



## DEPARTMENT OF CITY PLANNING

### RECOMMENDATION REPORT

#### Central Los Angeles Area Planning Commission

**Date:** February 28, 2017  
(Continued from February 14, 2017)  
**Time:** 4:30 p.m.\*  
**Place:** City Hall  
200 N. Spring Street, 10<sup>th</sup> Floor  
Los Angeles, CA 90012

**Public Hearing:** January 18, 2017  
**Appeal Status:** Appealable to City Council  
**Expiration Date:** February 28, 2017  
**Multiple Approval:** Conditional Use Permit, Site Plan Review

**Case No.:** APCC-2015-3286-CU-SPR  
**CEQA No.:** ENV-2015-3287-MND  
**Related Cases:** N/A  
**Council No.:** 1 – Cedillo  
**Plan Area:** Westlake  
**Specific Plan:** N/A  
**Certified NC:** MacArthur Park  
**GPLU:** Highway Oriented Commercial  
**Zone:** C2-1

**Applicant:** John Safi, Pacific Parkview LLC  
**Representative:** Daniel Ahadian, nur – Development Consulting

**PROJECT LOCATION:** 2401, 2405, 2411, 2417 West 8<sup>th</sup> Street and 739, 743 South Park View Street, legally described as Lots: 9, 10, FR 11-14; Block: None; and Tract: West Lake Terrace.

**PROPOSED PROJECT:** The project includes the construction, use, and maintenance of a six-story, mixed-use development containing approximately 121,160 square feet of floor area with 144 dwelling units and 4,617 square feet of ground floor commercial space on a 40,561-square-foot site.

**REQUESTED ACTION:**

1. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24 V, a **Conditional Use Permit** to allow a Floor Area Ratio (FAR) of 3:1 in lieu of the otherwise permitted FAR of 1.5:1 for a mixed-use development in the C2-1 Zone;
2. Pursuant to LAMC Section 16.05, a **Site Plan Review** for a development project which creates, or results in an increase of 144 dwelling units; and
3. Pursuant to Section 21082.1(c)(3) of the California Public Resources Code and Section 15097 of the CEQA Statutes and Guidelines, adoption of the **Mitigated Negative Declaration** (Case No. ENV-2015-3287-MND) and Mitigation Monitoring Program for the above referenced project.

#### RECOMMENDED ACTIONS:

1. **Approve a Conditional Use Permit**, pursuant to LAMC Section 12.24 V, to allow a Floor Area Ratio (FAR) of 3:1 in lieu of the otherwise permitted FAR of 1.5:1 for a mixed-use development in the C2-1 Zone.
2. **Approve a Site Plan Review**, pursuant to LAMC Section 16.05, for a development project which creates, or results in an increase of 144 dwelling units.
3. **Adopt the Mitigated Negative Declaration** (ENV-2015-3287-MND) and the corresponding Mitigation Monitoring Program (MMP) as the project's environmental clearance pursuant to the

Resources Code.

4. **Adopt** the attached **Findings**.

VINCENT P. BERTONI, AICP  
Director of Planning



Shana Bonstin, Principal City Planner



Blake Lamb, Senior City Planner



Kevin Golden, City Planner



Nuri Cho, Hearing Officer  
Telephone: (213) 978-1177

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

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## PROJECT ANALYSIS

### Project Summary

The proposed project involves the construction, use and maintenance of a six-story, mixed-use development with a building height of 60 feet and a floor area of approximately 121,160 square feet on a 40,561-square-foot site. The project will contain 4,617 square feet of ground floor commercial space and 144 dwelling units, of which 12 units are restricted to Very Low Income household occupancy. The project will provide approximately 15,052 square feet of open space within a 2,062-square-foot recreation room on the ground floor; 5,339-square-foot courtyard on the second floor; 551-square-foot interior open space on the fifth floor; and 7,100 square feet of balconies in 142 units. The project will provide 168 vehicle parking spaces (158 residential and 10 commercial) and 162 bicycle parking spaces (158 residential and 4 commercial) in a two-level parking garage with a subterranean and at-grade level.

### Background

#### **Subject Property**

The project site consists of six (6) contiguous lots comprised of approximately 40,561 square feet of lot area located at the northwest corner of the Park View Street and 8<sup>th</sup> Street intersection. The site has street frontages of approximately 175 feet on 8<sup>th</sup> Street and 225 feet on Park View Street. The subject property is zoned C2-1 and located within the Westlake Community Plan, which designates the site for Highway Oriented Commercial land uses with corresponding zones of CR, C1, C2, RAS3, RAS4, and P. The project site is currently improved with a surface parking lot and two, two-story medical office buildings, which will be demolished under demolition permit numbers 16019-10000-01977 and 16019-30000-01758 issued on June 6, 2016.

8<sup>th</sup> Street, adjoining the property to the south, is designated as Avenue II by Mobility Plan 2035 of the City's General Plan, dedicated to a right-of-way width of 86 feet and roadway width of 56 feet.

Park View Street, adjoining the property to the east, is designated as Local Street – Standard by Mobility Plan 2035, dedicated to a right-of-way width of 60 feet and roadway width of 36 feet.

Alley, adjoining the property to the west, has the standard width of 20 feet.

#### **Surrounding Properties**

The project site is located in a highly developed area and surrounded by a mix of urban land uses. Properties to the east, across South Park View Street, are zoned C2-1 and improved with a Los Angeles Unified School District school and associated play area. Properties to the north are zoned C2-2 and improved with a church and associated surface parking lot. Properties to the west are zoned C2-1 and R4-1 and improved with two- to five-story multi-family residential buildings. Properties to the south are zoned C2, (Q)C2-1, and R5-1 and improved a two-story mini shopping center and a two-story hospital.

## **Requested Actions**

### **Multiple Approvals**

For a project that does not require multiple legislative or quasi-judicial approvals, the Director of Planning has the initial decision-making authority for a Site Plan Review pursuant to Los Angeles Municipal Code (LAMC) Section 16.05. Because the subject case includes a request for a Conditional Use to allow a Floor Area Ratio (FAR) of 3:1 in lieu of the otherwise permitted FAR of 1.5:1 for a mixed-use development pursuant to LAMC Section 12.24 V, the Area Planning Commission has the initial-decision making authority for the requested Site Plan Review pursuant to the Multiple Approvals Ordinance codified in LAMC Section 12.36 C.

### **Conditional Use Permit**

The applicant requests a Conditional Use Permit pursuant to LAMC Section 12.24 V, which states that the Area Planning Commission may permit a floor area ratio (FAR) of up to three times the buildable area of the lot for mixed commercial and residential use developments in Height District No. 1. The applicant proposes a mixed-use development on a 40,561-square-foot site zoned C2 in Height District 1, which limits the maximum FAR to 1.5:1. The Conditional Use will allow the project to have a maximum floor area of 121,683 square feet in lieu of the otherwise permitted 60,842 square feet. The proposed building will contain 121,160 square feet of floor area.

### **Site Plan Review**

The applicant requests a Site Plan Review approval pursuant to LAMC Section 16.05 for a development project that creates 144 dwelling units.

### **Mitigated Negative Declaration**

A Mitigated Negative Declaration (MND) was prepared under Case No. ENV-2015-3287-MND and circulated for public review between November 10, 2016 and December 12, 2016. The MND found that the proposed project would result in potential adverse impacts to hazards and hazardous materials, noise, public services, and transportation and traffic; however, these potential impacts would be mitigated to a less than significant level. The mitigation measures are included as Conditions of Approval herein.

### **Urban Design Studio**

On March 31, 2016, Project Planning staff coordinated a meeting with the Department of City Planning Urban Design Studio and project representatives to provide guidance and advice on the project design. The project received following comments:

- Enhance the residential lobby entrance area with awnings or articulation.
- Provide more window openings and transparency on the ground floor façade.
- Consider placing frames around individual storefronts.
- Stone material above the ground floor façade seems a bit too heavy.
- Explore colors on the façade to make it more unified and reduce the busy-ness.
- Explore options for the corner with balconies – consider making it rectangular.
- Bring some of the columns down to the street level (veneer column and one next to the end of the commercial space) to define the residential entrance area and commercial spaces.

- Eliminate the trellises on the rooftop. It creates a very busy design.
- Reduce the height of the tallest columns with mezzanines.
- Move short-term residential and commercial bike parking closer to the street.
- Enhance the bike parking area by considering different options: (1) relocate the door to the street; and/or (2) add more windows at the street, place the existing door at a stepback with some paint on the ground indicating access to the bike room
- Brand the building with consideration for potential future sign locations.
- Consider pavements and other articulation for the outdoor seating area.
- Introduce more vertical landscaping on the ground floor for the blank wall at the garage.
- Consider putting a 3' wide paint or articulation with hardscape in the middle of the garage entrance for safety and to reduce the impacts of a wide driveway.

On July 21, 2016, the project representatives submitted a revised set of architectural plans, which significantly updated the design in response to the comments received on March 31, 2016. The original design lacked articulation on the east elevation (see Exhibit B). A majority of the ground floor façade consisted of a blank wall with the exception of a garage entrance and a pedestrian entrance to the residential lobby. The updated design incorporates a canopy over the residential lobby entrance, which articulates the façade and defines the entrance area. The updated ground floor façade on the east elevation also provides more fenestration, which will contribute to a more pedestrian-oriented street with an increased transparency that allows visibility into the building.

The original design proposed a stone material with a dark brown tone on some of the columns and storefront frames and sign bands, which appeared too heavy. The original color scheme of the building surface also comprised of ivory and dark brown, and the trellis on the rooftop consisted of a wood material, which created a busy and heavy design. The project has been redesigned with a color scheme that consists of Milky Quartz (ivory), Southern Moss (olive), and, Westminster Gold (gold yellow), which creates a unified façade than the previous design. Additionally, the updated design brings down columns to the ground floor level, which helps in breaking up the mass and creating a more articulated ground floor facade. The rooflines are now more varied than the original design by removing the trellis on the roof deck and changing the height of some columns on the mezzanine level. The project also redesigned curvilinear balconies at the southeast corner of the building to a rectangular design, which is more integrated with the overall design than the original balcony treatment.

The bicycle parking stalls are closer to the street than the original proposal, increasing accessibility for residents and visitors. Additionally, the project incorporates more landscaping than the original proposal. The project will provide landscape buffers along the project street frontages on 8<sup>th</sup> Street and Park View Streets, which will be landscaped with dragon trees, Mexican feather grass, and deer grass. The side and rear yard areas on the second floor, created by the residential component being set back from the ground floor facades, will also be landscaped with various trees including queen sago, sweet shade, sweet bay, and fern pine; and shrubs and ground cover, including Berkeley sedge, variegated Japanese sedge, bush anemone, fortnight lily, pink Australian racer, myrtle, Boston ivy, and New Zealand flax. Although not visible from adjacent properties or public right-of-way, the central courtyard will also be landscaped with similar trees and plants in the side and rear yard areas. As such, the applicant took comments under advisement and improved the overall design of the project. 8<sup>th</sup> and Park View Streets will be more activated with increased fenestration, articulation, and landscaping as well as a more unified color scheme and building materials.

### **State Density Bonus and Affordable Housing Law**

Several California Assembly Bills amended the State Density Bonus Law (Government Code Section 65915) and took effect on January 1, 2017. The changes are reflected in the subject request, and as such, is compliant with AB 2556 (replacement units), AB 2442 (specialized housing types – disabled veterans, homeless persons, transitional foster youth), and AB 1934 (commercial, non-residential developments).

In accordance with AB 2501, the Department has procedures and timelines in place, including a list of required materials for submittal, and a notification to the applicant by the project planner that the project has been deemed complete. This case was deemed complete on September 11, 2016. The Initial Study and Mitigated Negative Declaration (ENV-2015-3287-MND) was published for public comments on November 10, 2016 until December 12, 2016. Additionally, density calculations for this project were to be rounded up to the next whole number for base density units, the number of density bonus units, the number of Affordable Units required to be eligible for the density bonus, and the number of required parking spaces. AB 2501 eliminated special studies, and financial pro-formas and third party reviews are no longer required for density bonus cases and are not used for Findings.

### **Issues**

#### **Mezzanine Level**

Pursuant to LAMC Section 12.14 C.2, for all portions of buildings erected and used for residential purposes, side and rear yard conforming to the requirements of the R4 Zone in LAMC Section 12.11 C.2 and 3 shall be provided and maintained at the floor level of the first story used in whole or in part for residential purposes. LAMC Section 12.11 C.3 requires a rear yard of 15 feet and one additional foot for each additional story above the third story.

The proposed building will be six stories with a mezzanine floor. The draft MND (ENV-2015-3287-MND) and the Public Hearing Notice described the project as a seven-story building, which included the mezzanine level as the seventh floor. Pursuant to the Department of Building and Safety Information Bulletin No. P/BC 2002-038, a mezzanine floor in a residential building is not considered an additional story for Building or Zoning Code purposes provided the mezzanine complies with Section 91.0507 of the Los Angeles Building Code and conditions listed in the Information Bulletin.

The project as proposed is considered as a six-story building of which five stories are used for residential purposes, requiring a minimum of 17-foot rear yard setback. The project will be required to comply with the Building Code and conditions at the satisfaction of the Department of Building and Safety in order to not include the mezzanine floor as a story. Otherwise, the project will be required to provide an additional foot of rear yard setback in addition to the 17 feet currently provided.

#### **Conditional Use Permit vs. Affordable Housing On-Menu Incentives**

The proposed project is setting aside 11 percent, or 12 dwelling units, of 108 by-right base density units and therefore is eligible for up to two (2) On-Menu Incentives listed in the Density Bonus Ordinance. One of the incentives allows an increase in the allowable FAR in two options: (1) a percentage equal to the percentage of Density Bonus for which the project is eligible (in this case 35 percent); or (2) up to 3:1, provided the project meets all of the following conditions:

- a. The parcel is in a commercial zone in Height District 1 (including 1VL, 1L, and 1XL);
- b. The site fronts on a Major Highway as identified in the City's General Plan;

- c. The project includes the number of Restricted Affordable Units sufficient to qualify for a 35 percent Density Bonus; and
- d. 50 percent or more of the commercially zoned parcel is located in or within 1,500 feet of a Transit Stop/Major Employment Center.

The project cannot utilize the first option to increase the FAR by 35 percent, as it allows a maximum allowable FAR of 2.025:1 in lieu of the otherwise permitted 1.5:1 FAR in the C2-1 Zone. The proposed development will contain approximately 121,160 square feet of floor area, or 2.99:1 FAR, which is higher than the maximum allowable FAR of 2.025:1 with this option.

The project cannot utilize the second option to increase the FAR to up to 3:1, as the project site does not front on a Major Highway. The site fronts on 8<sup>th</sup> Street, which is designated as Avenue II (equivalent to a Secondary Highway), and Park View Street, designated as a Local Street – Standard. Therefore, the applicant needs to request a Conditional Use Permit pursuant to LAMC Section 12.24 V to increase the allowable FAR to up to 3:1. Given that the increase in density and reduction in parking is permitted by right and the applicant does not request any on- or off-menu incentives pursuant to LAMC Section 12.22 A.25, the case does not have a Density Bonus (DB) suffix.

### **Public Hearing**

A Public Hearing conducted by the Hearing Officer on this matter was held in Room 1020, City Hall on Wednesday, January 18, 2017. The project representative and three (3) public members attended the Public Hearing. The project representative gave a presentation describing the project design and program. None of the public members who attended the Public Hearing signed in or provided comments.

### **Conclusion**

Based on the information submitted, public input including the public hearing, and mandatory findings for the requested entitlements, the Department of City Planning recommends that the Central Los Angeles Area Planning Commission approve the requested entitlements for the project as recommended and conditioned.

## CONDITIONS OF APPROVAL

### Entitlement Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped Exhibit "A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Central Project Planning, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions.
2. **Residential Density.** The project shall be limited to a maximum density of 144 residential units including Density Bonus Units.
3. **Affordable Units.** A minimum of 11 percent, or 12 dwelling units, of the 108 by-right density units shall be reserved for Very Low Income Households, as defined in LAMC Section 12.22 A.25(b).
4. **Changes in Restricted Units.** Deviations that result in an increase the number of restricted affordable units or a change the composition of units or parking requirements shall be consistent with LAMC Section 12.22 A.25 and/or AB 744.
5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 12 dwelling units available to Very Low Income Households for rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with any monitoring requirements established by the HCIDLA.
6. **Residential Automobile Parking.** Based upon 144 dwelling units consisting of 19 studio, 100 one-bedroom, and 25 two-bedroom units, a minimum of 85 automobile parking spaces shall be provided on-site for the residential component of the project pursuant to AB 744, which require residential parking spaces at a ratio of one-half parking spaces per bedroom for mixed income projects within one-half mile of a major transit stop to which the project has unobstructed access.
7. **Commercial Automobile Parking.** A minimum of nine (9) automobile parking spaces shall be provided, at a ratio of two automobile parking spaces for every 1,000 square feet of combined gross floor area of commercial and retail uses pursuant to LAMC Section 12.21 A.4(x)(3).
8. **Adjustment of Parking.** In the event that the number or composition (i.e. number of bedrooms) of Restricted Affordable Units should change, the applicant selects another Parking Option (including Bicycle Parking Ordinance), or the floor area of commercial and retail uses change, and no other Condition of Approval is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth above.

