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- **“Secondary Submissions”**: Submissions received after the Initial Submission deadline up to 48-hours prior to the Commission meeting are contained in this file and bookmarked by the case number.
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If you have any questions, please contact the Commission Office at (213) 978-1300.

SECONDARY SUBMISSIONS

**JEANNIE PLUMB
10755 DE SOTO AVENUE
CHATSWORTH, CA 91311**

Statement To Accompany Public Comment – October 24, 2019

President Millman and Members of the Commission:

I am a resident of Chatsworth with more than forty years of experience riding the public equestrian trails in Los Angeles.

I am here today to talk to you about gates, specifically gates across public equestrian trails. For four years I have been trying to remove gates placed across the trails located on Tract 62958, located at 10867 Topanga Canyon Road in Chatsworth. I have met with determined resistance from staff at both Building and Safety and City Planning, and so I appeal to you today to assist me in this effort. This Commission has stated a clear policy against such gates, and I ask you to reaffirm it in this case.

Tract 62958 was approved in 2007. The tract approval conditions require equestrian trails that are “open to the public,” with “minimum 10” or “minimum 8-foot wide clearance” and “minimum 10-foot wide” or “minimum 8-foot wide clear trail tread.” When construction of the trails was completed in 2015 I discovered that gates had been installed across the trails at two locations. The gates do not allow horses to pass through them. Instead a rider must either stop the horse, dismount, open the gate and then close it after passing through, or lean down from the saddle and attempt to open and close the gate while mounted. According to a nearby resident, the gates were installed by the tract developer at the end of the construction project. No permits have ever been issued for these gates by Building and Safety, Public Works or the Fire Department. At some point after the gates were installed signs were placed on them stating “Authorized Traffic Only.”

I filed a complaint with Building and Safety asserting that the gates were a violation of the tract map conditions. My appeal was denied “due to lack of specific language to in the Tract Conditions of Tract 62958 which prohibits or otherwise regulates the installation of said gates.” I appealed that denial to the Director of Planning pursuant to Section 12.26K of the Municipal Code. The Director, acting through a Zoning Administrator, ruled that “(t)he Zoning Code is silent regarding horse trail design, materials, and widths, etc” and therefore “the appropriateness of the gates as constructed is outside the scope of this LAMC 12.26K appeal.” She also found that her decision has “no Citywide impact as the matter concerns only the use of the specific property.”

In support of my complaint and appeal, I submitted evidence to show that the gates were in fact prohibited by the express language of the tract conditions. This evidence included a declaration by Emily Gabel-Luddy who, as a Zoning Administrator for the Planning Department, wrote the decision approving Tract 62958. She noted that the gates clearly conflict with the language of conditions 30 and 31 requiring that the trails be open to the public and provide minimum clear widths and clear trail tread widths. A copy of her declaration is attached to this statement.

I appealed the decision by the Zoning Administrator and, on October 3, 2019, the North Valley Area Planning Commission granted my appeal. I have been advised by the NVAPC staff, however, that it will take several weeks for the formal written determination to be drafted and issued. In the meantime, the gates remain across the trails.

In a case heard on June 27, 2019 this Commission declared, in a very clear statement of policy, that gates are not suitable for urban development within the City of Los Angeles, and that gates across equestrian trails defeat the purpose of the public trail system that is so vital to the character of this part of the San Fernando Valley. I appear today asking you to reaffirm that policy. The policy you set is not being implemented by Department staff, who have consistently rejected my efforts to remove the gates across the trails on Tract 62958.

The case you dealt with on June 27 was VTT-74478-1A, a proposed subdivision located at 10811-10921 Old Santa Susana Pass Road in Chatsworth bordering Tract 62958 on the north. Several homeowners who live in Tract 62958 testified on June 27 in support of a request by the developer of VTT-74478 to install gates at various locations within that development. These homeowners asserted that gates, which already block the trails in their subdivision, were needed to protect their neighborhood from the homeless and drug use activity they have observed while living there.

You voted unanimously to reject gates for VTT-74478. I have attached an informal transcript, made from the audio recording available on the City Planning website, of the remarks made on this issue by every member of the Commission who spoke before the vote was taken. Of particular relevance are the remarks by Vice President Khorsand:

"Having no gates is important to equestrian access to this area. I think when we are talking about gates it closes off the trails and might give the wrong message to other equestrian riders in the area that they will not have access to go through with their horses to get to the trails. I really do believe that no gates is very vital in this area"

The gates on Tract 62958 have had this impact. Many of the same residents of Tract 62958 who appeared before you on June 27 went before the PLUM committee of the Council on September 24, 2019 PLUM and restated the need for gates on the development to the north. They told PLUM that gates could not be considered a deterrent to equestrian use of the trails in the area since, in their personal experience, they almost never saw equestrians use the trails in their development. Their testimony proves, as Vice-President Khorsand stated, that the gates across both ends of the trails in their tract discourage equestrians which is why so few have been seen.

