL Silty Sand, poorly graded, medium dense, slightly moist, dark brown, fine-grained, some medium-grained.				
2									
4	B2@3'				OLDER ALLUVIUM Sandy Silt, stiff, brown, slightly moist, trace to some fine gravel.		34	115.9	11.2
6	B2@6'				- hard		43	117.7	12.0
8									
10	B2@9'				- light brown		49	158.3	16.8
12	B2@12'				- increase in sand content, dark brown with brown mottles, no gravel		54		
14				ML					
16	B2@15'				- decrease in sand content, dark reddish brown with olive brown mottles, trace porosity		72	119.1	13.0
18	B2@18'						76	83.8	14.0
20									
22	B2@21'				- stiff, olive brown, oxidation mottles, increase in sand		36	114.1	13.9
24									
26	B2@25'				- hard, reddish brown with olive brown mottles		56	109.0	22.9
28				SM	Silty Sand, poorly graded, dense, yellowish brown, dry, fine-grained.				

Figure A2,
Log of Boring 2, Page 1 of 2

W1365-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS	 ... SAMPLING UNSUCCESSFUL	 ... STANDARD PENETRATION TEST	 ... DRIVE SAMPLE (UNDISTURBED)
	 ... DISTURBED OR BAG SAMPLE	 ... CHUNK SAMPLE	 ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	BORING 2			PENETRATION RESISTANCE (BLOWS/FT*)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					ELEV. (MSL.) <u>254</u>	DATE COMPLETED <u>05/10/2021</u>	EQUIPMENT <u>HOLLOW STEM AUGER</u> BY: <u>JMH</u>			
MATERIAL DESCRIPTION										
30	B2@30'			SM				82	114.0	8.9
32					Sand, poorly graded, very dense, dry, yellowish brown, fine-grained.					
34				SP						
36	B2@35'							50 (5")	93.1	7.2
38				CL	Clay, stiff, olive brown, moist.					
40	B2@40'							41	86.1	38.0
					Total depth of boring: 40 1/2 feet Fill to 3 feet. No groundwater encountered. Backfilled with soil cuttings and tamped.					
					*Penetration resistance for 140-pound hammer falling 30 inches by auto-hammer. NOTE: The stratification lines presented herein represent the approximate boundary between earth types; the transitions may be gradual.					

**Figure A2,
Log of Boring 2, Page 2 of 2**

W1365-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS		... SAMPLING UNSUCCESSFUL		... STANDARD PENETRATION TEST		... DRIVE SAMPLE (UNDISTURBED)
		... DISTURBED OR BAG SAMPLE		... CHUNK SAMPLE		... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	BORING 3		PENETRATION RESISTANCE (BLOWS/FT*)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					ELEV. (MSL.) <u>233</u>	DATE COMPLETED <u>05/10/2021</u>			
					EQUIPMENT <u>HAND AUGER</u> BY: <u>JMH</u>				
MATERIAL DESCRIPTION									
0	BULK 0-5'				ARTIFICIAL FILL Silty Sand, poorly graded, loose to medium dense, grayish brown, slightly moist, fine-grained, abundant brick.				
2	B3@2'							105.7	7.6
4					- concrete fragment				
6	B3@5'							111.3	6.1
8	B3@7'			ML	OLDER ALLUVIUM Sandy Silt, hard, slightly moist, dark brown, trace fine gravel.			123.6	11.2
					Refusal at 8 feet. Fill to 7 feet. No groundwater encountered. Backfilled with soil cuttings and tamped.				
					NOTE: The stratification lines presented herein represent the approximate boundary between earth types; the transitions may be gradual.				

Figure A3,
Log of Boring 3, Page 1 of 1

W1365-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS	... SAMPLING UNSUCCESSFUL	... STANDARD PENETRATION TEST	... DRIVE SAMPLE (UNDISTURBED)
	... DISTURBED OR BAG SAMPLE	... CHUNK SAMPLE	... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	BORING 4		PENETRATION RESISTANCE (BLOWS/FT*)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					ELEV. (MSL.) <u>236</u>	DATE COMPLETED <u>05/10/2021</u>			
					EQUIPMENT <u>HAND AUGER</u> BY: <u>JMH</u>				
MATERIAL DESCRIPTION									
0	BULK 0-5'				ARTIFICIAL FILL Silty Sand, poorly graded, loose to medium dense, slightly moist, dark brown, trace fine gravel, brick throughout.				
2	B4@2.5'							95.9	10.0
4	B4@5'				OLDER ALLUVIUM Sandy Silt, stiff, slightly moist, dark brown, fine gravel.				
6	BULK 5-10'			ML	- hard, brown			109.1	10.2
8	B4@7.5'							114.5	16.7
10	B4@10'			SM	Silty Sand, poorly graded, dense, yellowish brown, slightly moist, fine-grained.			96.4	9.9
12					Refusal at 12 feet. Fill to 4 feet. No groundwater encountered. Backfilled with soil cuttings and tamped. NOTE: The stratification lines presented herein represent the approximate boundary between earth types; the transitions may be gradual.				

Figure A4,
Log of Boring 4, Page 1 of 1

W1365-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS		... SAMPLING UNSUCCESSFUL		... STANDARD PENETRATION TEST		... DRIVE SAMPLE (UNDISTURBED)
		... DISTURBED OR BAG SAMPLE		... CHUNK SAMPLE		... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	BORING 5		PENETRATION RESISTANCE (BLOWS/FT*)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					ELEV. (MSL.) <u>234</u>	DATE COMPLETED <u>05/10/2021</u>			
					EQUIPMENT <u>HAND AUGER</u> BY: <u>JMH</u>				
MATERIAL DESCRIPTION									
0									
2									
4									
6	BULK 10-15'								
8				ML					
10	B5@10'							109.6	18.6
					Total depth of boring: 10 1/2 feet Fill to 4 feet. No groundwater encountered. Backfilled with soil cuttings and tamped.				
					NOTE: The stratification lines presented herein represent the approximate boundary between earth types; the transitions may be gradual.				

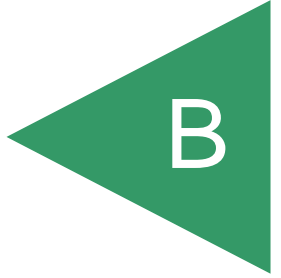
**Figure A5,
Log of Boring 5, Page 1 of 1**

W1365-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS	<input type="checkbox"/>	... SAMPLING UNSUCCESSFUL	<input type="checkbox"/>	... STANDARD PENETRATION TEST	<input checked="" type="checkbox"/>	... DRIVE SAMPLE (UNDISTURBED)
	<input checked="" type="checkbox"/>	... DISTURBED OR BAG SAMPLE	<input checked="" type="checkbox"/>	... CHUNK SAMPLE	<input type="checkbox"/>	... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

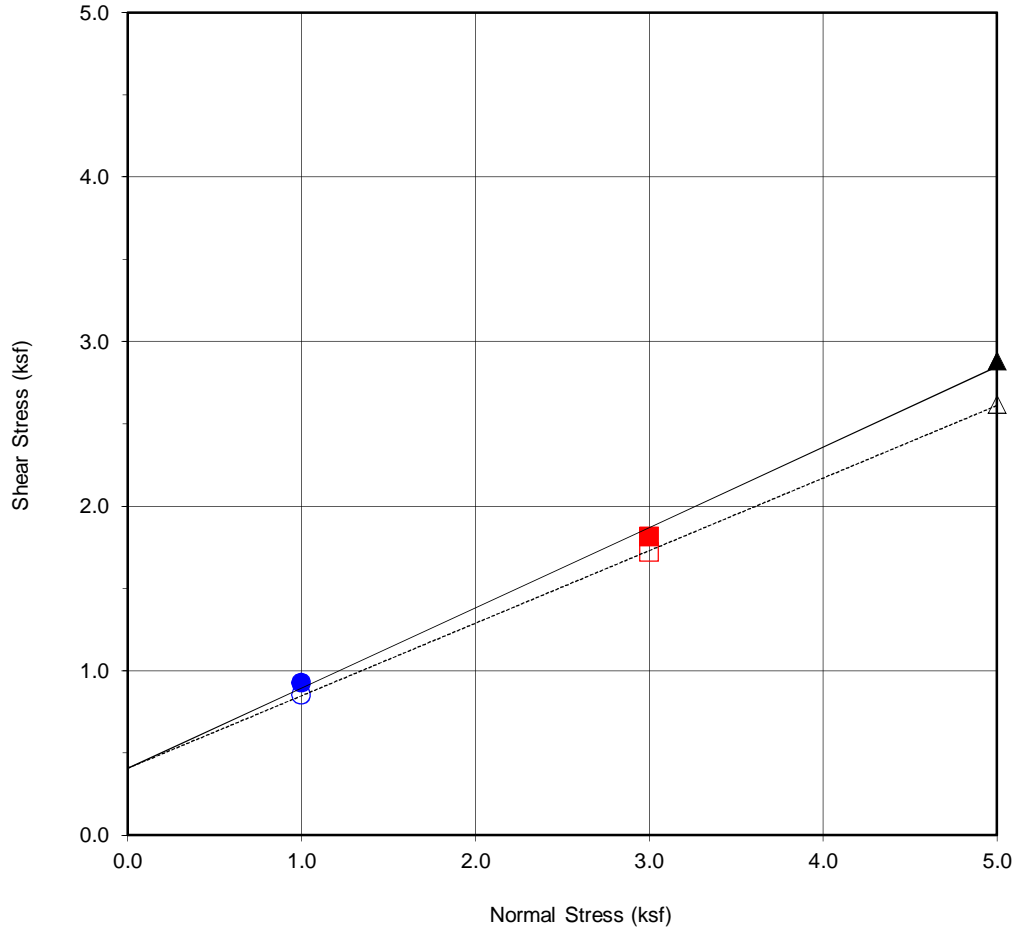
APPENDIX



APPENDIX B

LABORATORY TESTING

Laboratory tests were performed in accordance with generally accepted test methods of the International ASTM, or other suggested procedures. Selected samples were tested for direct shear strength, consolidation characteristics, expansive index, maximum density, corrosivity, in-place dry density and moisture content. The results of the laboratory tests are summarized in Figures B1 through B23. The in-place dry density and moisture content of the samples tested are presented on the boring logs, Appendix A.



Boring No.	B1
Sample No.	B1@9'
Depth (ft)	9
Sample Type:	Ring

<u>Soil Identification:</u>		
Dark Brown Sandy Silt (ML)		
Strength Parameters		
	C (psf)	ϕ ($^{\circ}$)
Peak	404	26.1
Ultimate	406	23.8

Normal Stress (kip/ft ²)	1	3	5
Peak Shear Stress (kip/ft ²)	● 0.92	■ 1.81	▲ 2.88
Shear Stress @ End of Test (ksf)	○ 0.85	□ 1.72	△ 2.62
Deformation Rate (in./min.)	0.05	0.05	0.05
Initial Sample Height (in.)	1.0	1.0	1.0
Ring Inside Diameter (in.)	2.375	2.375	2.375
Initial Moisture Content (%)	10.8	13.1	13.4
Initial Dry Density (pcf)	118.7	109.2	110.7
Initial Degree of Saturation (%)	69.4	65.0	69.5
Soil Height Before Shearing (in.)	1.2	1.2	1.2
Final Moisture Content (%)	18.3	18.3	18.7



DIRECT SHEAR TEST RESULTS

Consolidated Drained ASTM D-3080

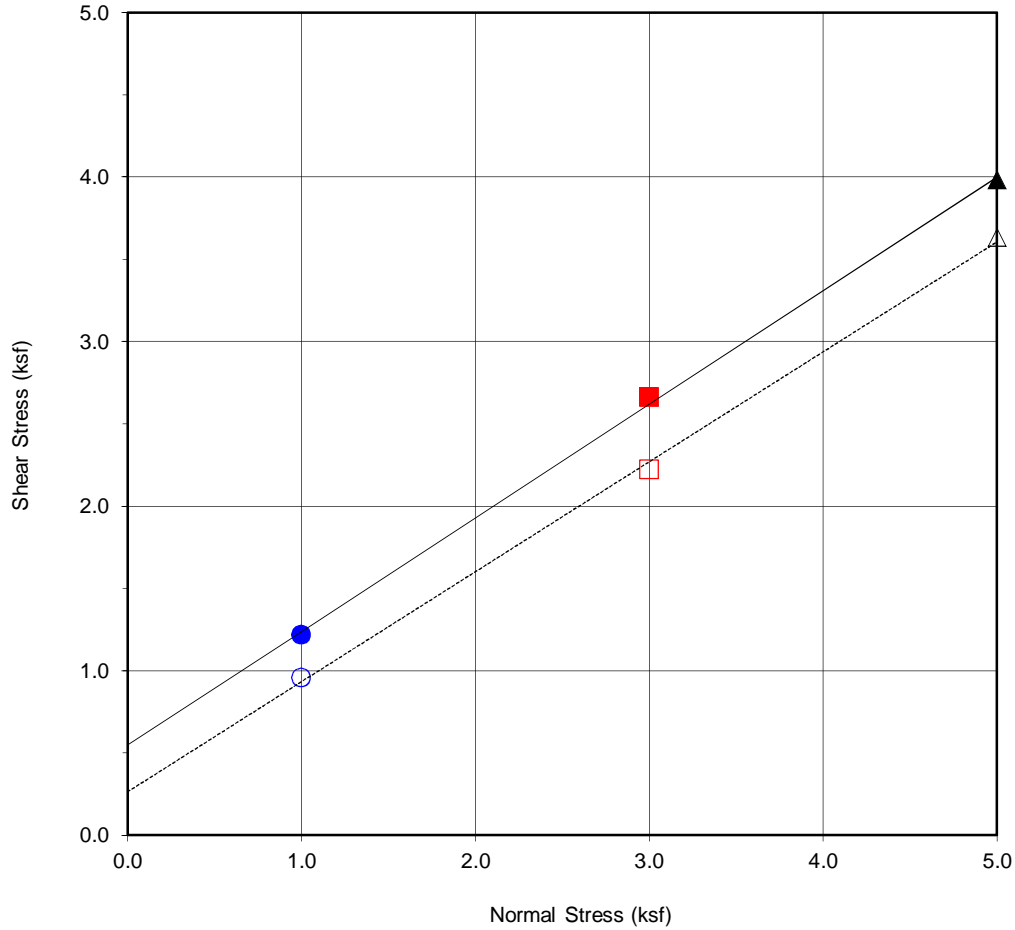
Checked by: JMH

Project No.: W1365-06-01

1854-1862 SOUTH PANDORA AVE
LOS ANGELES, CALIFORNIA

JUNE 2021

Figure B1



Boring No.	B1
Sample No.	B1@18'
Depth (ft)	18'
<u>Sample Type:</u>	Ring

<u>Soil Identification:</u>		
Brown Sandy Silt (ML)		
Strength Parameters		
	C (psf)	ϕ ($^{\circ}$)
Peak	547	34.6
Ultimate	263	33.8

Normal Stress (kip/ft ²)	1	3	5
Peak Shear Stress (kip/ft ²)	● 1.22	■ 2.66	▲ 3.98
Shear Stress @ End of Test (ksf)	○ 0.96	□ 2.22	△ 3.63
Deformation Rate (in./min.)	0.05	0.05	0.05
Initial Sample Height (in.)	1.0	1.0	1.0
Ring Inside Diameter (in.)	2.375	2.375	2.375
Initial Moisture Content (%)	10.6	10.2	9.2
Initial Dry Density (pcf)	117.8	119.5	121.8
Initial Degree of Saturation (%)	66.6	66.9	64.4
Soil Height Before Shearing (in.)	1.2	1.2	1.2
Final Moisture Content (%)	16.1	14.6	13.1



DIRECT SHEAR TEST RESULTS

Consolidated Drained ASTM D-3080

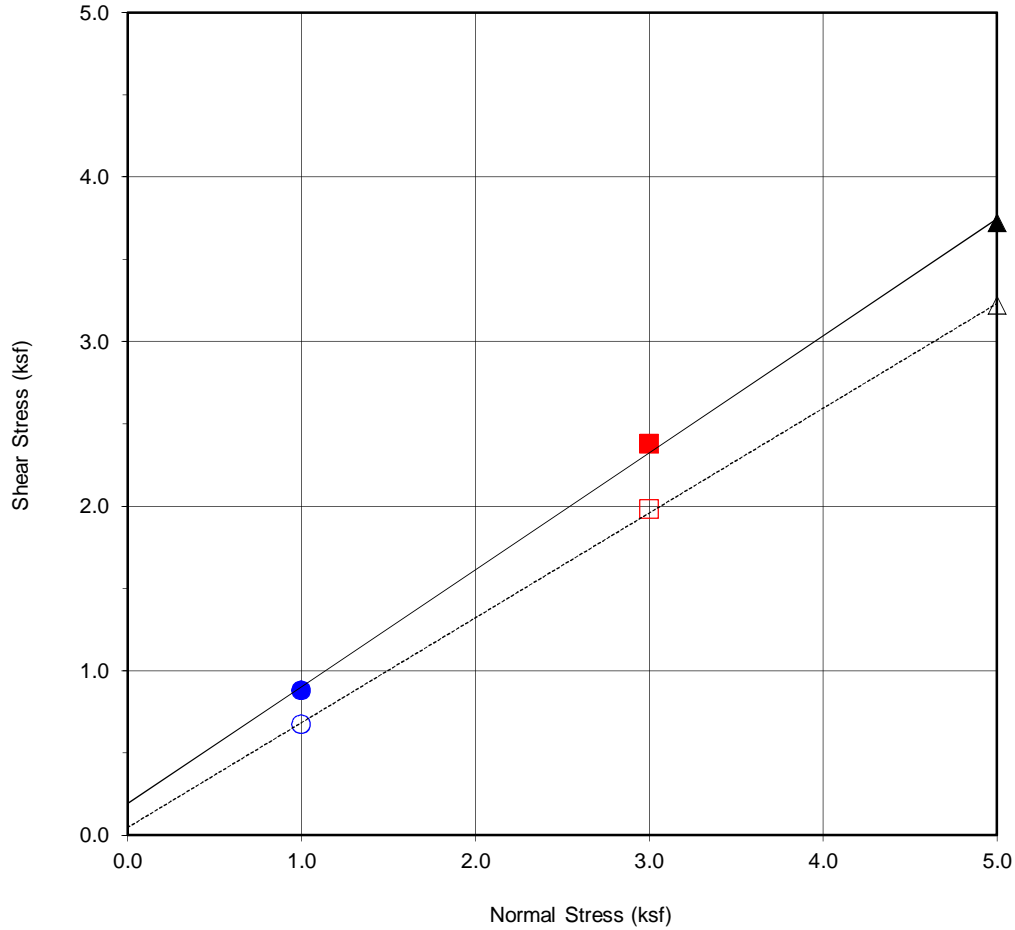
Checked by: JMH

Project No.: W1365-06-01

1854-1862 SOUTH PANDORA AVE
LOS ANGELES, CALIFORNIA

JUNE 2021

Figure B2



Boring No.	B1
Sample No.	B1@30'
Depth (ft)	30'
<u>Sample Type:</u>	Ring

<u>Soil Identification:</u>		
Light Brown Poorly Graded Sand (SP)		
Strength Parameters		
	C (psf)	ϕ ($^{\circ}$)
Peak	191	35.4
Ultimate	46	32.5

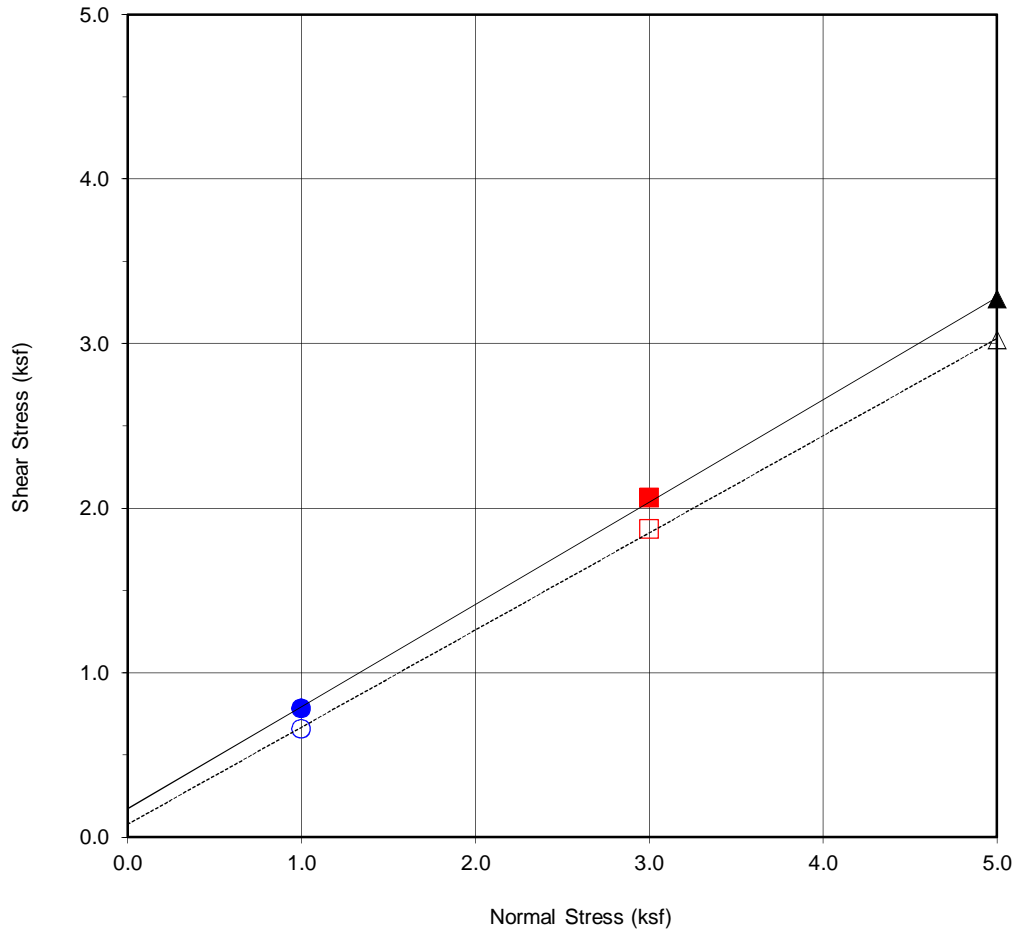
Normal Stress (kip/ft ²)	1	3	5
Peak Shear Stress (kip/ft ²)	● 0.88	■ 2.38	▲ 3.72
Shear Stress @ End of Test (ksf)	○ 0.67	□ 1.98	△ 3.22
Deformation Rate (in./min.)	0.05	0.05	0.05
Initial Sample Height (in.)	1.0	1.0	1.0
Ring Inside Diameter (in.)	2.375	2.375	2.375
Initial Moisture Content (%)	7.3	10.3	52.2
Initial Dry Density (pcf)	91.4	89.5	67.7
Initial Degree of Saturation (%)	23.4	31.5	94.6
Soil Height Before Shearing (in.)	1.2	1.2	1.2
Final Moisture Content (%)	27.1	27.6	35.5



DIRECT SHEAR TEST RESULTS
Consolidated Drained ASTM D-3080

Checked by: JMH

Project No.: W1365-06-01
1854-1862 SOUTH PANDORA AVE
LOS ANGELES, CALIFORNIA
JUNE 2021 Figure B3



Boring No.	B2
Sample No.	B2@3'
Depth (ft)	3'
Sample Type:	Ring

<u>Soil Identification:</u>		
Brown Sandy Silt (ML)		
Strength Parameters		
	C (psf)	ϕ ($^{\circ}$)
Peak	171	31.9
Ultimate	78	30.6