9. **Bicycle Parking.** The project shall provide a minimum of 14 short-term and 144 long-term bicycle parking spaces for residential uses, and a minimum of two (2) short-term and two (2) long-term bicycle parking spaces for commercial uses.
10. **Open Space.** The project shall provide a minimum of 15,025 square feet of open space. All open space areas shall comply with the requirements set forth in LAMC Section 12.21 G to the satisfaction of the Department of Building and Safety. In the event that the number or composition (i.e. number of bedrooms) of dwelling units should change, no modification of this determination shall be necessary, and the open space requirement shall be re-calculated by the Department of Building and Safety based upon the ratios set forth in LAMC Section 12.21 G.
11. **Height.** The building height shall not exceed 60 feet, as measured pursuant to LAMC Section 12.03.
12. **Floor Area Ratio (FAR).** The project shall be limited to a maximum FAR of 3:1.
13. **Unit Mix.** The applicant shall submit updated plans demonstrating that both market rate and affordable housing units will consist of a variety of studios and one- and two-bedroom units to ensure that the number of bedrooms and bathrooms for affordable housing units are comparable to those provided for the market rate units.
14. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way, nor from above.
15. **Safety Measure.** The project shall incorporate a safety measure, such as painted striping, sensors, or hardscape, between the vehicular driveway and bicycle pathway to the long-term bicycle parking area on the ground floor, to separate the pathway between bicycles and vehicles and ensure safety.
16. **Rear Yard.** The project shall observe a minimum rear yard of 17 feet. In the event the mezzanine floor is considered an additional story pursuant to the Department of Building and Safety, the project shall provide an additional foot of rear yard, totaling 18 feet, or obtain an appropriate entitlement (e.g. On-Menu Density Bonus Incentive) to reduce the required rear yard to 17 feet.
17. **Project Design.** Façade design, building materials and colors, and landscaping shall be in substantial conformance with Elevations, Renderings, and the Landscape Plan contained in Exhibit "A."
18. **Landscape Plan.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walkways shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect. The project shall be landscaped in accordance with Landscape Ordinance No. 170,978 and LAMC Section 12.21 G.
19. **Pedestrian Entrance.** The project shall provide at least two (2) pedestrian entries each on 8<sup>th</sup> and Park View Streets for the commercial space as indicated on the Site Plan and Elevations in Exhibit "A."

**Environmental Conditions****20. Hazardous Substances.**

- a. The developer and contractors shall maintain ongoing contact with administrators of schools located within one-quarter mile of the Project Site. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.
- b. The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- c. There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
- d. Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.
- e. Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.

**21. Increased Noise Levels (Demolition, Grading, and Construction Activities).**

- a. Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- b. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- c. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

**22. Increased Noise Levels (Mixed-Use Development).** Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Class (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.**23. Public Services (Policy – Demolition/Construction Sites).** Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.**24. Safety Hazards.**

- a. The developer shall install appropriate traffic signs around the site to ensure pedestrian, bicycle, and vehicle safety.

- b. The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.
25. **Inadequate Emergency Access.** The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.
26. **Transportation/Traffic.**
- a. Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
  - b. Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
  - c. Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
  - d. Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

#### **Administrative Conditions of Approval**

27. **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 Approved Plans, supplied by the applicant, shall be retained in the subject case file.
28. **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.
29. **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.
30. **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.
31. **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.

32. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
33. **Covenant.** Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement for CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the subject case file.
34. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
35. **Indemnification and Reimbursement of Litigation Costs.** The applicant shall do all of the following:
  - (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
  - (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
  - (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$25,000. 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

### **1. Conditional Use Permit Findings**

The project requests a Conditional Use Permit pursuant to LAMC 12.24 V.1 to permit a 3:1 Floor Area Ratio (FAR) in lieu of the otherwise permitted 1.5:1 FAR in the C2-1 Zone and allow 121,683 square feet of floor area in lieu of 60,842 square feet. In order for a Conditional Use to be granted, all legally mandated findings delineated in Los Angeles Municipal Code Sections 12.24 E and 12.24 V.1 must be made in the affirmative. Following is a delineation of the findings and the application of the relevant facts of the case to same:

**a. 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 proposed project incorporates smart growth design and transit-oriented development principles that would enhance the built environment in the surrounding neighborhood. The principles include affordable housing, higher density development, mixed uses, well defined open space, buildings that relate to streets, and building design consisting of a variety of color, texture and materials in an area with a variety of transportation choices. The project utilizes the Density Bonus Ordinance to increase the density by up to 33 percent, proposing 144 dwelling units in lieu of the otherwise permitted 108 units by right in the C2-1 Zone, and reserves 12 dwelling units for Very Low Income Households. This increased density and mixed-income housing will increase housing options for various types of households (e.g., students, singles, families, and elderly) with different income levels. The project proposes the construction of an infill, mixed-use building with approximately 4,617 square feet of ground floor commercial space and residential dwelling units on five upper floors on an underutilized site that was improved with two, two-story medical offices and a surface parking lot. Mixed land uses allow people to live closer to where they work or run errands and also help reduce the need to drive cars to daily activities.

The project proposes various open space and landscaped areas on site. The project will provide approximately 15,052 square feet of open space throughout the building, including a 2,062-square-foot recreation room on the ground floor; a 5,339-square-foot courtyard on the second floor; a 551-square-foot interior open space on the fifth floor; and 7,100 square feet of balconies in 142 units. The courtyard on the second floor will be the centralized open space area that will be accessible by all residents. The project will provide landscape buffers along the project street frontages on 8<sup>th</sup> Street and Park View Streets, which will be landscaped with dragon trees, Mexican feather grass, and deer grass. The side and rear yard areas on the second floor, created by the residential component being set back from the ground floor facades, will also be landscaped with various trees including queen sago, sweet shade, sweet bay, and fern pine; and shrubs and ground cover, including Berkeley sedge, variegated Japanese sedge, bush anemone, fortnight lily, pink Australian racer, myrtle, Boston ivy, and New Zealand flax. Although not visible from adjacent properties or public right-of-way, the central courtyard will also be landscaped with similar trees and plants in the side and rear yard areas. The project is conditioned to landscape all open areas not used for buildings, driveways, parking areas, recreational facilities or walkways, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect. The

project is also conditioned to be landscaped in accordance with Landscape Ordinance No. 170,978 and LAMC Section 12.21 G.

The proposed project fronts on 8<sup>th</sup> Street to the south and Park View Street to the east. The new mixed-use building incorporates a variety of architectural elements that relate the building to the streets. The ground floor commercial space will have a storefront system with windows and doors to increase visual connection between the street and interior spaces. All building facades and each level maintain high level of fenestration, which enlivens the street frontage and creates foot traffic. The proposed building design also alternates various materials, colors, articulation, and modulation that maintains an attractive presence and enhances scale and visual interest along the street. The proposed modern and contemporary building utilizes a wide range of materials that are harmonious and visually appealing. The building façade is comprised of smooth stucco with a variety of colors, including Milky Quartz, Southern Moss, Stone Age, and Westminster Gold that will accentuate the building form and correspond to variations in the building mass. Additionally, the proposed mixed-use building will be located in a transit-rich area with Metro Purple and Red Lines and bus routes serving the site and connecting the area to other local and regional destinations. Therefore, the project will enhance the built environment in the surrounding neighborhood.

- b. 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 proposes a mixed-use development with ground floor commercial and residential units on upper floors at the northwest corner of the 8<sup>th</sup> Street and Park View Street intersection in the Westlake Community Plan area. Properties to the east, across South Park View Street, are zoned C2-1 and improved with a three-story Los Angeles Unified School District school and associated play area. Properties to the north are zoned C2-2 and improved with a church and associated surface parking lot. Properties to the west are zoned C2-1 and R4-1 and improved with two- to five-story multi-family residential buildings. Properties to the south are zoned C2, (Q)C2-1, and R5-1 and improved a two-story mini shopping center and a two-story hospital.

The project site is zoned C2-1 and designated for Highway Oriented Commercial land uses. There is no height limitation for C2 zoned properties in Height District 1. However, Height District 1 limits the site's Floor Area Ratio (FAR) to 1.5:1, which allows 60,842 square feet of floor area on a 40,561-square-foot site. The applicant seeks a Conditional Use Permit to increase the allowable FAR to 3:1, which permits a maximum of 121,683 square feet of floor area. The proposed building will have a maximum height of 60 feet and 121,160 square feet of floor area, which are within the project's allowed height and FAR limits. Multi-family residential developments in the vicinity range in height from two to five stories. Additionally, surrounding properties are zoned C2-1 and R4-1, which allow a maximum density of one dwelling unit per 400 square feet of lot area. The proposed mixed-use development with a total of 121,160 square feet of floor area and 60 feet (six stories) in height is not expected to degrade adjacent properties or the surrounding neighborhood.

The project proposes 158 residential parking spaces and 10 commercial parking spaces within a two-level garage (one at-grade and one subterranean). The residential parking spaces will be accessible via an ingress/egress driveway located on Park View Street, and the commercial parking spaces will be accessible via an ingress/egress driveway

located on the alley. A 400-square-foot loading area will be provided along the alley, adjacent to the ground floor commercial space to serve the delivery and loading needs of establishments in the commercial space. The project is also required to provide a minimum of 14 short-term and 144 long-term bicycle parking spaces for the residential component, and a minimum of two (2) short-term and two (2) long-term bicycle parking spaces for the commercial component. The long-term bicycle parking stalls will be provided at a bike room located at the rear of the commercial space, adjacent to the vehicular driveway on Park View Street. The entrance to this bicycle parking area is shared with vehicular driveway into the garage, which may increase the change of conflict between different modes of transportation without adequate safety measures. The project is conditioned to incorporate safety measures, such as painted striping, sensors, or hardscape, between the vehicular driveway and bicyclist pathway to the long-term bicycle parking area on the ground floor to separate the pathway between bicyclists and vehicles and ensure safety of both modes of transportation.

The commercial space fronting on 8<sup>th</sup> Street will be accessible via several pedestrian entrances on both 8<sup>th</sup> Street and Park View Street and from the parking garage. There is a separate residential lobby located on Park View Street, adjacent to the gym, which allows for increased security and privacy of the residents. The trash and recycle areas will be located within the parking garage on the ground floor and will not be visible from the street or adjacent properties. Therefore, the project will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

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

The General Plan sets forth goals, objectives, and programs that serve as the foundation for all land use decisions. The City of Los Angeles' General Plan consists of the Framework Element, seven State-mandated Elements including Land Use, Mobility, Housing, Conservation, Noise, Safety, and Open Space, and optional Elements including Air Quality and Service Systems. The Land Use Element is comprised of 35 community plans that establish parameters for land use decisions within those sub-areas of the City. With the granting of the requested entitlement from the Area Planning Commission, the proposed project will be in substantial conformance with the purposes, intent, and provisions of the General Plan and all of its elements.

Framework Element

The Framework Element was adopted by the Los Angeles City Council on December 11, 1996 and re-adopted on August 8, 2001. The Framework Element is a comprehensive document containing purposes, policies, and programs for land use, housing, urban form and neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element establishes a vision for the long-term development and physical form and character of the City of Los Angeles based on the projected population growth. The proposed project would be in conformance with several goals, objectives, and policies of the Framework Element as described below.

- |         |   |
|---------|---|
| Goal 3C | Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents. |
|---------|---|

- |               |  |
|---------------|--|
| Goal 4A       | An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.   |
| Policy 4.1.1  | Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City subregion to meet the 20-year projections of housing needs.   |
| Objective 4.2 | Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods. |

#### Land Use Element – Westlake Community Plan

The Westlake Community Plan is one of the 35 community plans that comprise the Land Use Element of the City's General Plan. The Westlake Community Plan was updated and adopted by the Los Angeles City Council on September 16, 1997. The proposed mixed-use development is consistent with the following goals, objectives, and policies in the Plan:

- |                            |   |
|----------------------------|---|
| Residential<br>Objective 1 | To designate a supply of residential land adequate to provide housing of the types, sizes, and densities required to satisfy the varying needs and desires of all segments of the community's population.                       |
| Residential<br>Policy 2    | That medium density housing be located near commercial corridors where access to public transportation and shopping services is convenient and where a buffer from or a transition between low density housing can be achieved. |
| Commercial<br>Objective 1  | To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.  |
| Commercial<br>Objective 2  | To provide a range of commercial facilities at various locations to accommodate the shopping needs of residents and to provide increased employment opportunities within the community.   |
| Commercial<br>Objective 4  | To encourage all new large scale commercial development to provide adequate parking and access to public transportation.  |
| Commercial<br>Policy 4     | That neighborhood markets and retail and service establishments oriented to the residents be retained throughout the community, within walking distance of residents.   |
| Commercial<br>Policy 7     | That new commercial development be oriented so as to facilitate pedestrian access by locating parking to the rear of structures.  |

#### Mobility Plan 2035

Mobility Plan 2035 is an update to the City of Los Angeles' General Plan Transportation Element (last adopted in 1999). The Plan provides the policy foundation for achieving a transportation system that balances the needs of all road users and incorporates "complete streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets. Mobility Plan 2035 includes goals that define the

City's high-level mobility priorities. Each of the goals contains objectives that are used to help measure the progress of the Plan and policies, which are broad strategies that guide the City's achievement of the Plan's goals.

**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 General Plan encourages housing opportunities that vary in type and cost that are accessible to all residents of the City. The subject site is located in the Westlake Community Plan area and designated for Highway Oriented land uses with corresponding zones of CR, C1, C2, RAS3, RAS4, P, PB. The proposed project involves the construction of a mixed use and income development containing 4,617 square feet of ground floor commercial and 144 dwelling units on upper levels, of which 12 units will be set aside for Very Low Income Households in exchange for obtaining a 33-percent density bonus to allow 144 units in lieu of the otherwise permitted 108 units on the project site. The project offers various unit types and sizes for future residents, including 19 studio, 100 one-bedroom, 25 two-bedroom units, which will serve varying needs of all segments of the population.

The General Plan also encourages the construction and conservation of viable commercial facilities and developments to serve the residents throughout the community. These commercial developments are encouraged to provide adequate parking and access to public transportation, and the Mobility Plan encourages providing convenient, secure and well-maintained bicycle parking facilities for bicyclists. The project proposes 4,617 square feet of ground floor commercial space within the new building. The project will provide 10 vehicle parking spaces for the commercial space, which is more than the minimum requirement of nine (9) spaces. These spaces as well as the 400-square-foot loading area for the commercial component will be located within the two-level garage and along the alley so that the new development is oriented towards the street. The project will be able to provide commercial, retail and/or service establishments within the 4,617-square-foot space, which will be accessible by the project residents as well as residents in the immediate area. Furthermore, the commercial space will front on 8<sup>th</sup> Street, with at least two pedestrian entries along 8<sup>th</sup> Street and two pedestrian entries along Park View Street. The project is conditioned to provide entrances to the commercial space as proposed in Exhibit "A" to ensure that residents as well as visitors will be able to conveniently access the establishments on the ground floor.

The General Plan also encourages the development of new mixed-use developments containing multi-family residential and retail commercial uses in proximity to transit and major transportation corridors. The project site is located within one-half mile of the Metro Westlake/MacArthur Park Station located on Alvarado Street between Wilshire Boulevard and 7<sup>th</sup> Street. This station serves Red and Purple Lines that connect the site to Downtown Los Angeles, Koreatown, and Hollywood. The Red and Purple Lines also link the site to other Metro rail lines including the Gold, Expo, and Blue lines, in addition to Amtrak passenger rail and Metrolink commuter rail. Additionally, the project site is served by several Metro bus lines 66, 51/52/351, 200, 603, connecting the site to Koreatown, Downtown, Montebello, South Los Angeles, Echo Park, Atwater Village, and Glendale. As such, the proposed project will provide new multi-family housing development in proximity to transition stations along a transit and commercial corridor. The project site is located in a convenient location amidst a network of transit that provides access to various local and regional destinations.

**d. The project is consistent with and implements the affordable housing provisions of the General Plan's Housing Element.**

The 2013 - 2021 Housing Element of the General Plan was adopted by the City Council on December 3, 2013. The Housing Element identifies the City's housing conditions and needs, establishes goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City intends to implement to create sustainable, mixed-income neighborhoods across the City. The proposed project is consistent with and implements the following provisions of the Housing Element:

- Goal 1: A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.
- Policy 1.1.2: Expand affordable rental housing for all income groups that need assistance.
- Policy 1.1.3: Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.
- Policy 1.1.7: Strengthen the capacity of the development community to develop affordable housing.
- Policy 1.3.5: Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City's Framework Element of the General Plan.
- Policy 1.4.1: Streamline the land use entitlement, environmental review, and building permit processes, while maintaining incentives to create and preserve affordable housing.

The proposed project involves the construction of a mixed use and income development containing 4,617 square feet of ground floor commercial and 144 dwelling units on upper levels, of which 12 units will be set aside for Very Low Income Households in exchange for obtaining a 33-percent density bonus to allow 144 units in lieu of the otherwise permitted 108 units on the project site. The project will provide affordable rental housing to households that meet the qualifications of a Very Low Income Household and need assistance. Additionally, the Housing Element includes a number of objectives and policies intended to stimulate the availability of affordable housing in the City, such as streamlining development procedures and maintaining incentives to create and preserve affordable housing. By approving the applicant's request for a Conditional Use Permit to increase the allowable FAR to 3:1 in lieu of the otherwise permitted 1.5:1, the City would fulfill the intent and goals of the Housing Element by providing an incentive to increase the FAR, thereby allowing the applicant to construct additional affordable housing units within the proposed building.

**e. The project will further the City's goal of achieving an improved jobs-housing relationship, which is needed to improve air quality in the City.**

Jobs-housing balance refers to an adequate distribution and supply of employment opportunities and housing across a geographic area to achieve a balance between

workforce population and number of jobs in a defined area. The aim of jobs-housing balance is to provide local employment opportunities that may reduce overall commuting distance among residents and to provide housing near workplaces. The opportunity to live close to the workplace afforded by providing housing near jobs translates to lower congestion and commute times by eliminating the necessity for long-distance commutes. It also provides increased opportunities to use transit, bike or walk to work in lieu of driving, as residents who live and work in the same geography would be more likely to take other modes of transportation than vehicles to work than residents who commute to jurisdiction that is outside of their housing location. As the vehicle miles traveled are reduced through reducing the need for driving long distances, emissions associated with driving are reduced.