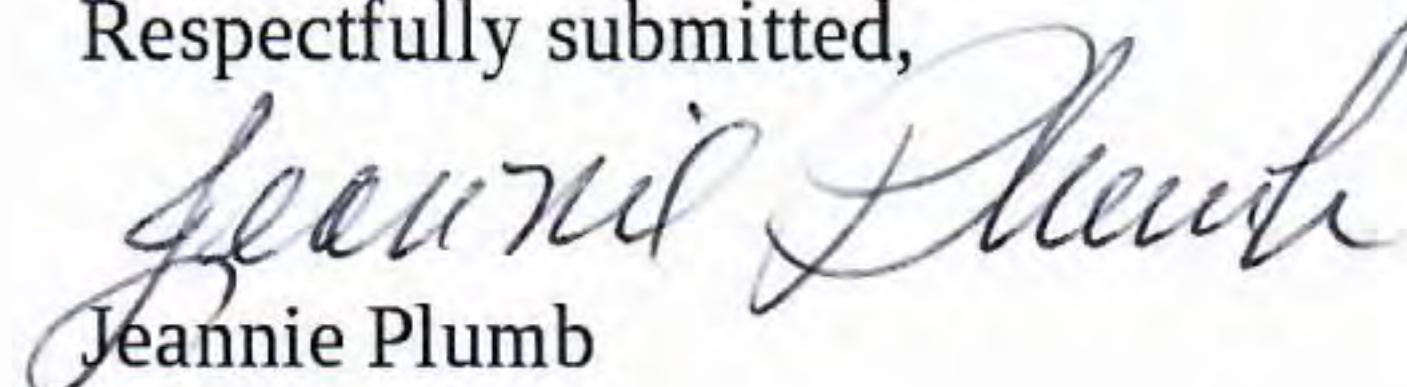
I have no idea when, if ever, any City agency will act on my complaint about the gates. I am deeply troubled by the apparent willingness of staff at both Building and Safety and Planning to accept gates on public equestrian trails on the grounds they are not in so many words prohibited by tract map conditions or Zoning Code provisions.

I am equally troubled by the statement made by the Zoning Administrator in denying my appeal that her decision has no Citywide significance. Her statement that the Zoning Code does not control the use of gates because it does not specify the design of horse trails cannot be limited to "the use of this specific property," but sends a message to developers and subdivision residents across the City that gates may be erected across any and every public equestrian trail unless, as in VTT-74478, great care is taken to craft approval conditions that in so many words prohibit gates.

Based on the policy position stated by this Commission on June 27, 2019, I ask that you direct staff to take all appropriate action to have the gates on Tract 62958 removed, and remain vigilant to identify and remove any other gates that may appear on public equestrian trails in the City of Los Angeles.

Thank you for your consideration of this request.

Respectfully submitted,

A handwritten signature in cursive script, reading "Jeannie Plumb".

Jeannie Plumb

DECLARATION OF EMILY J. GABEL

Emily J. Gabel declares as follows:

1. I am a citizen and resident of the County of Los Angeles.
2. I hold a B.A. From Occidental College, a Masters degree in Landscape Architecture from the University of Massachusetts, Amherst and a Loeb Fellowship in Advanced Environmental Studies from the Harvard University Graduate School of Design. I am trained in and thoroughly familiar with urban planning, having worked in the field for more than 30 years.
3. I have extensive knowledge of and experience with the subdivision and tract map approval process in the City of Los Angeles. I served in the Los Angeles Department of City Planning for 29 years. For five years during that time I held the position of Associate Zoning Administrator. In that capacity I conducted and issued decisions in a variety of land use approval proceedings, including variances, conditional use permits and other matters. I then served for seven years as the Deputy Advisory Agency for the City of Los Angeles pursuant to authority delegated to the City of Los Angeles by the Subdivision Map Act, . As Deputy Advisory Agency I was in charge of all division of land applications in the City, including subdivisions, parcel maps, lot line adjustments and certificates of compliance. I am accordingly thoroughly familiar with the drafting and implementation of tract map conditions. Under my management, subdivision staff developed standard conditions for equestrian subdivisions, with input from other city departments who also served on the Subdivision Committee. These standards implemented clear guidance to staff, community and subdividers. A key standard was a Public Discussion meeting intended to confirm (with the Grading Plan) that subdivision conditions for equestrian subdivisions were properly followed.
4. I also have extensive experience as an equestrian, both within Los Angeles County and in other locations within the United States and abroad. I have owned a horse and ridden regularly on a wide variety of equestrian trails for many years. I am aware of and have experience with the hazards horses and riders encounter in trail riding.
5. In January of this year I personally walked the entire length and observed the condition of, the equestrian trails developed on Tract 62958 in Chatsworth to compare what had been built with the tract map conditions requiring the development of the trails on the site. I found that the trails as built do not comply with the tract map conditions.
6. The trail is obstructed in two locations by what appear to be installations of utility equipment, approximately 36-48 inches high, set on concrete footings on the west side of the trail. Pictures of these obstructions are attached as Exhibits A and B to this declaration. In two other locations there are utility installations that extend between 18 inches and 4 feet into the trail. Pictures of these obstructions are attached as Exhibits D and E to this declaration. In one location a wide strip of concrete crosses the entire trail. A picture of this crossing is attached as Exhibit C.
7. These obstructions do not comply with the requirements in Conditions 30(b), 30(c) and 31(f) of the approved tract map for Tract 62958 that the trails maintain a minimum clear width. Equestrians must ride around them, thereby reducing the usable and effective width of the trail from the eight foot width specified in the tract map conditions to as little as six feet.

8. In addition to obstructing equestrian travel, these installations pose a danger to horses and riders. A horse might stumble or slip on the concrete footing around them, or shy when seeing them. The placement of concrete within an equestrian trail is an inherent danger due to the potential for a horse slipping on that surface, or stumbling or slipping as the dirt portion of the trail erodes from rainfall around the concrete, leaving holes, gullies or other tripping hazards for horses. In each of these situations either or both horse and rider may fall, with the potential for serious or fatal injury. Finally, a horse might shy at something completely unrelated to the above-ground installations that are located within the trail tread. In that situation a horse might back into them, kick them or fall, throwing the rider. A rider can manage a horse, but these situations happen and happen quickly. Insufficiently clear trail tread width and the construction of obstacles is not in compliance with the Conditions.