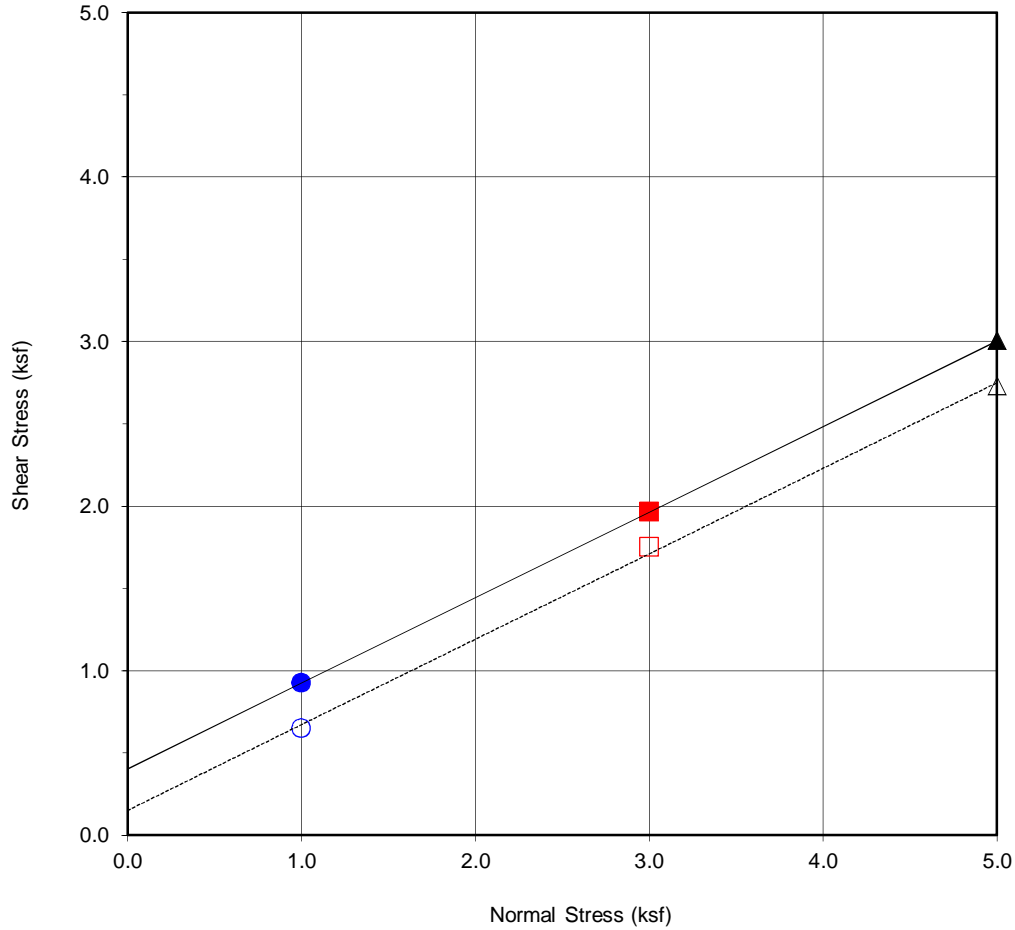
Normal Stress (kip/ft ²)	1	3	5
Peak Shear Stress (kip/ft ²)	● 0.78	■ 2.06	▲ 3.27
Shear Stress @ End of Test (ksf)	○ 0.66	□ 1.87	△ 3.02
Deformation Rate (in./min.)	0.05	0.05	0.05
Initial Sample Height (in.)	1.0	1.0	1.0
Ring Inside Diameter (in.)	2.375	2.375	2.375
Initial Moisture Content (%)	14.2	14.4	11.2
Initial Dry Density (pcf)	108.0	111.7	115.7
Initial Degree of Saturation (%)	68.5	76.1	66.1
Soil Height Before Shearing (in.)	1.2	1.2	1.2
Final Moisture Content (%)	22.8	20.8	15.8



DIRECT SHEAR TEST RESULTS
 Consolidated Drained ASTM D-3080

Checked by: JMH

Project No.: W1365-06-01
 1854-1862 SOUTH PANDORA AVE
 LOS ANGELES, CALIFORNIA
 JUNE 2021 Figure B4



Boring No.	B2
Sample No.	B2@21'
Depth (ft)	21'
Sample Type:	Ring

<u>Soil Identification:</u>		
Olive Brown Sandy Silt (ML)		
Strength Parameters		
	C (psf)	ϕ ($^{\circ}$)
Peak	403	27.5
Ultimate	150	27.5

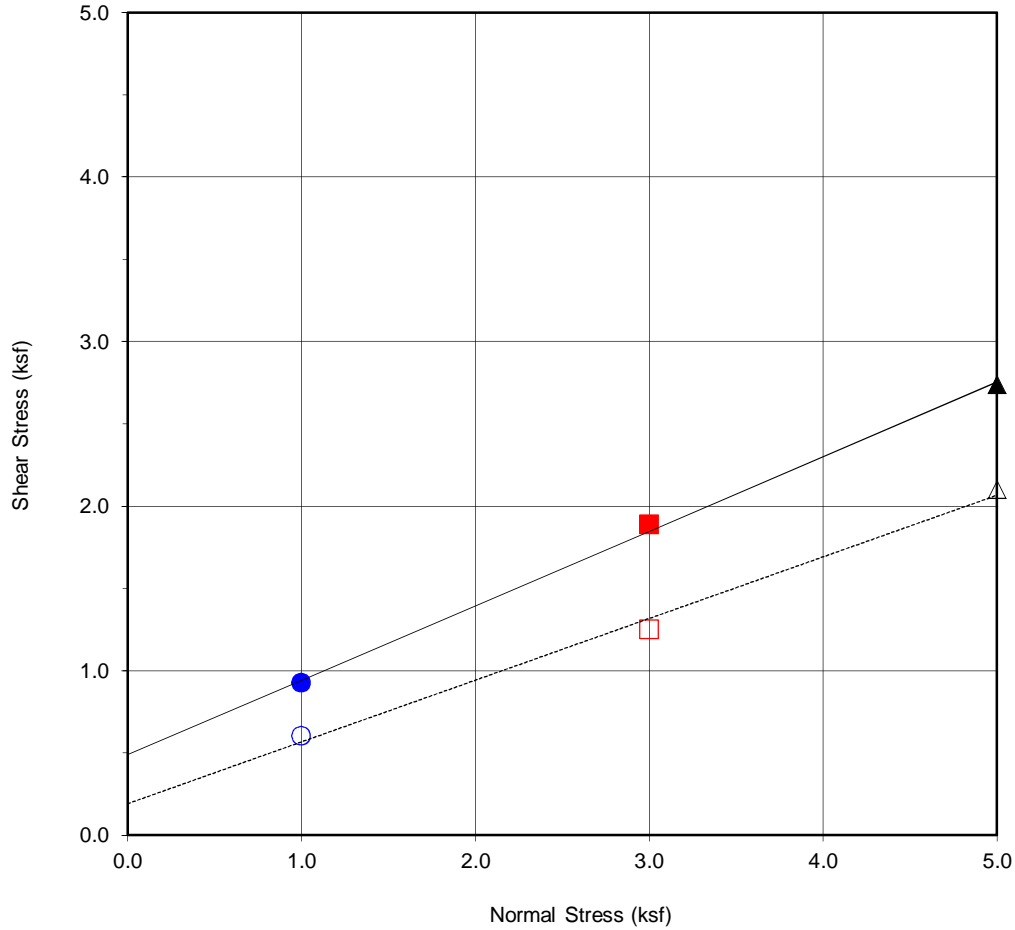
Normal Stress (kip/ft ²)	1	3	5
Peak Shear Stress (kip/ft ²)	● 0.92	■ 1.96	▲ 3.01
Shear Stress @ End of Test (ksf)	○ 0.65	□ 1.75	△ 2.73
Deformation Rate (in./min.)	0.05	0.05	0.05
Initial Sample Height (in.)	1.0	1.0	1.0
Ring Inside Diameter (in.)	2.375	2.375	2.375
Initial Moisture Content (%)	20.0	18.9	19.8
Initial Dry Density (pcf)	110.2	104.1	110.0
Initial Degree of Saturation (%)	101.6	82.3	100.3
Soil Height Before Shearing (in.)	1.2	1.2	1.2
Final Moisture Content (%)	24.1	22.8	21.8



DIRECT SHEAR TEST RESULTS
Consolidated Drained ASTM D-3080

Checked by: JMH

Project No.: W1365-06-01
1854-1862 SOUTH PANDORA AVE
LOS ANGELES, CALIFORNIA
JUNE 2021 Figure B5



Boring No.	B2
Sample No.	B2@40'
Depth (ft)	40'
<u>Sample Type:</u>	Ring

<u>Soil Identification:</u>		
Olive Brown Clay (CL)		
Strength Parameters		
	C (psf)	ϕ ($^{\circ}$)
Peak	489	24.4
Ultimate	191	20.6

Normal Stress (kip/ft ²)	1	3	5
Peak Shear Stress (kip/ft ²)	● 0.92	■ 1.88	▲ 2.74
Shear Stress @ End of Test (ksf)	○ 0.60	□ 1.25	△ 2.10
Deformation Rate (in./min.)	0.05	0.05	0.05
Initial Sample Height (in.)	1.0	1.0	1.0
Ring Inside Diameter (in.)	2.375	2.375	2.375
Initial Moisture Content (%)	40.2	38.8	38.6
Initial Dry Density (pcf)	80.8	81.7	83.5
Initial Degree of Saturation (%)	99.9	98.6	102.3
Soil Height Before Shearing (in.)	1.2	1.2	1.2
Final Moisture Content (%)	46.2	42.0	41.5



DIRECT SHEAR TEST RESULTS

Consolidated Drained ASTM D-3080

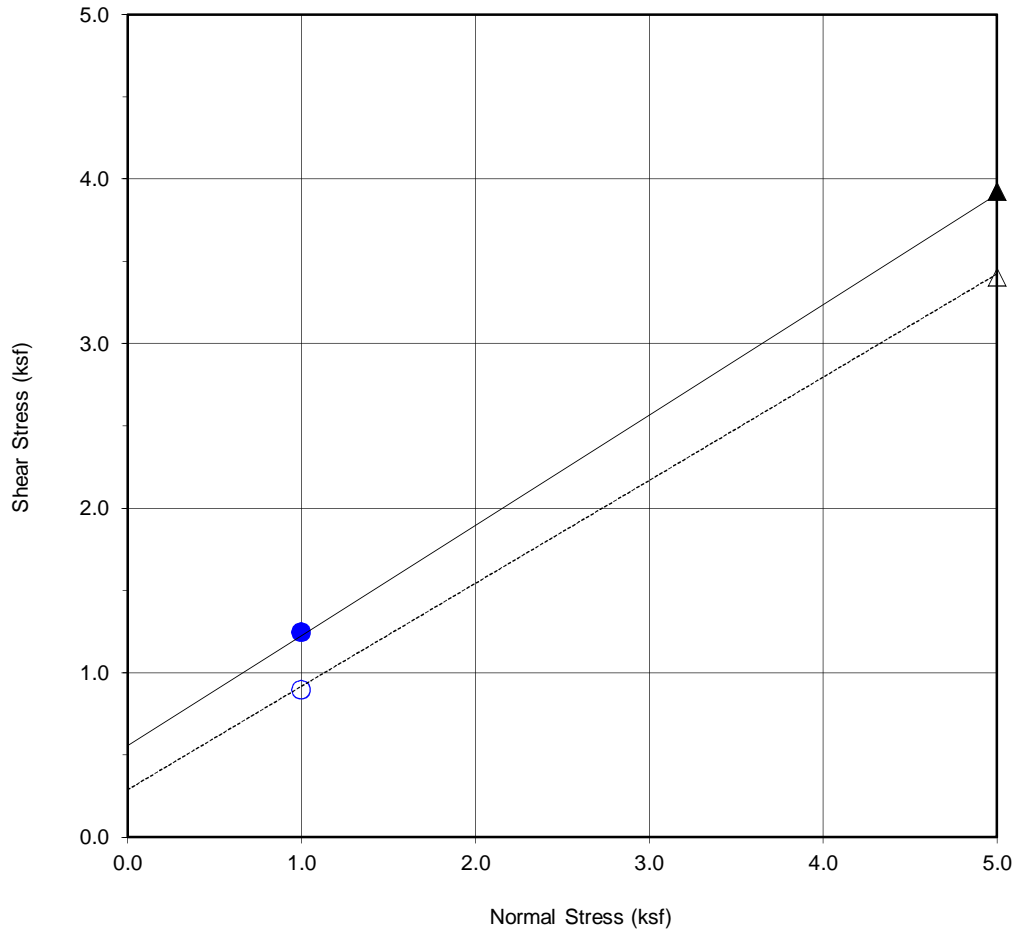
Checked by: JMH

Project No.: W1365-06-01

1854-1862 SOUTH PANDORA AVE
LOS ANGELES, CALIFORNIA

JUNE 2021

Figure B6



Boring No.	B3
Sample No.	B3@7'
Depth (ft)	7'
<u>Sample Type:</u>	Ring

<u>Soil Identification:</u>		
Dark Brown Sandy Silt Trace Gravel (ML)		
Strength Parameters		
	C (psf)	ϕ ($^{\circ}$)
Peak	555	33.8
Ultimate	288	32.1

Normal Stress (kip/ft ²)	1	5
Peak Shear Stress (kip/ft ²)	● 1.24	▲ 3.92
Shear Stress @ End of Test (ksf)	○ 0.89	△ 3.40
Deformation Rate (in./min.)	0.05	0.05
Initial Sample Height (in.)	1.0	1.0
Ring Inside Diameter (in.)	2.375	2.375
Initial Moisture Content (%)	12.6	11.6
Initial Dry Density (pcf)	118.2	121.8
Initial Degree of Saturation (%)	80.1	81.4
Soil Height Before Shearing (in.)	1.2	1.2
Final Moisture Content (%)	17.2	14.9



DIRECT SHEAR TEST RESULTS

Consolidated Drained ASTM D-3080

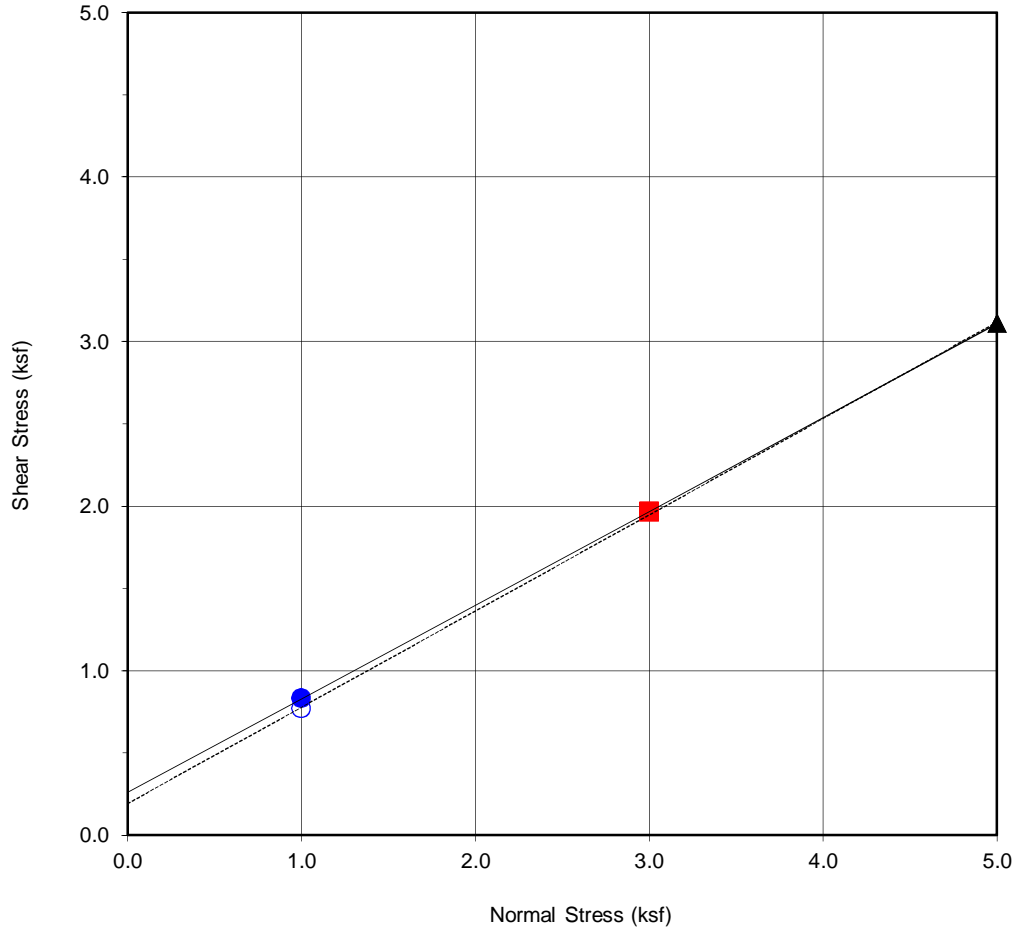
Checked by: JMH

Project No.: W1365-06-01

1854-1862 SOUTH PANDORA AVE
LOS ANGELES, CALIFORNIA

JUNE 2021

Figure B7



Boring No.	B3 + B4
Sample No.	B3B4@0-5'
Depth (ft)	0-5'
<u>Sample Type:</u>	Ring

<u>Soil Identification:</u>		
Grayish Brown Silty Sand (SM)		
Strength Parameters		
	C (psf)	ϕ ($^{\circ}$)
Peak	260	29.7
Ultimate	192	30.3

Normal Stress (kip/ft ²)	1	3	5
Peak Shear Stress (kip/ft ²)	● 0.83	■ 1.96	▲ 3.11
Shear Stress @ End of Test (ksf)	○ 0.77	□ 1.96	△ 3.11
Deformation Rate (in./min.)	0.05	0.05	0.05
Initial Sample Height (in.)	1.0	1.0	1.0
Ring Inside Diameter (in.)	2.375	2.375	2.375
Initial Moisture Content (%)	10.1	10.1	10.0
Initial Dry Density (pcf)	113.0	113.0	113.0
Initial Degree of Saturation (%)	55.2	55.6	54.9
Soil Height Before Shearing (in.)	1.2	1.2	1.2
Final Moisture Content (%)	16.9	16.2	14.8



DIRECT SHEAR TEST RESULTS

Consolidated Drained ASTM D-3080

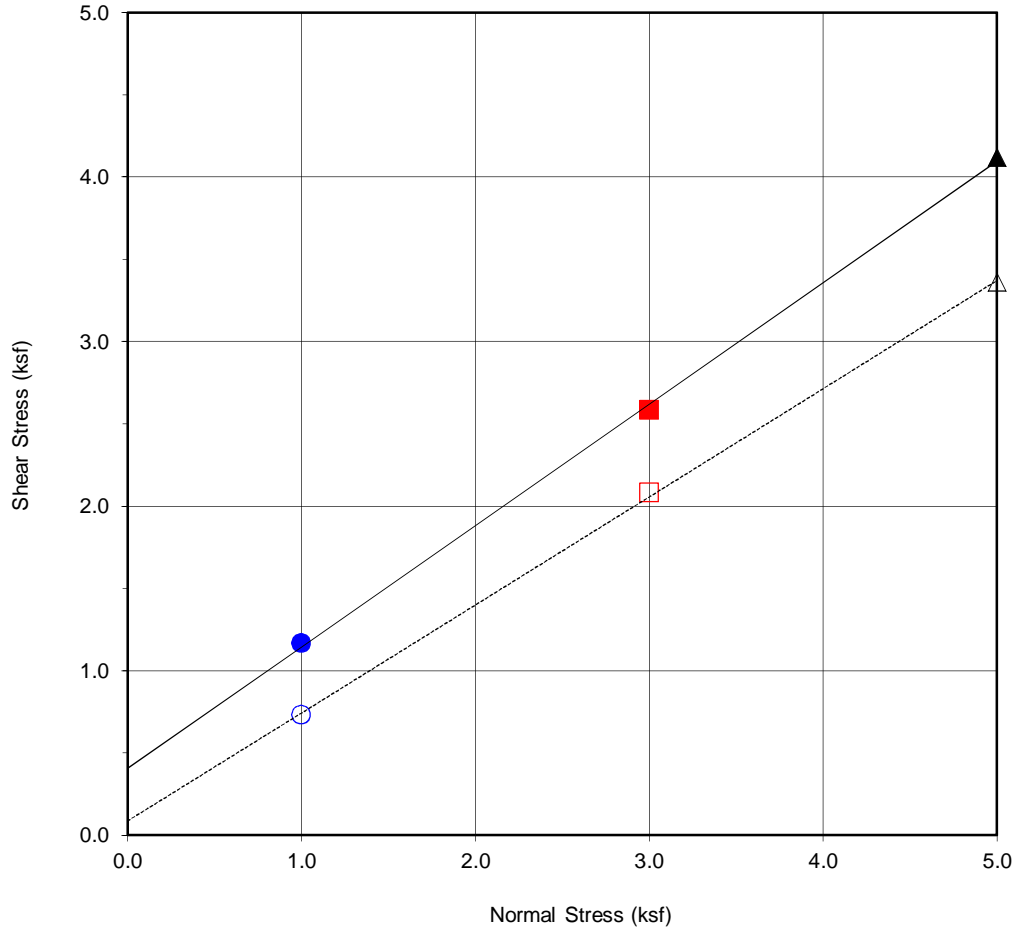
Checked by: JMH

Project No.: W1365-06-01

1854-1862 SOUTH PANDORA AVE
LOS ANGELES, CALIFORNIA

JUNE 2021

Figure B8



Boring No.	B5
Sample No.	B5@10'
Depth (ft)	10'
<u>Sample Type:</u>	Ring

<u>Soil Identification:</u>		
Dark Brown Sandy Silt (ML)		
Strength Parameters		
	C (psf)	ϕ ($^{\circ}$)
Peak	406	36.4
Ultimate	86	33.3

Normal Stress (kip/ft ²)	1	3	5
Peak Shear Stress (kip/ft ²)	● 1.16	■ 2.58	▲ 4.12
Shear Stress @ End of Test (ksf)	○ 0.73	□ 2.08	△ 3.36
Deformation Rate (in./min.)	0.05	0.05	0.05
Initial Sample Height (in.)	1.0	1.0	1.0
Ring Inside Diameter (in.)	2.375	2.375	2.375
Initial Moisture Content (%)	15.2	18.4	18.6
Initial Dry Density (pcf)	108.1	109.6	110.5
Initial Degree of Saturation (%)	73.6	92.5	95.3
Soil Height Before Shearing (in.)	1.2	1.2	1.2
Final Moisture Content (%)	18.8	18.6	19.5



DIRECT SHEAR TEST RESULTS

Consolidated Drained ASTM D-3080

Checked by: JMH

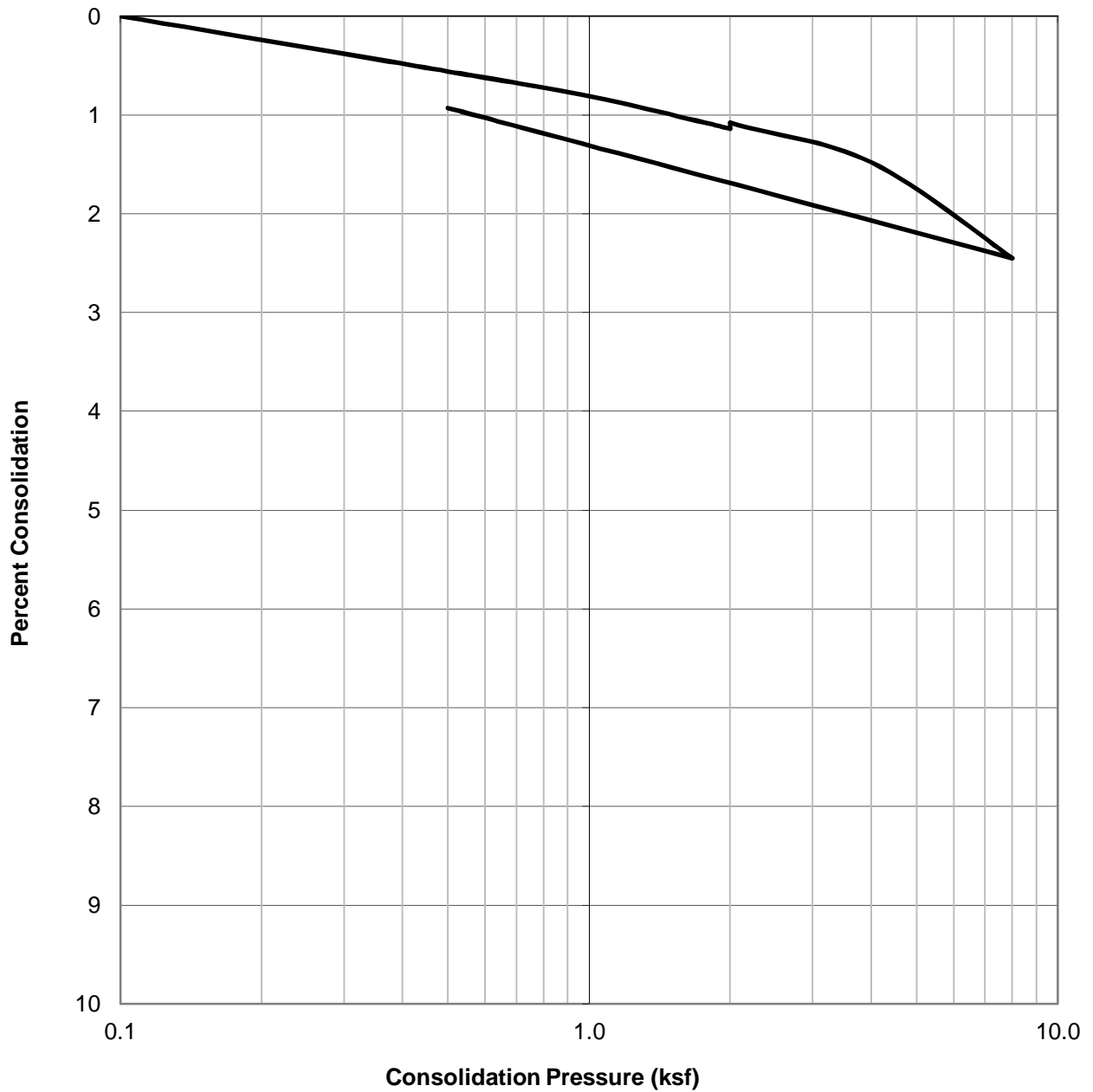
Project No.: W1365-06-01

1854-1862 SOUTH PANDORA AVE
LOS ANGELES, CALIFORNIA

JUNE 2021

Figure B9

WATER ADDED AT 2.0 KSF



SAMPLE ID.	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE (%)	FINAL MOISTURE (%)
B1@18	Brown Sandy Silt some Slate Fragments (ML)	124.4	9.1	12.9