The project proposes to utilize the Density Bonus Ordinance and requests an increase in the allowable floor area ratio to provide 144 dwelling units on a site that is located in close proximity to the City's major business and employment centers. Just two blocks to the north is Wilshire Boulevard, along which one of the City's regional centers is located. Properties along Wilshire Boulevard between Arlington Avenue to the west and Union Avenue to the east are designated for Regional Commercial land uses by the Wilshire and Westlake Community Plans. Regional centers are intended to serve as focal points of regional commerce, identity and activity and contain a diversity of uses such as corporate and professional offices, retail commercial malls, government buildings, major health, entertainment, and cultural facilities. Regional centers also typically provide a significant number of jobs and many non-work destinations with high density and floor area ratios. The project site is also located approximately 2.5 miles west from Downtown Los Angeles, where the City's Civic Center, Financial District, and Fashion District are located. An area further east from Downtown is developed with industrial warehouses and factories that also provide employment opportunities.

The project residents' accessibility to these employment hubs will be supported by various transit options in the area. The Metro Westlake/MacArthur Park Station is located less than one-half mile from the site, on Alvarado Street between Wilshire Boulevard and 7<sup>th</sup> Street. This station serves both Purple and Red Lines that link the site to Civic Center, Pershing Square, Wilshire/Vermont, and Wilshire/Western, Hollywood/Western stations. The site is also served by 66, 51/52/351, 200, 603, connecting the site to Koreatown, Downtown, Montebello, South Los Angeles, Echo Park, Atwater Village, and Glendale. There is also an enhanced bicycle network in close proximity to the site that provides opportunities for residents to use bicycle as an alternate mode of transportation to vehicle. Beverly Boulevard, 3<sup>rd</sup> Street and 7<sup>th</sup> Street to the north, Hoover Street and Virgil Avenue to the west, and Alvarado Street to the east are improved with tier 2 and 3 bicycle lanes. As such, the applicant proposes a mixed-income development with 144 dwelling units in an area with opportunities for other modes of transportation and convenient access to employment centers in the City. Granting the proposed project will allow housing construction in close proximity to potential jobs with various transportation options available, which provides residents the option to walk, bike, or take transit in lieu of driving, thereby reducing vehicle miles traveled and vehicle emissions.

- f. Pursuant to an agreement entered into under Government Code Sections 65915-65918, the project will include the number of Restricted Affordable Units sufficient to qualify for a 35% Density Bonus pursuant to Section 12.22 A.25 of this Code.**

In accordance with California State Law (including Senate Bill 1818, Assembly Bills 2280 and 2222, and Government Code Sections 65915-65918), Section 12.22 A.25 (Density Bonus) of the Los Angeles Municipal Code (LAMC) a density bonus of 35 percent for development projects which set aside 11 percent of by-right density units for Very Low Income Households, 20 percent of by-right density units for Low Income Households, or 40 percent of by-right density units for Moderate Income Households. The site is zoned C2-1, which allows the R4 density of one dwelling unit for every 400 square feet of lot area. Pursuant to LAMC Section 12.22 C.16, one-half the width of an abutting alley may be assumed to be a portion of the lot when calculating the allowable density. This allows a total of 108 dwelling units by right on the site with a lot area of 42,824 square feet. The project is utilizing the Density Bonus Ordinance to increase the allowable density by 33 percent, or 36 units, in exchange for setting aside 11 percent, or 12 units, of the 108 by-right units for Very Low Income households for a period of 55 years. A Condition of Approval is imposed on the project to ensure the project reserves a minimum of 12 dwelling units for Very Low Income Households. Therefore, as proposed and conditioned, the project includes the number of Restricted Affordable Units sufficient to qualify for a 35 percent Density Bonus pursuant to LAMC Section 12.22 A.25.

- g. The affordability of all reserved lower income dwelling units will continue for a minimum of 30 years.**

The project is subject to California State Assembly Bill (AB) 2222 which went into effect on January 1, 2015. AB 2222 requires continued affordability for 55 years or longer of all very low and low-income rental units that qualified an applicant for a density bonus. The project is conditioned to execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 12 dwelling units available to Very Low Income Households for a period of 55 years. Therefore, as conditioned, the affordability of all reserved lower income dwelling units of the project will continue for a minimum of 55 years.

- h. The construction and amenities provided for the reserved lower income dwelling units will be comparable to those provided for the market rate dwelling units in the development, including the average number of bedrooms and bathrooms per dwelling unit.**

The project proposes a total of 144 dwelling units which consist of 19 studio, 100 one-bedroom, and 25 two-bedroom units. Of the 144 dwelling units, 12 units will be reserved for Very Low Income Households. The applicant has not indicated which units in the building will be reserved for affordable housing units; however, the project is conditioned to submit updated plans demonstrating that both market rate and affordable housing units will consist of a variety of studios and one- and two-bedroom units to ensure that the number of bedrooms and bathrooms for affordable housing units are comparable to those provided for the market rate units.

The project proposes a variety of open space and amenities that will be accessible by all of its residents, including lower income households. The ground floor will have a conference room and a 2,062-square-foot gym that includes a yoga and pilates area. A 5,339-square-foot courtyard will be provided on the second floor, and a 551-square-foot interior open space will be provided on the fifth floor. 142 units will have a private

balcony. Furthermore, the project will provide 158 residential vehicle parking spaces, allowing at least one space to be designated for each unit, including those reserved for Very Low Income Households. Residents will also have access to the on-site bicycle parking facilities that are located on the ground floor. Furthermore, the construction of each affordable housing unit will be of same grade, quality, and materials as the market rate units, and all units will be equipped with closets, appliances, and bathrooms. Therefore, as proposed and conditioned, the construction and amenities provided for the reserved affordable housing units will be comparable to those provided for the market rate dwelling units in the development.

**i. The approval of a mixed use development pursuant to this section will constitute an incentive under Government Code Section 65915.**

Pursuant to Government Code Section 65915, the local government must provide the applicant with incentives for the production of housing units when an applicant seeks a density bonus for a housing development within the jurisdiction of a city. Applicants can receive two (2) incentives for projects that include at least 10 percent of the total units<sup>1</sup> for very low income households. Pursuant to Government Code Section 65915, incentive means any of the following:

- A reduction in site development standards or a modification of zoning code requirements or architectural design requirements that exceed the minimum building standards approved by the California Building Standards Commission as provided in Part 2.5 (commencing with Section 18901) of Division 13 of the Health and Safety Code, including, but not limited to, a reduction in setback and square footage requirements and in the ratio of vehicular parking spaces that would otherwise be required that results in identifiable, financially sufficient, and actual cost reductions.
- Approval of mixed use zoning in conjunction with the housing project if commercial, office, industrial, or other land uses will reduce the cost of the housing development and if the commercial, office, industrial, or other land uses are compatible with the housing project and the existing or planned development in the area where the proposed housing project will be located.
- Other regulatory incentives or concessions proposed by the developer or the city, county, or city and county that result in identifiable, financially sufficient, and actual cost reductions.

The applicant proposes to reserve 11 percent, or 12 units, of the 108 by-right density units for habitation by Very Low Income Households, which is more than the minimum 10 percent required to request up to two (2) incentives.

LAMC Section 12.22 A.25 lists on-menu incentives, which includes an increase in the allowable FAR by up to 35 percent or a 3:1 FAR, provided the project meets the following conditions:

- The parcel is in a commercial zone in Height District 1 and fronts on a Major Highway as identified in the City's General Plan;

<sup>1</sup> Total units do not include units added by a density bonus awarded.

- The Housing Development Project includes the number of Restricted Affordable Units sufficient to qualify for a 35 percent Density Bonus; and
- Fifty percent or more of the commercially zoned parcel is located in or within 1,500 feet of a Transit Stop/Major Employment Center.

The project does not meet one of the conditions, as the site fronts on Avenue II, which is equivalent to a Secondary Highway as identified in the Mobility Plan 2035 of the City's General Plan. The applicant has not requested any on-menu incentives. Instead, the applicant has requested a Conditional Use to allow an increase in the FAR to 3:1 in lieu of the otherwise required 1.5:1 FAR per the C2-1 Zone. The by-right 1.5:1 FAR allows a total floor area of 60,842 square feet. The FAR increase to 3:1 through the Conditional Use will allow a total of 121,683 square feet, which allows the project to build additional units, including 12 units that will be reserved for Very Low Income Households.

Table 1. Allowable By-Right FAR and Floor Area in the C2-1 Zone

By-Right FAR	Lot Area	Total Floor Area
1.5:1	40,561.5 SF	$40,561.5 \text{ SF} \times 1.5 = 60,842.25 \text{ SF}$

Table 2. Allowable FAR and Floor Area with the Approval of the Conditional Use

Increased FAR	Lot Area	Total Floor Area
3:1	40,561.5 SF	$40,561.5 \text{ SF} \times 3 = 121,683.3 \text{ SF}$

Such incentive can provide for more cost-efficient construction and spread fixed project costs over more units by lowering the development cost per unit. As such, the approval of the proposed mixed-use development and Conditional Use to increase the FAR constitutes an incentive under Government Code Section 65915 that results in cost reductions.

**j. The approval of a mixed use development on the site will reduce the cost per unit of the housing development.**

As previously discussed, the approval of the Conditional Use for the mixed-use development will allow an increase in the FAR from 1.5:1 to 3:1, allowing 121,683 square feet of floor area in lieu of the otherwise permitted 60,842 square feet in the C2-1 Zone. The increase in the floor area will allow the construction of additional dwelling units permitted by the 33-percent density bonus in exchange for construction of a certain percentage of affordable units. Density bonuses allow developers to build additional market-rate units without having to acquire more land, thereby reducing land cost per unit, and providing an economic incentive to construct affordable housing units. These higher density developments also permit economies of scale for all of the construction trades. Additionally, the larger a project with given footprint, the more units over which fixed costs are spread. The increase in the permitted density and floor area can spread the cost over more units, thereby reducing the cost per unit of the proposed development. Additionally, the increase in floor area will allow the construction of more spacious units and common areas, including courtyard, balconies, gym, and landscaped areas. The result will be enhanced market-rate dwelling units that are able to command premium rents that will help subsidize the extra costs of building and maintaining affordable housing units. The FAR increase will also allow additional space to be

allocated to ground floor commercial space, which can generate greater value and operational income than if the space was used entirely for residential, parking or other accessory uses. Therefore, the approval of the mixed-use development and Conditional Use will reduce the cost per unit of the housing development.

## **2. Site Plan Review Findings**

In order for a Site Plan Review to be granted, all legally mandated findings delineated in Los Angeles Municipal Code Section 16.05 F must be made in the affirmative. Following is a delineation of the findings and the application of the relevant facts of the case to same:

- a. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.**

The General Plan sets forth goals, objectives, and programs that serve as the foundation for all land use decisions. The City of Los Angeles' General Plan consists of the Framework Element, seven State-mandated Elements including Land Use, Mobility, Housing, Conservation, Noise, Safety, and Open Space, and optional Elements including Air Quality and Service Systems. The Land Use Element is comprised of 35 community plans that establish parameters for land use decisions within those sub-areas of the City. With the granting of the requested entitlement from the Area Planning Commission, the proposed project will be in substantial conformance with the purposes, intent, and provisions of the General Plan and all of its elements.

### **Framework Element**

The Framework Element was adopted by the Los Angeles City Council on December 11, 1996 and re-adopted on August 8, 2001. The Framework Element is a comprehensive document containing purposes, policies, and programs for land use, housing, urban form and neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element establishes a vision for the long-term development and physical form and character of the City of Los Angeles based on the projected population growth. The proposed project would be in conformance with several goals, objectives, and policies of the Framework Element as described below.

Goal 3C	Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.
Goal 4A	An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.
Policy 4.1.1	Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City subregion to meet the 20-year projections of housing needs.
Objective 4.2	Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.

### Land Use Element – Westlake Community Plan

The Westlake Community Plan is one of the 35 community plans that comprise the Land Use Element of the City's General Plan. The Westlake Community Plan was updated and adopted by the Los Angeles City Council on September 16, 1997. The proposed mixed-use development is consistent with the following goals, objectives, and policies in the Plan:

Residential Objective 1	To designate a supply of residential land adequate to provide housing of the types, sizes, and densities required to satisfy the varying needs and desires of all segments of the community's population.
Residential Policy 2	That medium density housing be located near commercial corridors where access to public transportation and shopping services is convenient and where a buffer from or a transition between low density housing can be achieved.
Commercial Objective 1	To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.
Commercial Objective 2	To provide a range of commercial facilities at various locations to accommodate the shopping needs of residents and to provide increased employment opportunities within the community.
Commercial Objective 4	To encourage all new large scale commercial development to provide adequate parking and access to public transportation.
Commercial Policy 4	That neighborhood markets and retail and service establishments oriented to the residents be retained throughout the community, within walking distance of residents.
Commercial Policy 7	That new commercial development be oriented so as to facilitate pedestrian access by locating parking to the rear of structures.

### Mobility Plan 2035

Mobility Plan 2035 is an update to the City of Los Angeles' General Plan Transportation Element (last adopted in 1999). The Plan provides the policy foundation for achieving a transportation system that balances the needs of all road users and incorporates "complete streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets. Mobility Plan 2035 includes goals that define the City's high-level mobility priorities. Each of the goals contains objectives that are used to help measure the progress of the Plan and policies, which are broad strategies that guide the City's achievement of the Plan's goals.

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 General Plan encourages housing opportunities that varies in type and cost that are accessible to all residents of the City. The subject site is located in the Westlake Community Plan area and designated for Highway Oriented land uses with

corresponding zones of CR, C1, C2, RAS3, RAS4, P, PB. The proposed project involves the construction of a mixed use and income development containing 4,617 square feet of ground floor commercial and 144 dwelling units on upper levels, of which 12 units will be set aside for Very Low Income Households in exchange for obtaining a 33-percent density bonus to allow 144 units in lieu of the otherwise permitted 108 units on the project site. The project offers various unit types and sizes for future residents, including 19 studio, 100 one-bedroom, 25 two-bedroom units, which will serve varying needs of all segments of the population.

The General Plan also encourages the construction and conservation of viable commercial facilities and developments to serve the residents throughout the community. These commercial developments are encouraged to provide adequate parking and access to public transportation, and the Mobility Plan encourages providing convenient, secure and well-maintained bicycle parking facilities for bicyclists. The project proposes 4,617 square feet of ground floor commercial space within the new building. The project will provide 10 vehicle parking spaces for the commercial space, which is more than the minimum requirement of nine (9) spaces. These spaces as well as the 400-square-foot loading area for the commercial component will be located within the two-level garage and along the alley so that the new development is oriented towards the street. The project will be able to provide commercial, retail and/or service establishments within the 4,617-square-foot space, which will be accessible by the project residents as well as residents in the immediate area. Furthermore, the commercial space will front on 8<sup>th</sup> Street, with at least three pedestrian entries along 8<sup>th</sup> Street and two pedestrian entries along Park View Street. Residents as well as visitors will be able to conveniently access the establishments on the ground floor.

The General Plan also encourages the development of new mixed-use developments containing multi-family residential and retail commercial uses in proximity to transit and major transportation corridors. The project site is located within one-half mile of the Metro Westlake/MacArthur Park Station located on Alvarado Street between Wilshire Boulevard and 7<sup>th</sup> Street. This station serves Red and Purple Lines that connect the site to Downtown Los Angeles, Koreatown, and Hollywood. The Red and Purple Lines also link the site to other Metro rail lines including the Gold, Expo, and Blue lines, in addition to Amtrak passenger rail and Metrolink commuter rail. Additionally, the project site is served by several Metro bus lines 66, 51/52/351, 200, 603, connecting the site to Koreatown, Downtown, Montebello, South Los Angeles, Echo Park, Atwater Village, and Glendale. As such, the proposed project will provide new multi-family housing development in proximity to transit stations along a transit and commercial corridor. The project site is located in a convenient location amidst a network of transit that provides access to various local and regional destinations.

- b. The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that are or will be compatible with existing and future development on adjacent properties and neighboring properties.**

The proposed project involves the construction of a six-story, mixed-use building that contains approximately 4,617 square feet of ground floor commercial space and 144 dwelling units on a 40,561-square-foot site. The project site is located in an urbanized area and surrounded by a mix of land uses. Properties to the east, across South Park View Street, are zoned C2-1 and improved with a Los Angeles Unified School District school and associated play area. Properties to the north are zoned C2-2 and improved with a church and associated surface parking lot. Properties to the west are zoned C2-1

and R4-1 and improved with two- to five-story multi-family residential buildings. Properties to the south are zoned C2, (Q)C2-1, and R5-1 and improved a two-story mini shopping center and a two-story hospital.

#### Height and FAR

The project site is zoned C2-1 and located within the Westlake Community Plan area, which designates the site for Highway Oriented Commercial land uses. There is no height limitation for C2 zoned properties in Height District 1. However, Height District 1 limits the site's Floor Area Ratio (FAR) to 1.5:1, which allows 60,842 square feet of floor area on a 40,561-square-foot site. The applicant seeks a Conditional Use Permit to increase the allowable FAR to 3:1, which permits a maximum of 121,683 square feet of floor area. The proposed building will have a maximum height of 60 feet and 121,160 square feet of floor area. As noted before, multi-family residential developments in the vicinity are two- to five stories in height, and surrounding properties are zoned C2-1 and R4-1, which allows a maximum density of one dwelling unit per 400 square feet of lot area. With approval from the Area Planning Commission, the project conforms to the height and bulk requirements and is compatible with existing and future development on surrounding properties.

#### Setbacks

Pursuant to LAMC Section 12.14 C, the ground floor level of the proposed building is not required to provide any setbacks, as the ground floor level is used for commercial purposes. The residential floors on levels two through six are not required to provide any setbacks along the front property line pursuant to LAMC Section 12.14 C and along property lines that abut a street, private street or alley pursuant to LAMC Section 12.22 A.18(c)(3). The project site abuts 8<sup>th</sup> Street to the south, Park Avenue to the East, and an alley to the west; therefore, the residential component of the building on levels two through six is only required to provide a rear yard setback along the northerly property line.