9. The trail is also obstructed in several locations by metal covers that have been placed within the trail right of way. Two are set in concrete and extend approximately 3-4 feet into the trail. A picture of these covers is attached as Exhibit E to this declaration. In two other locations there are smaller metal covers extending approximately one foot into the trail. These covers can be seen in Exhibit E to this declaration on either side of a driveway.

10. The covers do not comply with the requirement in Conditions 30(b), 30(c) and 31(f) of the approved tract map for Tract 62958 that the trails have a minimum clear width. Riders will have to either maneuver around them, rather than proceeding in a direct path along the trail as intended by the tract map conditions, or face the risk of having their horse step on the cover or the surrounding concrete. As noted in paragraph 8 above, concrete is an inherent hazard for equestrian travel due to the risk of slipping, leading to falls by horses or riders. Note further, Condition No. 31 requires concrete treatment on the driveway aprons to provide an acceptable standard for non-slip surface for equestrian transit.

11. The trail is also obstructed by gates that have been installed across the entire width of the trail in two locations. Pictures of these gates are attached as Exhibits F through H to this declaration. The gates require a rider using the trail to dismount, open the gate, lead the horse through the gate, close the gate and then remount. Dismounting and remounting a horse puts a rider momentarily out of balance and therefore more vulnerable to being thrown off or getting dragged by the horse. Gates within a public equestrian trail thereby create unnecessary risk and danger to both horses and riders.

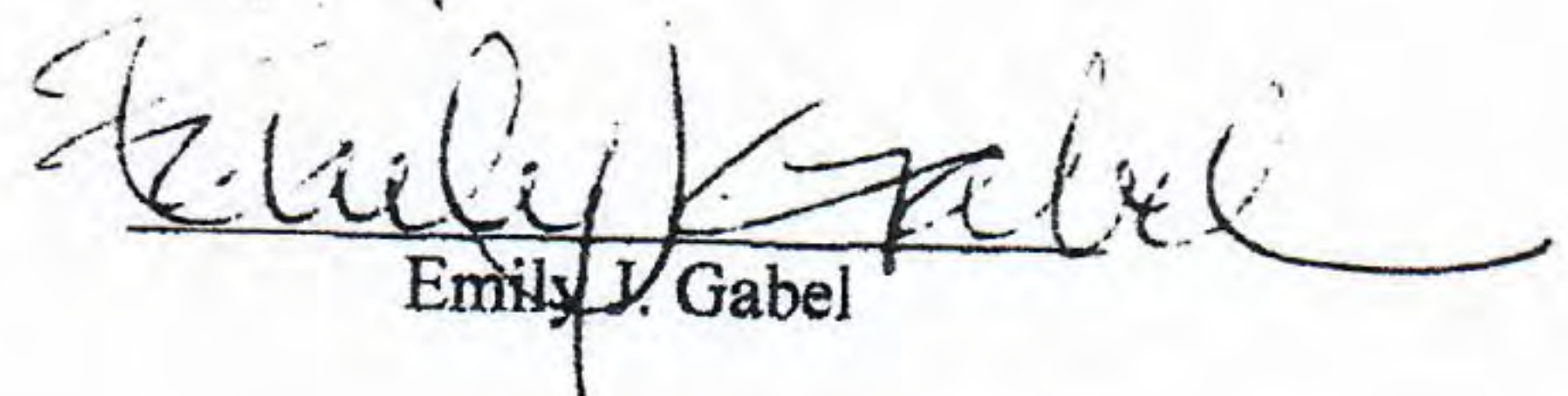
12. The only alternative method of getting through the gates would be for the rider to stop and lean down from the horse in an effort to reach the gate opening and closing mechanism. Many riders will not be able to reach that far, and even attempting to do so puts the rider at risk of falling off the horse or being injured if the horse shies at the gate or at the movement of the rider leaning down to reach for the gate mechanism.

13. These gates do not comply with the requirement in Conditions 30(b), 30(c) and 31(f) of the approved tract map for Tract 62958 that the trails have a minimum clear width since they force equestrians to stop, navigate the gate and restart. The essential purpose of the trail width condition is to ensure a free and unimpeded path of travel so that the trails offer a meaningful opportunity for public equestrian use.

14. Condition 30(b) states the 8-foot wide strip of land (easement) shall be "open to the public," and accessible for public equestrian trail purposes. DBS erred in its decision allowing the gates. The extremely complicating factor dismount/mount described in paragraph 11 mitigates directly against public accessibility. Standard equestrian trail design provides for gates with a horse opening or bollards with a section wide enough to accommodate a horse and rider. If DBS interpreted the absence of a gate prohibition to permit gates, then what is to stop more gates from being placed across any other segment of the public equestrian trail easement?

I declare under penalty of perjury under the laws of the State of California that the foregoing statements are true.

Dated: April 18, 2016


Emily J. Gabel

REMARKS BY MEMBERS OF THE CITY PLANNING COMMISSION

June 27, 2019

Hearing On Case No. VTT-74478-1A

Agenda Items 7 & 8

(Taken from audio available at <https://planning.lacity.org/InternetCalendar/pdf.aspx?Id=64146>)

Commissioner Helen Leung

I also want to make a comment. I hear so many community members here advocating for gates. As someone who works out in the public there is often an association between design and activity. And I would say, based on an earlier comment about causation and correlation, I would say that in our subdivisions it would be great to have it be more porous so I am in support of actually keeping our communities as ungated as possible and having other strategies to deal with some of the concerns that community members have in terms of other activities. So I applaud the encouragement of that as well as keeping the historic homes more accessible instead of gated.