CONSOLIDATION TEST RESULTS

ASTM D-2435

Checked by: JMH

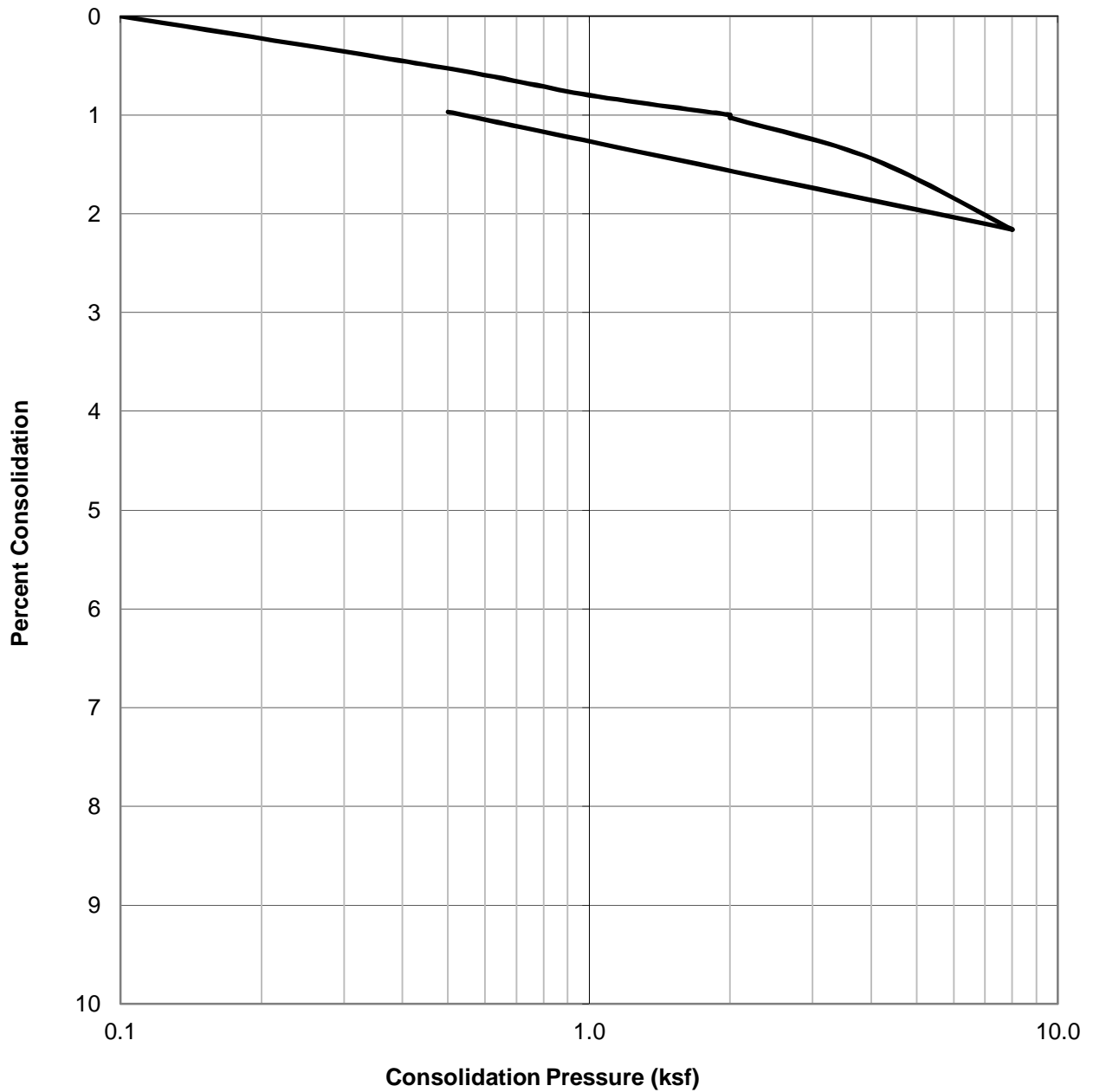
Project No.: W1365-06-01

1854-1862 SOUTH PANDORA AVE
LOS ANGELES, CALIFORNIA


JUNE 2021

Figure B10

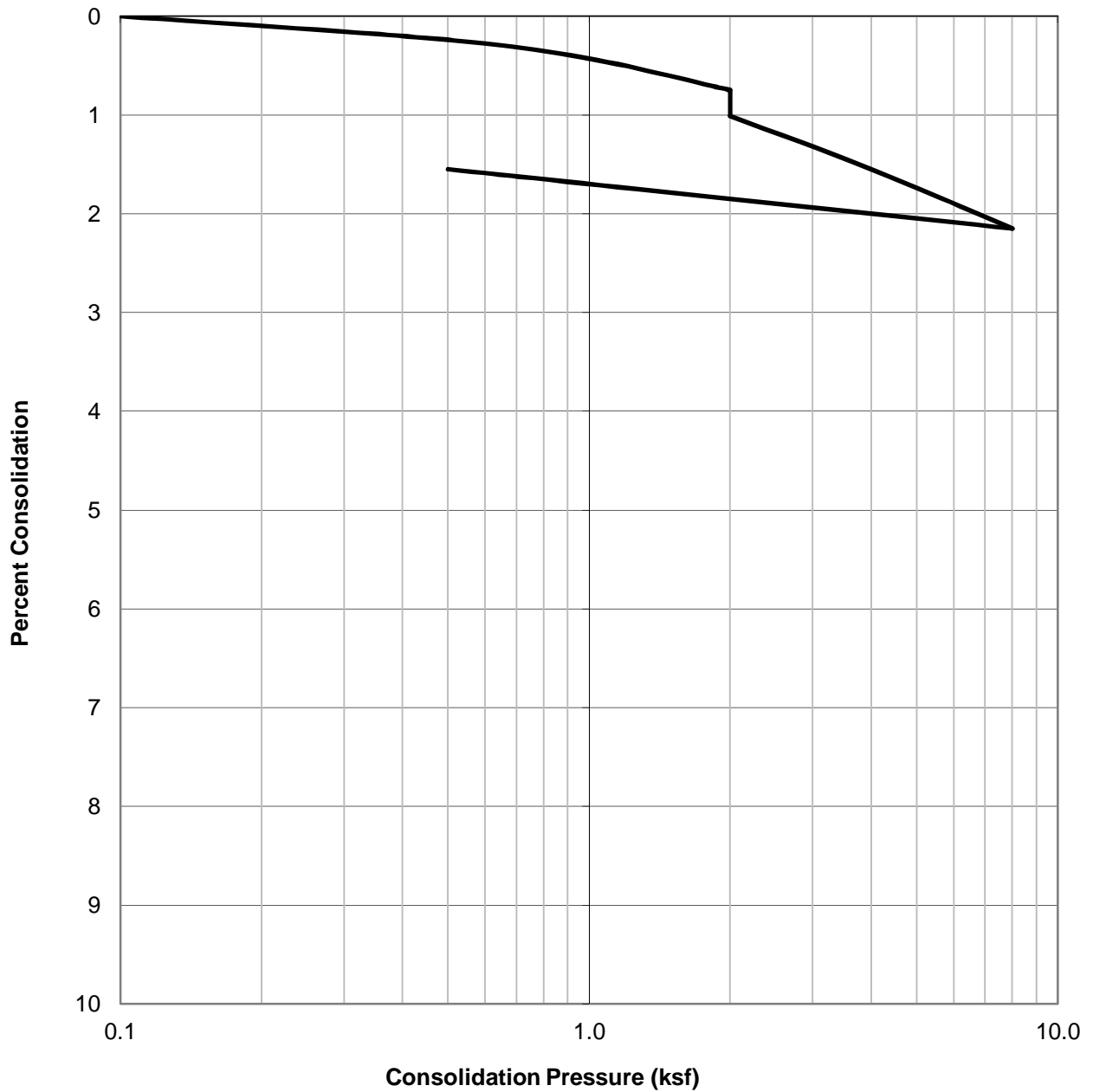
WATER ADDED AT 2.0 KSF



SAMPLE ID.	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE (%)	FINAL MOISTURE (%)
B1@25	Reddish Brown Silty Sand (SM)	112.8	9.9	16.7

	CONSOLIDATION TEST RESULTS ASTM D-2435	Project No.: W1365-06-01
	Checked by: JMH	1854-1862 SOUTH PANDORA AVE LOS ANGELES, CALIFORNIA
		JUNE 2021 Figure B11

WATER ADDED AT 2.0 KSF



SAMPLE ID.	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE (%)	FINAL MOISTURE (%)
B1@34.5	Olive Brown Poorly Graded Sand (SP)	94.6	13.0	24.7



CONSOLIDATION TEST RESULTS

ASTM D-2435

Checked by: JMH

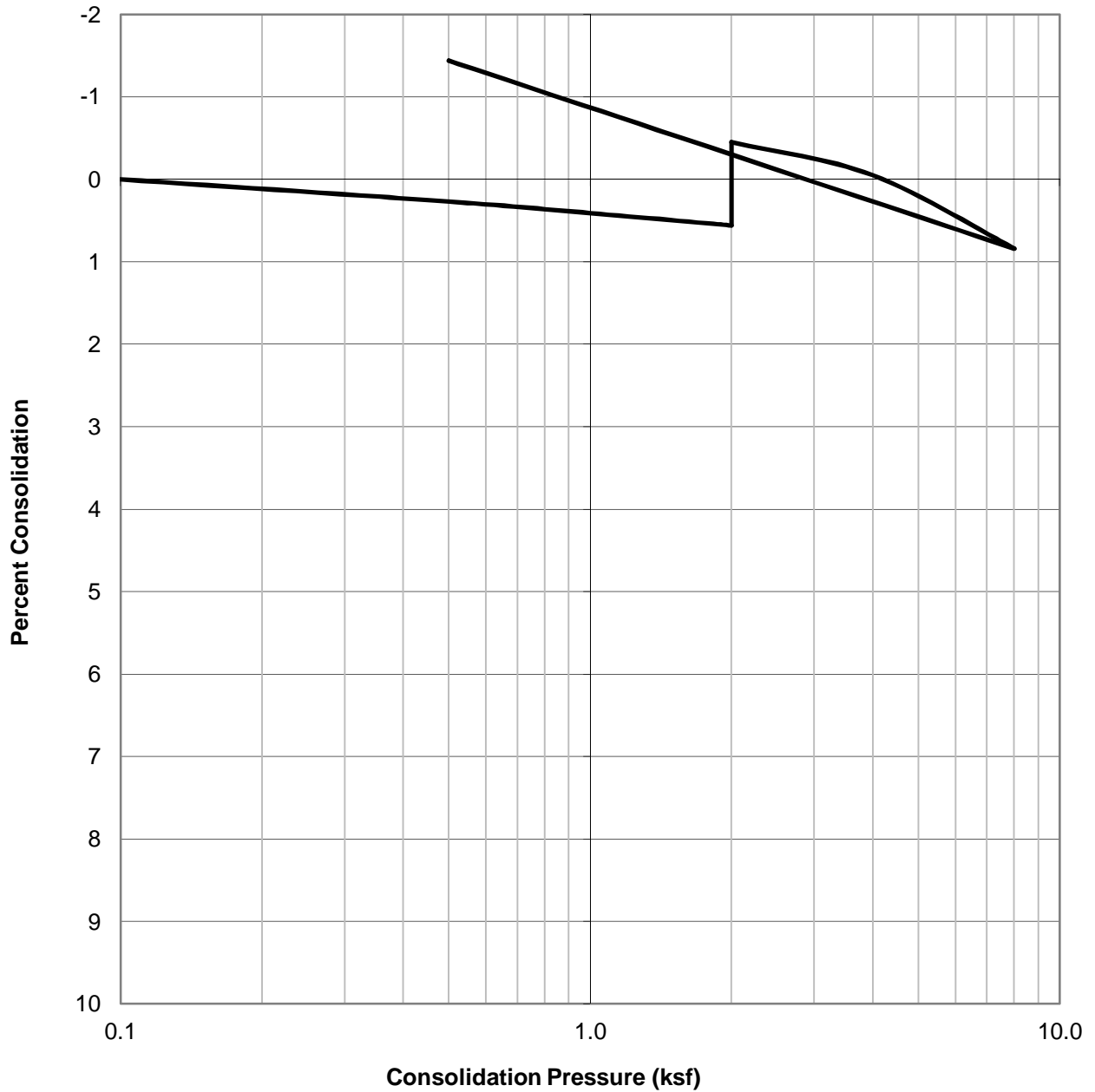
Project No.: W1365-06-01

1854-1862 SOUTH PANDORA AVE
LOS ANGELES, CALIFORNIA

JUNE 2021

Figure B12

WATER ADDED AT 2.0 KSF



SAMPLE ID.	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE (%)	FINAL MOISTURE (%)
B2@18	Dark Reddish Brown Sandy Silt (ML)	113.7	14.0	19.5



CONSOLIDATION TEST RESULTS

ASTM D-2435

Checked by: JMH

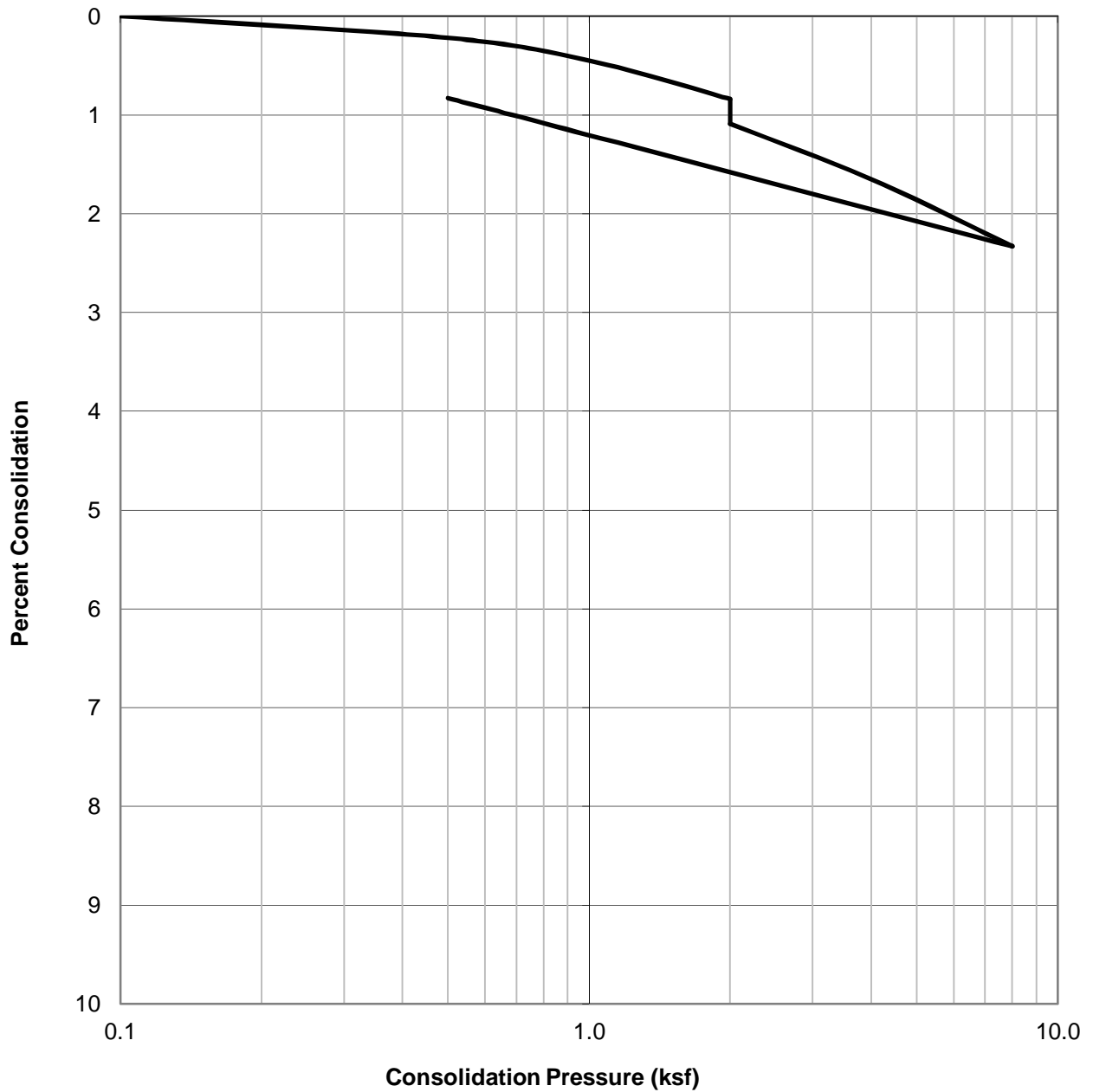
Project No.: W1365-06-01

1854-1862 SOUTH PANDORA AVE
LOS ANGELES, CALIFORNIA

JUNE 2021

Figure B13

WATER ADDED AT 2.0 KSF



SAMPLE ID.	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE (%)	FINAL MOISTURE (%)
B2@21	Olive Brown Sandy Silt (ML)	107.6	13.9	19.9



CONSOLIDATION TEST RESULTS

ASTM D-2435

Checked by: JMH

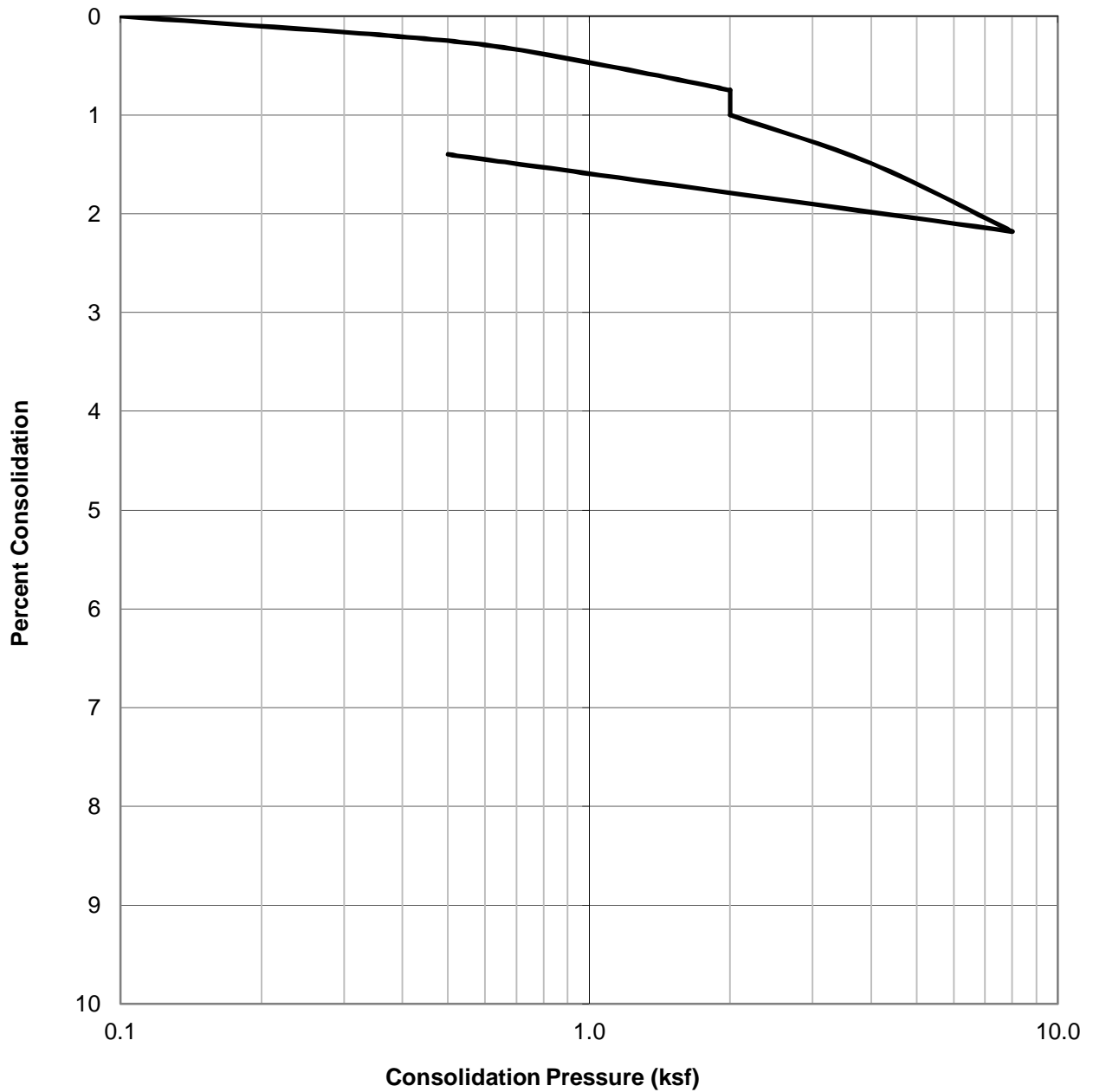
Project No.: W1365-06-01

1854-1862 SOUTH PANDORA AVE
LOS ANGELES, CALIFORNIA

JUNE 2021

Figure B14

WATER ADDED AT 2.0 KSF



SAMPLE ID.	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE (%)	FINAL MOISTURE (%)
B2@30	Yellowish Brown Silty Sand (SM)	105.9	8.9	18.7



CONSOLIDATION TEST RESULTS

ASTM D-2435

Checked by: JMH

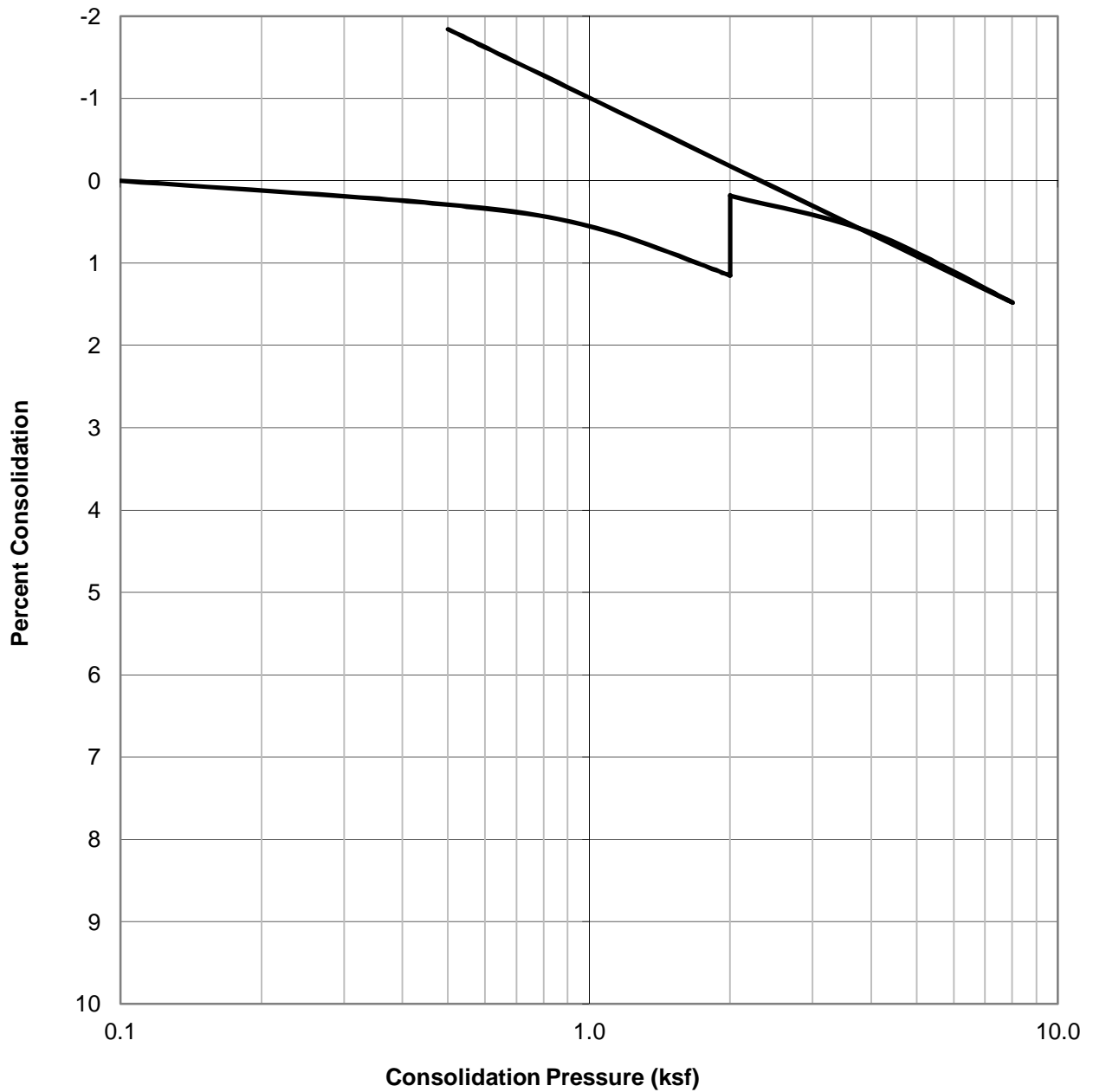
Project No.: W1365-06-01

1854-1862 SOUTH PANDORA AVE
LOS ANGELES, CALIFORNIA


JUNE 2021

Figure B15

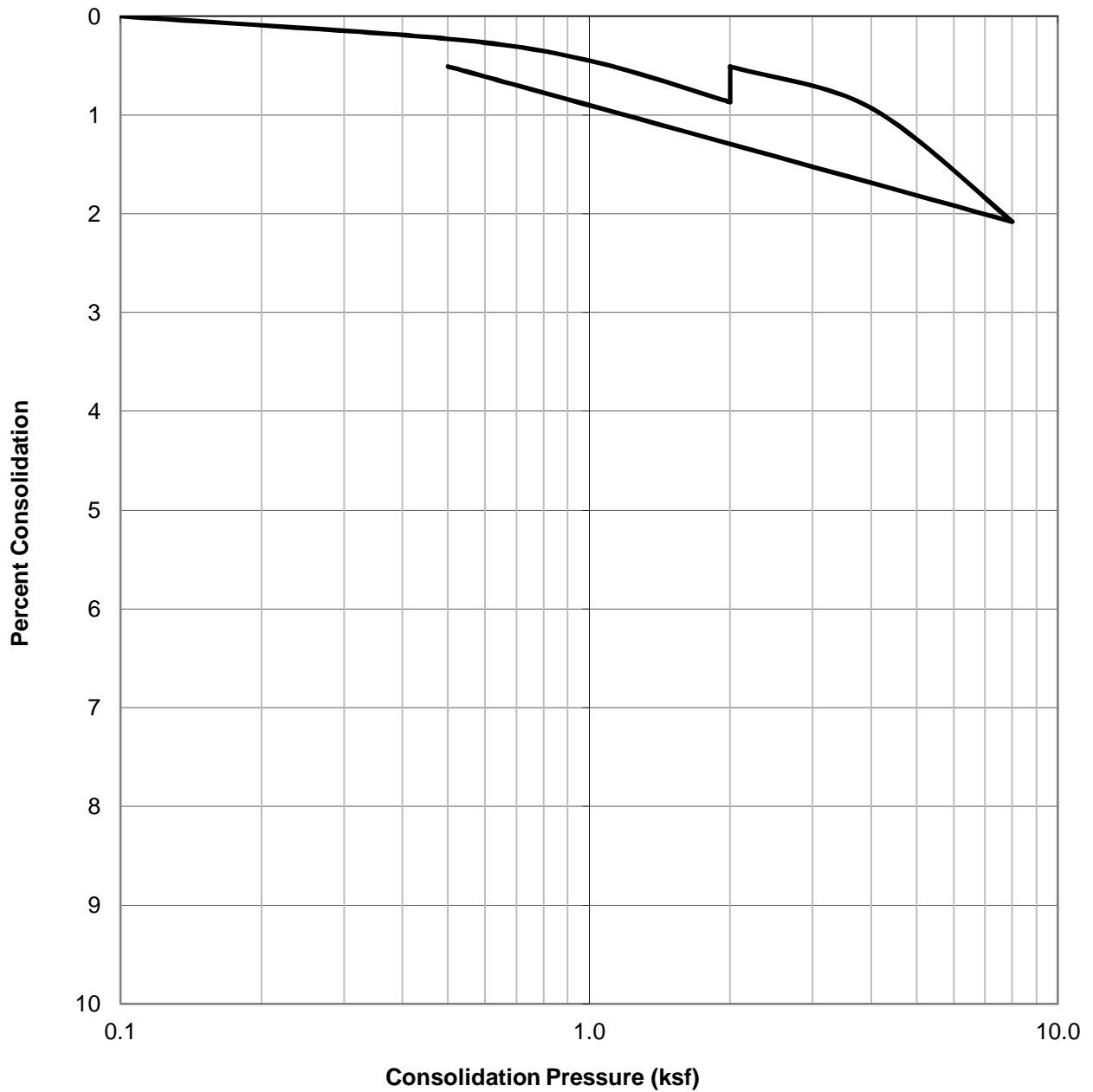
WATER ADDED AT 2.0 KSF




SAMPLE ID.	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE (%)	FINAL MOISTURE (%)
B2@40	Olive Brown Clay (CL)	83.6	38.0	41.2