The residential component of the building is required to conform to the rear yard requirement of the R4 Zone, which requires a five-foot side yard with one additional foot added for each additional story above the second story, and a 15-foot rear yard with one additional foot added for each additional story above the third story. The residential component of the project will be five stories with a mezzanine floor, requiring a 17-foot rear yard setback. However, in the event the mezzanine floor does not comply with Section 91.0507 of the Los Angeles Building Code or conditions listed in the Department of Building and Safety Information Bulletin No. P/BC 2002-038, the mezzanine floor will be considered a story, thereby requiring an additional foot of rear yard setback in addition to 17 feet. A Condition of Approval has been added to require a rear yard setback of 17 feet, but in the event the Department of Building and Safety determines that the proposed mezzanine level is considered a story, the project is required to provide an 18-foot rear yard setback or obtain an appropriate entitlement such as an On-Menu Density Bonus Incentive to reduce the required rear yard to 17 feet.

The project will maintain a zero- to two-foot front yard along 8<sup>th</sup> Street and a zero-foot side yard along Park View Avenue after dedication. The ground floor commercial will maintain a zero-foot side yard, while the residential portion will be set back approximately eight feet from the side property line along the alley, which allows additional light and air for the proposed building as well as adjacent multi-family residential buildings. The project will maintain a zero-foot rear yard for the commercial

portion and observe the required 17-foot rear yard setback for the residential portion of the building.

The project is located adjacent to multi-family residential developments to the west, across the alley. Although not required, the project proposes to observe an approximately eight-foot side yard along the westerly property line to allow additional light and air for the proposed building as well as adjoining developments. The proposed six-story, 60-foot tall building will not have a detrimental effect on any developments directly to the north, as the property abutting the site to the north is improved with a surface parking lot for a church. Additionally, a majority of the multi-family developments in the area are built to the required setback lines, similar to the proposed project. As designed, the project will be adequately set back from neighboring developments.

#### Off-Street Parking Facilities

The project qualifies for reduced automobile parking ratios for both residential and commercial components of the project. Pursuant to AB 744, for mixed-income projects within one-half mile of a major transit stop to which the project has unobstructed access, automobile parking can be provided at a ratio of one-half space per bedroom. The project involves the construction of a mixed-use project including 12 units for Very Low Income Households and 132 market-rate units. The project site is located within one-half mile of the Metro Westlake/MacArthur Park Station to which the project has unobstructed access. The project proposes 19 studio, 100 one-bedroom, and 25 two-bedroom units, which requires a minimum of 85 parking spaces for the residential component. The project proposes to provide 158 parking spaces for the residential use.

The project site is located within a State Enterprise Zone. Section 12.21-A.4(x)(3) of the LAMC allows projects within State Enterprise Zones to utilize a lower parking ratio of two parking spaces for every one thousand square feet of combined gross floor area of retail uses. The project proposes approximately 4,617 square feet of ground floor commercial space, which requires a minimum of nine spaces on-site. The project will provide 10 spaces, which meets the minimum requirement. In total, the project will provide 168 on-site parking spaces for commercial and residential uses.

In accordance with LAMC Sections 12.21-A, the project is required to provide a minimum of 14 short-term and 144 long-term bicycle parking spaces for residential uses, and a minimum of two (2) short-term and two (2) long-term bicycle parking spaces for commercial uses. The project will provide the minimum required bicycle parking spaces.

The project will provide an ingress/egress driveway from Park View Street, providing access to the residential parking spaces, and an ingress/egress driveway from the alley, providing access to the commercial parking spaces within the garage. There will be a 400-square-foot loading area

#### Loading Areas and Trash Collection

The project will provide a 400-square-foot loading area adjacent to the commercial space along the alley. Trash collection areas for both retail and residential are located within the parking garage as well and would not be publicly visible from Park View and 8<sup>th</sup> Streets. The trash collection areas will be enclosed to minimize disturbance and nuisance to the visitors and residents.

### Landscaping

As previously mentioned, the proposed building will be built almost to the property lines on the ground floor, which leaves little room for landscaping. However, the project still proposes landscape buffers along Park View and 8<sup>th</sup> Streets to create a more pedestrian-friendly environment. The landscaping on the ground floor will consist of 15 dragon trees and shrubs and ground cover, including Mexican feather and deer grass. The courtyard and side and rear yard areas on the second floor will also be landscaped with a total of 39 trees, including two (2) queen sago, three (3) sweet shade, 30 sweet bay, and four (4) fern pine trees; and shrubs and ground cover, including Berkeley sedge, variegated Japanese sedge, bush anemone, fortnight lily, pink Australian racer, myrtle, Boston ivy, and New Zealand flax.

### Lighting

The project plans submitted do not indicated the type or location of proposed lighting. The project has been conditioned to design and install lighting with shielding to minimize lighting impacts on residential properties and public right-of-way. As conditioned, the project will be compatible with existing developments.

### Project Design

On July 21, 2016, the project representatives submitted a revised set of architectural plans, which significantly updated the design in response to the comments received on March 31, 2016 from Project Planning and Urban Design Studio staff at the Department of City Planning. The original design lacked articulation on the east elevation (see Exhibit B). A majority of the ground floor façade consisted of a blank wall with the exception of a garage entrance and a pedestrian entrance to the residential lobby. The updated design incorporates a canopy over the residential lobby entrance, which articulates the façade and defines the entrance area. The updated ground floor façade on the east elevation also provides more fenestration, which will contribute to a more pedestrian-oriented street with an increased transparency that allows visibility into the building.

The original design proposed a stone material with a dark brown tone on some of the columns and storefront frames and sign bands, which appeared too heavy. The original color scheme of the building surface also comprised of ivory and dark brown, and the trellis on the rooftop consisted of a wood material, which created a busy and heavy design. The project has been redesigned with a color scheme that consists of Milky Quartz (ivory), Southern Moss (olive), and, Westminster Gold (gold yellow), which creates a unified façade than the previous design. Additionally, the updated design brings down columns to the ground floor level, which helps in breaking up the mass and creating a more articulated ground floor facade. The rooflines are now more varied than the original design by removing the trellis on the roof deck and changing the height of some columns on the mezzanine level. The project also redesigned curvilinear balconies at the southeast corner of the building to a rectangular design, which is more integrated with the overall design than the original balcony treatment.

The bicycle parking stalls are closer to the street than the original proposal, increasing accessibility for residents and visitors. Additionally, the project incorporates more landscaping than the original proposal. The project will provide landscape buffers along the project street frontages on 8<sup>th</sup> Street and Park View Streets, which will be landscaped with dragon trees, Mexican feather grass, and deer grass. The side and rear yard areas on the second floor, created by the residential component being set back

from the ground floor facades, will also be landscaped with various trees including queen sago, sweet shade, sweet bay, and fern pine; and shrubs and ground cover, including Berkeley sedge, variegated Japanese sedge, bush anemone, fortnight lily, pink Australian racer, myrtle, Boston ivy, and New Zealand flax. Although not visible from adjacent properties or public right-of-way, the central courtyard will also be landscaped with similar trees and plants in the side and rear yard areas. As such, the applicant took comments under advisement and improved the overall design of the project. 8<sup>th</sup> and Park View Streets will be more activated with increased fenestration, articulation, and landscaping as well as a more unified color scheme and building materials. The project is conditioned to maintain the façade design, building materials and colors, and landscaping in substantial conformance with Exhibit "A" to ensure the project design remains as approved.

**c. Any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.**

The project proposes approximately 15,052 square feet of open space on site, which includes 2,062 square feet of recreation room with a gym and pilates and yoga area on the ground floor; a 5,339-square-foot courtyard on the second floor; a 551-square-foot interior open space on the fifth floor; and 7,100 square feet of balconies in 142 units. The project will also provide a conference room on the ground floor for residents' use. As such, the project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

### **3. Environmental Findings**

A Mitigated Negative Declaration (ENV-2015-3287-MND) and corresponding Mitigation Monitoring Program (MMP) were prepared for the Proposed Project. The Mitigation Monitoring Program (MMP) is a document that is separate from the MND and is prepared and adopted as part of the Project's approval. Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the Project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." In addition to the mitigation measures required of the Project and any Proposed Project design features, the applicant is required to adhere to applicable Regulatory Compliance Measures (RCM) required by law.

The MND was circulated for public review on November 10, 2016 through December 12, 2016. No comments were received for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND, there is no substantial evidence that the proposed project will have a significant effect on the environment. The MND reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street.

## **PUBLIC HEARING AND COMMUNICATIONS**

The Public Hearing on this matter was held at Los Angeles City Hall, 200 North Spring Street, 10<sup>th</sup> Floor, Room 1020, Los Angeles, CA 90012 on Wednesday, January 18, 2017.

The project representative and three (3) public members attended the Public Hearing. The project representative gave a presentation describing the project design and program. None of the public members who attended the Public Hearing signed in or provided comments.

# EXHIBIT A

PROJECT PLANS  
APCC-2015-3286-CU-SPR

RECEIVED  
CITY OF LOS ANGELES  
JAN 31 2017  
CITY PLANNING  
PROJECT PLANNING

EXHIBIT "A"  
Page No. 1 of 21  
Case No. APCC-2015-3286



144 MIX USE APARTMENT  
2405 W. 8th STREET  
LOS ANGELES, CALIFORNIA 90057

ARCHITECTURAL DESIGN: B. RAEEN CONSTRUCTION, INC.

EXHIBIT "A"  
Page No. 1 of 21  
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**144 MIX USE APARTMENT**  
2405 W. 8th STREET  
LOS ANGELES, CALIFORNIA 90057

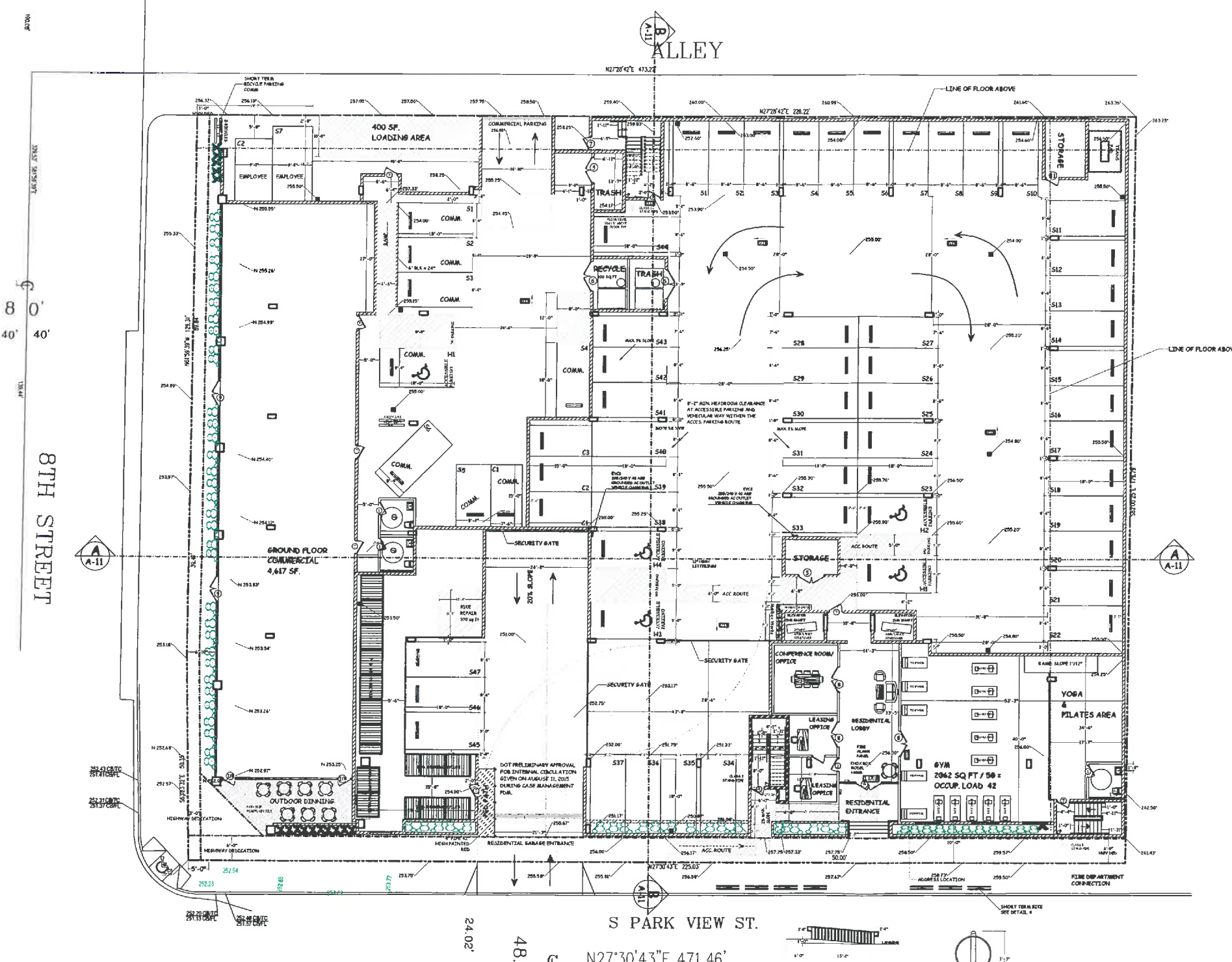
ARCHITECTURAL DESIGN: B. RAEEN CONSTRUCTION, INC.

Temporary pedestrian protection shall be provided as required by section 3306. Obtain Public Works approval. (3201.3 3202.3.4, 3306)  
This building and garage must be equipped with an automatic fire extinguishing system, complying with (NFPA-13 / NFPA-13R): The Sprinkler System shall be approved by Plumbing Div. prior to installation." (903.2)

Date \_\_\_\_\_

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8' 0" 40' 40' 8TH STREET

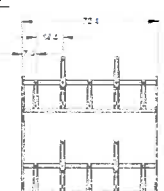
ALLEY

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

PLANNING AND DESIGN  
C- THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT FULL RATED AMPERAGE BASED ON LEVEL 2 EVSE. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.  
4- A LABEL STATING "EV CAPABLE" SHALL BE POSTED IN CONSPICUOUS PLACE AT THE SERVICE PANEL OR SUBPANEL AND THE EV CHARGING SPACE. (4.106.4.2)  
NOTE:  
"DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5, CHART NO.5."

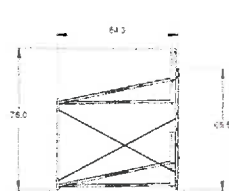
- Construction Notes:
- 1- Owner to hire a qualified contractor with min. 7 years of experience for this level of construction
  - 2- Contractor to examine all construction plans and documents prior to sign the contract.
  - 3- If there will be any discrepancy of omission in the documents, contractor report immediately to the Designer office.
  - 4- At any stage, no work should be start until contractor satisfied that no change order is required for this scope of work, otherwise with no delay he should report to Designer office with supporting documents.
  - 5- The term contractor means any Licensee contractor or Sub-contractor by State of California

RECYCLE DOUBLE SIDED RACK  
DETAIL 4



Front View

RECYCLE DOUBLE STACK RACK  
DETAIL 3

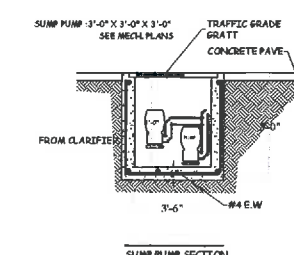
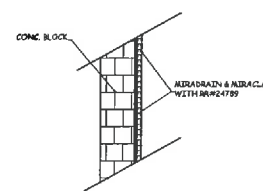


Side View

DETAIL D

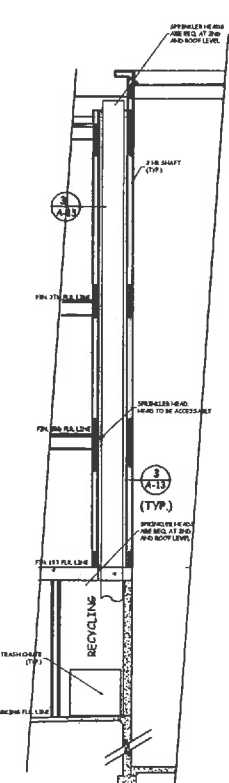
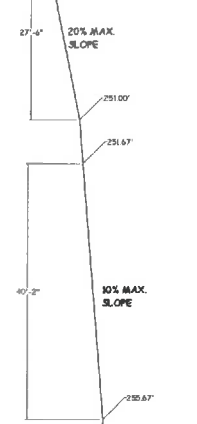
SCALE 1/4" = 1'-0"

DETAIL 1  
TYP. FOR ALL WALLS  
UNDER SOIL LEVEL



"The electrical system shall have sufficient capacity to simultaneously charge all designated EV spaces at full rated amperage based on Level 2 EVSE. A separate electrical permit is required."  
"A label stating 'EV CAPABLE' shall be posted in a conspicuous place at the service panel or subpanel and the EV charging space."  
(4.106.4.2)  
Where multiple charging spaces are required, show location(s) and type of EVSE, raceway method(s). Only underground raceways and related underground equipment are required to be installed at the time of construction. Electrical calculations shall verify that system has sufficient capacity to simultaneously charge all designated EV spaces at full rated amperage based on Level 2 EVSE.

6. For residential occupancies which have a common parking area, at least 2% of the total parking spaces, but not less than one, shall be electric vehicle charging stations (EVCS) capable of supporting future electric vehicle supply equipment (EVSE). At least one EVCS shall be located in common use areas and available for use by all residents.  
a. Where only one EVCS is required, install a minimum 1-inch (inside diameter) raceway to accommodate a dedicated 208/240 volt branch circuit. Raceway shall originate at the main service or subpanel and terminate in close proximity to the EVCS into a listed cabinet, box or enclosure.  
b. Where multiple charging spaces are required, show raceway termination point, EVCS and EV chargers.  
c. The minimum length of each EVCS shall be 18 feet.  
d. The minimum width of each EVCS shall be 9 feet.  
e. One in every 25 EVCS, but not less than one, shall also comply with the following:  
i. 8 ft. wide aisle next to a 9 ft. EVCS or a 5 ft. wide aisle next to a 12 ft. wide EVCS.  
ii. The surface slope for this EVCS and the aisle shall not exceed 1 unit vertical in 48 units horizontal (2.083 percent slope) on any direction.