Commissioner Karen Mack

Interestingly the debate on some level about the gates kind of reminds me of the project that we just looked at in terms of, rather than walling oneself off from the issues that surround development whether its a permanent supportive housing development or equestrian, the issues are very similar. The solution if you have a problem in your community is not to disconnect, the solution is to connect and to consider what is causing this problem in your community and how can you get involved in solving that problem. That's how you deal with a problem, not a gate. A gate does not solve problems. And I feel like our city is so much better when people collaborate on solutions. So I am very passionate about this issue of gates obviously and about people connecting so I do not support gates at all.

Commissioner Marc Mitchell

Specifically around gates, this is not the first time we've discussed this, and every project is different. I agree with many of the points made but I differ, in that I do think it is the prerogative of the residents and developers whether to have gates or not have gates. In this case I would prefer to have a gate around a community rather than individual gates around homes. Generally speaking and not just based on what we've heard here about some the activity going on in the area it should not be reactive to the situation. Its just a choice that people should have.

Vice President Vahid Khorsand

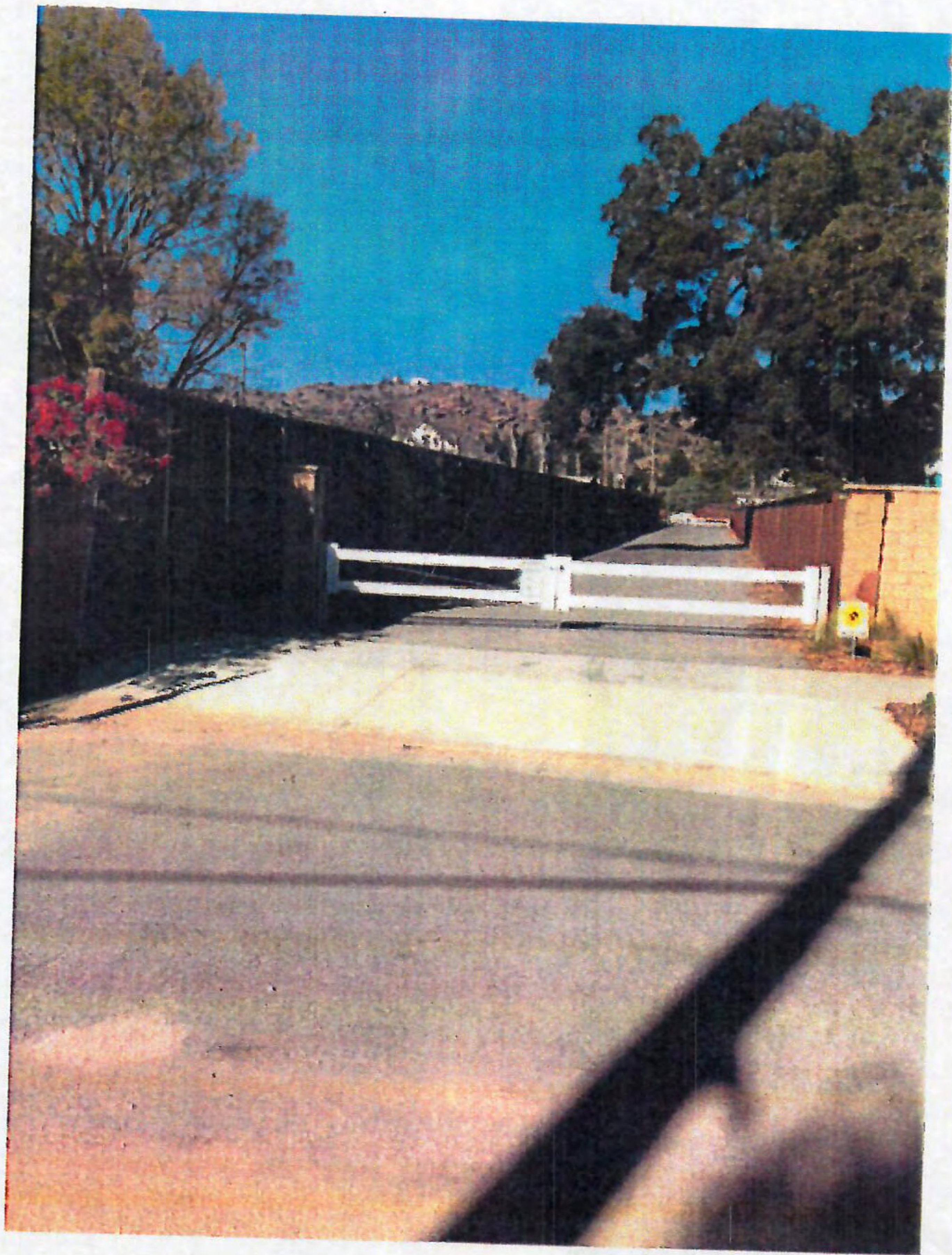
I grew up in the northwest San Fernando Valley. I spent more than four fifths of my life in the northwest San Fernando Valley, including Porter Ranch and Granada Hills. I am familiar with Chatsworth and the equestrian community. I grew up in an area of Granada Hills that was an equestrian community for a bit. Having no gates is important to equestrian access in this area. I think when we are talking about having gates it closes off the trails and might give the wrong message to other equestrian riders in the area that they will not have access to go through with their horses to get to the trails. I really do believe that no gates is very vital in this area.