	CONSOLIDATION TEST RESULTS ASTM D-2435	Project No.: W1365-06-01
	Checked by: JMH	1854-1862 SOUTH PANDORA AVE LOS ANGELES, CALIFORNIA
		JUNE 2021

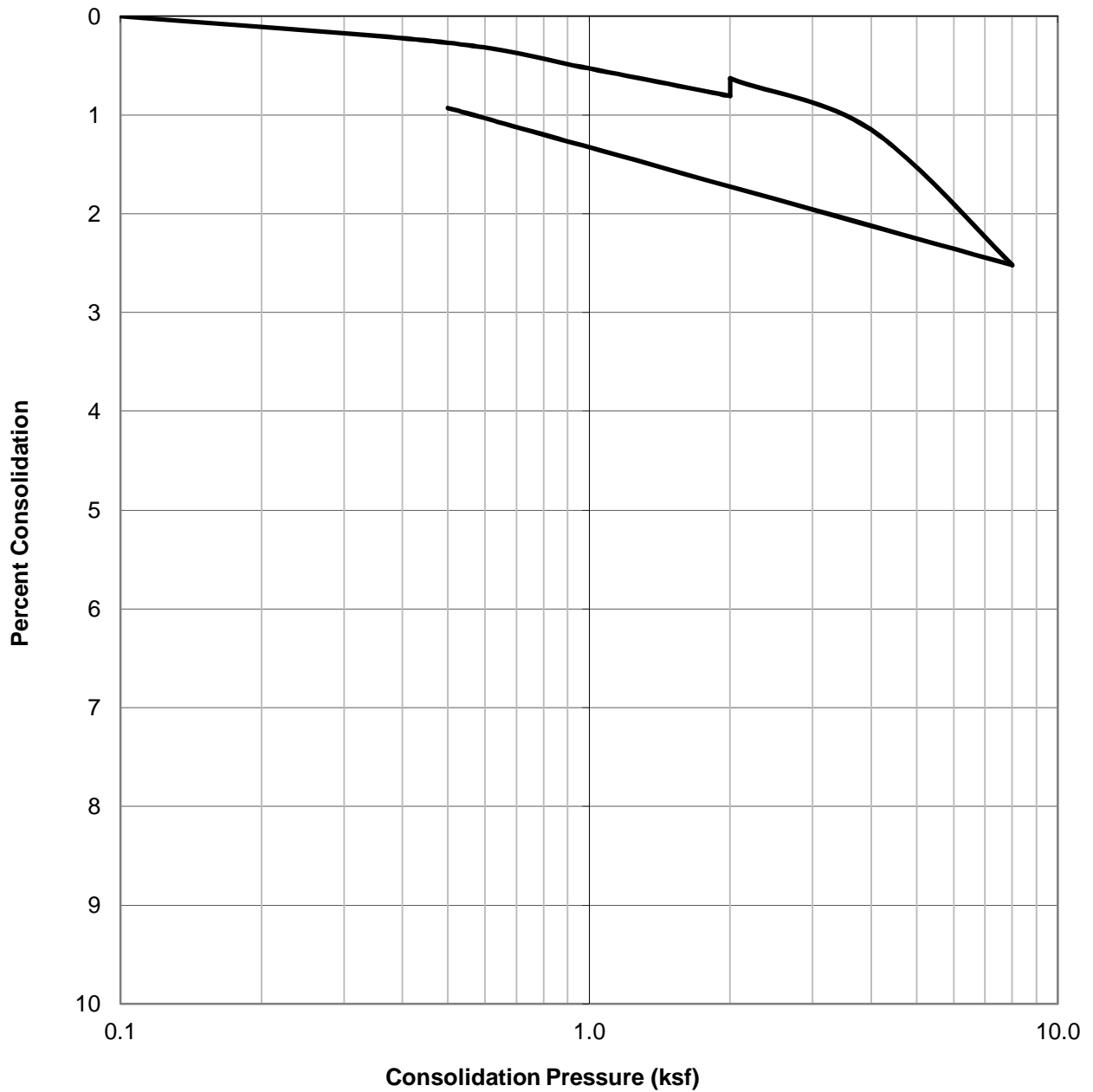
WATER ADDED AT 2.0 KSF



SAMPLE ID.	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE (%)	FINAL MOISTURE (%)
B3@7	Dark Brown Sandy Silt Trace Gravel (ML)	117.2	11.2	15.0

	CONSOLIDATION TEST RESULTS ASTM D-2435	Project No.: W1365-06-01
	Checked by: JMH	1854-1862 SOUTH PANDORA AVE LOS ANGELES, CALIFORNIA
		JUNE 2021

WATER ADDED AT 2.0 KSF



SAMPLE ID.	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE (%)	FINAL MOISTURE (%)
B4@5	Dark Brown Sandy Silt with Gravel (ML)	115.4	10.2	16.4



CONSOLIDATION TEST RESULTS

ASTM D-2435

Checked by: JMH

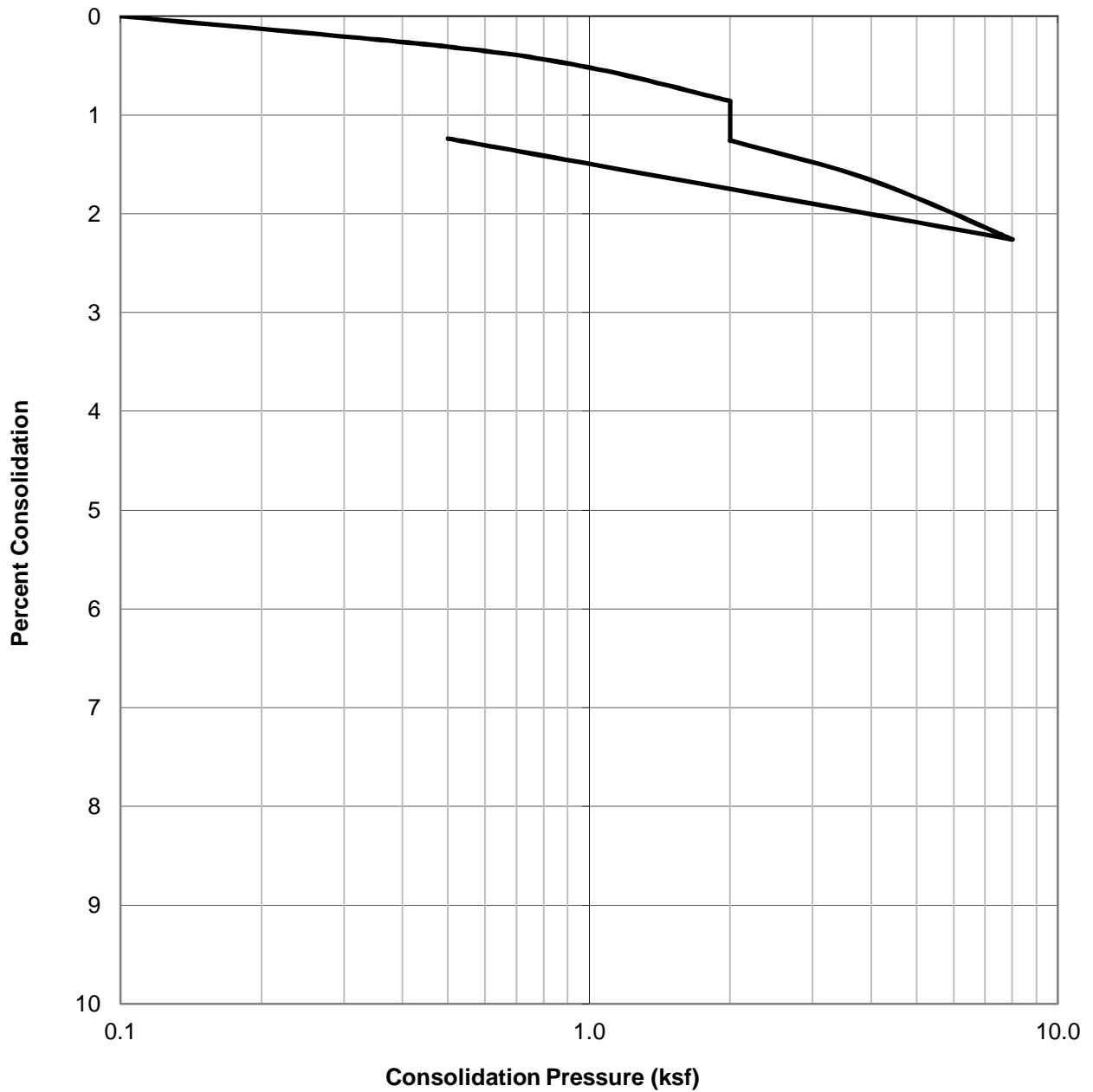
Project No.: W1365-06-01

1854-1862 SOUTH PANDORA AVE
LOS ANGELES, CALIFORNIA

JUNE 2021

Figure B18

WATER ADDED AT 2.0 KSF



SAMPLE ID.	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE (%)	FINAL MOISTURE (%)
B4@10	Yellowish Brown Silty Sand (SM)	98.2	9.9	20.7



CONSOLIDATION TEST RESULTS

ASTM D-2435

Checked by: JMH

Project No.: W1365-06-01

1854-1862 SOUTH PANDORA AVE
LOS ANGELES, CALIFORNIA

JUNE 2021

Figure B19

MIX B3&B4@0-5'

MOLDED SPECIMEN		BEFORE TEST	AFTER TEST
Specimen Diameter	(in.)	4.0	4.0
Specimen Height	(in.)	1.0	1.0
Wt. Comp. Soil + Mold	(gm)	786.4	802.3
Wt. of Mold	(gm)	367.7	367.7
Specific Gravity	(Assumed)	2.7	2.7
Wet Wt. of Soil + Cont.	(gm)	502.4	802.3
Dry Wt. of Soil + Cont.	(gm)	478.9	385.9
Wt. of Container	(gm)	202.4	367.7
Moisture Content	(%)	8.5	12.6
Wet Density	(pcf)	126.3	130.9
Dry Density	(pcf)	116.4	116.3
Void Ratio		0.4	0.5
Total Porosity		0.3	0.3
Pore Volume	(cc)	64.1	67.5
Degree of Saturation	(%) [S_{meas}]	51.6	72.2


Date	Time	Pressure (psi)	Elapsed Time (min)	Dial Readings (in.)
5/18/2021	10:00	1.0	0	0.295
5/18/2021	10:10	1.0	10	0.2945
Add Distilled Water to the Specimen				
5/19/2021	10:00	1.0	1430	0.311
5/19/2021	11:00	1.0	1490	0.311

Expansion Index (EI meas) =	16.5
Expansion Index (Report) =	17

Expansion Index, EI_{50}	CBC CLASSIFICATION *	UBC CLASSIFICATION **
0-20	Non-Expansive	Very Low
21-50	Expansive	Low
51-90	Expansive	Medium
91-130	Expansive	High
>130	Expansive	Very High

* Reference: 2019 California Building Code, Section 1803.5.3

** Reference: 1997 Uniform Building Code, Table 18-I-B.

	EXPANSION INDEX TEST RESULTS	Project No.: W1365-06-01
	ASTM D-4829	1854-1862 SOUTH PANDORA AVE LOS ANGELES, CALIFORNIA
	Checked by: JM H	JUNE 2021 Figure B20

MIX B3&B4@0-5'

MOLDED SPECIMEN		BEFORE TEST	AFTER TEST
Specimen Diameter	(in.)	4.0	4.0
Specimen Height	(in.)	1.0	1.0
Wt. Comp. Soil + Mold	(gm)	776.0	792.3
Wt. of Mold	(gm)	367.9	367.9
Specific Gravity	(Assumed)	2.7	2.7
Wet Wt. of Soil + Cont.	(gm)	502.4	792.3
Dry Wt. of Soil + Cont.	(gm)	477.4	374.1
Wt. of Container	(gm)	202.4	367.9
Moisture Content	(%)	9.1	13.4
Wet Density	(pcf)	123.1	127.9
Dry Density	(pcf)	112.8	112.7
Void Ratio		0.5	0.6
Total Porosity		0.3	0.4
Pore Volume	(cc)	68.4	77.9
Degree of Saturation	(%) [S_{meas}]	50.1	64.6


Date	Time	Pressure (psi)	Elapsed Time (min)	Dial Readings (in.)
5/18/2021	10:00	1.0	0	0.2805
5/18/2021	10:10	1.0	10	0.2805
Add Distilled Water to the Specimen				
5/19/2021	10:00	1.0	1430	0.326
5/19/2021	11:00	1.0	1490	0.326

Expansion Index (EI meas) =	45.5
Expansion Index (Report) =	46

Expansion Index, EI_{50}	CBC CLASSIFICATION *	UBC CLASSIFICATION **
0-20	Non-Expansive	Very Low
21-50	Expansive	Low
51-90	Expansive	Medium
91-130	Expansive	High
>130	Expansive	Very High

* Reference: 2019 California Building Code, Section 1803.5.3

** Reference: 1997 Uniform Building Code, Table 18-I-B.

	EXPANSION INDEX TEST RESULTS	Project No.: W1365-06-01
	ASTM D-4829	1854-1862 SOUTH PANDORA AVE LOS ANGELES, CALIFORNIA
	Checked by: JM H	JUNE 2021 Figure B21

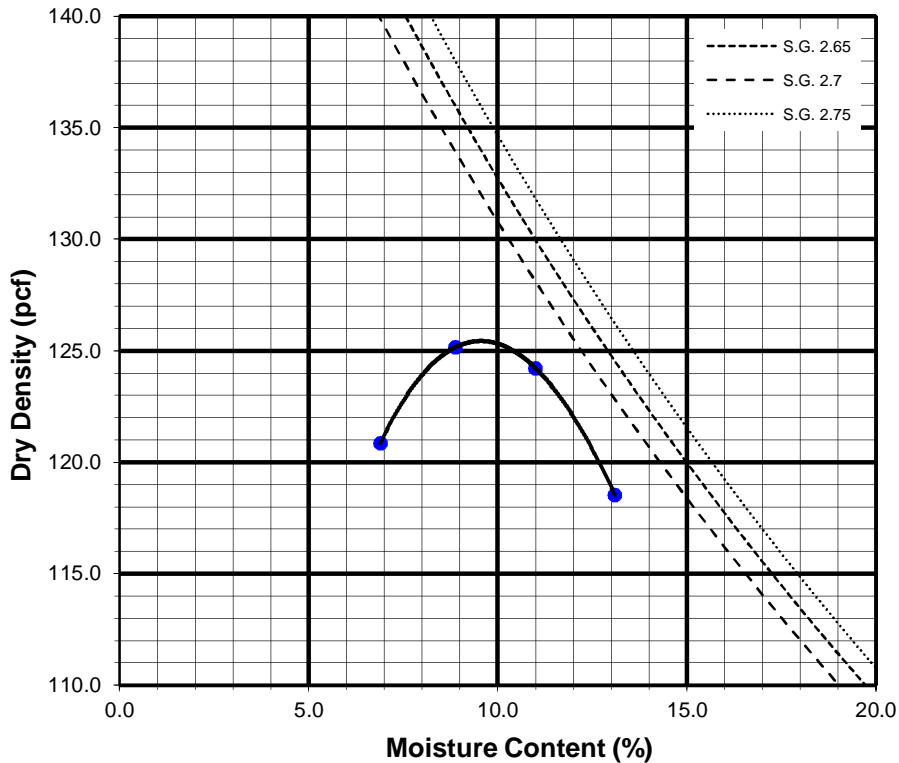
Sample No:

MIX B3&B4@0-5'	Grayish Brown Silty Sand (SM)
---------------------------	-------------------------------


TEST NO.		1	2	3	4	5	6
Wt. Compacted Soil + Mold	(g)	6075	6182	6206	6148		
Weight of Mold	(g)	4123	4123	4123	4123		
Net Weight of Soil	(g)	1951	2058	2083	2025		
Wet Weight of Soil + Cont.	(g)	689.4	681.5	689.8	638.4		
Dry Weight of Soil + Cont.	(g)	654.3	636.1	633.9	578.9		
Weight of Container	(g)	145.1	124.9	125.5	124.5		
Moisture Content	(%)	6.9	8.9	11.0	13.1		
Wet Density	(pcf)	129.2	136.3	137.9	134.1		
Dry Density	(pcf)	120.9	125.2	124.2	118.5		

Maximum Dry Density (pcf) 126.0

Optimum Moisture Content (%) 10.0



Preparation Method: A

	COMPACTION CHARACTERISTICS USING MODIFIED EFFORT TEST RESULTS <small>ASTM D-1557</small>	Project No.: W1365-06-01
	Checked by: JMH	1854-1862 SOUTH PANDORA AVE LOS ANGELES, CALIFORNIA
		JUNE 2021 Figure B22

SUMMARY OF LABORATORY POTENTIAL
OF HYDROGEN (pH) AND RESISTIVITY TEST RESULTS
CALIFORNIA TEST NO. 643


Sample No.	pH	Resistivity (ohm centimeters)
Mix B3&B4 @ 0-5'	7.9	2300 (Moderately Corrosive)
Mix B3&B4 @ 5-10'	7.9	2000 (Corrosive)
Mix B2 @ 12'/15'/18'	8.0	740 (Severely Corrosive)

SUMMARY OF LABORATORY CHLORIDE CONTENT TEST RESULTS
EPA NO. 325.3

Sample No.	Chloride Ion Content (%)
Mix B3&B4@0-5'	0.111
Mix B3&B4@5-10'	0.126
Mix B2@12'/15'/18'	0.036

SUMMARY OF LABORATORY WATER SOLUBLE SULFATE TEST RESULTS
CALIFORNIA TEST NO. 417

Sample No.	Water Soluble Sulfate (% SQ ₄)	Sulfate Exposure*
Mix B3&B4@0-5'	0.064	S0
Mix B3&B4@5-10'	0.087	S0
Mix B2@12'/15'/18'	0.138	S1

	CORROSIVITY TEST RESULTS	Project No.: W1365-06-01
		1854-1862 SOUTH PANDORA AVE LOS ANGELES, CALIFORNIA
	Checked by: JMH	JUNE 2021

Construction Impacts

	ROG	NOx	CO	SOx	PM10	PM2.5
Year: 2024	pounds/day					
Project Impact	26.0525	19.3828	14.4066	0.0432	6.009	3.3409
SCAQMD Daily Max	75	100	550	150	150	55
Significant Impact? (Y/N)	N	N	N	N	N	N

Operational Impacts

	ROG	NOx	CO	SOx	PM10	PM2.5
Year: 2025	pounds/day					
Project Impact	1.0695	0.4878	5.8591	0.00915	0.9609	0.2713
SCAQMD Daily Max	55	55	550	150	150	55
Significant Impact? (Y/N)	N	N	N	N	N	N

Pandora Avenue Apartments - Los Angeles-South Coast County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Pandora Avenue Apartments
Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Popul
Apartments Mid Rise	24.00	Dwelling Unit	0.25	29,252.00	4

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2025
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	691.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use - known lot acreage, building square footage, and unit types
- Construction Phase - Known grading period
- Grading - known grading area and export amount
- Demolition -
- Architectural Coating - known interior, exterior, and parking area square footage
- Woodstoves - No woodstoves or fireplaces planned for project
- Area Coating - known building and parking square footage
- Land Use Change -
- Sequestration - 6 new trees as part of project
- Mobile Land Use Mitigation - 28 parking spaces required, 23 provided
- Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	0.00	8,849.00

Pandora Avenue Apartments - Los Angeles-South Coast County, Summer

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

tblArchitecturalCoating	ConstArea_Residential_Exterior	19,745.00	8,849.00
tblArchitecturalCoating	ConstArea_Residential_Interior	59,235.00	29,252.00
tblAreaCoating	Area_Parking	0	8849
tblAreaCoating	Area_Residential_Interior	59235	29252
tblConstructionPhase	NumDays	2.00	17.00
tblConstructionPhase	PhaseEndDate	3/20/2024	4/10/2024
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	20.40	0.00
tblFireplaces	NumberNoFireplace	2.40	0.00
tblFireplaces	NumberWood	1.20	0.00
tblGrading	AcresOfGrading	0.50	0.25
tblGrading	AcresOfGrading	12.75	0.25
tblGrading	MaterialExported	0.00	3,488.00
tblLandUse	LandUseSquareFeet	24,000.00	29,252.00
tblLandUse	LotAcreage	0.63	0.25
tblLandUse	Population	69.00	41.00
tblSequestration	NumberOfNewTrees	0.00	6.00
tblWoodstoves	NumberCatalytic	1.20	0.00
tblWoodstoves	NumberNoncatalytic	1.20	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
--	-----	-----	----	-----	---------------	--------------	------------	----------------	---------------	-------------	----------	-----------	-----------	-----	-----	------

Pandora Avenue Apartments - Los Angeles-South Coast County, Summer

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

Year	lb/day										lb/day					
2024	26.0525	19.2241	14.4066	0.0432	5.3030	0.7059	6.0089	2.6906	0.6503	3.3409	0.0000	4,396.6542	4,396.6542	0.8981	0.2720	4,500.1664
Maximum	26.0525	19.2241	14.4066	0.0432	5.3030	0.7059	6.0089	2.6906	0.6503	3.3409	0.0000	4,396.6542	4,396.6542	0.8981	0.2720	4,500.1664

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	26.0525	19.2241	14.4066	0.0432	5.3030	0.7059	6.0089	2.6906	0.6503	3.3409	0.0000	4,396.6542	4,396.6542	0.8981	0.2720	4,500.1664
Maximum	26.0525	19.2241	14.4066	0.0432	5.3030	0.7059	6.0089	2.6906	0.6503	3.3409	0.0000	4,396.6542	4,396.6542	0.8981	0.2720	4,500.1664

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Pandora Avenue Apartments - Los Angeles-South Coast County, Summer