REVISIONS BY

144 UNITS APARTMENT  
2405 W. 8TH STREET  
LOS ANGELES, CA 90057

DATE

SCALE

DESIGN

JOB

BY

B. RAEEN  
CONSULTANT ENGINEER, INC.,  
11840 SANTA MONICA BLVD. SUITE 202, LOS ANGELES, CA 90025

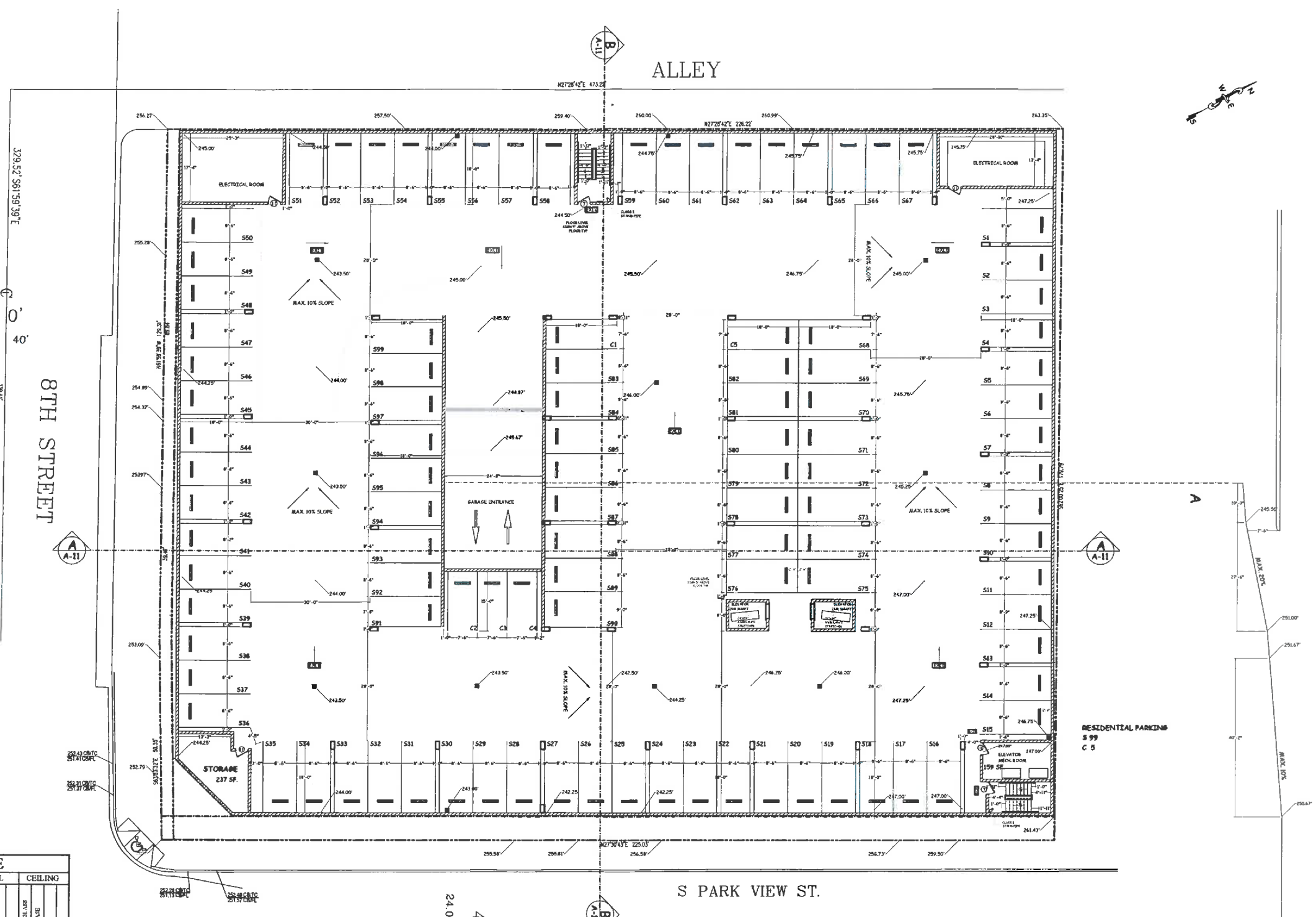
EXHIBIT "A"  
Page No. 5 of 21  
Case No. APCO-2015-3236

A-2

Sheet

FINISH SCHEDULE				
ROOM	FLOOR	BASE	WALL	CEILING
LIVING ROOM				
DINING ROOM				
KITCHEN				
ENTRY				
HALLWAYS				
MASTER BED.				
BEDROOM 2				
BEDROOM 3				
MASTER BATH				
BATHROOMS				
GARAGE				

NOTE:  
1-OWNER TO CONSULT AN INTERIOR DESIGNER FOR COMPLETE INTERIOR DESIGN  
2-FLAME-SPREAD CLASS III TO BE USED ON ALL FINISHES WITH FLAME-SPREAD  
INDEX OF 76-200 PER 91.803



SUB-LEVEL PARKING

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

NOTE:  
REGISTERED DEPUTY GRADING INSPECTOR IS REQUIRED ON GRADING AND  
FOUNDATION EARTHWORK WHERE(SITE EXCEEDS 60,000 SF)(CUT OR FILL  
SLOPES EXCEED 2:1)(CUTS EXCEED 40FT. IN HEIGHT AND WITHIN 20 FT. OF  
A PROPERTY LINE)(FOUNDATION EXCAVATION BELOW A 1:1 PLANE FROM  
PROPERTY LINE)(PROJECTS INVOLVE UNUSUAL HAZARDS)(SHORING WORK  
INCLUDING SLOT-CUTS).

NOTE: DOUBLE STRIPING OF STALLS SHALL BE PER FIG. 7 OF THE  
CITY OF LA BLDG. DEPT. STANDARDS.  
SEE 13/A-13

NOTE: ALL THE PROVIDED PARKING STALL ON THIS FLOOR ARE  
DESIGNATED FOR THE RESIDENTIAL UNITS ONLY.

REVISIONS BY

144 UNITS APARTMENT  
2405 W. 8TH STREET  
LOS ANGELES, CA 90057

B. RAEEN  
CONSULTANT ENGINEER, INC.,  
11000 SANTA MONICA BLVD, SUITE 310, LOS ANGELES, CA 90045  
TEL: (310) 556-2946  
email: baeen@aol.com

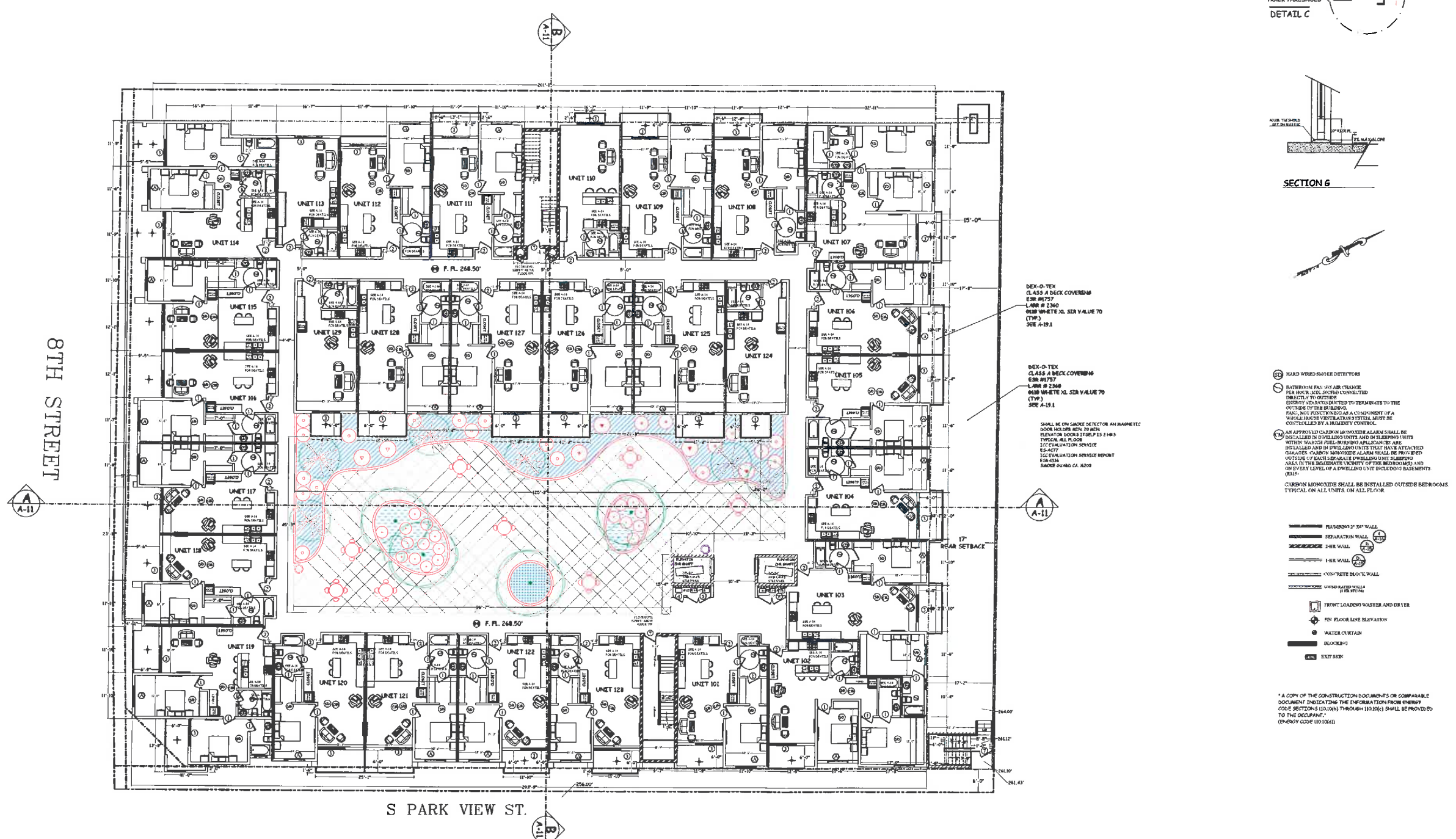
SEAL

REGISTERED PROFESSIONAL ENGINEER  
No. 17793  
Exp. 12/31/2015  
CIVIL  
STATE OF CALIFORNIA

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Page No. 6 of 21  
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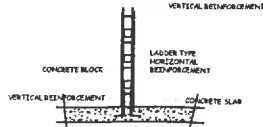
A-3

Sheet

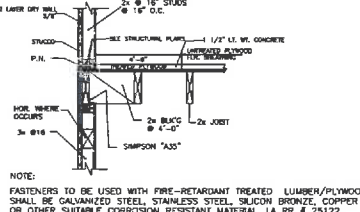


FIRST FLOOR

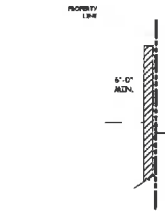
SCALE: 3/32"=1'-0"



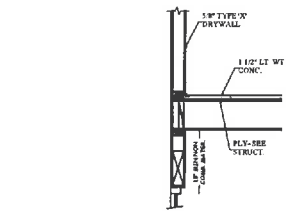
SECTION 1



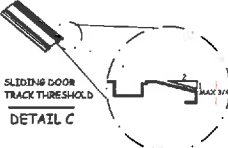
SECTION 3



SECTION 4



DETAIL 1



SECTION 6

- 1. HARD WIRED SMOKE DETECTORS
- 2. BATHROOM FAN: 1/2\"/>
- 3. AN APPROVED CLOUDWIRE WIRELESS ALARMS SHALL BE INSTALLED IN DWELLING UNITS AND IN SLEEPING UNITS WITHIN EACH FLOOR. THE ALARMS SHALL BE PROVIDED OUTSIDE OF EACH SEPARATE DWELLING UNIT SLEEPING AREA IN THE IMMEDIATE VICINITY OF THE BEDROOMS AND ON EVERY LEVEL OF A DWELLING UNIT INCLUDING BASEMENTS (IF ANY).
- 4. CLOUDWIRE MONITOR SHALL BE INSTALLED OUTSIDE BEDROOMS TYPICAL ON ALL UNITS ON ALL FLOOR.

- 1. PLASTERED 2\"/>
- 2. SEPARATION WALL
- 3. 2\"/>
- 4. 2\"/>
- 5. 2\"/>
- 6. 2\"/>
- 7. FRONT LOADING WASHER AND DRYER
- 8. FIN FLOOR LINE ELEVATION
- 9. WATER CURTAIN
- 10. BLUETOOTH
- 11. EXIT SIGN

\* A COPY OF THE CONSTRUCTION DOCUMENTS OR COMPARABLE DOCUMENT INDICATING THE INFORMATION FROM ENERGY CODE SECTIONS (10.10) THROUGH (10.16) SHALL BE PROVIDED TO THE OCCUPANT.\* (ENERGY CODE (10.10-10.16))

REVISIONS BY

144 UNITS APARTMENT  
2405 W. 8TH STREET  
LOS ANGELES, CA 90057

DATE: \_\_\_\_\_  
SCALE: \_\_\_\_\_  
THROW: \_\_\_\_\_  
JOB: \_\_\_\_\_  
SHEET: **A-4**

144 UNITS APARTMENT  
2405 W. 8TH STREET  
LOS ANGELES, CA 90057

**B. RAEN**  
CONSULTANT ENGINEER, INC.,  
18446 SANTA MONICA BLVD. SUITE 225, LOS ANGELES, CA 90045  
TEL: (310) 426-2646  
FAX: (310) 202-7444  
EMAIL: b.raen@raen.com

**EXHIBIT "A"**  
Page No. 7 of 21  
Case No. APC-2015-3286









A-6.1  
Sheets

**EXHIBIT "A"**  
Page No. 15 of 21  
Case No. APAC-2015-3286







**SOUTH ELEVATION**

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

FIRE SEPARATION DISTANCE	FLOOR	WINDOW SQFT PER FLOOR	WALL SQFT	PERCENTAGE	ALLOWABLE AREA
30' OR GREATER	1ST	8x5 3/4x30 +504 SF.	10.25'x165.08' +1692.07 SF.	35.70%	NOT REQUIRED
30' OR GREATER	2ND	8x5 3/4x30 +504 SF.	10.25'x165.08' +1692.07 SF.	35.70%	NOT REQUIRED
30' OR GREATER	3RD	8x5 3/4x30 +504 SF.	10.25'x165.08' +1692.07 SF.	35.70%	NOT REQUIRED
30' OR GREATER	4TH	8x5 3/4x30 +504 SF.	10.25'x165.08' +1692.07 SF.	35.70%	NOT REQUIRED
30' OR GREATER	5TH	8x5 3/4x30 +504 SF.	10.25'x165.08' +1692.07 SF.	35.70%	NOT REQUIRED



**NORTH ELEVATION**

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

FIRE SEPARATION DISTANCE	FLOOR	WINDOW SQFT PER FLOOR	WALL SQFT	PERCENTAGE	ALLOWABLE AREA
15 TO LESS THAN 20 FEET	1ST	9'-7 1/2x30-5x53 +484 SF.	10.25'x165.08' +1692.07 SF.	28.60%	75%
15 TO LESS THAN 20 FEET	2ND	9'-7 1/2x30-5x53 +484 SF.	10.25'x165.08' +1692.07 SF.	28.60%	75%
15 TO LESS THAN 20 FEET	3RD	9'-7 1/2x30-5x53 +484 SF.	10.25'x165.08' +1692.07 SF.	28.60%	75%
15 TO LESS THAN 20 FEET	4TH	9'-7 1/2x30-5x53 +484 SF.	10.25'x165.08' +1692.07 SF.	28.60%	75%
15 TO LESS THAN 20 FEET	5TH	9'-7 1/2x30-5x53 +484 SF.	10.25'x165.08' +1692.07 SF.	28.60%	75%

REVISIONS BY


144 UNITS APARTMENT  
2405 W. 8TH STREET  
LOS ANGELES, CA 90057

**B. RAEEN**  
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13449 SANTA MONICA BLVD., SUITE 206, LOS ANGELES, CA 90025

TEL: (310) 826-2646  
FAX: (310) 202-7444  
email: b.raeen@bri.com

DATE: \_\_\_\_\_

SCALE: \_\_\_\_\_

DRAWN: \_\_\_\_\_

CHECKED: \_\_\_\_\_

BY: \_\_\_\_\_

**A-9**

**EXHIBIT "A"**  
 Page No. 14 of 21.  
 Case No APC-2015-3286



SOUTH B&W ELEVATION  
SCALE: 1/8"=1'-0"

FIRE SEPARATION DISTANCE	FLOOR	WINDOW SQFT PER FLOOR	WALL SQFT	PERCENTAGE	ALLOWABLE AREA
30' OR GREATER	1ST	8x5 1/4 x 30 = 604 SF	10 25' x 16 5 08 = 1692.07 SF	35.70%	NOT REQUIRED
30' OR GREATER	2ND	8x5 1/4 x 30 = 604 SF	10 25' x 16 5 08 = 1692.07 SF	35.70%	NOT REQUIRED
30' OR GREATER	3RD	8x5 1/4 x 30 = 604 SF	10 25' x 16 5 08 = 1692.07 SF	35.70%	NOT REQUIRED
30' OR GREATER	4TH	8x5 1/4 x 30 = 604 SF	10 25' x 16 5 08 = 1692.07 SF	35.70%	NOT REQUIRED
30' OR GREATER	5TH	8x5 1/4 x 30 = 604 SF	10 25' x 16 5 08 = 1692.07 SF	35.70%	NOT REQUIRED