President Samantha Millman

I don't have much to add to what my colleagues have said. To the issue of gates, I am empathetic to what the residents who have come and testified have said about what they feel is the loss of their quiet enjoyment for their property. Los Angeles is an urban environment and you have moved to the edges of it where it is a little bit more suburban and frankly a little bit rural. But for the rest of this city which also is impacted by crime and homelessness and drug use we don't have the option of gating off our homes and our streets. I will say this also. My brother died of an opioid overdose in a gated community. The walls did not keep him out of that community. And if people want to get into communities to commit crimes they will find their ways in there. Gates are not the only answer. It is a systemic problem that requires a systemic solution. So while I am empathetic I believe the idea of gating it off and not making it not a porous community outweighs the benefit of gating it off because I think it is a temporary and a societally ugly solution to a temporary problem.

Commissioner Dana Perlman

To my fellow commissioners, I have been going down Santa Susanna Road on Google and what you see is the entire street appears to be gated off with block walls with wrought iron on top. I agree with you and I have pushed back very hard on this Commission when developers have come to us and asked to gate off their new projects. Its not something we want to see. It is a little different when you are in a rural community like this. Things like wood fencing which especially in an equestrian area is so much more useful and to my eye, although its subjective, aesthetically pleasing and less of a separator. I would think something like that could go up and I don't know if that's something staff has precluded. I for one live in a rural area, I have a home, a small ranch in a rural area up north, and its very equestrian and that's how pretty much all of the ranches are wrapped if you will. I'm sensitive to the homeowners and the issues that they are facing with crime and with the rampant drug use. That's something we're working on throughout the city, to try to help those people find places to live and try to get them out of those encampments. In the meantime all of us in the city are burdened with, some more than others and it's unfortunate and it does require a little bit more than just putting up a gate or a fence. I actually had someone break in to my house with a full burglar alarm with all the doors locked without breaking in, and it was a fully fenced and gated property, and they broke in because they hopped the fence and went through the doggie door. If someone wants to get in they certainly will get in, that's just a fact, so while. So I agree that what we don't want to see in the equestrian community is a lot of block wall fencing and gates.





Planning CPC <cpc@lacity.org>

Objection to 2301 S. Westwood Blvd

alanasrour@gmail.com <alanasrour@gmail.com>

Sun, Oct 13, 2019 at 2:50 PM

To: julia.duncan@lacity.org, cpc@lacity.org

Cc: paul.koretz@lacity.org

As a resident/owner of a home on the 2300 block of Midvale Avenue, I strongly object to the proposed five-story building at 2301 South Westwood Blvd. Our street and neighborhood are congested enough - we do not need some new monstrosity to take away more of the already limited street parking. Also, the height of the building will destroy the home values of neighboring homes - people who collectively pay millions in tax dollars. No exemptions should be granted. We do not want one more developer to get rich at hard working home owners' expense. Keep the current height restriction, keep current setback and keep current open space requirements.

Sincerely,

Alana Srour

WESTWOOD/PICO

Neighborhood Oriented District

Ordinance No. 171,859
Effective Date January 24, 1998

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Westwood/Pico Neighborhood Oriented District



Ord. No. 171,859

WESTWOOD/PICO NEIGHBORHOOD OVERLAY DISTRICT

An ordinance establishing the Westwood/Pico Neighborhood Oriented District, pursuant to Sections 13.00,13.07 and 13.08 of the Los Angeles Municipal Code for portions of the West Los Angeles Community Plan area.

WHEREAS the Director of Planning has conducted a study and has found that the portions of Westwood Boulevard, Pico Boulevard, and Overland Avenue identified in this Ordinance have a variety of commercial uses and activities and have a majority of structures of a similar size and with architectural details such as the location of windows, building walls and pedestrian entrances which if preserved and enhanced would encourage people in the surrounding neighborhoods to walk and shop along these streets;

Now, Therefore:

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1.

ESTABLISHMENT OF WESTWOOD/PICO NEIGHBORHOOD ORIENTED DISTRICT

- A. **Oriented District.** The Westwood/Pico Neighborhood Oriented District is hereby established and is applicable to that area of the City of Los Angeles shown within the shaded area on the following map:
- B. **Pedestrian Oriented Streets.** The following Pedestrian Oriented Streets are hereby identified as part of the Westwood/ Pico Neighborhood Oriented District: Westwood Boulevard (both sides of Westwood Boulevard between Missouri Avenue and the alley northerly of Pico Boulevard);Pico Boulevard (the north side of Pico Boulevard between Bentley Avenue and Patricia Avenue; and the south side of Pico Boulevard between Military Avenue and Patricia Avenue); and Overland Avenue (the east side of Overland Avenue between Blythe Avenue and the alley south of Pico Boulevard).

Section 2.

RELATIONSHIP TO OTHER PROVISIONS OF THE MUNICIPAL CODE

- A. The regulations of this Ordinance are in addition to those set forth in the Los Angeles Municipal Code (LAMC) and any other relevant ordinances, and do not convey any rights not otherwise granted under such provisions, except as specifically provided herein.
- B. As permitted by Section 13.07 D of the LAMC, Section 4 of this Ordinance shall supersede the requirements of Section 13.07 E of the LAMC.

- C. Whenever this neighborhood Oriented District Ordinance contains provisions which differ from, or conflict with provisions contained elsewhere in Chapter I of the LAMC with respect to permitted uses, height of screening walls for parking lots, setbacks from street frontages, landscaping of setbacks and types of permitted signs, this Ordinance shall prevail and supersede the other applicable provision, including, but not limited to, the requirements of Section 12.22A 23 and Section 12.24C 56 of the LAMC pertaining to Mini-Shopping Centers and Commercial Corner Development Regulations. Whenever this ordinance is silent, the provisions of the LAMC shall apply.