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

Area	0.6809	0.0228	1.9782	1.0000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	3.5653	3.5653	3.4100e-003	0.0000	3.6506
Energy	6.3900e-003	0.0546	0.0232	3.5000e-004		4.4100e-003	4.4100e-003		4.4100e-003	4.4100e-003		69.7048	69.7048	1.3400e-003	1.2800e-003	70.1190
Mobile	0.3821	0.3802	3.8577	8.7000e-003	0.9394	6.1500e-003	0.9455	0.2502	5.7100e-003	0.2559		887.4608	887.4608	0.0577	0.0354	899.4524
Total	1.0695	0.4576	5.8591	9.1500e-003	0.9394	0.0215	0.9609	0.2502	0.0211	0.2713	0.0000	960.7309	960.7309	0.0624	0.0367	973.2220

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.6809	0.0228	1.9782	1.0000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	3.5653	3.5653	3.4100e-003	0.0000	3.6506
Energy	6.3900e-003	0.0546	0.0232	3.5000e-004		4.4100e-003	4.4100e-003		4.4100e-003	4.4100e-003		69.7048	69.7048	1.3400e-003	1.2800e-003	70.1190
Mobile	0.2904	0.2457	2.4065	4.9500e-003	0.5260	3.6600e-003	0.5297	0.1401	3.3900e-003	0.1435		504.8651	504.8651	0.0379	0.0228	512.6177
Total	0.9777	0.3231	4.4079	5.4000e-003	0.5260	0.0191	0.5451	0.1401	0.0188	0.1589	0.0000	578.1352	578.1352	0.0427	0.0241	586.3873

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	8.58	29.40	24.77	40.98	44.00	11.56	43.27	44.00	11.00	41.43	0.00	39.82	39.82	31.65	34.27	39

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
--------------	------------	------------	------------	----------	---------------	----------	-------------------

Pandora Avenue Apartments - Los Angeles-South Coast County, Summer

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

1	Demolition	Demolition	3/4/2024	3/15/2024	5	10
2	Site Preparation	Site Preparation	3/16/2024	3/18/2024	5	1
3	Grading	Grading	3/19/2024	4/10/2024	5	17
4	Building Construction	Building Construction	3/21/2024	8/7/2024	5	100
5	Paving	Paving	8/8/2024	8/14/2024	5	5
6	Architectural Coating	Architectural Coating	8/15/2024	8/21/2024	5	5

Acres of Grading (Site Preparation Phase): 0.25

Acres of Grading (Grading Phase): 0.25

Acres of Paving: 0

Residential Indoor: 29,252; Residential Outdoor: 8,849; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 8,849 (Architectural

OffRoad Equipment

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

Pandora Avenue Apartments - Los Angeles-South Coast County, Summer

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	24.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	436.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	17.00	3.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5187	0.0000	0.5187	0.0785	0.0000	0.0785			0.0000			0.0000
Off-Road	0.6156	5.4776	7.3949	0.0120		0.2504	0.2504		0.2392	0.2392		1,148.6874	1,148.6874	0.2080		1,153.8870
Total	0.6156	5.4776	7.3949	0.0120	0.5187	0.2504	0.7691	0.0785	0.2392	0.3177		1,148.6874	1,148.6874	0.2080		1,153.8870

Unmitigated Construction Off-Site

Pandora Avenue Apartments - Los Angeles-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	5.1700e-003	0.3140	0.0851	1.3800e-003	0.0420	1.9900e-003	0.0440	0.0115	1.9100e-003	0.0134		152.0543	152.0543	8.5800e-003	0.0242	159.4669
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0298	0.0199	0.3358	9.6000e-004	0.1118	6.4000e-004	0.1124	0.0296	5.9000e-004	0.0302		97.1730	97.1730	2.2800e-003	2.1500e-003	97.8697
Total	0.0350	0.3339	0.4209	2.3400e-003	0.1538	2.6300e-003	0.1564	0.0412	2.5000e-003	0.0437		249.2273	249.2273	0.0109	0.0263	257.3366

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5187	0.0000	0.5187	0.0785	0.0000	0.0785			0.0000			0.0000
Off-Road	0.6156	5.4776	7.3949	0.0120		0.2504	0.2504		0.2392	0.2392	0.0000	1,148.6874	1,148.6874	0.2080		1,153.8870
Total	0.6156	5.4776	7.3949	0.0120	0.5187	0.2504	0.7691	0.0785	0.2392	0.3177	0.0000	1,148.6874	1,148.6874	0.2080		1,153.8870

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
--	-----	-----	----	-----	---------------	--------------	------------	----------------	---------------	-------------	----------	-----------	-----------	-----	-----	------

Pandora Avenue Apartments - Los Angeles-South Coast County, Summer

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

Category	lb/day										lb/day					
Hauling	5.1700e-003	0.3140	0.0851	1.3800e-003	0.0420	1.9900e-003	0.0440	0.0115	1.9100e-003	0.0134		152.0543	152.0543	8.5800e-003	0.0242	159.4669
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0298	0.0199	0.3358	9.6000e-004	0.1118	6.4000e-004	0.1124	0.0296	5.9000e-004	0.0302		97.1730	97.1730	2.2800e-003	2.1500e-003	97.8697
Total	0.0350	0.3339	0.4209	2.3400e-003	0.1538	2.6300e-003	0.1564	0.0412	2.5000e-003	0.0437		249.2273	249.2273	0.0109	0.0263	257.3366

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2651	0.0000	0.2651	0.0286	0.0000	0.0286			0.0000			0.0000
Off-Road	0.4985	5.6040	3.8921	9.7300e-003		0.2012	0.2012		0.1851	0.1851		942.2742	942.2742	0.3048		949.8930
Total	0.4985	5.6040	3.8921	9.7300e-003	0.2651	0.2012	0.4664	0.0286	0.1851	0.2138		942.2742	942.2742	0.3048		949.8930

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Pandora Avenue Apartments - Los Angeles-South Coast County, Summer

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

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0149	9.9600e-003	0.1679	4.8000e-004	0.0559	3.2000e-004	0.0562	0.0148	3.0000e-004	0.0151		48.5865	48.5865	1.1400e-003	1.0700e-003	48.9348
Total	0.0149	9.9600e-003	0.1679	4.8000e-004	0.0559	3.2000e-004	0.0562	0.0148	3.0000e-004	0.0151		48.5865	48.5865	1.1400e-003	1.0700e-003	48.9348

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2651	0.0000	0.2651	0.0286	0.0000	0.0286			0.0000			0.0000
Off-Road	0.4985	5.6040	3.8921	9.7300e-003		0.2012	0.2012		0.1851	0.1851	0.0000	942.2742	942.2742	0.3048		949.8930
Total	0.4985	5.6040	3.8921	9.7300e-003	0.2651	0.2012	0.4664	0.0286	0.1851	0.2138	0.0000	942.2742	942.2742	0.3048		949.8930

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Pandora Avenue Apartments - Los Angeles-South Coast County, Summer

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

Worker	0.0149	9.9600e-003	0.1679	4.8000e-004	0.0559	3.2000e-004	0.0562	0.0148	3.0000e-004	0.0151		48.5865	48.5865	1.1400e-003	1.0700e-003	48.9348
Total	0.0149	9.9600e-003	0.1679	4.8000e-004	0.0559	3.2000e-004	0.0562	0.0148	3.0000e-004	0.0151		48.5865	48.5865	1.1400e-003	1.0700e-003	48.9348

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.5554	0.0000	4.5554	2.4879	0.0000	2.4879			0.0000			0.0000
Off-Road	0.9132	9.7297	5.5468	0.0141		0.4001	0.4001		0.3681	0.3681		1,364.6623	1,364.6623	0.4414		1,375.6962
Total	0.9132	9.7297	5.5468	0.0141	4.5554	0.4001	4.9555	2.4879	0.3681	2.8560		1,364.6623	1,364.6623	0.4414		1,375.6962

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0553	3.3553	0.9090	0.0148	0.4489	0.0213	0.4702	0.1231	0.0204	0.1435		1,624.8936	1,624.8936	0.0917	0.2581	1,704.1071
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0239	0.0159	0.2687	7.7000e-004	0.0894	5.1000e-004	0.0899	0.0237	4.7000e-004	0.0242		77.7384	77.7384	1.8300e-003	1.7200e-003	78.2957

Pandora Avenue Apartments - Los Angeles-South Coast County, Summer

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

Total	0.0791	3.3712	1.1777	0.0155	0.5384	0.0218	0.5602	0.1468	0.0208	0.1676		1,702.6320	1,702.6320	0.0935	0.2599	1,782.4028
--------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	--	-------------------	-------------------	---------------	---------------	-------------------

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.5554	0.0000	4.5554	2.4879	0.0000	2.4879			0.0000			0.0000
Off-Road	0.9132	9.7297	5.5468	0.0141		0.4001	0.4001		0.3681	0.3681	0.0000	1,364.6623	1,364.6623	0.4414		1,375.6962
Total	0.9132	9.7297	5.5468	0.0141	4.5554	0.4001	4.9555	2.4879	0.3681	2.8560	0.0000	1,364.6623	1,364.6623	0.4414		1,375.6962

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0553	3.3553	0.9090	0.0148	0.4489	0.0213	0.4702	0.1231	0.0204	0.1435		1,624.8936	1,624.8936	0.0917	0.2581	1,704.1071
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0239	0.0159	0.2687	7.7000e-004	0.0894	5.1000e-004	0.0899	0.0237	4.7000e-004	0.0242		77.7384	77.7384	1.8300e-003	1.7200e-003	78.2957
Total	0.0791	3.3712	1.1777	0.0155	0.5384	0.0218	0.5602	0.1468	0.0208	0.1676		1,702.6320	1,702.6320	0.0935	0.2599	1,782.4028

Pandora Avenue Apartments - Los Angeles-South Coast County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2024
Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598		1,104.9834	1,104.9834	0.3574		1,113.9177
Total	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598		1,104.9834	1,104.9834	0.3574		1,113.9177

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.3500e-003	0.1154	0.0437	5.5000e-004	0.0192	5.8000e-004	0.0198	5.5300e-003	5.6000e-004	6.0900e-003		59.1824	59.1824	2.0200e-003	8.5200e-003	61.7712
Worker	0.0507	0.0339	0.5709	1.6300e-003	0.1900	1.0900e-003	0.1911	0.0504	1.0100e-003	0.0514		165.1941	165.1941	3.8800e-003	3.6500e-003	166.3784
Total	0.0540	0.1492	0.6146	2.1800e-003	0.2092	1.6700e-003	0.2109	0.0559	1.5700e-003	0.0575		224.3765	224.3765	5.9000e-003	0.0122	228.1496

Mitigated Construction On-Site

Pandora Avenue Apartments - Los Angeles-South Coast County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598	0.0000	1,104.9834	1,104.9834	0.3574		1,113.9177
Total	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598	0.0000	1,104.9834	1,104.9834	0.3574		1,113.9177

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.3500e-003	0.1154	0.0437	5.5000e-004	0.0192	5.8000e-004	0.0198	5.5300e-003	5.6000e-004	6.0900e-003		59.1824	59.1824	2.0200e-003	8.5200e-003	61.7712
Worker	0.0507	0.0339	0.5709	1.6300e-003	0.1900	1.0900e-003	0.1911	0.0504	1.0100e-003	0.0514		165.1941	165.1941	3.8800e-003	3.6500e-003	166.3784
Total	0.0540	0.1492	0.6146	2.1800e-003	0.2092	1.6700e-003	0.2109	0.0559	1.5700e-003	0.0575		224.3765	224.3765	5.9000e-003	0.0122	228.1496

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
--	-----	-----	----	-----	---------------	--------------	------------	----------------	---------------	-------------	----------	-----------	-----------	-----	-----	------

Pandora Avenue Apartments - Los Angeles-South Coast County, Summer

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

Category	lb/day										lb/day					
Off-Road	0.5904	5.2297	7.0314	0.0113		0.2429	0.2429		0.2269	0.2269		1,036.2393	1,036.2393	0.3019		1,043.7858
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.5904	5.2297	7.0314	0.0113		0.2429	0.2429		0.2269	0.2269		1,036.2393	1,036.2393	0.3019		1,043.7858

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0537	0.0358	0.6045	1.7300e-003	0.2012	1.1600e-003	0.2024	0.0534	1.0700e-003	0.0544		174.9114	174.9114	4.1100e-003	3.8600e-003	176.1654
Total	0.0537	0.0358	0.6045	1.7300e-003	0.2012	1.1600e-003	0.2024	0.0534	1.0700e-003	0.0544		174.9114	174.9114	4.1100e-003	3.8600e-003	176.1654

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Pandora Avenue Apartments - Los Angeles-South Coast County, Summer

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

Off-Road	0.5904	5.2297	7.0314	0.0113		0.2429	0.2429		0.2269	0.2269	0.0000	1,036.2393	1,036.2393	0.3019		1,043.7858
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.5904	5.2297	7.0314	0.0113		0.2429	0.2429		0.2269	0.2269	0.0000	1,036.2393	1,036.2393	0.3019		1,043.7858

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0537	0.0358	0.6045	1.7300e-003	0.2012	1.1600e-003	0.2024	0.0534	1.0700e-003	0.0544		174.9114	174.9114	4.1100e-003	3.8600e-003	176.1654
Total	0.0537	0.0358	0.6045	1.7300e-003	0.2012	1.1600e-003	0.2024	0.0534	1.0700e-003	0.0544		174.9114	174.9114	4.1100e-003	3.8600e-003	176.1654

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	25.8628					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Pandora Avenue Apartments - Los Angeles-South Coast County, Summer

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

Total	26.0436	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
--------------	----------------	---------------	---------------	--------------------	--	---------------	---------------	--	---------------	---------------	--	-----------------	-----------------	---------------	--	-----------------

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.9400e-003	5.9700e-003	0.1008	2.9000e-004	0.0335	1.9000e-004	0.0337	8.8900e-003	1.8000e-004	9.0700e-003		29.1519	29.1519	6.8000e-004	6.4000e-004	29.3609
Total	8.9400e-003	5.9700e-003	0.1008	2.9000e-004	0.0335	1.9000e-004	0.0337	8.8900e-003	1.8000e-004	9.0700e-003		29.1519	29.1519	6.8000e-004	6.4000e-004	29.3609

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	25.8628					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	26.0436	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Pandora Avenue Apartments - Los Angeles-South Coast County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.9400e-003	5.9700e-003	0.1008	2.9000e-004	0.0335	1.9000e-004	0.0337	8.8900e-003	1.8000e-004	9.0700e-003		29.1519	29.1519	6.8000e-004	6.4000e-004	29.3609
Total	8.9400e-003	5.9700e-003	0.1008	2.9000e-004	0.0335	1.9000e-004	0.0337	8.8900e-003	1.8000e-004	9.0700e-003		29.1519	29.1519	6.8000e-004	6.4000e-004	29.3609

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Limit Parking Supply
- Unbundle Parking Cost

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Pandora Avenue Apartments - Los Angeles-South Coast County, Summer

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

Mitigated	0.2904	0.2457	2.4065	4.9500e-003	0.5260	3.6600e-003	0.5297	0.1401	3.3900e-003	0.1435		504.8651	504.8651	0.0379	0.0228	512.6177
Unmitigated	0.3821	0.3802	3.8577	8.7000e-003	0.9394	6.1500e-003	0.9455	0.2502	5.7100e-003	0.2559		887.4608	887.4608	0.0577	0.0354	899.4524

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	130.56	117.84	98.16	424,117	237,506
Total	130.56	117.84	98.16	424,117	237,506

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS
Apartments Mid Rise	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.00070

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Natural Gas Mitigated	6.3900e-003	0.0546	0.0232	3.5000e-004		4.4100e-003	4.4100e-003		4.4100e-003	4.4100e-003			69.7048	69.7048	1.3400e-003	1.2800e-003	70.1190

Pandora Avenue Apartments - Los Angeles-South Coast County, Summer

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

Natural Gas Unmitigated	6.3900e-003	0.0546	0.0232	3.5000e-004		4.4100e-003	4.4100e-003		4.4100e-003	4.4100e-003		69.7048	69.7048	1.3400e-003	1.2800e-003	70.1190
-------------------------	-------------	--------	--------	-------------	--	-------------	-------------	--	-------------	-------------	--	---------	---------	-------------	-------------	---------

5.2 Energy by Land Use - Natural Gas Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O
Land Use	kBTU/yr	lb/day										lb/day				
Apartments Mid Rise	592.491	6.3900e-003	0.0546	0.0232	3.5000e-004		4.4100e-003	4.4100e-003		4.4100e-003	4.4100e-003		69.7048	69.7048	1.3400e-003	1.2800e-003
Total		6.3900e-003	0.0546	0.0232	3.5000e-004		4.4100e-003	4.4100e-003		4.4100e-003	4.4100e-003		69.7048	69.7048	1.3400e-003	1.2800e-003

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O
Land Use	kBTU/yr	lb/day										lb/day				
Apartments Mid Rise	0.592491	6.3900e-003	0.0546	0.0232	3.5000e-004		4.4100e-003	4.4100e-003		4.4100e-003	4.4100e-003		69.7048	69.7048	1.3400e-003	1.2800e-003
Total		6.3900e-003	0.0546	0.0232	3.5000e-004		4.4100e-003	4.4100e-003		4.4100e-003	4.4100e-003		69.7048	69.7048	1.3400e-003	1.2800e-003

6.0 Area Detail

6.1 Mitigation Measures Area

Pandora Avenue Apartments - Los Angeles-South Coast County, Summer

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

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.6809	0.0228	1.9782	1.0000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	3.5653	3.5653	3.4100e-003	0.0000	3.6506
Unmitigated	0.6809	0.0228	1.9782	1.0000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	3.5653	3.5653	3.4100e-003	0.0000	3.6506

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0424					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.5792					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0594	0.0228	1.9782	1.0000e-004		0.0110	0.0110		0.0110	0.0110		3.5653	3.5653	3.4100e-003		3.6506
Total	0.6809	0.0228	1.9782	1.0000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	3.5653	3.5653	3.4100e-003	0.0000	3.6506

Pandora Avenue Apartments - Los Angeles-South Coast County, Summer

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

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0424					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.5792					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0594	0.0228	1.9782	1.0000e-004		0.0110	0.0110		0.0110	0.0110		3.5653	3.5653	3.4100e-003		3.6506
Total	0.6809	0.0228	1.9782	1.0000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	3.5653	3.5653	3.4100e-003	0.0000	3.6506

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Pandora Avenue Apartments - Los Angeles-South Coast County, Summer

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

lation
1

	MH
6	0.003335

—

—

—

I

CO2e
70.1190
70.1190

CO2e
70.1190
70.1190

Pandora Avenue Apartments - Los Angeles-South Coast County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Pandora Avenue Apartments
Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Popul
Apartments Mid Rise	24.00	Dwelling Unit	0.25	29,252.00	4

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2025
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use - known lot acreage, building square footage, and unit types
- Construction Phase - Known grading period
- Grading - known grading area and export amount
- Demolition -
- Architectural Coating - known interior, exterior, and parking area square footage
- Woodstoves - No woodstoves or fireplaces planned for project
- Area Coating - known building and parking square footage
- Land Use Change -
- Sequestration - 6 new trees as part of project
- Mobile Land Use Mitigation - 28 parking spaces required, 23 provided
- Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	0.00	8,849.00

Pandora Avenue Apartments - Los Angeles-South Coast County, Winter

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

tblArchitecturalCoating	ConstArea_Residential_Exterior	19,745.00	8,849.00
tblArchitecturalCoating	ConstArea_Residential_Interior	59,235.00	29,252.00
tblAreaCoating	Area_Parking	0	8849
tblAreaCoating	Area_Residential_Interior	59235	29252
tblConstructionPhase	NumDays	2.00	17.00
tblConstructionPhase	PhaseEndDate	3/20/2024	4/10/2024
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	20.40	0.00
tblFireplaces	NumberNoFireplace	2.40	0.00
tblFireplaces	NumberWood	1.20	0.00
tblGrading	AcresOfGrading	0.50	0.25
tblGrading	AcresOfGrading	12.75	0.25
tblGrading	MaterialExported	0.00	3,488.00
tblLandUse	LandUseSquareFeet	24,000.00	29,252.00
tblLandUse	LotAcreage	0.63	0.25
tblLandUse	Population	69.00	41.00
tblSequestration	NumberOfNewTrees	0.00	6.00
tblWoodstoves	NumberCatalytic	1.20	0.00
tblWoodstoves	NumberNoncatalytic	1.20	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
--	-----	-----	----	-----	---------------	--------------	------------	----------------	---------------	-------------	----------	-----------	-----------	-----	-----	------

Pandora Avenue Apartments - Los Angeles-South Coast County, Winter

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

Year	lb/day										lb/day					
2024	26.0532	19.3828	14.3529	0.0431	5.3030	0.7060	6.0090	2.6906	0.6503	3.3409	0.0000	4,385.7074	4,385.7074	0.8980	0.2727	4,489.4159
Maximum	26.0532	19.3828	14.3529	0.0431	5.3030	0.7060	6.0090	2.6906	0.6503	3.3409	0.0000	4,385.7074	4,385.7074	0.8980	0.2727	4,489.4159

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	26.0532	19.3828	14.3529	0.0431	5.3030	0.7060	6.0090	2.6906	0.6503	3.3409	0.0000	4,385.7074	4,385.7074	0.8980	0.2727	4,489.4159
Maximum	26.0532	19.3828	14.3529	0.0431	5.3030	0.7060	6.0090	2.6906	0.6503	3.3409	0.0000	4,385.7074	4,385.7074	0.8980	0.2727	4,489.4159

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Pandora Avenue Apartments - Los Angeles-South Coast County, Winter

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

Area	0.6809	0.0228	1.9782	1.0000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	3.5653	3.5653	3.4100e-003	0.0000	3.6506
Energy	6.3900e-003	0.0546	0.0232	3.5000e-004		4.4100e-003	4.4100e-003		4.4100e-003	4.4100e-003		69.7048	69.7048	1.3400e-003	1.2800e-003	70.1190
Mobile	0.3754	0.4104	3.7794	8.3300e-003	0.9394	6.1500e-003	0.9455	0.2502	5.7100e-003	0.2559		850.1643	850.1643	0.0592	0.0369	862.6498
Total	1.0627	0.4878	5.7808	8.7800e-003	0.9394	0.0215	0.9609	0.2502	0.0211	0.2713	0.0000	923.4344	923.4344	0.0640	0.0382	936.4195

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.6809	0.0228	1.9782	1.0000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	3.5653	3.5653	3.4100e-003	0.0000	3.6506
Energy	6.3900e-003	0.0546	0.0232	3.5000e-004		4.4100e-003	4.4100e-003		4.4100e-003	4.4100e-003		69.7048	69.7048	1.3400e-003	1.2800e-003	70.1190
Mobile	0.2827	0.2652	2.4101	4.7500e-003	0.5260	3.6600e-003	0.5297	0.1401	3.4000e-003	0.1435		484.0974	484.0974	0.0396	0.0239	492.2007
Total	0.9700	0.3426	4.4115	5.2000e-003	0.5260	0.0191	0.5451	0.1401	0.0188	0.1589	0.0000	557.3674	557.3674	0.0443	0.0252	565.9704

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	8.72	29.75	23.69	40.77	44.00	11.56	43.27	44.00	10.95	41.43	0.00	39.64	39.64	30.75	34.18	39

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
--------------	------------	------------	------------	----------	---------------	----------	-------------------

Pandora Avenue Apartments - Los Angeles-South Coast County, Winter

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

1	Demolition	Demolition	3/4/2024	3/15/2024	5	10
2	Site Preparation	Site Preparation	3/16/2024	3/18/2024	5	1
3	Grading	Grading	3/19/2024	4/10/2024	5	17
4	Building Construction	Building Construction	3/21/2024	8/7/2024	5	100
5	Paving	Paving	8/8/2024	8/14/2024	5	5
6	Architectural Coating	Architectural Coating	8/15/2024	8/21/2024	5	5

Acres of Grading (Site Preparation Phase): 0.25

Acres of Grading (Grading Phase): 0.25

Acres of Paving: 0

Residential Indoor: 29,252; Residential Outdoor: 8,849; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 8,849 (Architectural

OffRoad Equipment

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

Pandora Avenue Apartments - Los Angeles-South Coast County, Winter

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	24.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	436.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	17.00	3.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5187	0.0000	0.5187	0.0785	0.0000	0.0785			0.0000			0.0000
Off-Road	0.6156	5.4776	7.3949	0.0120		0.2504	0.2504		0.2392	0.2392		1,148.6874	1,148.6874	0.2080		1,153.8870
Total	0.6156	5.4776	7.3949	0.0120	0.5187	0.2504	0.7691	0.0785	0.2392	0.3177		1,148.6874	1,148.6874	0.2080		1,153.8870

Unmitigated Construction Off-Site

Pandora Avenue Apartments - Los Angeles-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	4.8400e-003	0.3278	0.0862	1.3800e-003	0.0420	2.0000e-003	0.0440	0.0115	1.9100e-003	0.0134			152.2168	152.2168	8.5600e-003	0.0242	159.6368
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0321	0.0220	0.3090	9.1000e-004	0.1118	6.4000e-004	0.1124	0.0296	5.9000e-004	0.0302			92.0590	92.0590	2.3200e-003	2.2900e-003	92.7998
Total	0.0370	0.3498	0.3952	2.2900e-003	0.1538	2.6400e-003	0.1564	0.0412	2.5000e-003	0.0437			244.2757	244.2757	0.0109	0.0265	252.4366