NORTH B&W ELEVATION  
SCALE: 3/32"=1'-0"

FIRE SEPARATION DISTANCE	FLOOR	WINDOW SQFT PER FLOOR	WALL SQFT	PERCENTAGE	ALLOWABLE AREA
15 TO LESS THAN 20 FEET	1ST	9x7x30=5x53 = 484 SF	10 25' x 16 5 08 = 1692.07 SF	28.60%	75%
15 TO LESS THAN 20 FEET	2ND	9x7x30=5x53 = 484 SF	10 25' x 16 5 08 = 1692.07 SF	28.60%	75%
15 TO LESS THAN 20 FEET	3RD	9x7x30=5x53 = 484 SF	10 25' x 16 5 08 = 1692.07 SF	28.60%	75%
15 TO LESS THAN 20 FEET	4TH	9x7x30=5x53 = 484 SF	10 25' x 16 5 08 = 1692.07 SF	28.60%	75%
15 TO LESS THAN 20 FEET	5TH	9x7x30=5x53 = 484 SF	10 25' x 16 5 08 = 1692.07 SF	28.60%	75%

EXHIBIT "A"  
Page No. 15 of 21  
Case No. APC-2015-3286



FIRE SEPARATION DISTANCE	FLOOR	WINDOW SQFT PER FLOOR	WALL SQFT	PERCENTAGE	ALLOWABLE AREA
30' OR GREATER	1ST	Per 9-10-20a-53 x507 SF	10 25' x123 x2080 75 SF	24.36 %	NOT REQUIRED
30' OR GREATER	2ND	Per 9-10-20a-53 x507 SF	10 25' x103 x2080 50 SF	24.36 %	NOT REQUIRED
30' OR GREATER	3RD	Per 9-10-20a-53 x507 SF	10 25' x103 x2080 75 SF	24.36 %	NOT REQUIRED
30' OR GREATER	4TH	Per 9-10-20a-53 x507 SF	10 25' x103 x2080 75 SF	24.36 %	NOT REQUIRED
30' OR GREATER	5TH	Per 9-10-20a-53 x507 SF	10 25' x103 x2080 75 SF	24.36 %	NOT REQUIRED



EAST B&amp;W ELEVATION

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



WEST B&amp;W ELEVATION

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

FIRE SEPARATION HEIGHT	FLOOR	WINDOW SQFT PER FLOOR	WALL SQFT	PERCENTAGE	ALLOWABLE AREA
5'0" LESS THAN 10 FEET	1ST	4x10-42-4x43 -460 SF	10,200 ±201 SF -2061 SF 25%	21.27%	25%
5'0" LESS THAN 10 FEET	2ND	4x10-42-4x43 -460 SF	10,200 ±201 SF -2061 SF 25%	23.28%	25%
5'0" LESS THAN 10 FEET	3RD	4x10-42-4x43 -460 SF	10,250 ±201 SF -2061 SF 25%	23.28%	25%
5'0" LESS THAN 10 FEET	4TH	4x10-42-4x43 -460 SF	10,250 ±201 SF -2061 SF 25%	23.28%	25%
5'0" LESS THAN 10 FEET	5TH	4x10-42-4x43 -460 SF	10,250 ±201 SF -2061 SF 25%	23.28%	25%

	REVISIONS BY
--	--------------

THESE DRAWINGS, DESIGN AND SPECIFICATIONS, DESIGN AND LOGO'S SHOWN HEREIN ARE AND SHALL REMAIN THE PROPERTY OF THE FANBUKER BRAND. NO PART THEREOF SHALL BE COPIED OR REPRODUCED IN ANY MANNER WITHOUT THE WRITTEN CONSENT OF THE FANBUKER BRAND.

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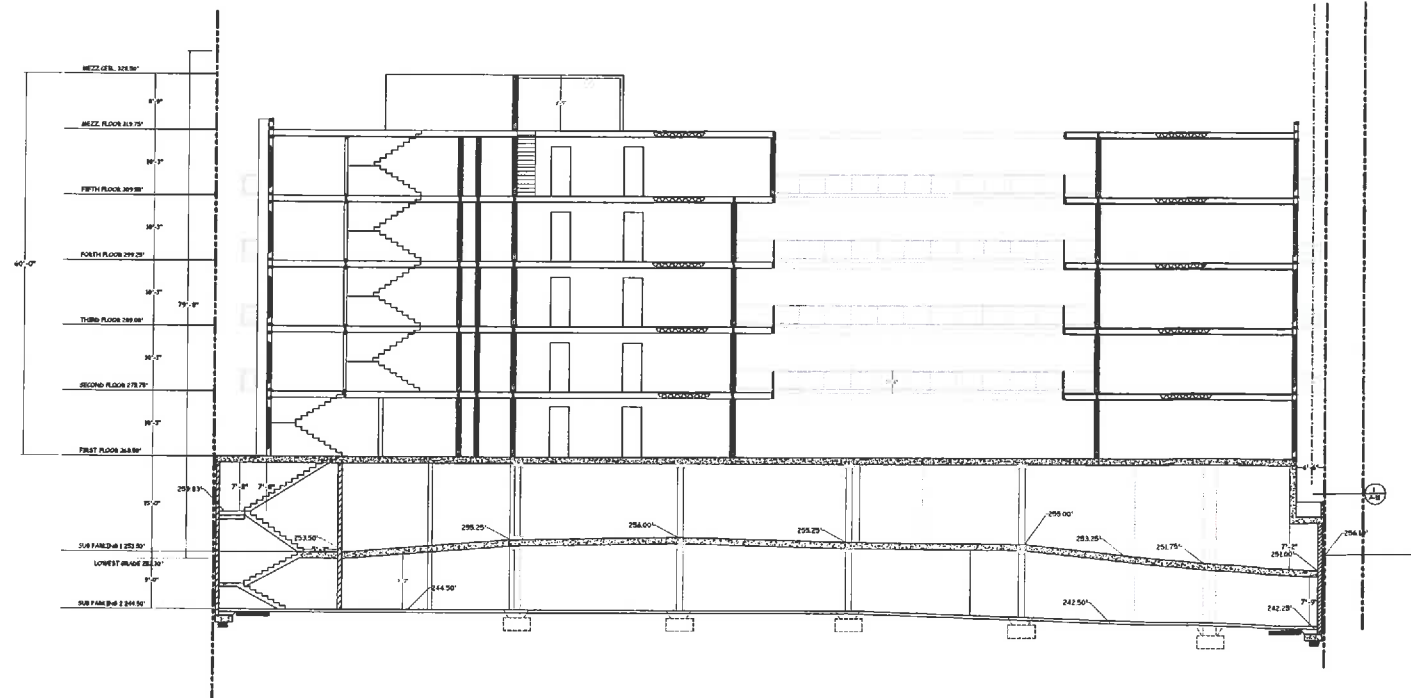


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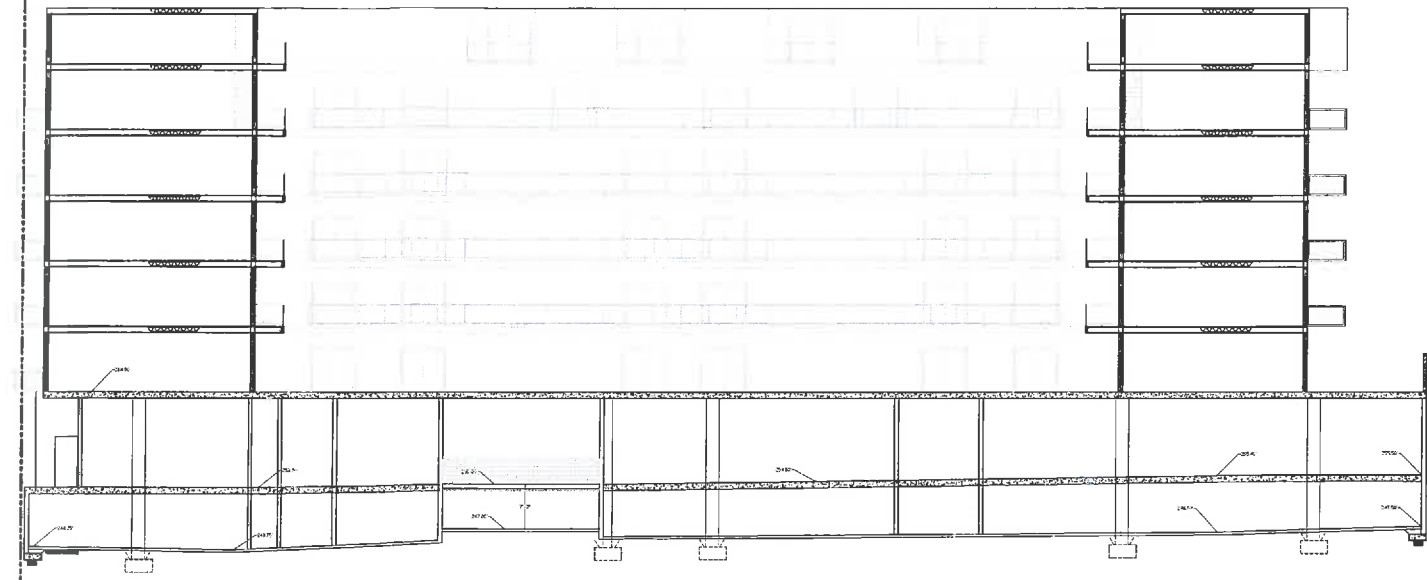
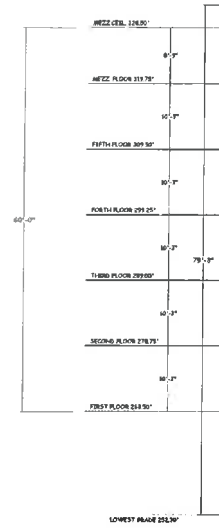
Page No: 1 / 1  
Case No: APCC-2015-3286



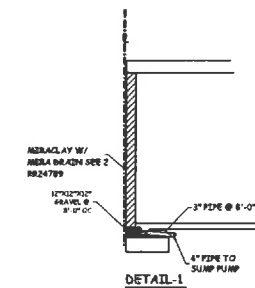
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Drawn
Job
Sheet <b>A-10.1</b>



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



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



144 UNITS APARTMENT  
2405 W. 8TH STREET  
LOS ANGELES, CA 90057



**B. RAEEN**  
CONSULTANT ENGINEER, INC.,  
11849 SANTA MONICA BLVD. SUITE 106, LOS ANGELES, CA 90025

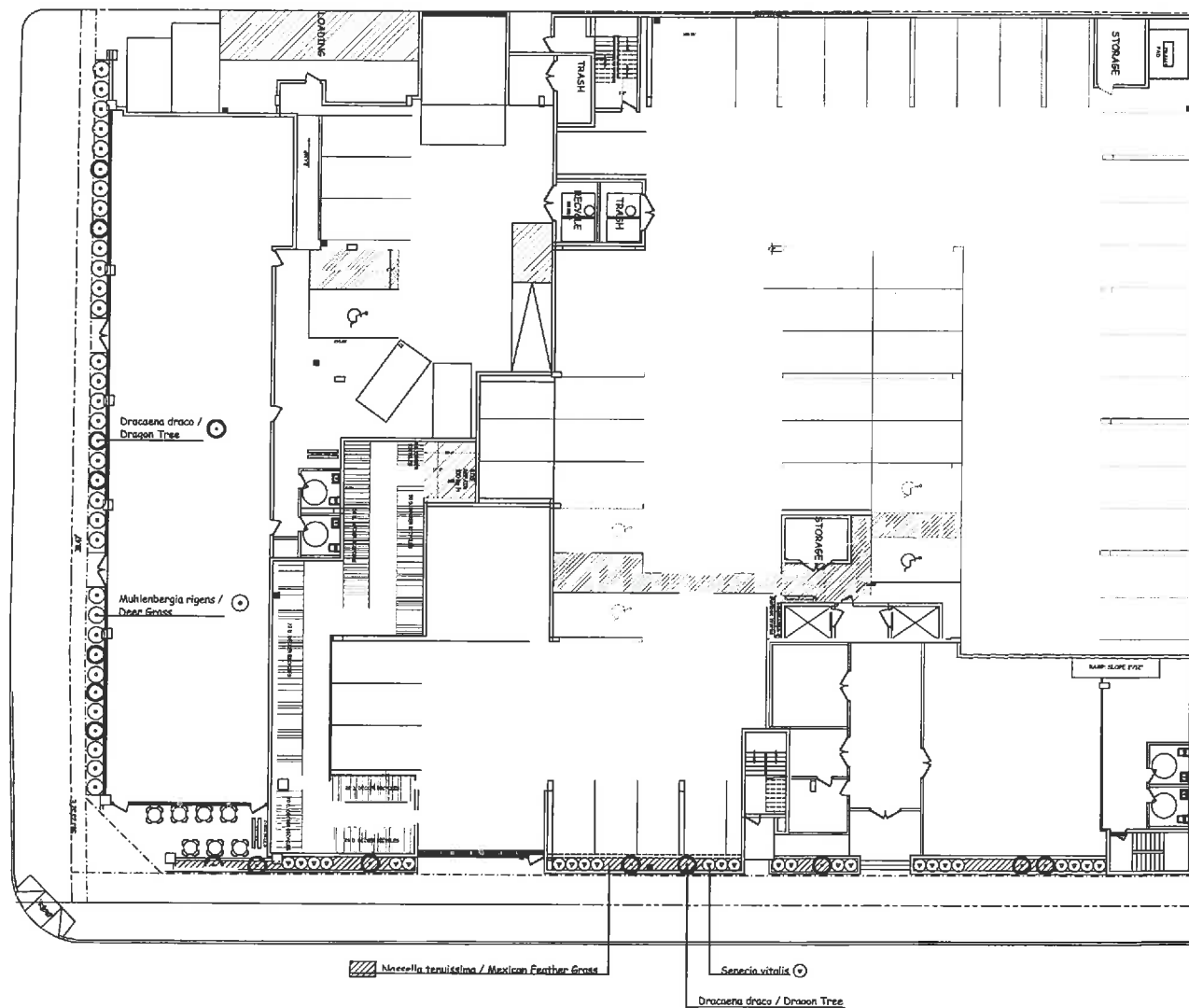
REVISIONS	BY
1	AE
2	AE
3	AE
4	AE
5	AE
6	AE
7	AE
8	AE
9	AE
10	AE

**EXHIBIT "A"**  
Page No. 18 of 21  
Case No. APC-2015-3286

Date  
Scale  
Drawn  
Job  
Sheet  
**A-11**

8TH STREET

ALLEY



TREE LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS
⊙	Dracaena draco	Dragon Tree	8' tall	15	double or triple head

SHRUBS AND GROUND COVER LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS
⊙	* Senecio vitalis		5-gal	25	
▨	Nassella tenuissima	Mexican Feather Grass	1-gal	24" oc	
⊙	* Muhlenbergia rigens	Deer Grass	5-gal	27	

\* Points claimed

All trees to be planted with commercial root barriers.  
2" deep shredded Cedar bark to spread between plants.

NOTE:

All groundcover areas where plants are 4' oc or greater  
to have 2 layers of geotextile fabric in 2 different directions  
geotextile fabric installed 3" below finished grade w/  
3" shredded bark above to eliminate weed growth.

NOTE:

Waterproofing and drains in planters by others.

PLANTING NOTES

- DRAWING IS DIAGRAMMATIC: CONTRACTOR TO VERIFY ALL LOCATIONS AND CONDITIONS ON SITE. COUNT ALL PLANT MATERIAL BEFORE BIDDING.
- CONTRACTOR TO INSPECT ALL EXISTING CONDITIONS ON SITE AND LOCATE ALL EXISTING UTILITIES BEFORE CONSTRUCTION BEGINS.
- CONTRACTOR TO REPAIR AT HIS OWN EXPENSE ALL PROPERTY DAMAGE WHICH OCCURS DURING PROJECT INSTALLATION.
- NOTE ADDITIONAL REMARKS ON SPECIFIC PLANTS IN PLANT LIST.
- ALL EXISTING PLANT MATERIAL TO BE REMOVED EXCEPT WHERE NOTED ON PLAN.
- CONTRACTOR TO GUARANTEE ALL PLANT MATERIAL FOR 90 DAYS FROM THE DATE OF ACCEPTANCE BY OWNER. PALM TO BE GUARANTEED FOR THE PERIOD OF 1 YEAR.
- FINISH GRADE TO BE 3" BELOW ALL WALKS, CURBS, AND PAVING.
- ALL PLANTED AREAS SHALL RECEIVE THE FOLLOWING AMENDMENTS PER 1,000 SQ. FT. OF SURFACE AREA. ROTO-TILL AMENDMENTS TO A DEPTH OF 6"
  - \*150 LBS. GRO-POWER
  - \*3 CU YDS NITROGENIZED, MINERALIZED FIR BARK
  - \*ADD 8 LBS OF GRO-POWER CONTROLLED RELEASE 12-8-8 PER CU YD OF MIX.

- PLANT HOLE TO BE TWICE AS WIDE AND DEEP AS THE PLANT ROOT BALL. BACKFILL AND COMPACT TO 80 % SOIL OF SITE AND 20 % FIR BARK, AS DEFINED IN #8. PROVIDE GRO-POWER PLANT TABLETS AT THE FOLLOWING RATES:

5 GAL 24" box	6-9 14-16
------------------	--------------

PLACE RECOMMENDED TABLETS BETWEEN THE BOTTOM AND THE TOP OF THE ROOT BALL BUT NO HIGHER THAN 1/3 OF THE WAY UP TO THE TOP OF THE ROOT BALL. SPACE TABLETS EQUALLY AROUND THE PERIMETER OF THE ROOT BALL APPROXIMATELY 2" FROM THE ROOT TIPS. PALM TREES ARE NOT TO RECEIVE TABLETS.