Section 3

ZONING

- A. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone boundaries shown upon a portion of the Zoning Map incorporated therein and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the zoning Map shall conform the zoning on the Map set forth in this ordinance. All lots located within the Westwood/Pico Neighborhood Oriented District are zoned C2-1VL-POD, C2-1VL-O-POD, C4-1VL-POD or C4-1VL-O-POD, as shown on the map referred to in Section 1A of this Ordinance. The symbol "POD" refers to the Pedestrian Oriented District uses and standards set forth in Section 13.07 of the Los Angeles Municipal Code, with modifications set forth in this Ordinance.
- B. Lots zoned C2-1VL-POD, C2-1VL-O-POD, C4-1VL-POD or C4-1VL-O-POD shall conform with the requirements and restrictions found in Section 13.07 of the LAMC except as modified by this Ordinance, and the Development Regulations established by Section 4 of this Ordinance.

Section 4.

DEFINITIONS

- A. **Ground Floor.** Ground floor is the lowest level within a building which is accessible to the street, the floor level of which is within three feet above or below curb level.
- B. **Project.** The construction or erection of any building or structure, or addition of floor area to any building, unless the building is used entirely for residential dwelling units. For the purposes of Sections 5A(1) and 5A(4) only, a Project also includes exterior alterations to more than 60 percent of the surface area of the plane of any existing building facade fronting substantially or in part a Pedestrian Oriented Street.

Section 5.

DEVELOPMENT REGULATIONS

The Department of Building and Safety shall not issue a building permit for a Project within the Westwood/Pico Neighborhood Oriented District unless the Project conforms to all of the following development regulations. The Department of Building and Safety shall not issue a change of use permit for any use not permitted in subsection B of this Section.

A. **Building Frontages** shall conform to the following regulations:

1. **Facade Treatment.** For any Project, 50 percent of the first 10 feet in building height of the building facade shall be articulated with wall treatments including one or more of the following: windows, doors, recessed entryways, recessed courtyards, planters, murals, mosaic tile, or public art and/or other means of creating visual interest.
2. **Building Setbacks.** The exterior wall of any new construction or addition of floor area to a building or structure shall be located not more than five feet from any front lot line adjoining a Pedestrian Oriented Street, except that building setbacks from the front lot line may exceed five feet when used for plazas, courtyards, outdoor dining, seating, kiosks, and/or paseos. Building setbacks shall be used for the above listed permitted purposes or shall be landscaped as set forth in Subsection E of this Section.
3. **Pedestrian Access.** All new construction or addition of floor area to a building or structure fronting substantially or in part on a Pedestrian Oriented Street shall provide at least one entrance for pedestrians to each Ground Floor.
4. **Second Floors.** For any Project, the building facades of the floor immediately above the ground floor shall be differentiated from the ground floor by recessed windows, balconies, offset planes, awnings or other architectural details.
5. **Requirement for Ground Floor.** Each building on a lot fronting substantially or in part on a Pedestrian Oriented Street shall have a ground floor.

B. **Prohibited Uses.** Any use permitted by the underlying zone shall be permitted on the Ground Floor and on any other floor except that the following uses shall be prohibited within the district:

Arena
Auditorium
Automotive Painting
Automotive Sales, used
Automotive Storage Area
Automotive Storage Garage
Automotive Upholstering

Bail Bond Broker
 Baseball Batting Range
 Billiard Parlor
 Body and Fender Repairing
 Car Wash
 Carnival, transient
 Carousel
 Circus, transient
 Concert Hall
 Equine Show
 Fairgrounds
 Ferris Wheel
 Fortune Telling, Psychic
 Fun House
 Helicopter Landings
 Hospital (contagious, mental, drug and alcohol, animal)
 Masseur or Masseuse
 Merry-Go-Round
 Night Club
 Open Storage Area, incidental to permitted use
 Open Storage Area
 Pawnshop
 Penny Arcade
 Pony Riding Rink
 Pool Hall
 Rescue Mission
 Restaurant, drive through
 Roller Skating Rink
 Scenic Railway
 Shooting Gallery
 Sideshow, circus, transient
 Skateboard Track
 Skating Rink
 Sports arena or Stadium
 Tattoo Studio
 Tow Truck Dispatching
 Traveling Theatrical Performance, under canvas

C. **Yards.** Yard requirements shall be as required by the underlying zone, except as specified in subsections A (2) of this Section.

D. **Parking.**

1. Any surface parking adjoining a Pedestrian Oriented Street shall be screened by a solid wall having a continuous minimum height of three feet and a maximum height of four feet. In addition, the wall shall be separated from the adjacent public right-of-way by a continuous landscaped area having a minimum width of three feet. Surface parking lots shall be landscaped with shade trees at the ratio of one tree for each four parking spaces.

2. All above-grade parking spaces visible from the public right-of-way shall be screened architecturally or with landscaping.

E. Landscaping Standards.

1. Prior to the issuance of a building permit, the Department of City Planning ("Department") shall approve a landscape plan for new Projects and parking areas. In approving this plan, the Department shall find that trees, compatible in size and variety with (2) below, are planted in all landscaped areas at a reasonable density; and that planted window boxes, and hanging plant baskets and flower beds in parking lots are provided where possible, as determined by the Department.
2. Street trees shall be planted at a ratio of at least one for each 30 feet of street frontage, as determined by the Department of Public Works. Tree grates and tree guards shall be provided where needed as determined by the Department of Public Works.