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5187	0.0000	0.5187	0.0785	0.0000	0.0785			0.0000			0.0000
Off-Road	0.6156	5.4776	7.3949	0.0120		0.2504	0.2504		0.2392	0.2392	0.0000	1,148.6874	1,148.6874	0.2080		1,153.8870
Total	0.6156	5.4776	7.3949	0.0120	0.5187	0.2504	0.7691	0.0785	0.2392	0.3177	0.0000	1,148.6874	1,148.6874	0.2080		1,153.8870

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
--	-----	-----	----	-----	---------------	--------------	------------	----------------	---------------	-------------	----------	-----------	-----------	-----	-----	------

Pandora Avenue Apartments - Los Angeles-South Coast County, Winter

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

Category	lb/day										lb/day					
Hauling	4.8400e-003	0.3278	0.0862	1.3800e-003	0.0420	2.0000e-003	0.0440	0.0115	1.9100e-003	0.0134		152.2168	152.2168	8.5600e-003	0.0242	159.6368
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0321	0.0220	0.3090	9.1000e-004	0.1118	6.4000e-004	0.1124	0.0296	5.9000e-004	0.0302		92.0590	92.0590	2.3200e-003	2.2900e-003	92.7998
Total	0.0370	0.3498	0.3952	2.2900e-003	0.1538	2.6400e-003	0.1564	0.0412	2.5000e-003	0.0437		244.2757	244.2757	0.0109	0.0265	252.4366

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2651	0.0000	0.2651	0.0286	0.0000	0.0286			0.0000			0.0000
Off-Road	0.4985	5.6040	3.8921	9.7300e-003		0.2012	0.2012		0.1851	0.1851		942.2742	942.2742	0.3048		949.8930
Total	0.4985	5.6040	3.8921	9.7300e-003	0.2651	0.2012	0.4664	0.0286	0.1851	0.2138		942.2742	942.2742	0.3048		949.8930

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Pandora Avenue Apartments - Los Angeles-South Coast County, Winter

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

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0161	0.0110	0.1545	4.6000e-004	0.0559	3.2000e-004	0.0562	0.0148	3.0000e-004	0.0151		46.0295	46.0295	1.1600e-003	1.1500e-003	46.3999
Total	0.0161	0.0110	0.1545	4.6000e-004	0.0559	3.2000e-004	0.0562	0.0148	3.0000e-004	0.0151		46.0295	46.0295	1.1600e-003	1.1500e-003	46.3999

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2651	0.0000	0.2651	0.0286	0.0000	0.0286			0.0000			0.0000
Off-Road	0.4985	5.6040	3.8921	9.7300e-003		0.2012	0.2012		0.1851	0.1851	0.0000	942.2742	942.2742	0.3048		949.8930
Total	0.4985	5.6040	3.8921	9.7300e-003	0.2651	0.2012	0.4664	0.0286	0.1851	0.2138	0.0000	942.2742	942.2742	0.3048		949.8930

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Pandora Avenue Apartments - Los Angeles-South Coast County, Winter

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

Worker	0.0161	0.0110	0.1545	4.6000e-004	0.0559	3.2000e-004	0.0562	0.0148	3.0000e-004	0.0151		46.0295	46.0295	1.1600e-003	1.1500e-003	46.3999
Total	0.0161	0.0110	0.1545	4.6000e-004	0.0559	3.2000e-004	0.0562	0.0148	3.0000e-004	0.0151		46.0295	46.0295	1.1600e-003	1.1500e-003	46.3999

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.5554	0.0000	4.5554	2.4879	0.0000	2.4879			0.0000			0.0000
Off-Road	0.9132	9.7297	5.5468	0.0141		0.4001	0.4001		0.3681	0.3681		1,364.6623	1,364.6623	0.4414		1,375.6962
Total	0.9132	9.7297	5.5468	0.0141	4.5554	0.4001	4.9555	2.4879	0.3681	2.8560		1,364.6623	1,364.6623	0.4414		1,375.6962

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0517	3.5034	0.9212	0.0148	0.4489	0.0213	0.4703	0.1231	0.0204	0.1435		1,626.6300	1,626.6300	0.0915	0.2584	1,705.9229
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0257	0.0176	0.2472	7.3000e-004	0.0894	5.1000e-004	0.0899	0.0237	4.7000e-004	0.0242		73.6472	73.6472	1.8500e-003	1.8300e-003	74.2398

Pandora Avenue Apartments - Los Angeles-South Coast County, Winter

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

Total	0.0774	3.5210	1.1684	0.0155	0.5384	0.0218	0.5602	0.1468	0.0209	0.1677		1,700.2772	1,700.2772	0.0933	0.2602	1,780.1627
--------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	--	-------------------	-------------------	---------------	---------------	-------------------

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.5554	0.0000	4.5554	2.4879	0.0000	2.4879			0.0000			0.0000
Off-Road	0.9132	9.7297	5.5468	0.0141		0.4001	0.4001		0.3681	0.3681	0.0000	1,364.6623	1,364.6623	0.4414		1,375.6962
Total	0.9132	9.7297	5.5468	0.0141	4.5554	0.4001	4.9555	2.4879	0.3681	2.8560	0.0000	1,364.6623	1,364.6623	0.4414		1,375.6962

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0517	3.5034	0.9212	0.0148	0.4489	0.0213	0.4703	0.1231	0.0204	0.1435		1,626.6300	1,626.6300	0.0915	0.2584	1,705.9229
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0257	0.0176	0.2472	7.3000e-004	0.0894	5.1000e-004	0.0899	0.0237	4.7000e-004	0.0242		73.6472	73.6472	1.8500e-003	1.8300e-003	74.2398
Total	0.0774	3.5210	1.1684	0.0155	0.5384	0.0218	0.5602	0.1468	0.0209	0.1677		1,700.2772	1,700.2772	0.0933	0.2602	1,780.1627

Pandora Avenue Apartments - Los Angeles-South Coast County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598		1,104.9834	1,104.9834	0.3574		1,113.9177
Total	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598		1,104.9834	1,104.9834	0.3574		1,113.9177

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.2200e-003	0.1208	0.0451	5.5000e-004	0.0192	5.9000e-004	0.0198	5.5300e-003	5.6000e-004	6.0900e-003		59.2843	59.2843	2.0100e-003	8.5400e-003	61.8796
Worker	0.0546	0.0374	0.5252	1.5500e-003	0.1900	1.0900e-003	0.1911	0.0504	1.0100e-003	0.0514		156.5002	156.5002	3.9400e-003	3.9000e-003	157.7596
Total	0.0579	0.1582	0.5703	2.1000e-003	0.2092	1.6800e-003	0.2109	0.0559	1.5700e-003	0.0575		215.7845	215.7845	5.9500e-003	0.0124	219.6392

Mitigated Construction On-Site

Pandora Avenue Apartments - Los Angeles-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598	0.0000	1,104.9834	1,104.9834	0.3574		1,113.9177
Total	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598	0.0000	1,104.9834	1,104.9834	0.3574		1,113.9177

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.2200e-003	0.1208	0.0451	5.5000e-004	0.0192	5.9000e-004	0.0198	5.5300e-003	5.6000e-004	6.0900e-003		59.2843	59.2843	2.0100e-003	8.5400e-003	61.8796
Worker	0.0546	0.0374	0.5252	1.5500e-003	0.1900	1.0900e-003	0.1911	0.0504	1.0100e-003	0.0514		156.5002	156.5002	3.9400e-003	3.9000e-003	157.7596
Total	0.0579	0.1582	0.5703	2.1000e-003	0.2092	1.6800e-003	0.2109	0.0559	1.5700e-003	0.0575		215.7845	215.7845	5.9500e-003	0.0124	219.6392

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
--	-----	-----	----	-----	---------------	--------------	------------	----------------	---------------	-------------	----------	-----------	-----------	-----	-----	------

Pandora Avenue Apartments - Los Angeles-South Coast County, Winter

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

Category	lb/day										lb/day					
Off-Road	0.5904	5.2297	7.0314	0.0113		0.2429	0.2429		0.2269	0.2269		1,036.2393	1,036.2393	0.3019		1,043.7858
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.5904	5.2297	7.0314	0.0113		0.2429	0.2429		0.2269	0.2269		1,036.2393	1,036.2393	0.3019		1,043.7858

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0579	0.0396	0.5561	1.6400e-003	0.2012	1.1600e-003	0.2024	0.0534	1.0700e-003	0.0544		165.7061	165.7061	4.1700e-003	4.1300e-003	167.0396
Total	0.0579	0.0396	0.5561	1.6400e-003	0.2012	1.1600e-003	0.2024	0.0534	1.0700e-003	0.0544		165.7061	165.7061	4.1700e-003	4.1300e-003	167.0396

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Pandora Avenue Apartments - Los Angeles-South Coast County, Winter

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

Off-Road	0.5904	5.2297	7.0314	0.0113		0.2429	0.2429		0.2269	0.2269	0.0000	1,036.2393	1,036.2393	0.3019		1,043.7858
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.5904	5.2297	7.0314	0.0113		0.2429	0.2429		0.2269	0.2269	0.0000	1,036.2393	1,036.2393	0.3019		1,043.7858

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0579	0.0396	0.5561	1.6400e-003	0.2012	1.1600e-003	0.2024	0.0534	1.0700e-003	0.0544		165.7061	165.7061	4.1700e-003	4.1300e-003	167.0396
Total	0.0579	0.0396	0.5561	1.6400e-003	0.2012	1.1600e-003	0.2024	0.0534	1.0700e-003	0.0544		165.7061	165.7061	4.1700e-003	4.1300e-003	167.0396

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	25.8628					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Pandora Avenue Apartments - Los Angeles-South Coast County, Winter

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

Total	26.0436	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
--------------	----------------	---------------	---------------	--------------------	--	---------------	---------------	--	---------------	---------------	--	-----------------	-----------------	---------------	--	-----------------

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.6400e-003	6.6000e-003	0.0927	2.7000e-004	0.0335	1.9000e-004	0.0337	8.8900e-003	1.8000e-004	9.0700e-003		27.6177	27.6177	6.9000e-004	6.9000e-004	27.8399
Total	9.6400e-003	6.6000e-003	0.0927	2.7000e-004	0.0335	1.9000e-004	0.0337	8.8900e-003	1.8000e-004	9.0700e-003		27.6177	27.6177	6.9000e-004	6.9000e-004	27.8399

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	25.8628					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	26.0436	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Pandora Avenue Apartments - Los Angeles-South Coast County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.6400e-003	6.6000e-003	0.0927	2.7000e-004	0.0335	1.9000e-004	0.0337	8.8900e-003	1.8000e-004	9.0700e-003		27.6177	27.6177	6.9000e-004	6.9000e-004	27.8399
Total	9.6400e-003	6.6000e-003	0.0927	2.7000e-004	0.0335	1.9000e-004	0.0337	8.8900e-003	1.8000e-004	9.0700e-003		27.6177	27.6177	6.9000e-004	6.9000e-004	27.8399

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Limit Parking Supply
- Unbundle Parking Cost

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Pandora Avenue Apartments - Los Angeles-South Coast County, Winter

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

Mitigated	0.2827	0.2652	2.4101	4.7500e-003	0.5260	3.6600e-003	0.5297	0.1401	3.4000e-003	0.1435		484.0974	484.0974	0.0396	0.0239	492.2007
Unmitigated	0.3754	0.4104	3.7794	8.3300e-003	0.9394	6.1500e-003	0.9455	0.2502	5.7100e-003	0.2559		850.1643	850.1643	0.0592	0.0369	862.6498

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	130.56	117.84	98.16	424,117	237,506
Total	130.56	117.84	98.16	424,117	237,506

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS
Apartments Mid Rise	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.00070

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
lb/day											lb/day						
Natural Gas Mitigated	6.3900e-003	0.0546	0.0232	3.5000e-004		4.4100e-003	4.4100e-003		4.4100e-003	4.4100e-003			69.7048	69.7048	1.3400e-003	1.2800e-003	70.1190

Pandora Avenue Apartments - Los Angeles-South Coast County, Winter

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

Natural Gas Unmitigated	6.3900e-003	0.0546	0.0232	3.5000e-004		4.4100e-003	4.4100e-003		4.4100e-003	4.4100e-003		69.7048	69.7048	1.3400e-003	1.2800e-003	70.1190
-------------------------	-------------	--------	--------	-------------	--	-------------	-------------	--	-------------	-------------	--	---------	---------	-------------	-------------	---------

5.2 Energy by Land Use - Natural Gas Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O
Land Use	kBTU/yr	lb/day										lb/day				
Apartments Mid Rise	592.491	6.3900e-003	0.0546	0.0232	3.5000e-004		4.4100e-003	4.4100e-003		4.4100e-003	4.4100e-003		69.7048	69.7048	1.3400e-003	1.2800e-003
Total		6.3900e-003	0.0546	0.0232	3.5000e-004		4.4100e-003	4.4100e-003		4.4100e-003	4.4100e-003		69.7048	69.7048	1.3400e-003	1.2800e-003

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O
Land Use	kBTU/yr	lb/day										lb/day				
Apartments Mid Rise	0.592491	6.3900e-003	0.0546	0.0232	3.5000e-004		4.4100e-003	4.4100e-003		4.4100e-003	4.4100e-003		69.7048	69.7048	1.3400e-003	1.2800e-003
Total		6.3900e-003	0.0546	0.0232	3.5000e-004		4.4100e-003	4.4100e-003		4.4100e-003	4.4100e-003		69.7048	69.7048	1.3400e-003	1.2800e-003

6.0 Area Detail

6.1 Mitigation Measures Area

Pandora Avenue Apartments - Los Angeles-South Coast County, Winter

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

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.6809	0.0228	1.9782	1.0000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	3.5653	3.5653	3.4100e-003	0.0000	3.6506
Unmitigated	0.6809	0.0228	1.9782	1.0000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	3.5653	3.5653	3.4100e-003	0.0000	3.6506

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0424					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.5792					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0594	0.0228	1.9782	1.0000e-004		0.0110	0.0110		0.0110	0.0110		3.5653	3.5653	3.4100e-003		3.6506
Total	0.6809	0.0228	1.9782	1.0000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	3.5653	3.5653	3.4100e-003	0.0000	3.6506

Pandora Avenue Apartments - Los Angeles-South Coast County, Winter

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

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0424					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.5792					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0594	0.0228	1.9782	1.0000e-004		0.0110	0.0110		0.0110	0.0110		3.5653	3.5653	3.4100e-003		3.6506
Total	0.6809	0.0228	1.9782	1.0000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	3.5653	3.5653	3.4100e-003	0.0000	3.6506

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Pandora Avenue Apartments - Los Angeles-South Coast County, Winter

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

lation

1

I

CO2e
70.1190
70.1190

CO2e
70.1190
70.1190

EXHIBIT E

PUBLIC CORRESPONDENCE



WESTSIDE NEIGHBORHOOD COUNCIL
P.O. Box 64370 Los Angeles CA 90064
www.wncla.org (310) 474-2326



March 27, 2023

OFFICERS

Terri Tippit, Chair
Lisa Morocco, Vice-Chair
Shannon Burns, Treasurer
Jane Wishon, Parliamentarian

Los Angeles City Planning Commission
201 N Figueroa St. Los Angeles, CA
Los Angeles, CA 90012

BOARD MEMBERS

Jacob Adler
Galina Atencio
Barbara Broide
Vicki Curry
Joanne Dorfman
Margaret Gillespie
Karriann Hinds
Jeff Hronek
Mary Kusnic
Sean McMillan
Joseph Roth
Louis Schillace
Lindsay Shea
Jae Wu

Connie Chauv | connie.chauv@lacity.org

Re: 1854-1862 S Pandora Ave; APNs: 4317-001-014, 4317-001-015
Case Number: CPC-2022-3108-CU-DB-WDI-PHP-HCA

Dear Los Angeles City Planning Commission,

I am writing on behalf of the Westside Neighborhood Council Governing Board (WNC) representing 80,000 stakeholders in Century City, Cheviot Hills, Rancho Park.

At the February 9, 2023 Board the applicant presented their proposal, a 24-unit Density Bonus apartment project. After a discussion, the board voted to submit a letter of appreciation – rather than of support or opposition – acknowledging the efforts of the applicant team to support the requests of the neighbors and larger community surrounding the project located at the above-captioned address.

The applicant appeared before the Century Glen HOA on June 14, 2022, to initially present the project to the surrounding neighborhood. They then presented the proposed project to a joint audience of the Westwood South of Santa Monica Blvd (WSSM) HOA and the WNC Land Use Committee on September 6, 2022. They returned to the WNC Land Use Committee on December 1, 2022 and, finally, presented the proposed project to the full WNC Board on February 9, 2023.

Over the course of their engagement with the neighbors and relevant neighborhood HOAs and boards, and in an attempt to address concerns raised, the applicant team agreed to make the following changes:

- Increased the parking provision from 23 parking spaces to 25 parking spaces
- Changed the exterior color from dark grey to light grey to avoid darkening the street, especially to the rear where the building will rise 70 feet from grade.
- Provide free 6-month TAP cards for unlimited rides on Metro buses and trains to new residents who do not rent an “unbundled parking space” in the provided garage
- Reduced the projection of the balconies into the rear yard to better preserve the privacy of the condominium building to the rear, which sits downhill from the proposed development

- Added fire-resistant Mediterranean Cypress trees to the rear property line to preserve the privacy and character of the rear yard neighbor's current setting
- Offered to help fund an emergency blue light call box along Santa Monica Blvd
- Added a camera whose monitoring capacity reaches to the right-of-way along Pandora Ave to better secure neighborhood safety
- Agreed to make every effort to preserve the existing Raywood Ash trees in the parkway in front of the project site Agreed to install a sign at the driveway of the building instructing delivery and rideshare drivers to pull into the driveway in order to avoid obstructing the very narrow roadway

Although this is not a letter of support, we want to recognize the applicant's effort to modify the original proposal based on input from the community and surrounding neighborhood.

Sincerely,

Terri Tippit

Terri Tippit, WNC Chair

Cc Councilwoman Katy Yaroslavsky



Connie Chauv <connie.chauv@lacity.org>

Westside NC 1854-1862 S Pandora Ave; APNs: 4317-001-014, 4317-001-015

Terri Tippit <tmtippit@ca.rr.com>

Tue, Mar 28, 2023 at 3:04 AM

To: connie.chauv@lacity.org

Cc: Dylan Sittig <dylan.sittig@lacity.org>, Westside NC Land Use/Mobility Committee <wncluc@gmail.com>, Joseph Roth <josepheroth@hotmail.com>

Pls. see the attach letter from the Westside NC to be submitted to the file for 1854-1862 S Pandora Ave;
APNs: 4317-001-014, 4317-001-015

Case Number: CPC-2022-3108-CU-DB-WDI-PHP-HCA.

Thanks,

T

 **wnc Pandora Letter 03.27.2023.pdf**
167K



Connie Chauv <connie.chauv@lacity.org>

Case Number 2022-3108-CU-DB-WDI-PHP-HCA Hearing Dare 4/19/2023 10:00 AM

Ash Reddy <ashreddys@yahoo.com>

Wed, Apr 5, 2023 at 8:30 AM

To: Connie.Chauv@lacity.org

Cc: Shabbir Rangwala <srang9@hotmail.com>, Sandeep Reddy <sandeepkreddy@earthlink.net>

Dear Connie,

We are the property owners at 1864 South Pandora Ave, Los Angeles. We are submitting this letter of objection to various variances the above project at 1854-1862 South Pandora Avenue is seeking.

We are very concerned that a massive structure of 24 units will be built replacing a total of current 5 units in a residential looking neighborhood on a narrow street adding to traffic and parking issues. Density and the height of the building will be harmful to the area which is mainly comprises of single family houses.

We are afraid that the lighting and ventilation to our houses will be substantially curtailed due to this monstrosity.

Specifically, we are requesting you NOT to waive or grant exemptions to the following categories listed on the application due the reasons enumerated:

1. Exemption from CALIFORNIA ENVIRONMENTAL QUALITY ACT. This huge project definitely requires environmental study.
2. A 195% density bonus in lieu of 35% is an increase of 5.5 times which will add to massive structure with no open space.
3. a. A considerable increase in floor area ration from 3:1 to 4.03:1 would completely cut off ventilation to our property.
3. b. Height increase to 70 feet instead of 45 feet will completely block sunlight to our houses.
4. a. A six inch front set back in lieu of 15 feet front set back(which is a reduction of 96.7%) because our property has prevailing set back and this new project will stick out and block site and stick out like a sore thumb.
4. d. A six inch southerly side yard setback instead of requires 8 feet set back. If this waiver is granted, it would be detrimental to our site because of light and ventilation issues. Also this will create a huge fire risk to our structure due to accessibility issues. You basically making this into a commercial zone with no side yard for the project. Only fire access to this building will be through our property.
5. We have dedicated 10 feet of our land to the city when we got our approval and are required to widen the street. If you allow this project to only dedicate 4 feet and waive roadway widening on East side of Pandora Avenue this will be a slap in the face to us and defeats the entire purpose of dedication and road widening. If this project is granted this waiver we respectfully seek same remedy, namely exemption from street widening.

Please make this email our official response to the hearing and part of the hearing process.

I and our legal representative will be available to discuss any and all issues further.

Please contact me at 818 324 0208 if you need any further clarification.

Regards,

Ashok Sreepathi
818 324 0208

4 attachments



image3.jpeg
2790K



image0.jpeg
2479K



image1.jpeg
2922K

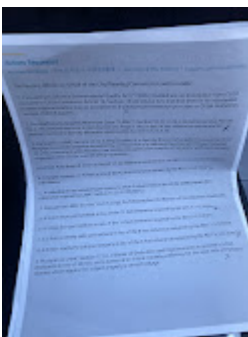


image2.jpeg
2957K



Connie Chauv <connie.chauv@lacity.org>

Case #CPC-2022-3108-CU-DB-WDI-PHP-HCA

Karen Zimmelman <kzimm1814@gmail.com>
To: "connie.chauv@lacity.org" <connie.chauv@lacity.org>

Wed, Apr 5, 2023 at 1:26 PM

Regarding [1854-1862 South Pandora Avenue, Los Angeles, CA. 90025](#)

Dear Ms. Chauv,

First, let me thank you again for returning my call. It was refreshing to see that a City Planner takes the time to respond to inquiries made by it's private citizens. To often that is not the case.

In our phone conversation you were kind enough to address the few questions I had regarding "Actions Requested" for the property listed above. At the end of that conversation I still had a major concern on the Waiver of Dedication and road widening issues.

Pandora is currently a very narrow street and only has parking on on side, the east side. The proposal for this development if approved will create a building with 24 units, no where did I see information that the developer would be providing one or two car spots for each of the units other than the 6 planned low income units. No where does it state if there will be two car spots in a tandem layout or side by side. There will be two and three bedroom units in this building, one must believe that these units will have more than one car and more than one driver. My concern is that there will not be sufficient parking spaces provided. If there is not enough parking I fear the overflow will seek parking on Holmby Ave. which is one block west of Pandora and is already seeing a limit in available spots for our own residents because of multi car families not having enough parking spaces in their own buildings.

My other concern is the big trucks coming in and out for this development, once again they are navigating a very narrow street, Pandora needs to be widen to the maximum guidelines just to make it manageable.

In closing I wish to suggest that members of the Planning Committee take the time to take a field trip to Pandora Ave. to see first hand the street and the site location for this development.

Sincerely,
Karen Zimmelman
[1814 Holmby Ave.](#)
[Los Angeles, CA 90025](#)
310 474-9700



Connie Chauv <connie.chauv@lacity.org>

Proposed Multifamily Project at 1854-1862 South Pandora Avenue

J P <p8pete@gmail.com>

Wed, Apr 12, 2023 at 12:33 PM

To: "connie.chauv@lacity.org" <connie.chauv@lacity.org>

Hello Connie Chauv:

I have several observations regarding the Proposed Multifamily Project located at 1854-1862 South Pandora Avenue. The Project Case Number is: CPC-2022-3108-CU-DB-WDI-PHP-HCA.

I live within 500 feet of the Proposed Project, and I did not receive via mail any notification of the proposed construction. Can you please email the documents that were posted along with Notice of Public Meeting on another construction site located at 1866 South Pandora Avenue?

After reading the documents that were posted on Notice of Public Meeting, I find problematic the various Zoning Code Variances that the Developers are requesting as described below. And I feel that they should be seriously reconsidered as they have adverse impacts on the neighborhood and its residents.

1. An increase in height from the Code maximum from 45 feet to 70 feet. An increase in the allowed number of stories from 3 to 5.
2. A density increase from permitted 35% to a requested 195% resulting in a floor area ratio or FAR of 4:03:1 rather than an allowed FAR of 3:1. This results in a planned total project square footage of 29,000.
3. A reduction of open space required from 2,900 SF to Zero SF.
4. Significant reductions in the required front, rear, and side yard setbacks.
5. A reduction of street Dedication and Improvements from 10 feet to 4 feet, and a reduction of the required street widening of 8 feet to Zero feet. The proposed Project fronts on a substandard width street that just barely accommodates a curbside parked vehicle and one moving traffic lane.

Over the last several years there have been 5 major multifamily construction projects on Pandora. The neighborhood has had to endure construction equipment noise, hauling of removed site soil, dump trucks, cement trucks, delivery vehicles, dust, debris, and the unauthorized use of the street for staging of construction materials and equipment for years and years.

There is a Major Construction Project planned for the site at the corner of Santa Monica and Beverly Glen that abuts Pandora. It should also be noted that the Project is out of character to the neighborhood in terms of its height and bulk. And the Project's requests for Zoning Variances are particularly egregious.