- ALL PROPOSED SHRUBS AND GROUND COVER AREAS ARE TO BE TREATED WITH A PRE-EMERGENT WEED KILLER (EPTAM / RONSTAR). APPLY PER MANUFACTURER'S SPECIFICATIONS: A) IMMEDIATELY AFTER PLANTING, B) AT THE BEGINNING OF THE MAINTENANCE PERIOD, AND C) AT THE END OF THE MAINTENANCE PERIOD.
- CONTRACTOR TO INSTALL AND MAINTAIN LANDSCAPE PLANTING IN ACCORDANCE WITH THE GOVERNING AGENCY'S GUIDELINES AND SPECIFICATIONS UNLESS NOTED OTHERWISE IN THESE NOTES OR ON THE PLANS.
- SOIL SAMPLES TAKEN FROM VARIOUS LOCATIONS IN THE PLANTING AREAS WILL BE SENT TO A SOIL LAB FOR PROFESSIONAL ANALYSIS AND RECOMMENDATIONS FOR SOIL IMPROVEMENT. CONTRACTOR TO FOLLOW SOIL TESTING RECOMMENDATIONS.
- USE OF CLASS I OR II COMPOST PRODUCED USING CITY ORGANIC MATERIALS (TOPGRO) IN A MAJORITY OF LANDSCAPED AREAS

Landscape Points

Total square footage	40,550.00 sf
Total number of points required for site	30

Detail of points	Points Claimed	Reference
Vines on walls	2	L-1
Trees shading east side of building	14	L-1
Main finish elevation handicap accessible	5	L-1
Use of Class I or II compost produced using City organic materials (TOPGRO) in a majority of landscaped areas	5	L-1
Provision for on or off site recycling of all vegetative waste	5	L-1
TOTAL POINTS	31	

Water Management Points

Total square footage of site	40,550.00 sf
Total number of points required for site	400

Detail Of Points	Points Claimed	Reference
Points 2 per plant 235 plants	470	L-1
TOTAL POINTS	470	

Compliance w/ 12.21.G.2.(a)(2)&(3) - see T-1 for other Open Space Calcs

Courtyard open space area: 5,339 sq ft  
25% of Courtyard open space area: 1,334 sq ft  
Courtyard landscaped area: 1,743 sq ft > 1,334 sq ft ✓

5th floor open space area: 524 sq ft  
25% of 5th floor open space area: 131 sq ft  
5th floor landscaped area: 235 sq ft > 131 sq ft ✓

Total # of units: 144  
1 tree per 4 units: 36 with minimum box size of 24"  
Total # of trees with minimum box size of 24": 40 trees > 36 trees ✓

EXHIBIT "A"  
Page No. 19 of 21  
Case No. APC-2015-3286

REVISIONS	DATE
1.	9.17.15
2.	
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ASLA  
Yael Lir Landscape Architects  
1010 Sycamore Ave. Suite 313  
South Pasadena, CA 91030  
Tel 323.258.5222  
Fax 323.258.5333  
yael@yaelir.com

145 UNIT APARTMENT  
2405 W. 8TH STREET  
LOS ANGELES, CA 90057

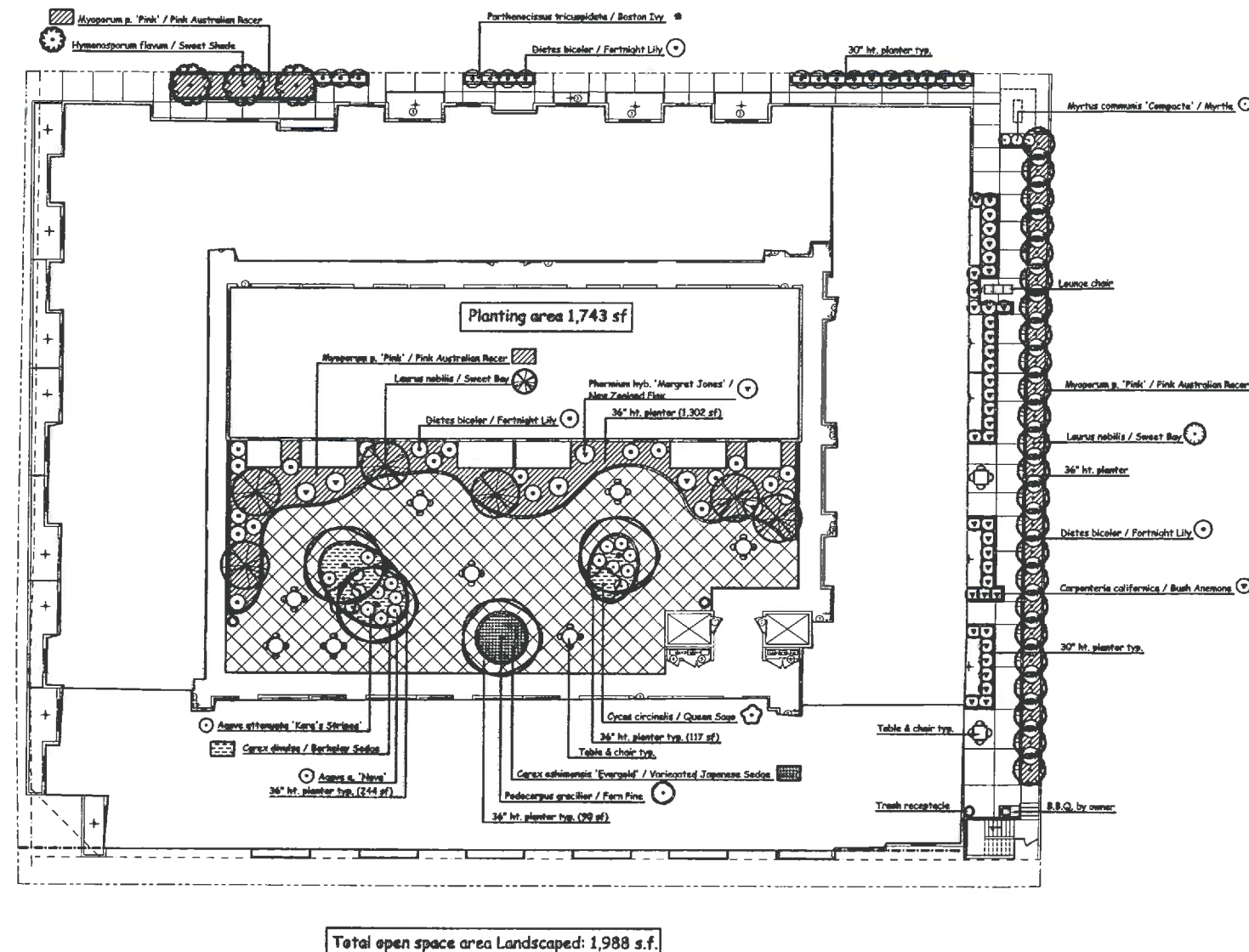
GROUND LEVEL PLANTING PLAN



DATE: AUG. 9, 2015  
SCALE: 1/16"=1'-0"  
JOB NUMBER: 174815  
DRAWN BY:

L-1

EXHIBIT "A"  
Page No. 20 of 21  
Case No. APC-2015-3280



#### TREE LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS
☉	<i>Cycas circinalis</i>	Queen Sage	24"box	2	
☉	<i>Hymenoporum flavum</i>	Sweet Shade	24"box	3	
☉	<i>Laurus nobilis</i>	Sweet Bay	24"box	24	
☉	<i>Laurus nobilis</i>	Sweet Bay	36"box	6	multi
☉	<i>Pedunculus gracilis</i>	Fern Pine	36"box	4	

#### SHRUBS AND GROUND COVER LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS
☉	<i>Agave a. 'Nave'</i>		5-gal	11	
☉	<i>Agave attenuata 'Kara's Stripes'</i>		5-gal	10	
☉	<i>Carex divisa</i>	Berkeley Sedge	5-gal	18"oc	
☉	<i>Carex oshimensis 'Evergold'</i>	Variiegated Japanese Sedge	5-gal	18"oc	
☉	<i>Carpenteria californica</i>	Bush Anemone	5-gal	39	
☉	<i>Diates bicolor</i>	Fortnight Lily	5-gal	61	
☉	<i>Hymenoporum p. 'Pink'</i>	Pink Australian Racer	5-gal	48"oc	
☉	<i>Myrtus communis 'Compacta'</i>	Myrtle	5-gal	3	
☉	<i>Parthenocissus tricuspidata</i>	Boston Ivy	5-gal	13	
☉	<i>Phormium hyb. 'Margret Jones'</i>	New Zealand Flax	5-gal	6	

\* Plants claimed

All trees to be planted with commercial root barriers.  
2" deep shredded Cedar bark to spread between plants.

Landscape Form items		
Item	Model	Color
Table	Cheap Chic square top	Steel
Chairs	Catena	Steel
Lounge	Chill	Orange
Trash	Parc Vue	Steel

NOTE:  
All groundcover areas where plants are 4' or greater  
to have 2 layers of geotextile fabric in 2 different directions  
geotextile fabric installed 3" below finished grade w/  
3" shredded bark above to eliminate weed growth.

NOTE:  
Waterproofing and drains in planters by others.

tel: 800.521.2546



Chair



Lounge Chair



Table



Trash

REVISIONS	DATE
1.	9.17.15
2.	
3.	
4.	
5.	
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145 UNIT APARTMENT  
2405 W. 8TH STREET  
LOS ANGELES, CA 90057

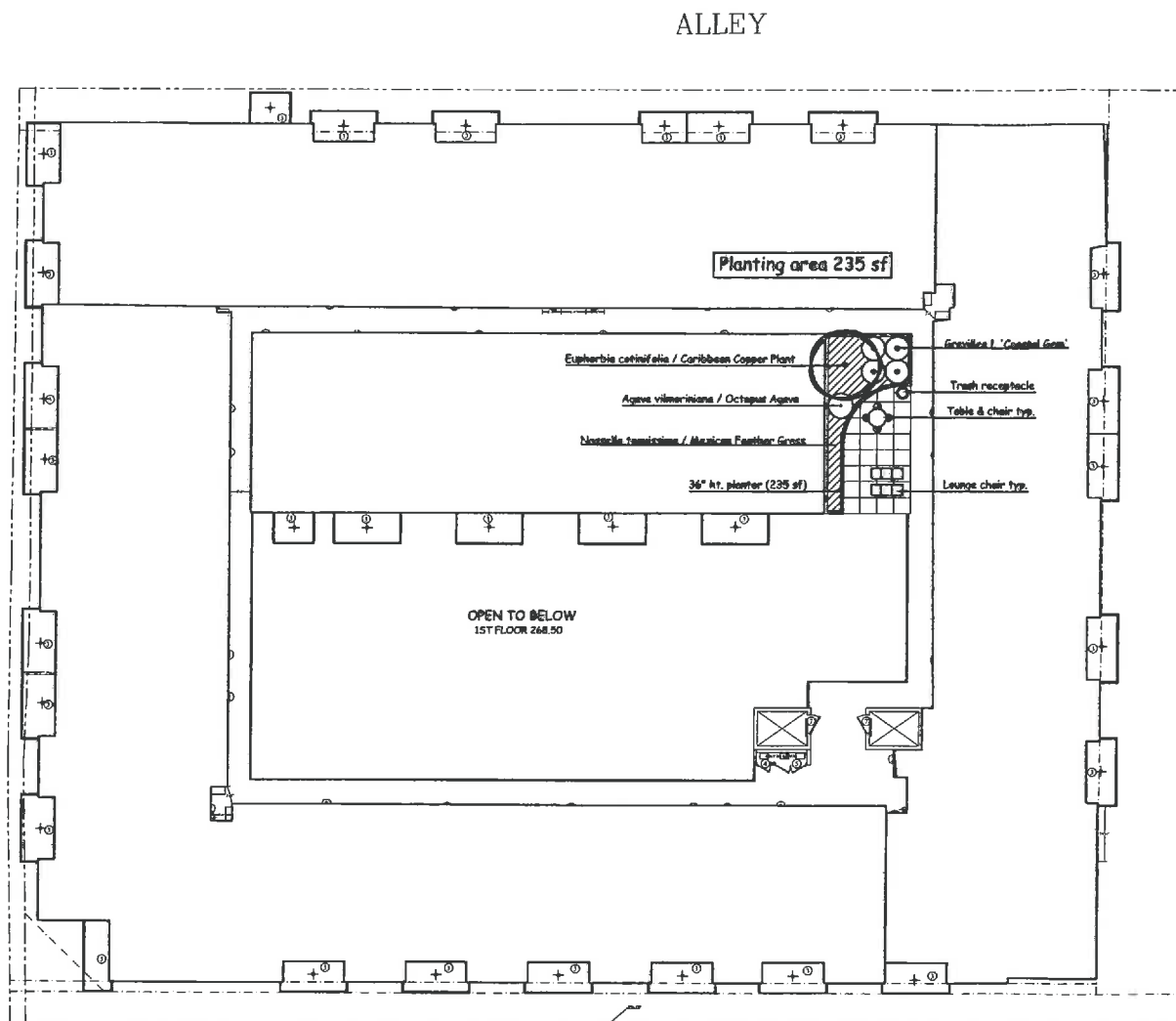
#### 1ST FLOOR PLANTING PLAN



DATE: AUG. 9, 2015  
SCALE: 1/16"=1'-0"  
JOB NUMBER: 174815  
DRAWN BY:



8TH STREET



TREE LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS
○	* Euphorbia cotinifolia	Caribbean Copper Plant	36" box	1	multi

SHRUBS AND GROUND COVER LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS
○	* Agave vilmoriniana	Octopus Agave	3-gal	1	
○	* Grevillea l. 'Coastal Gem'		3-gal	4	
■	Nesselia tenuissima	Mexican Feather Grass	3-gal	24" ac	

\* Points claimed

Landscape Form items		
Item	Model	Color
Table	Cheap Chic square top	Steel
Chairs	Catena	Steel
Lounge	Chill	Orange
Trash	Parc Vue	Steel

tel: 800.521.2546

All trees to be planted with commercial root barriers.  
2" deep shredded Cedar bark to spread between plants.

NOTE:  
All groundcover areas where plants are 4' ac or greater  
to have 2 layers of geotextile fabric in 2 different directions  
geotextile fabric installed 3" below finished grade w/  
3" shredded bark above to eliminate weed growth.

NOTE:  
Waterproofing and drains in planters by others.



Chair



Lounge Chair



Table



Trash

EXHIBIT "A"  
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Case No. APC-2015-3280

REVISIONS	DATE
1.	9.17.15
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yael@yaellir.com

145 UNIT APARTMENT  
2405 W. 8TH STREET  
LOS ANGELES, CA 90057

5TH FLOOR PLANTING PLAN



DATE: AUG. 9, 2015  
SCALE: 1/16"=1'-0"  
JOB NUMBER: 174815  
DRAWN BY:



## Previous Project Design

## EXHIBIT B

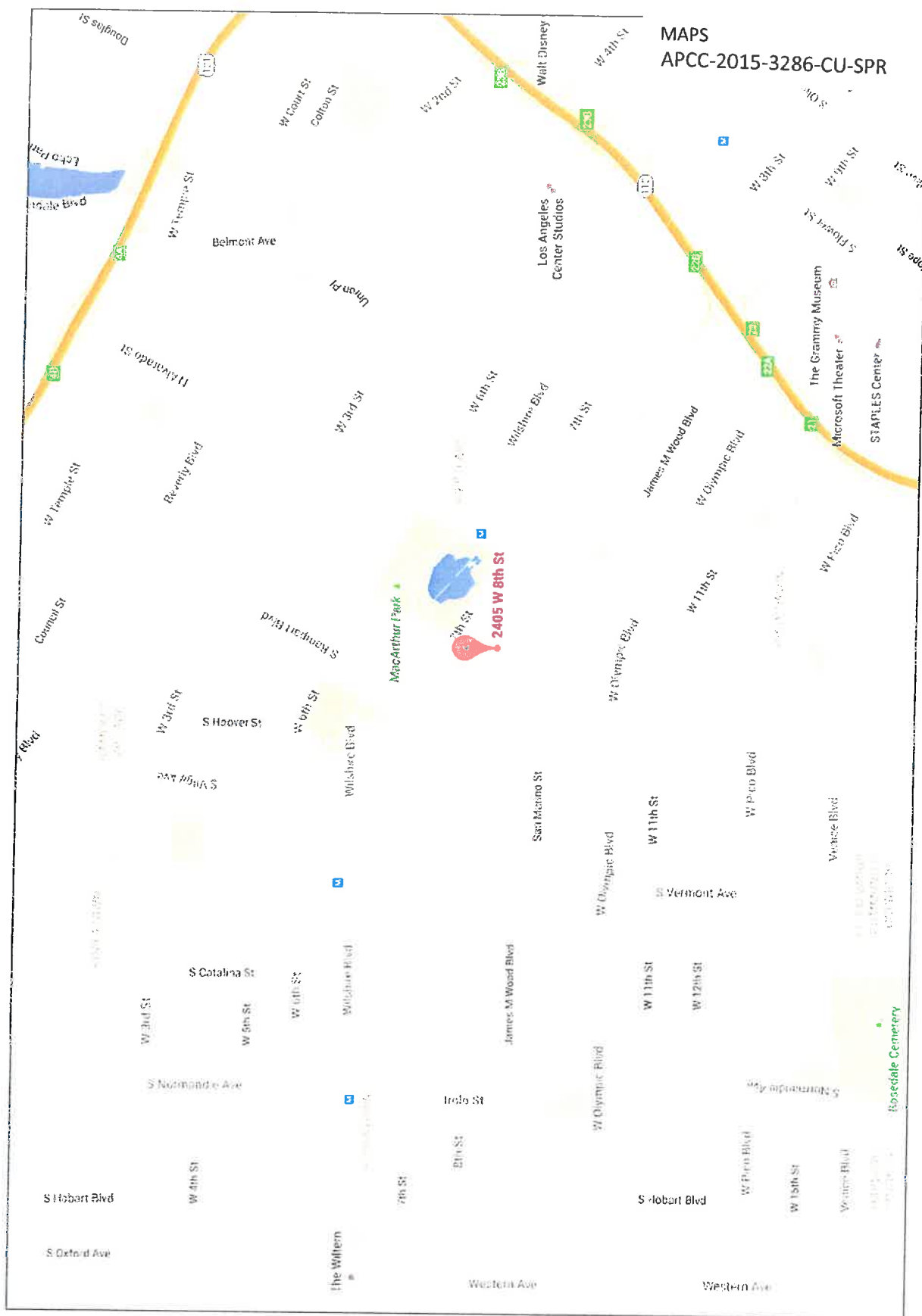
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APCC-2015-3286-CU-SPR