Notwithstanding the foregoing, the size, location and variety of trees shall be determined by the Department of Public Works except that *Ficus nitida* shall not be required and the Department of Public Works shall give preference to the species *Podocarpus macrophylla* (Yew pine). However, consideration may be given by the Department of Public Works to the introduction of alternative species in consultation with the community and council offices.

3. Where streetlights are existing or proposed to be installed, trees shall not be planted within 20 feet of the location of the existing or proposed streetlight.
4. An automatic irrigation system where possible shall be provided for all landscaped areas and shall be indicated on landscape plans. Property owners shall maintain all landscaping in good healthy condition and shall keep planted areas free of weeds and trash.

F. Sign Standards. Notwithstanding any provisions of Section 91.6201 et seq. of the Los Angeles Municipal Code to the contrary, no person shall erect the following signs as defined in Section 91.6203 of the Los Angeles Municipal Code:

1. Signs that flash, move or have the appearance of movement;
2. Off-site commercial signs;
3. Any pole signs not on a corner lot;
4. Pole sign over 10 feet in height on a corner lot;
5. Projecting signs, except for signs not to exceed 10 square feet in area, for ground floor businesses and when the top of the sign is not more than 12 feet above ground level; and
6. Roof signs.

- G. **Utilities.** Where possible, as determined by the Department of Water and Power for the City of Los Angeles, all new power lines for any individual building or proposed within the Westwood/Pico Neighborhood Oriented District shall be installed underground.



Westwood South of Santa Monica Blvd Homeowners' Association
P.O. Box 64213, Los Angeles, CA 90064
wssmhoa.org • info@wssmhoa.org



October 14, 2019

Los Angeles City Planning Commission
200 N. Spring Street
Los Angeles, CA 90012
cpc@lacity.org

Subject: **Statement about the CPC Meeting on May 25, 2017 at which the TOC Guidelines were considered [Item 10: DIR-2017-1914-MSC]**
Comments submitted in conjunction with consideration of the appeal of TOC project at 2301 Westwood Blvd. - **DIR-2018-6719-TOC-WDI; ENV-2018-6720-CE**
CPC Agenda: October 24, 2019

Dear City Planning Commissioners:

I attended the CPC meeting on May 25, 2017 to hear the staff presentation on the Transit Oriented Community (TOC) Guidelines. I was not prepared to speak as our neighborhood council had not yet adopted a formal position on the Guidelines and as the agenda for the meeting specifically stated that a public hearing was not required; it was not clear to me whether or not testimony would be taken that day. During public comment, I observed the exchange between the panel and a spokesperson from housing advocacy group Abundant Housing LA. During that discussion, almost all suggested changes made by the Abundant Housing LA speaker were recommended for adoption after consultation with staff to determine whether or not the suggestions could be added without additional environmental work. The fact that the guidelines approved for adoption differed significantly from the staff report, without any additional hearings, means that the public did not have notice or the opportunity to comment on the program as amended from the staff report and as adopted by CPC.

An entire step was somehow omitted.

In addition, my expectation was that the May 25, 2017 CPC hearing would be but the first step in a process that would ultimately lead to consideration by PLUM and a vote by the full City Council, all as mandated by the text of Measure JJJ, which reads in part (on page 41):

“Action by the Council on Proposed Amendments. After receiving the recommendations of the City Planning Commission and the Mayor, or at the expiration of the 30-day period for the Mayor to act, the Council shall hold a public hearing on the proposed Plan amendment.”
But when the TOC Guidelines were released by the Planning Department on September 22, 2017 community members had no idea that there would be no further consideration of the program before the City Council. As a regular attendee and member of the PlanCheck NC Steering Committee, I do not recall any outreach from the Planning Department to alert Land Use Committee Chairs and active volunteers that their one and only opportunity to speak to the



TOC Guidelines would be at the CPC meeting on May 25, 2017 (or apparently that appeals would need to be filed immediately following the Guidelines' release).

By the time we realized what had occurred, any opportunity to file an appeal had long passed. Neighborhoods were suddenly faced with a sweeping "one-size-fits-all" citywide program that failed to acknowledge issues such as rear setback/tiering needs for new buildings directly adjacent to residences (both R1 and multi-family) without any alleys or physical separation, or requirements to maintain some percentage of active/retail/commercial ground floor uses on pedestrian oriented commercial arterials, impacts of reduced setbacks on the urban canopy and heat island effect, etc.

More troubling still, the incentives included in the TOC Guidelines as released on September 22, 2017 appear to go far beyond the limits (guardrails) that were so clearly defined in the text of Measure JJJ. For example, the TOC incentives of increased height and reduced setbacks were not part of Measure JJJ and were therefore not authorized when that measure was passed by voters in November 2016. Does this not suggest that the voters (or perhaps the City Council?) would need to approve any changes or additions from what was adopted by the voters?

The negative impacts of the Guidelines as adopted can be seen in the TOC project at 2301 Westwood Blvd. that was approved by the Planning Dept. and whose appeal by a local neighbor WSSM is supporting. Having 67 foot high projects placed directly adjacent to R1 properties without separating alleys and adequate tiering is not good urban planning. Allowing all residential buildings without some active ground floor uses seems to contradict the City's desire to develop Grand Boulevards and neighborhoods of increased density where residents can walk to local businesses and services without generating a car trip. (WSSM supported the developer's request to allow for a mezzanine and a change in the manner in which height is calculated which enabled a retail component to be included in what was originally presented to the community as an all residential project located in a defined Neighborhood Oriented District (Westwood/Pico Neighborhood Oriented District -Ordinance Number 171,859, effective 1/24/1998). Communities should have a role in working to improve proposed projects. There is a broad spectrum of opportunity well beyond the adoption of positions of support and opposition. Citywide policy should always recognize and reflect the importance of including community participation in designing our City's future.