As currently designed this proposed Project should be rejected. The Project needs to be scaled back to 3 stories and redesigned to comply with all Zoning Code requirements without exception. I am an Architect and I know full well that if I proposed the type of Zoning Variances requested on a multifamily residential project in a residential neighborhood, that they would be rejected outright.

And the Project does not appear to be designed to comply with State Bill SB 35 requirements. More to follow including photos of each of the 5 construction projects recently completed, along with photos of unauthorized street usage during construction of these projects.

Thank you.

John Peightel

email: p8pete@gmail.com



Connie Chauv <connie.chauv@lacity.org>

Regarding Case# CPC-2022-3108-CU-DB-WDI-PHP-HCA

ManShan Celica Tong <celicatong@gmail.com>

Mon, Apr 17, 2023 at 9:02 AM

Reply-To: celicatong@gmail.com

To: "connie.chauv@lacity.org" <connie.chauv@lacity.org>

Dear Ms. Chauv,

I am writing to you on behalf of all residents at [10417-10421 Pandora Ct, Los Angeles, CA 90025](#). We have concerns over case number: CPC-2022-3108-CU-DB-WDI-PHP-HCA. Please see attached letter for details. Thank you for your time and consideration.

Sincerely,

-Celica Tong



Letter to City Planning.pdf

43K

Celica Tong
President
Century Skyline Maintenance Association
10421 Pandora Ct
Los Angeles, CA 90025

April 14, 2023

Connie Chauv
Department of City Planning
200 N. Spring Street, Suite 720
Los Angeles, CA 90012

Dear Ms. Chauv,

I am writing to you on behalf of all residents at 10417-10421 Pandora Ct, Los Angeles, CA 90025. We are greatly concerned over a proposed construction project in our community. The project address is 1854-1862 South Pandora Avenue, case number: CPC-2022-3108-CU-DB-WDI-PHP-HCA. We would like to seek your help in ensuring that this project is not approved. The proposed construction is set to take place on the very narrow South Pandora Avenue that is already struggling with congestion and traffic safety issues. This project will only make matters worse for the community, as it will increase traffic and exacerbate safety concerns even further. Please see below for our reasons to oppose this project:

- California Environmental Quality Act Guidelines (CEQA), Article 19, Section 15332 (Class 32)
 - It is important to note that the proposed construction project does not meet the necessary exception to the categorical exemption pursuant to CEQA guidelines, section 15300.2. This construction project, if approved, can have far-reaching consequences on our community, our environment, and our future.
 - This project will result in a significant increase in traffic, pollution, and noise in the surrounding areas. The site is located in close proximity to adjacent residential areas, creating a potential health hazard for the residents.
 - Furthermore, the public has not had an adequate opportunity to express their opinions and concerns about the proposed construction project. The approval of such a project can have a long-lasting impact on future generations, and it is imperative that the decision-makers take into consideration the potential risks and impacts associated with the project.
 - Therefore, we implore you to reconsider the proposed construction project and work towards a more sustainable and responsible solution that meets the required environmental standards. I urge you to listen to the concerns of the public, consider the potential impacts, and take a responsible approach to the project.
- RD1.5-1-O Zone (Height increase to 70 feet in lieu of the 45 feet allowed)
 - This will visually dominate adjacent residential areas

- There are several reasons why such a development would not be permissible within the designated zone. Firstly, permitting a height increase above the approved limit would have a significant impact on the overall character and aesthetic of the area, potentially causing an imbalance in the community. In addition, it could potentially compromise public safety by creating hazards such as increased wind resistance and potential for collapse in adverse weather conditions.
- Furthermore, building a structure that violates local zoning regulations may lead to legal and financial repercussions, which could have a negative impact on both the developer and the community at large.
- As such, we strongly advise against constructing a building with a height exceeding the 45-foot limit currently permitted within the RD 1.5-1-O zone.
- LAMC Section 12.24 U26 (195% increase in density over project site in lieu of 35% allowable)
 - The increase in density would lead to overcrowding, limited open space, and the loss of privacy for the residents.
 - Moreover, the proposed construction site would be expected to create excessive motor traffic due to the increase in density, restricting the free-flow of transportation. This would worsen the already frustrating traffic congestion and reduce public health and safety, hindering the ability of emergency services to respond quickly in case of an accident or emergency.
 - Therefore, we urge you to reject the proposed construction project which would lead to a 195 percent increase in density over the project site in lieu of the otherwise permitted 35% increase in density allowable under LAMC section 12.22 A.25.
- RD1.5-1-O Zone (A floor area ratio of 4.03:1 in lieu of 3:1)
 - According to the regulations, the zoning regulations require a floor area ratio of 3:1, but the proposed project has a ratio of 4.03:1.
 - This blatant disregard for the zoning regulations will have a significant negative impact on our community. The area in question is already congested and overwhelmed with traffic and people. Allowing this project to proceed will only exacerbate the problems of overcrowding and traffic congestion.
- LAMC Section 12.37
 - Pandora Avenue is a small street, with parking permitted on one side only and when cars are parked on one side, 2 cars cannot pass simultaneously without yielding.
 - There are several reasons why it may not be ideal to waive LAMC section 12.37 for a project to provide a 4-foot dedication in lieu of 10 feet and waive an 8-foot roadway widening of Pandora Avenue. Some of these reasons include:
 - Traffic congestion: A narrower roadway may lead to increased traffic congestion, especially if the area already has heavy traffic flow. This can result in longer commute times, increased pollution, and decreased safety for pedestrians and drivers.
 - Limited access: A narrower roadway may limit the ability of emergency vehicles, such as fire trucks and ambulances, to access the area in case of an emergency.
 - Property value: A narrower roadway may affect property values in the area negatively. This could translate to a decrease in the amount of taxes collected, which could affect the funding of essential services such as schools, parks, and public safety.

- Risk of accidents: A narrower roadway may increase the risk of accidents, especially if there are no pedestrian lanes or bike lanes. This could lead to higher insurance premiums and increased liability for the city or developer.
 - Inconsistency with city planning: The LAMC section 12.37 exists to ensure that the city's planning goals are met. If the developer is granted a waiver, it may be inconsistent with the city's long-term planning goals and lead to further complications down the line.
 - In summary, waiving LAMC section 12.37 for a project to provide a 4-foot dedication in lieu of 10 feet and waive an 8-foot roadway widening of Pandora Avenue may not be ideal due to the potential negative impacts on traffic, emergency vehicle access, property values, safety, and city planning consistency.
- In conclusion
 - This is not a case of nimbyism or fear of change. Rather, it is an issue of proper planning and following the regulations that have been put in place for a reason. The zoning, environment and city regulations were created to ensure that development occurs in a responsible and sustainable manner, taking into account the needs of the community.
 - We urge the Department of City Planning to reject this project in its current form and adhere to the existing regulations. Our community deserves responsible development that takes into account the needs of all residents, not just those of developers. Let us work together to create a better future for our community.

Thank you for your time and consideration.

Sincerely,

Celica Tong
President
Century Skyline Maintenance Association



Connie Chauv <connie.chauv@lacity.org>

Revised Comments for 1854-1862 South Pandora Proposed Project

J P <p8pete@gmail.com>

Tue, Apr 18, 2023 at 8:04 AM

To: Connie Chauv <connie.chauv@lacity.org>


Hello Connie:

Please find attached revised comments as a PDF document for the Proposed Project for 1854-1862 South Pandora Avenue.

The case number is: CPC-2022-3108-CU-DB-WDI-PHP-HCA.

The associated formatted photos to follow shortly.

Thank you.
John Peightel

 **1854-1862 Pandora CPC20223108CUDBWDIPHPHCA.pdf**
206K

Proposed Multifamily Project at 1854 – 1862 South Pandora

Los Angeles Planning Department
17 April 2023

Attn: Connie Chauv:

I have several observations regarding the Proposed Multifamily Project located at 1854-1862 South Pandora Avenue. The Project Case Number is: CPC-2022-3108-CU-DB-WDI-PHP-HCA.

I live within 500 feet of the Proposed Project, and recently received via email the Notice of Public Hearing that describes the nature and scope of the Proposed Project.

After reading the Notice of Public Hearing, I find problematic the various Zoning Code Variances that the Developers are requesting as described below. And I feel that they should be seriously reconsidered as they have adverse impacts on the neighborhood and its residents.

1. Height Increase:

An increase in height from the Code maximum from 45 feet to 70 feet. An increase in the allowed number of stories from 3 to 5. The Project rendering indicates a 4 story building. The Proposed Project height will be 25 feet taller than all of the nearby buildings.

2. Density Increase:

A density increase from permitted 35% to a requested 195% resulting in a floor area ratio or FAR of 4:03:1 rather than an allowed FAR of 3:1. This results in a planned total project square footage of 29,000. The Proposed Project' square footage is extremely excessive and will be larger than most of the other buildings on the street of similar frontage that are Zoned R1.5-1-O.

3. Deleted Open Space:

A reduction of open space required from 2,900 SF to Zero SF. Which includes removing street trees and further increasing the Proposed Project's adverse environmental impacts on the street.

4. Reduced Setbacks:

Significant reductions in the required front, rear, and side yard setbacks. Which have adverse impacts on the adjacent buildings, and their associated access to the sky and natural light.

5. Street Impacts:

A reduction of street Dedication and Improvements from 10 feet to 4 feet, and a reduction of the required street widening of 8 feet to Zero feet. The proposed Project fronts on a substandard width street that just barely accommodates a curbside parked vehicle and one moving traffic lane.

6. Number of Units:

The Proposed Project has 24 units. This far exceeds the number of units found in other buildings in the portion of South Pandora where the Proposed Project site is located, and those sites are Zoned R1.5-1-O.

Over the last several years there have been 5 major multifamily construction projects on Pandora. The neighborhood has had to endure construction equipment noise, hauling of removed site soil, dump trucks, cement trucks, dust, debris, and the unauthorized use of the street for staging of construction materials and equipment for years and years.

Proposed Multifamily Project at 1854 – 1862 South Pandora
Case Number: CPC-2022-3108-CU-DB-WDI-PHP-HCA.

There is a Major Construction project planned for the site at the corner of Santa Monica and Beverly Glen that abuts Pandora. It should also be noted that the Proposed Project is out of character to the neighborhood in terms of its height and bulk. And the Proposed Project's requests for Zoning Variances are particularly egregious.

As currently designed this proposed Project should be rejected. The Project needs to be scaled back to 3 stories and redesigned to comply with all Zoning Code requirements without exception. I am an Architect and I know full well that if I proposed the type of unprecedented Zoning Variances requested on a multifamily residential project in an established residential neighborhood, that they would be rejected outright.

And the Project does not appear to be designed to comply with Senate Bill SB 35 requirements. The 6 low income units out of a total of 24 units should not warrant an exorbitant 195% density bonus considering that the other 16 units will most likely be market rate luxury apartments. The Proposed Project is in no way a solution to the housing affordability problem in Los Angeles.

Proposed Project: The two parcels that comprise of the Proposed Project, 1854 and 1862 South Pandora Avenue, are Zoned RD1.5-1-O. The Proposed Project has a requested built up area of 29,000 SF on a combined lot area of 11,012 SF.

The text below identifies some of the recent construction projects that have been built over the last several years on Pandora, that are located on the same block as the Proposed Project. See attached associated photos of these construction projects, along with photos of unauthorized street usage during the construction of these projects.

Pandora Photo 1: The recent development at 1866 Pandora is a small lot subdivision with 3 separate 3 story townhomes. Construction is incomplete. Zoned RD1.5-1-O. Approximate total built up area for the 3 townhomes is 9,000 SF on a 5,506 SF lot.

Pandora Photo 2: The recent development at 1866 Pandora shows a portion of the adjacent existing apartment building at 1862 Pandora that will be demolished in order to build the Proposed Project. The 1866 development is 45 feet in height. For a sense of scale, if the Proposed Project is approved with a height of 70 feet, it will be 25 feet taller than the 1866 development.

Pandora Photo 3: The existing development at the 1850 Pandora is a 2 story 5 unit townhome apartment building with a total square footage of approximately 4,476 SF on a 5,506 SF lot. Zoned RD1,5-1-O. The existing housing to the right of this 2 story building located at 1854 Pandora is proposed to be demolished. The 1850 building will be severely impacted by the adjacent Proposed Project.

Pandora Photo 4: The recent development at the 1839 Pandora is comprised of 4 luxury through building flats condominium units that are 4 stories and 45 feet in height along the street frontage. Construction is complete. Zoned RD1.5-1-O. Approximate total built up area for the 4 condominiums is 10,800+ SF on a 6,771 SF lot.

Proposed Multifamily Project at 1854 – 1862 South Pandora
Case Number: CPC-2022-3108-CU-DB-WDI-PHP-HCA.

Pandora Photo 5: The recent development at 10417, 10419, and 10421 Pandora Court is a small lot subdivision comprised of 3 townhomes of 4 stories with a height of 45 feet along the street frontage. Construction is complete. Zoned RD1.5-1-O. Total for the 3 townhomes has an estimated built up area of 7,200 SF on an approximate combined lot area of 6,546 SF.

Pandora Photo 6: The recent development at the 1825 Pandora is a luxury rental apartment building with 14 units of 4 stories with a height of 45 feet. The project was built by combining several adjacent lots and demolishing the existing rental apartment buildings. Construction activity is nearly complete. Zoned RD1.5-1-O. Estimated built up area of 40,000+ SF on a combined lot area of 19,219 SF.

Pandora Photo 7: The recent development at 1810 Pandora is a luxury condo apartment building with 9 units of 4 stories with a height of 45 feet along the street frontage. Construction is complete. Zoned R3-1-0. The total built up area is 10,475 SF on a 6,476 SF lot.

Pandora Photo 8: This property has frontage along Santa Monica Boulevard, Beverley Glen Boulevard, and abuts Pandora Avenue. It is comprised of 5 separate parcels. There may be a future project for this site but the type is not known and construction activity has not yet started. LA City Documents indicate, based on the volume of earth to be removed, that this future project is very significant in size and scope. Zoned C2-1VL.

Street Usage Photos: The attached 10 photos indicate how construction materials and equipment utilized South Pandora Avenue and Holmby Avenue in a manner disruptive to street traffic, and that may not have been authorized. It is not known if required Street Use Permits were obtained. Many of the Pandora construction projects used the Y-intersection for the staging of material deliveries rather than incorporating a designated lay down area on the actual construction site. The photos only indicate a small sample of the types of possible violations that have occurred.

With the Developer requesting all of the expansive exemptions or modifications to the Zoning Code requirements, the question has to be asked is “What does the neighborhood get in return for the granting of these exemptions?” In other words, how will the Proposed Project benefit the surrounding community?

There are many concerned nearby residents of Pandora that will be severely and adversely impacted by the Proposed Project if it is approved as submitted. This portion of the street has seen enough recent development, and can neither support nor sustain the intensity of development of the Proposed Project.

In effect the Developer is essentially “asking for the moon”, whereas the Zoning Code would allow for at most a few small moon rocks.

Proposed Multifamily Project at 1854 – 1862 South Pandora
Case Number: CPC-2022-3108-CU-DB-WDI-PHP-HCA.



Photo 1: 1866 Pandora



Photo 2: 1862 Pandora and 1866 Pandora

Proposed Multifamily Project at 1854 – 1862 South Pandora
Case Number: CPC-2022-3108-CU-DB-WDI-PHP-HCA.



Photo 3: 1850 Pandora and 1854 Pandora



Photo 4: 1839 Pandora

Proposed Multifamily Project at 1854 – 1862 South Pandora
Case Number: CPC-2022-3108-CU-DB-WDI-PHP-HCA.



Photo 5: 10417 Pandora Court



Photo 6: 1825 Pandora

Proposed Multifamily Project at 1854 – 1862 South Pandora
Case Number: CPC-2022-3108-CU-DB-WDI-PHP-HCA.



Photo 7: 1810 Pandora



Photo 8: Pandora and Santa Monica at Beverly Glen

Proposed Multifamily Project at 1854 – 1862 South Pandora
Case Number: CPC-2022-3108-CU-DB-WDI-PHP-HCA.



Photo 1: Street Usage



Photo 2: Street Usage

Proposed Multifamily Project at 1854 – 1862 South Pandora
Case Number: CPC-2022-3108-CU-DB-WDI-PHP-HCA.



Photo 3: Street Usage



Photo 4: Street Usage

Proposed Multifamily Project at 1854 – 1862 South Pandora
Case Number: CPC-2022-3108-CU-DB-WDI-PHP-HCA.



Photo 5: Street Usage

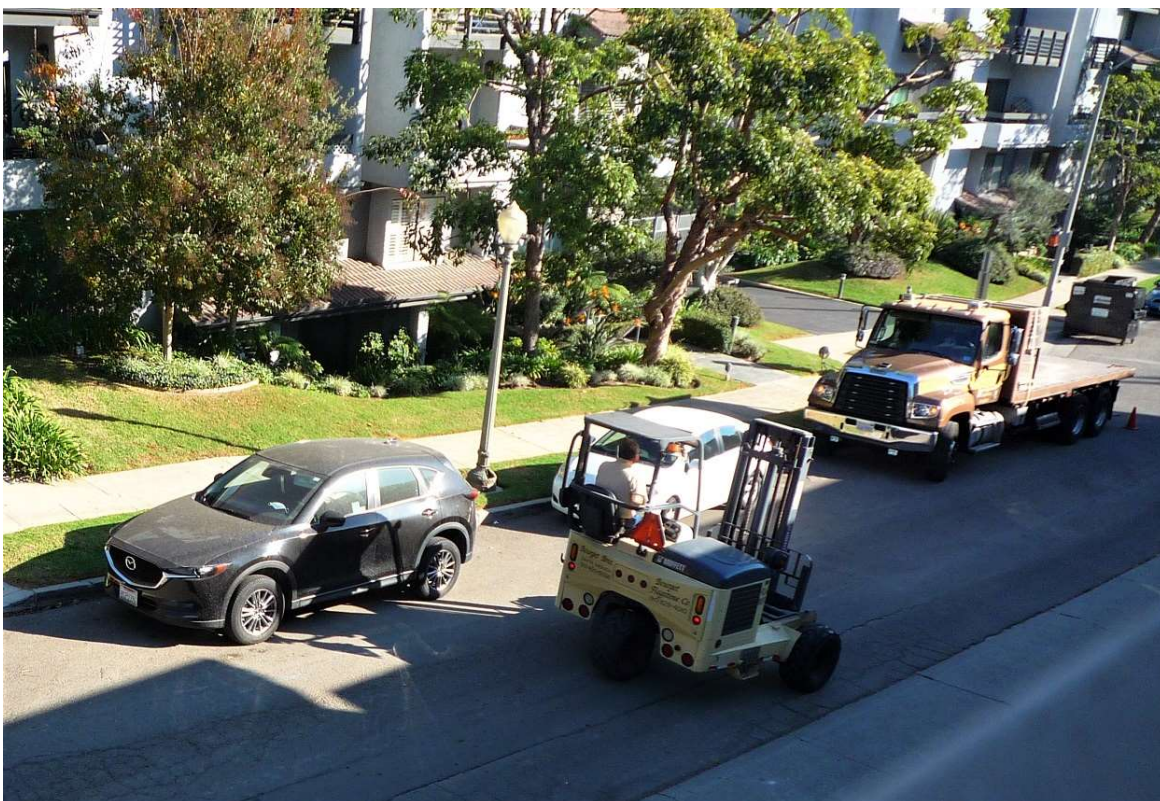


Photo 6: Street Usage

Proposed Multifamily Project at 1854 – 1862 South Pandora
Case Number: CPC-2022-3108-CU-DB-WDI-PHP-HCA.



Photo 7: Street Usage



Photo 8: Street Usage

Proposed Multifamily Project at 1854 – 1862 South Pandora
Case Number: CPC-2022-3108-CU-DB-WDI-PHP-HCA.



Photo 9: Street Usage



Photo 10: Street Usage



Connie Chauv <connie.chauv@lacity.org>

Proposed Multifamily Project at 1854-1862 South Pandora Avenue

J P <p8pete@gmail.com>

Wed, Apr 12, 2023 at 7:56 PM

To: Connie Chauv <connie.chauv@lacity.org>

Hello Connie Chauv:

Please incorporate the additional text and photographs below into the comments and observations found in the previous email regarding the captioned Proposed Project.

Pandora Photo 1: The development at the 1862 address is a small lot subdivision development with 3 separate 3 story townhomes. Construction is incomplete. Zoned RD1.5-1-O.

Pandora Photo 2: The development at the 1862 address shows a portion of the adjacent existing apartment building that will be demolished in order to build the Proposed Project. Note for a sense of scale that the small lot subdivision buildings are 45 feet tall, and the Proposed Project height of 70 feet will be 25 feet above those buildings.

Pandora Photo 3: The development at the 1839 address is comprised of 4 luxury through building flats condominium units that are 4 stories and 45 feet in height along street frontage. Construction is complete. Zoned RD1.5-1-O.

Pandora Photo 4: The development at 10417, 10419, and 10421 Pandora Court is a small lot subdivision comprised of 3 townhomes of 4 stories with a height of 45 feet along street frontage. Construction is complete. Zoned RD1.5-1-O.

Pandora Photo 5: The development at the 1825 address is a luxury rental apartment building with 14 units of 4 stories with a height of 45 feet. The project was built by combining two adjacent lots and demolishing the existing rental apartment buildings. Construction activity is nearly complete. Zoned RD1.5-1-O.

Pandora Photo 6: The development at the 1810 address is a luxury condo apartment building with 9 units of 4 stories with a height of 45 feet along street frontage. Construction is complete. Zoned R3-1-O.

Pandora Photo 7: This property has frontage along Santa Monica Boulevard, Beverley Glen Boulevard, and abuts Pandora Avenue It is comprised of 6 separate parcels. Proposed Project type not known and Construction activity has not yet started. Documents indicate based on the volume of earth to be removed, that the Proposed Project is very significant in size and scope. Zoned C2-1VL.

The two parcels that comprise the Proposed Project, 1854 and 1862 South Pandora Avenue, are Zoned RD1.5-1-O.

With the Developer requesting all of the expansive exemptions or modifications to the Zoning Code requirements, the question has to be asked is "What does the neighborhood get in return for the granting of these exemptions?" In other words, how will the Proposed Project benefit the community?

Street Usage Photos: The attached 10 photos indicate how construction materials and equipment utilized South Pandora Avenue and Holmby Avenue in a manner disruptive to street traffic and that may not have been authorized. It is not known if required Street Use Permits were obtained. Many of the Pandora construction projects used the Y-intersection for the staging of material deliveries rather than incorporating a designated lay down area on the actual construction site. The photos only indicate a small sample of the types of possible violations that may have occurred.

Thank you.
John Peightel

[Quoted text hidden]

17 attachments



Pandora Photo 1.JPG
1174K



Pandora Photo 4.JPG
1155K



Pandora Photo 3.JPG
885K



Pandora Photo 5.JPG
1201K



Pandora Photo 2.JPG
1097K



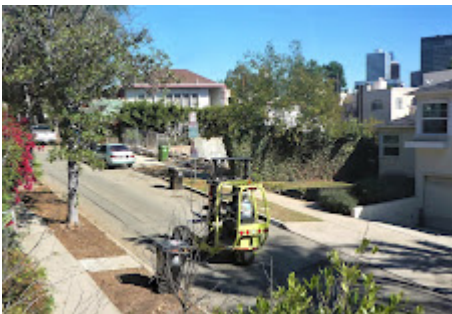
Pandora Photo 6.JPG
1120K



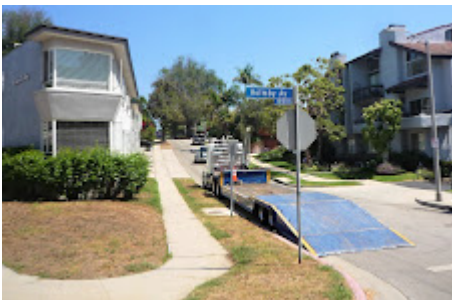
Pandora Photo 7.JPG
1288K



Street Usage Photo 5.JPG
471K



Street Usage Photo 1.JPG
594K



Street Usage Photo 2.JPG
594K



Street Usage Photo 4.JPG
1227K



Street Usage Photo 3.JPG
543K



Street Usage Photo 6.JPG
604K



Street Usage Photo 7.JPG
664K



Street Usage Photo 8.JPG
192K



Street Usage Photo 10.JPG
373K



Street Usage Photo 9.JPG
579K



Connie Chauv <connie.chauv@lacity.org>

CPC-2022-3108-CU-DB-WDI-PHP-HCA

memch1@aol.com <memch1@aol.com>

Sun, Apr 23, 2023 at 12:25 PM

Reply-To: memch1@aol.com

To: "Connie.Chauv@lacity.org" <Connie.Chauv@lacity.org>, "bbroide@hotmail.com" <bbroide@hotmail.com>

Hello Ms. Connie Chauv,

Thank you for the opportunity to comment on the proposed Pandora Project (1856 through 1862 Pandora). My name is Rich Machrone and my wife and I live directly behind the proposed project on [1875 S. Beverly Glen Blvd. #204, Los Angeles](#). We and others in our building are very concerned about the proposed building.

Jessi Harris, who represents the project, reported in the meeting that although the building is 70 feet high, from Pandora looking at the building it would be just 50 feet tall. Unfortunately for us, since we face the rear of the building we will be looking at a 70 foot high wall full of windows, people, and noise. The proposed new building will be taller than our four story building which will block our sunlight causing us to live in constant shade. This isn't something that we bargained for when we invested in this property.