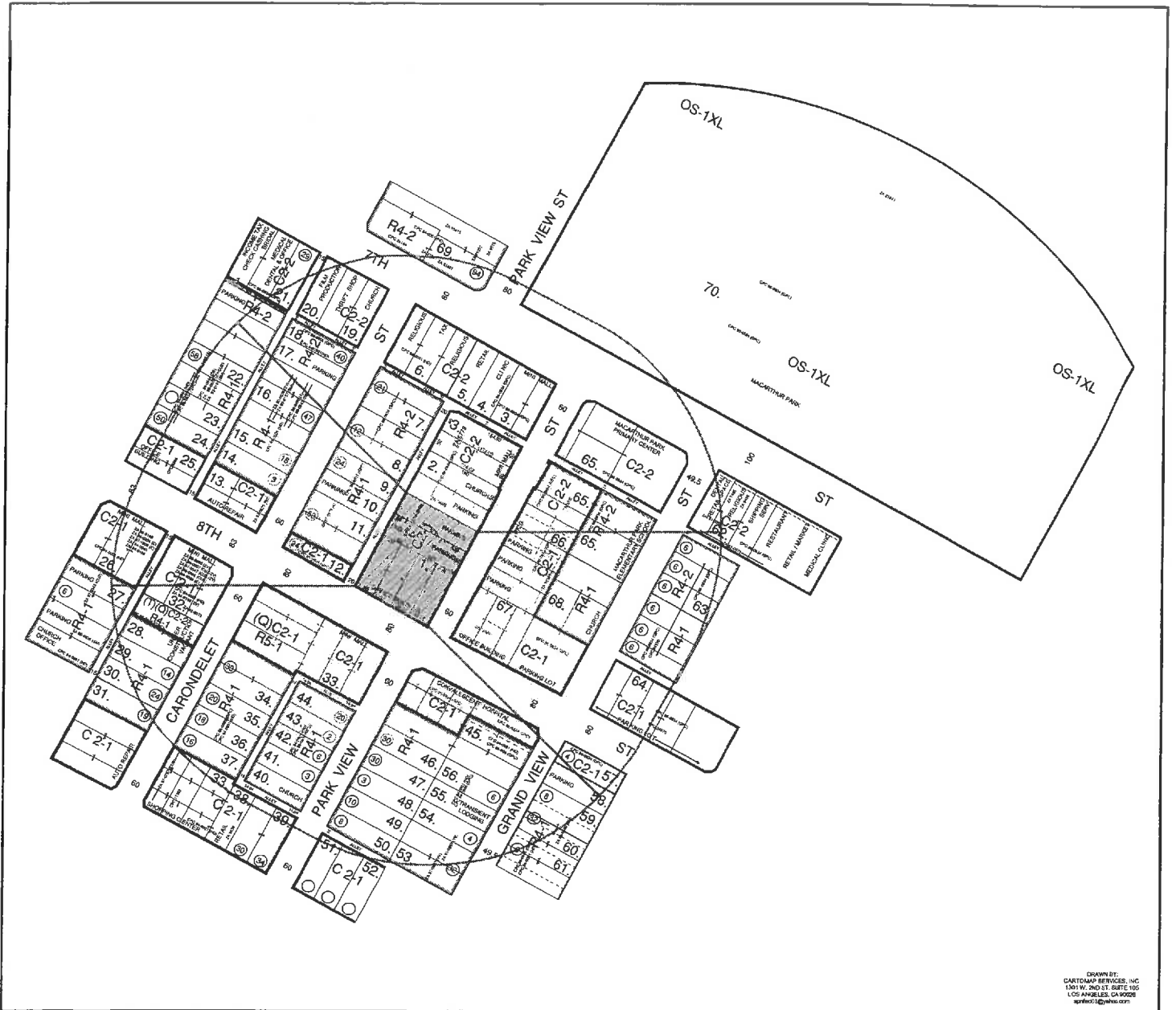




MAPS  
APCC-2015-3286-CU-SPR

## APCC 201 - 3286





DRAWN BY:  
CARTONAP SERVICES, INC.  
1001 W. 2ND ST. SUITE 100  
LOS ANGELES, CA 90008  
apcc@cartonap.com

# CONDITIONAL USE - SITE PLAN REVIEW 2405 W. 8TH STREET APN:5141-015-008

## LEGAL DESCRIPTION:

ZONE: C2-1  
T.B. PAGE: 634 GRID B3  
MAP REF: M R 17-74  
TRACT: WEST LAKE TERRACE  
BLK: NONE  
LOT: LOT 9, 10, FR 11, 12, 13, 14  
C.D.: 1 - GILBERT CEDILLO  
C.T.: 2094.01  
P.A.: WESTLAKE

## APPLICANT

PACIFIC PARKVIEW, LLC  
MR JOHN SAFI  
1055 WILSHIRE BLVD., SUITE 1000  
LOS ANGELES, CA 90017

## REPRESENTATIVE

DANIEL AHADIAN NUR  
11905 VENICE BLVD #1  
LOS ANGELES, CA 90066

## CASE:

DATE: 09-03-2015  
UPDATED:

D.M. NO.: 132 A 201  
USES: FIELD  
NET AC.: 0.207(AC)  
SCALE: 1" = 100'



# ZIMAS INTRANET

Generalized Zoning

01/24/2017

City of Los Angeles  
Department of City Planning



Address: 739 S PARK VIEW ST  
APN: 5141015008  
PIN #: 132A201 102

Tract: WEST LAKE TERRACE

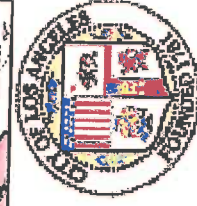
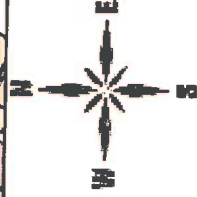
Zoning: C2-1

Block: None

Lot: 9

Arb: None

General Plan: Highway Oriented Commercial

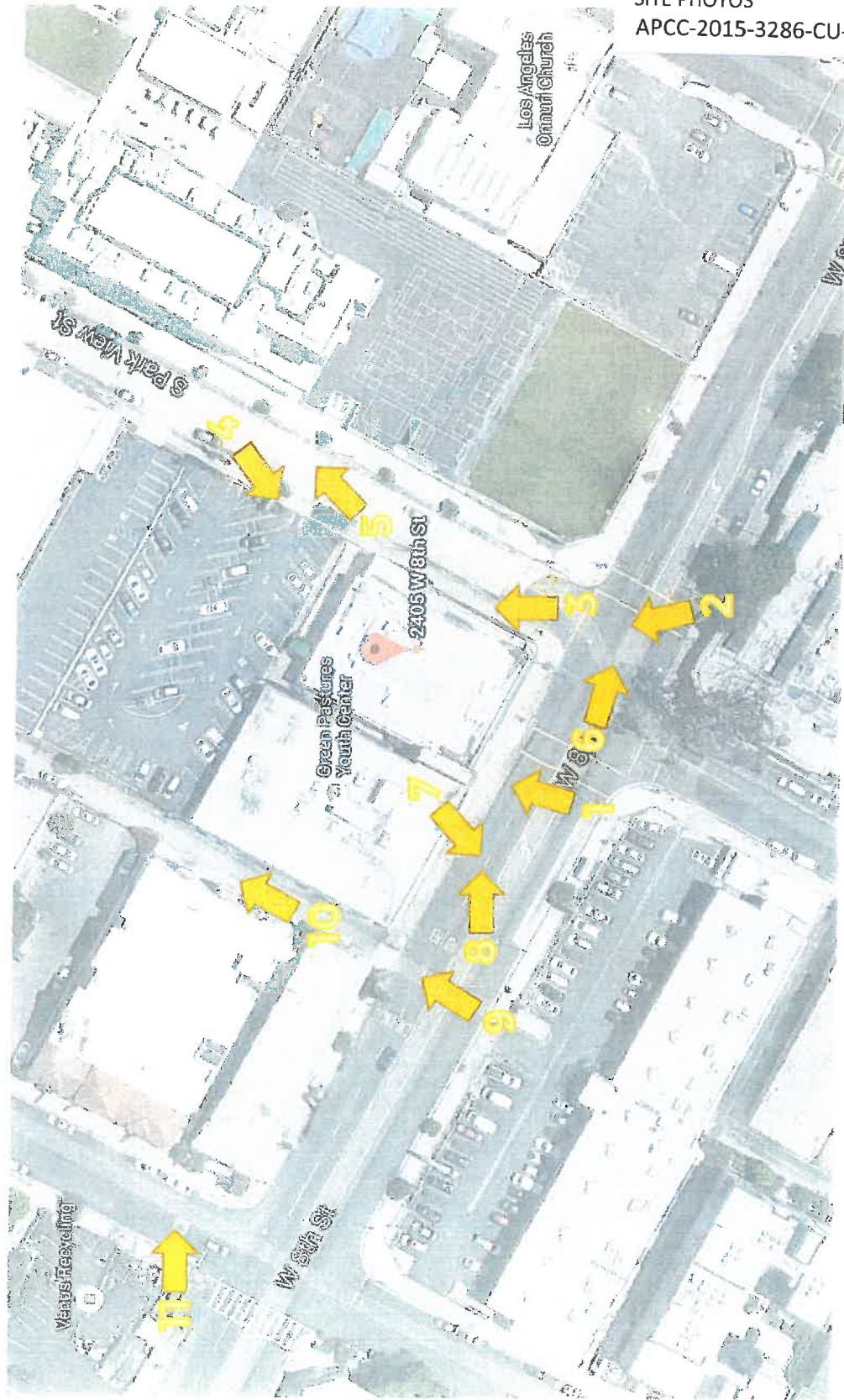


# PHOTO INDEX MAP

APCC 2015-3286

## EXHIBIT D

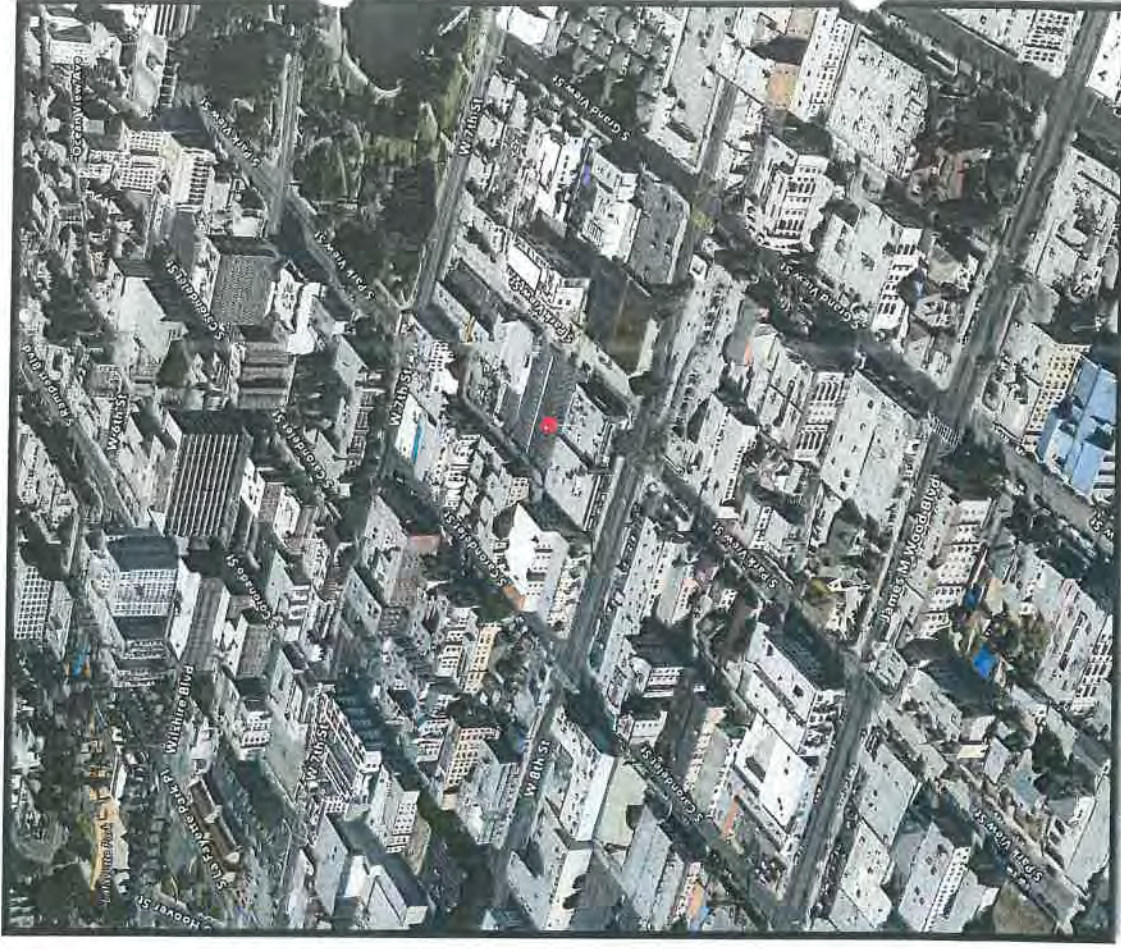
SITE PHOTOS  
APCC-2015-3286-CU-SPR



# PHOTOS



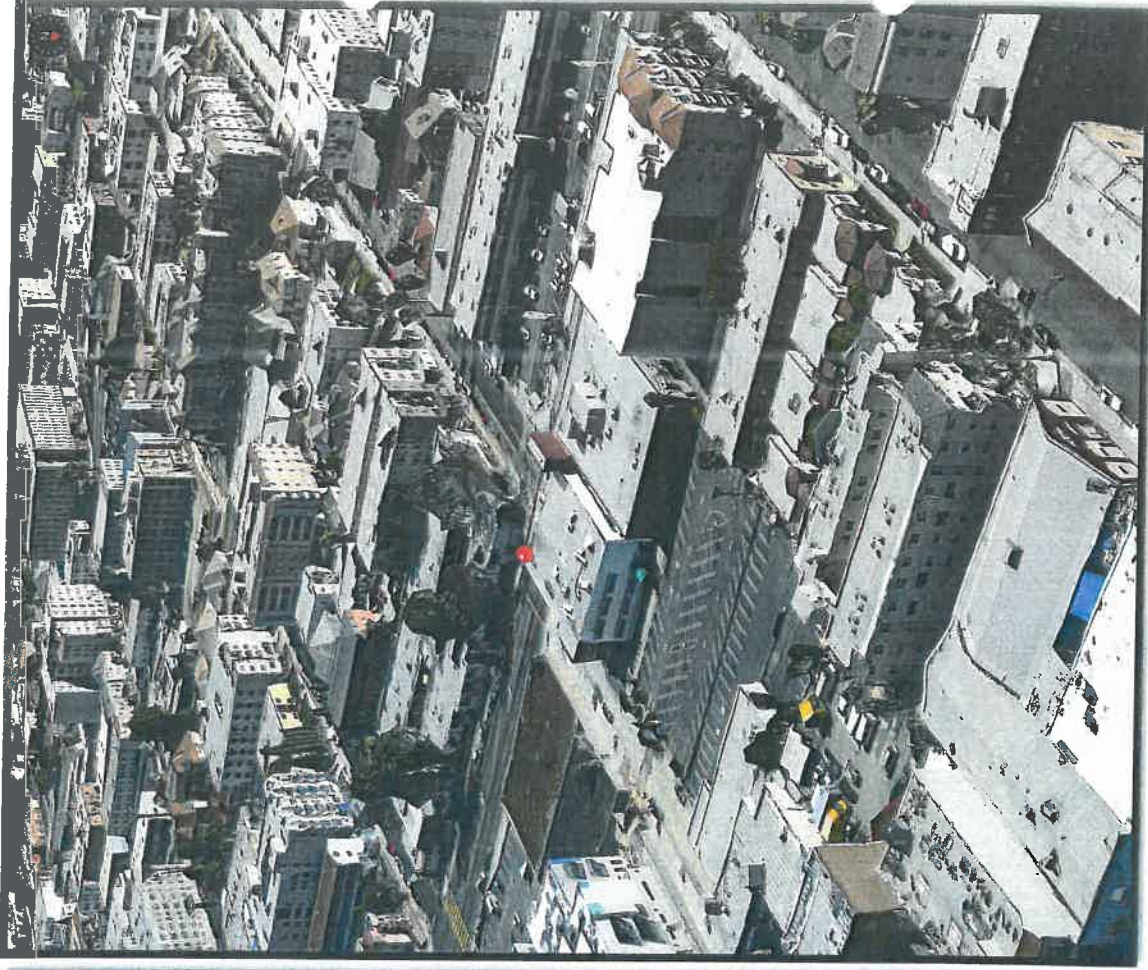
Aerial – True North 2D



Aerial – True North 3D



Aerial – Close-Up of Site  
Facing North



Aerial – Close-Up of Site  
Facing South



Aerial – Broad Shot  
Looking East



Aerial – Broad Shot  
Looking West