The problem is very simple. The size of this proposed project is way too massive for the plot of land that it will sit on. The land is zoned for just 8 units but this project is a massive 24 unit building which means it will have to stretch over the entire land to fit it in moving it too close to us in the rear, and way too high! While the city and the area need more affordable housing, it's unfair to try to do so much on one small, narrow street. There are already two other large projects on the street that are not fully completed which when opened I anticipate will lead to gridlock the street and potential safety issues. It's unrealistic to think that people in this neighborhood will ride bicycles, or take mass transit to go to work, to drop their children off at school, or to do their daily errands. The only exception is walking to the mall.

So whatever we can do to stop this over-building and scale back this project so that we can keep some of our sunlight and not have to look at an unsightly large building would be a significant and positive change to the current plan. Moreover, Pandora would benefit from a scaled back project so that it wouldn't add as much to the congestion on an already very narrow, tightly packed street.

We certainly appreciate your time and consideration in addressing this matter.

Sincerely,

Rich Machrone

1875 S. Beverly Glen Blvd. #204
Los Angeles, CA

Cc: Ms. Barbara Brodie, President, Westwood South/Westside Neighborhood
Council



Connie Chauv <connie.chauv@lacity.org>

Notes and Observations from the 19 April 2023 Hearing

J P <p8pete@gmail.com>

Thu, Apr 20, 2023 at 1:19 AM

To: Connie Chauv <connie.chauv@lacity.org>

Hello Connie:

Please find attached my notes and observations for the LA City Planning Hearing for the 1854-1862 South Pandora Proposed Project held on 19 April 2023.

The Proposed Project Case Number: CPC-2022-3108-CU-DB-WDI-PHP-HCA.

Thank you.
John Peightel



LA City Hearing 19 April 2023 CPC20223108CUDBDIPHPHCA.pdf
210K

Proposed Multifamily Project at 1854 – 1862 South Pandora
Case Number: CPC-2022-3108-CU-DB-WDI-PHP-HCA.

Los Angeles Planning Department
19 April 2023

Attn: Connie Chauv:

I attended the Public Hearing via Zoom held on 19 April 2023, where the Proposed Project at 1854-1862 South Pandora Avenue was presented and discussed. What follow below are various observations made regarding the Proposed Project.

1. Lack of Public Notification:

Like many people in attendance, I did not receive any written notification via mail regarding meetings with the Developer where neighbors would be able to provide their input on the Planned Project. It was surprising to learn that the Developer's representative claimed that some meetings had already been held with neighbors that in effect supported the Proposed Project with only minor revisions suggested. Please provide a list of when and where these meetings were held, and who attended.

2. Fait Accompli:

Like many people in attendance, I was surprised to see how far along the Proposed Project plans have been developed. How is it possible that a Proposed Project that relies so heavily on obtaining extensive Zoning Code Exemptions, be allowed to proceed without anyone raising red flags regarding the intensity of the proposed development?

3. Lot Coverage:

The Developer needs to provide more information regarding the actual proposed lot coverage, as a result of the reduction in front, back, and side yards. It is my understanding that for many low rise multifamily residential projects built in Los Angeles, that the typical lot coverage allowed is in the 35% to 45% range. From the plans presented, the proposed development appears to have lot coverage approaching 80%. The type of proposed development is more appropriate for a site Zoned R3 that is located along a major arterial such as Beverly Glen Boulevard rather than on South Pandora.

4. Building Setbacks and Street Frontage:

The proposed building needs to be redesigned so that it complies with all required setbacks, without exception. The Proposed Project needs to follow the prevailing front yard setbacks of the existing buildings along the eastern edge of Pandora.

5. Building Height and Bulk:

The building height needs to be reduced from 70 feet to 45 feet as required by the Zoning Code. The Developer's Representative claimed that this is not possible due to the sloping site. He failed to recognize that the Proposed building could comply if a story was eliminated and the building roofline stepped down to follow the gradient of the sloping site. He suggested that the height of the proposed building would only be 51+ feet along the street frontage. This is unacceptable, and should be reduced to 45 feet. The use of trees at the proposed roof deck further increases the perceived building height.

The proposed building's footprint or apparent bulk exceeds any other building on Pandora with similar street frontage. This assumes that the combined 2 lots are dimensionally about 100 feet in width and 110 feet in depth.

Proposed Multifamily Project at 1854 – 1862 South Pandora
Case Number: CPC-2022-3108-CU-DB-WDI-PHP-HCA.

6. Density Bonus Ordinance:

From a very cursory reading of the LA Zoning Density Bonus Ordinance, by providing only 6 Very Low income units (25% of the total number of units), that the Proposed Project would be allowed a 22.5% density bonus. Since the Project site is located near the Metro Bus Lines on Santa Monica Boulevard and is utilizing that as a density bonus, what other Incentives have been used to increase the Density Bonus?

From my limited understanding of the Proposed Project, it seems to me that the Project does not meet the minimum requirements in the Density Bonus Ordinance to achieve the maximum permitted 35% density bonus. And yet the Project is seeking a total Density Bonus of 195%.

Please provide data and calculations regarding how the 195% density bonus was arrived at.

7. Insufficient Parking Provided:

The Developer's Representative mentioned California State Assembly Bill AB 2097 in regards to reducing the number of required parking spaces for the Proposed Project. The Developer's Representative did not provide a convincing case that the Proposed Project would be severely and negatively impacted if the Project provided the minimum number of parking spaces as required by the Zoning Code modified by the granting of any reductions stipulated in the Density Bonus Ordinance. The proposed use of car stacking systems used in Commercial projects are not practical for Residential projects where the frequency of individual car trips is higher throughout the day.

By reducing the total number of units, number of floors, the overall building square footage, and building configuration, providing the required minimum number of parking spaces should not be an issue, and would mitigate the traffic impact on the substandard street width of Pandora Avenue. It is currently difficult to find sufficient street parking along the adjoining streets on those days when street cleaning operations are taking place.

8. Open Space Requirements:

The Developer's Representative was disingenuous in his characterization of the open space provided by the Proposed Project. In laymen's terms it should be defined as portions of the site at grade that are open to the sky above. The Developer's Representative falsely claimed that Community Rooms enclosed by walls are open space. This type of interpretation may apply to building sites Zoned R3, but the Project site is Zoned R1.5 and thus is not applicable.

The Developer's Representative also mentioned that the proposed roof deck should be considered as open space. However, this idea will not be accepted by people in the neighborhood, as such a feature is a potential noise problem. He also mentioned that unit balconies should be considered as open space, which to the casual observer is a ludicrous notion. The Developer's Representative mentioned that the potted trees on the roof deck would also satisfy the open space requirement.

The simple solution would be to provide the required 2,900 SF of clear and unobstructed landscaped open space at grade at the eastern edge of the Project site.

9. Additional Studies:

Has the Proposed Project conducted sky and daylight access studies for the 1850 and 1866 Pandora properties? Has an acoustical study been conducted that takes into consideration the natural bowl like

Proposed Multifamily Project at 1854 – 1862 South Pandora
Case Number: CPC-2022-3108-CU-DB-WDI-PHP-HCA.

topography that is found at both Pandora and Holmby Avenues where they meet at the y-intersection? This bowl like feature seems to amplify any noise emanating from around its perimeter that extends beyond the Proposed Project site.

And contrary to what was claimed by the Developer's Representative, Pandora Avenue has been and continues to be used by motorists as a pass-through street to gain quicker access to major thoroughfares to the north and to the south during rush hour traffic periods.

10. Alternative Development Options:

The Developer's Representative seems unwilling to entertain any other site development alternatives than the one that was presented during the Hearing. He steadfastly defended the scheme. But there are numerous other design options that can be pursued. For example, the Developer could have designed a scheme which has all market rate units that complies with all Zoning Code regulations without the need for any Zoning Variances. Of course, this would result in a project with fewer apartment units. It seems that the unspoken rationale or pretext for the 6 Very Low Income units is that it enables the Developer to create a larger building with 24 units.

11. Purported Project Benefits:

The Developer's Representative mentioned what he considers the Proposed Project benefits are to the Community at large including: the providing of 6 Very Low Income units, the proximity to various public transportation services, the provision of additional housing units in city that is not building sufficient multifamily housing, the project location is in an existing built up urban environment, the convenient walking distance to nearby retail establishments, and other potential benefits. But the specific benefits that he mentioned are almost all illusory for the residents that live on Pandora or in the immediate neighborhood.

The Proposed Project is not a good neighbor, and is it not a model solution for solving the housing affordability crisis in Los Angeles.

12. Street Impacts:

The Developer's Representative failed to mention that the new small lot subdivision located at 1866 Pandora, just south of the Proposed Project has complied with the Dedications and Improvements requirements to enable street widening. Whereas the Proposed Project is requesting that these requirements be waived. I understand the concerns about piecemeal widening of the street parcel by redeveloped parcel. And I understand the concern about saving 4 existing street trees. But the Proposed Project still should comply with the required front yard setback requirement.

13. Conclusion:

As currently designed this Proposed Project should be rejected. The Project needs to be scaled back to 3 or 4 stories and redesigned to comply with all Zoning Code requirements without exception.

Thank you.
John Peightel



Connie Chauv <connie.chauv@lacity.org>

1854 South Pandora Avenue Project

S N Dadpour <dadpoursn@gmail.com>

Wed, Apr 19, 2023 at 8:35 PM

To: "connie.chauv@lacity.org" <connie.chauv@lacity.org>

Hello Connie Chauv,

My name is Soheila, I am a resident at 1882 Pandora Avenue.

The aggressive 1854 South Pandora project with 24 units and 25 parking spaces will make life difficult for the residents of Pandora Avenue and nearby streets

There are a number of large complexes built or being built on South Pandora Avenue. This Avenue is just one block long. This one block is mostly large and small apartment buildings-only about three houses which have not been converted to apartment complexes yet. This block is already crowded with cars and people.

With the high cost of rent in that area, there will be at least 2 adults with cars living in each one- or two-bedroom unit. 25 parking spots will not nearly cover the need for the residents in that complex. This one block road is already jammed with cars. We cannot imagine how bad the 1854 Pandora Project will make parking on Pandora Avenue and nearby streets for people living in the area, their friends & family, and domestic workers.

Thank you for considering my comments.

Soheila



Connie Chauv <connie.chauv@lacity.org>

Abundant Housing LA - Support Letter for 1854 S Pandora Ave


Kevin Scott <kevin.robert.scott@gmail.com>
To: connie.chauv@lacity.org

Mon, Apr 24, 2023 at 10:12 AM

Dear Connie Chauv and City Planning Commission,
Please find AHLA's support letter for the project at 1854 S Pandora Ave attached. Thank you.

--

Kevin Scott (he/him)
Abundant Housing LA - Education Intern
651-210-3652

 **Support Letter - 1854 S Pandora Ave.pdf**
132K



April 24, 2023

Connie Chauv, City Planner

connie.chauv@lacity.org

213-978-0016

Dear City Planning Commission,

We are writing to you in support of the proposed 24-unit residential development, including 6 units affordable for Very Low Income Households, at 1854 S Pandora Ave, CPC-2022-3108-CU-DB-WDI-PHP-HCA. We urge the city to approve the project as proposed with a larger structure than would be allowed by the property's base zoning, using the Density Bonus Law.

The greater Los Angeles region is facing a severe housing shortage, particularly affordable housing. Creating new housing in this neighborhood will help to reduce issues of gentrification and displacement. Abundant Housing LA believes that these housing challenges can only be addressed if everyone in the region does their part.

This project is in a great location for housing, within a mile of the proposed Century City/Constellation D Line station, major bus stops, schools, and jobs in Century City. It is great to see the developer using the Density Bonus Law to bring new homes and badly needed affordable housing to the city. Affordable housing programs that depend on a percentage of new construction being affordable need a lot of new construction to have an impact, and the city should work to increase the number of developers using the Transit Oriented Communities program. This project is good for Los Angeles, and we urge the city to approve the project with the incentives.

Best Regards,

Leonora Camner

Leonora Camner
AHLA Executive Director

Jaime Del Rio

Jaime Del Rio
AHLA Director of Organizing

Tami Kagan-Abrams

Tami Kagan-Abrams
AHLA Projects Director

TO: CONNIE CHAUV (CITY PLANNER)
200 N. SPRING ST. RM. 720
LA. CA. 90012
RE. CASE FILE (CPC-2022-3108
CU-DB-WDI-PHP-HCA)

FROM:
KAREN TOMASI
1850 PANDORA #4
L.A. CA. 90025
310-475-2471

FIRST, I WOULD LIKE TO THANK YOU FOR
THE OPPORTUNITY TO EXPRESS MY CONCERNS
RE. THE NEXT DOOR PROJECT.

ADDRESS: 1854-1862 S. PANDORA AVE.

LOS ANGELES, CA 90025

MY HUSBAND & I MOVED INTO OUR APT.
IN 1969! WE MADE IT OUR HOME AND
OF COURSE WE ARE SEEING MANY MAJOR
CHANGES RECENTLY. IF WE HAD BEEN
SMART WE WOULD HAVE MADE AN EFFORT
TO BE CLASS OUR ZONING FOR THIS STREET.
(LONG AGO)

I WILL START WITH HOW HAPPY I AM TO
FIND OUT THE 5 WHITE ASH TREES WILL BE
STAYING. (STREET SIDE), BUT THAT IS THE
ONLY THING I WILL BE HAPPY ABOUT IF
THIS ALL GOES THROUGH.

THE DENSITY ALONE IS A BIG PROBLEM.

IT WILL BE REPLACING 4 RENTALS TO 24.

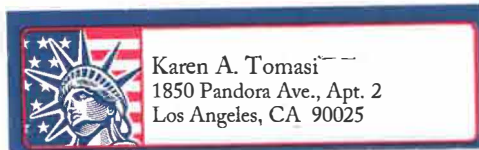
IT JUST TAKES ONE UPS TRUCK TO CREATE
A TRAFFIC JAM NOW, AND WE HAVE DELIVERIES
ON PANDORA ALL DAY LONG. FROM FOOD - TO PKGS
PANDORA IS THE SMALLEST ST. IN THE AREA
THAT ALLOWS ONE SIDE PARKING. OTHERS, BOTH
SIDES; LA GRANGE & VERONA! ①

RE: THE ACTIONS REQUESTED FROM
1-5 ON OUR PUBLIC HEARING NOTICE.
THE SHEAR SIZE & HEIGHT ETC.
I AM OPPOSED TO MOST ALL OF
THE EXEMPTIONS, SET BACKS, FLOOR
AREA RATIOS, LESS OPEN SPACE,
AND I DON'T BELIEVE THE PROMISE
OF LOW-INCOME UNITS.

THE HEIGHT INCREASE WILL
SURELY BLOCK OUR DAILY SUN
AND THE CONDO'S ON BEVERLY GLEN
ARE ALSO CONCERNED W. THIS, THEY
ARE DIRECTLY BEHIND US!

THANK YOU SO MUCH
KAREN TOMASI

Karen Tomasi





Connie Chauv <connie.chauv@lacity.org>

1854 S Pandora Ave - 66300(d) Conditional Support Letter

Kevin Scott <kevin@yesinmybackyard.org>

Wed, May 3, 2023 at 12:43 PM

To: Connie Chauv <connie.chauv@lacity.org>, Sonja Trauss <sonja@yimbylaw.org>

Hello Connie,

After going through our review process, YIMBY Law has decided to support the project on the condition that it meets the criteria in California Government Code § 66300(d). Our letter is attached.

Thank you

Kevin Scott



1854 S Pandora Ave - 66300(d) letter.pdf
63K



May 3, 2023

Connie Chauv, Hearing Officer
200 N Spring St, Room 720
Los Angeles, CA 90012

connie.chauv@lacity.org
Via Email

Re: 1854 S Pandora Ave, Los Angeles, CA 90025

Dear City Planning Commission,

The greater Los Angeles region is facing a severe housing shortage, particularly affordable housing. This project, with 24 units, including 6 units reserved for Very Low Income tenants, and will add new housing in this neighborhood will help to reduce issues of gentrification and displacement. As long as the project at 1854 S Pandora Ave meets the criteria in California Government Code § 66300(d), YIMBY Law supports the project and state law requires it to be approved under California Government Code § 65589.5, the Housing Accountability Act. However, if it does not meet the criteria in § 66300(d), we oppose the project and state law prohibits it from being approved.

California Government Code § 66300(d) requires the replacement of protected rental units, and requires that tenants in protected units be given a right to first refusal on new units and relocation benefits.

The relevant section is fairly long and we have provided it below:

(d) Notwithstanding any other provision of this section, both of the following shall apply:

(1) An affected city or an affected county shall not approve a housing development project that will require the demolition of residential dwelling units unless the project will create at least as many residential dwelling units as will be demolished.

(2) An affected city or an affected county shall not approve a housing development project that will require the demolition of occupied or vacant protected units, unless all of the following apply:

(A) (i) The project will replace all existing or demolished protected units.

(ii) Any protected units replaced pursuant to this subparagraph shall be considered in determining whether the housing development project satisfies the requirements of Section 65915 or a locally adopted requirement that requires, as a condition of the development of residential rental units, that the project provide a certain percentage of residential rental units affordable to, and occupied by, households with incomes that do not exceed the limits for moderate-income, lower income, very low income, or extremely low income households, as specified in Sections 50079.5, 50093, 50105, and 50106 of the Health and Safety Code.

(iii) Notwithstanding clause (i), in the case of a protected unit that is or was, within the five-year period preceding the application, subject to a form of rent or price control through a local government's valid exercise of its police power, and that is or was occupied by persons or families above lower income, the affected city or affected county may do either of the following:

(I) Require that the replacement units be made available at affordable rent or affordable housing cost to, and occupied by, low-income persons or families. If the replacement units will be rental dwelling units, these units shall be subject to a recorded affordability restriction for at least 55 years.

(II) Require that the units be replaced in compliance with the jurisdiction's rent or price control ordinance, provided that each unit is replaced. Unless otherwise required by the affected city or affected county's rent or price control ordinance, these units shall not be subject to a recorded affordability restriction.

(B) The housing development project will include at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the project site within the last five years.

(C) Any existing residents will be allowed to occupy their units until six months before the start of construction activities with proper notice, subject to Chapter 16 (commencing with Section 7260) of Division 7 of Title 1.

(D) The developer agrees to provide both of the following to the occupants of any protected units:

(i) Relocation benefits to the occupants of those affordable residential rental units, subject to Chapter 16 (commencing with Section 7260) of Division 7 of Title 1.

(ii) A right of first refusal for a comparable unit available in the new housing development affordable to the household at an affordable rent, as defined in Section 50053 of the Health and Safety Code, or an affordable housing cost, as defined in 50052.5.

(E) For purposes of this paragraph:

(i) "Equivalent size" means that the replacement units contain at least the same total number of bedrooms as the units being replaced.

(ii) "Protected units" means any of the following:

(I) Residential dwelling units that are or were subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income within the past five years.

(II) Residential dwelling units that are or were subject to any form of rent or price control through a public entity's valid exercise of its police power within the past five years.

(III) Residential dwelling units that are or were occupied by lower or very low income households within the past five years.

(IV) Residential dwelling units that were withdrawn from rent or lease in accordance with Chapter 12.75 (commencing with Section 7060) of Division 7 of Title 1 within the past 10 years.

(iii) "Replace" shall have the same meaning as provided in subparagraph (B) of paragraph (3) of subdivision (c) of Section 65915.

(3) This subdivision shall not supersede any objective provision of a locally adopted ordinance that places restrictions on the demolition of residential dwelling units or the subdivision of residential rental units that are more protective of lower income households, requires the provision of a greater number of units affordable to lower income households, or that requires greater relocation assistance to displaced households.

(4) This subdivision shall only apply to a housing development project that submits a complete application pursuant to Section 65943 on or after January 1, 2020.

The first step in determining how to proceed with any redevelopment of existing housing under this provision is to determine whether or not the housing that is proposed for demolition is considered protected. A unit is protected if it is subject to price controls, restricted to affordable rents by law or covenant, has been withdrawn from the market through use of Chapter 12.75 of Division 7 of Title 1 (also known as the Ellis Act) within the past 10 years, or it has been occupied by tenants who are considered lower income or very low income within the last five years.

It is the responsibility of the locality to determine whether the property was tenant occupied and what the income levels of the previous tenant households were. We recommend adding questions to the application for demolition that will help the city collect the information it needs. The locality cannot proceed with approving a housing development project if it does not have this information.

Once a unit has been determined to be protected it must be replaced by the developer either in accordance with the §66300(d) or in accordance with the city's local replacement ordinance, which may override state law in some cases. Importantly, replaced protected units may be counted towards inclusionary unit requirements for the purposes of local ordinances and the State Density Bonus Law.

Occupants of protected units are entitled to both a right of first refusal on the replacement unit in the new development and also relocation payments. Such

payments must conform to the regulations in Chapter 16 (commencing with Section 7260) of Division 7 of Title 1.

If the project at 1854 S Pandora Ave meets the criteria described above, then Yimby Law supports the project.

Yimby Law is a 501(c)3 non-profit corporation, whose mission is to increase the accessibility and affordability of housing in California.

I am signing this letter both in my capacity as the Executive Director of YIMBY Law, and as a resident of California who is affected by the shortage of housing in our state.

Sincerely,

A handwritten signature in black ink that reads "Sonja Trauss". The signature is written in a cursive, flowing style.

Sonja Trauss
Executive Director
YIMBY Law



Connie Chauv <connie.chauv@lacity.org>

Notes and Observations from the 19 April 2023 Hearing

J P <p8pete@gmail.com>

Wed, May 3, 2023 at 7:47 PM

To: Connie Chauv <connie.chauv@lacity.org>

Hello Connie Chauv:

Regarding the 1854 - 1862 Pandora Proposed Project, Case Number CPC-2022-3108-CU-DB-WDI-PHP-HCA, can you clarify for me the issues below?

1. Does the Proposed Project as currently designed and presented comply with the City of Los Angeles Transit Oriented Communities Guidelines?
2. And if so, what Tier Level of Incentives does the Proposed Project achieve as it is currently designed?
3. Have the TOC Guidelines been updated or revised since 2018?

It seems to me based on all of the Zoning Code Variances that the Developers are requesting, that the Proposed Project does not comply with the TOC Guidelines.

See link to LA City document regarding the TOC Guidelines below.

<https://planning.lacity.org/ordinances/docs/toc/TOCGuidelines.pdf>

Thank you.
John Peightel

[Quoted text hidden]



Connie Chauv <connie.chauv@lacity.org>

Project address 1854-1862 Pandora

Patty Kaplan <pattykaplan1@gmail.com>

Thu, May 4, 2023 at 5:41 PM

To: connie.chauv@lacity.org

To City Planning directors:

I live on Pandora Aveue and I am very much opposed to the construction of a 24 unit building on our small residential street in this neighborhood of mainly single family homes.

When my family purchased our home, this street was entirely made up of single family homes and a few small duplexes or triplexes. It was a cozy neighborhood, a real residential street.

Since then, there have been a couple of condos built on the north end of our street.

It is a very narrow road, meant for single family housing. Since those condos were built, I no longer drive on that end of our street because it is too narrow to pass if a car is coming from both directions.

The news that another apartment building is proposed, that would take out a couple of duplexes/triplets and replace them with a 24 unit building is appalling. How can the city planners think this is ok? Look at how overcrowded west L.A. already is!

The integrity of this quiet, low rise, single family neighborhood, is being compromised. Please dont ruin our peaceful neighborhood by building a densely populated building, on a very narrow street, that cannot absorb more noise, cars and traffic.

Sincerely,
Patrice Kaplan



Connie Chauv <connie.chauv@lacity.org>

1854 Pandora (CPC—3108-CU-DB-WDI-PHP-HCA) OPPOSED

3 messages

Jana <cassidy.jana808@gmail.com>
To: connie.chauv@lacity.org

Wed, Jul 12, 2023 at 10:48 AM

This is for the proposed building on Pandora that I am against and opposing this build.

Pandora is a one sided parking street and a very small and narrow street and parking ONLY on one side. The buildings tenants including residential on Santa Monica South can not get parking permits and are limited to very few spots on the street (north of alley). The spill over from street parking permits from Pandora is already spilling over to other street and Holmby.

PLUS the building that is going up in the corner of Beverly Glen west and Santa Monica south (empty lot) with not enough parking for each bedroom

Plus


The massive building going up on 3 lots formally 6 units each lot located at 10460, 10458, 10456, 10448 also not having enough parking for each studio or bedroom.

Sent from my iPhone

2 attachments



image0.jpeg
69K

 **Video.mov**
4699K

Connie Chauv <connie.chauv@lacity.org>
To: Jana <cassidy.jana808@gmail.com>

Wed, Jul 12, 2023 at 1:59 PM

Good afternoon,

Thank you for your email. It has been included in the case file for the record.



Connie Chauv
Pronouns: She, Her, Hers
City Planner
Los Angeles City Planning
200 N. Spring St., Room 720/721

Los Angeles, CA 90012

T: (213) 978-0016 | Planning4LA.org



[Quoted text hidden]

[Quoted text hidden]

Sent from my iPhone

Jana <cassidy.jana808@gmail.com>
To: Connie Chauv <connie.chauv@lacity.org>

Wed, Jul 12, 2023 at 4:24 PM

Hi Connie

Thank you.

I noticed my photo was a little blurry so I attached another photo for Pandora

Thank you









Sent from my iPhone

On Jul 12, 2023, at 1:59 PM, Connie Chauv <connie.chauv@lacity.org> wrote:

[Quoted text hidden]