In the course of 30-plus years of volunteer community service, this is the first time I have been aware of any General Plan amendment made by the CPC unilaterally without a public City Council hearing and vote.

Yours sincerely,

A handwritten signature in blue ink that reads 'Barbara Broide'.

Barbara Broide

President, Westwood South of Santa Monica Blvd. HOA



Planning CPC <cpc@lacity.org>

Appeal re: 2301 S. Westwood Boulevard Case DIR-2018-6719-TOC-WDI; ENV-2018-6720-CE

Dave Stambaugh <dcsbaugh@hotmail.com>

Mon, Oct 14, 2019 at 4:19 PM

To: "julia.duncan@lacity.org" <julia.duncan@lacity.org>

Cc: "cpc@lacity.org" <cpc@lacity.org>, "paul.koretz@lacity.org" <paul.koretz@lacity.org>

I am writing to express my concerns regarding the proposed project at [2301 S Westwood Blvd](#). As a resident and owner of a property in the 2200 Block of Midvale Ave for the past 25 years, I was surprised and concerned to learn of the extreme dimensions and poorly conceived planned access to the proposed development. The resulting impact of constructing such large mixed use structure in that location would result in traffic and parking nightmares that will irreparably destroy the character of our comfortably quiet R1 zoned neighborhood.

We all understand the need for more affordable housing and this is not an example of "NIMBY" on the part our local residents. We object to the inappropriate scale of the project and the misguided idea of having the ingress/egress of the project on Tennessee.

None of us would be concerned about a building of three or four stories in height, (with many more "affordable units" included) but a 6 story building literally looming directly on top of R1 zoned properties with no alley or space in between in exchange for 5 units of "affordable housing" is ludicrous.

Not requiring an normal EIR to examine the likely impact on the traffic and parking in such a narrow area with an already overly stressed infrastructure seems not just irresponsible but reckless.

It is my fervent hope that the City Planning Commission will take our neighborhood's appeal to reconsider this proposed development seriously.

Sincerely,

David C. Stambaugh

Virus-free. www.avast.com



DIR-2018-6719-TOC-WDI; ENV-2018-6720-CE (10/24/19 Agenda Item 12).

Esther Rudis <esther@rudis.biz>
To: "cpc@lacity.org" <cpc@lacity.org>

Sat, Oct 19, 2019 at 12:24 PM

I am strongly opposed to the proposed 6-story structure, for the following reasons:

--The project is too large and out of scale with surrounding uses and does not comply with existing zoning laws.

--There are no alleyways or buffers between the commercial and residential streets. No protections and inadequate tiering between the 6-story structure and homes. Loss of light, privacy, ability to have solar installations, etc.

--I am concerned that luxury/market rate housing attracts residents who will drive and have cars leading to spillover parking and added congestion on nearby streets affecting local businesses and residents.

- Westwood Blvd. is an important artery connecting EXPO Light Rail to points north including Westwood Village, UCLA, UCLA Medical Center and VA and VA Medical Center.
- Added congestion to Westwood Blvd. impacts the efficiency of the many bus lines on Westwood Blvd.

--Project entitlements granted exceed the authority of Measure JJJ, which did not include additional height and reduced setbacks.

--Cumulative impacts have not been taken into account. In this area Westwood has already had two TOC projects approved nearby and has another two soon to enter entitlement process.

--Tennessee is a narrow street designated to be a bike route in the City's Mobility Plan. The intersection of Tennessee and Westwood is scheduled for major change including a new pedestrian and bike rider activated traffic signal to facilitate safety. The removal of the street dedication should not be granted.

Please STOP trying to push through projects that only line the pockets of the developer, but do NOTHING to improve the quality of life in our beloved city!!!

Sincerely,

Esther Rudis

1888 Greenfield Ave #305

Los Angeles 90025

10/21/2019

City of Los Angeles Mail - DIR-2018-6719-TOC-WDI; ENV-2018-6720-CE (10/24/19 Agenda Item 12).

Sent from [Mail](#) for Windows 10

FIX THE CITY

October 14, 2019

Via Email: CPC@lacity.org

The Hon. Samantha Millman, Chair

Los Angeles City Planning Commission

200 North Spring Street, LA, CA 90012

RE: OPPOSITION TO 2301 WESTWOOD BOULEVARD DIR 2018-6719-TOC-WDI,
ENV-2018-6720-CE

Dear CPC Commissioners:

This letter supplements the timely appeal filed on this project by Fix The City (attached). To be clear, Fix The City is not challenging voter-approved JJJ. Instead Fix The City believes the City's implementation of JJJ via the TOC guidelines as applied to this project and others exceeds the authority provided in JJJ as well as violates several key mandates of JJJ.

Fix The City encourages a close reading of JJJ Section 6 before you vote on October 24, 2019. The language is very clear. There is no authority to provide additional incentives, incentives combined with other incentive programs, nor is there authority to create the TOC Tier system as used on this and other projects. Section 6 is limited to the incentives "herein" of Section 6: (1) additional residential FAR, (2) additional density and (3) reduced parking.

TOC projects under JJJ Section 6 are intended to be ministerial and are not eligible for discretionary incentives absent voter approval.

The City Planning Commission must stay within the four corners of voter-approved JJJ **as written** which includes, but is not limited to require prevailing wages (Affordable Housing and Good Jobs) and limit incentives to those specified in Section 6 TOC, with incentives based on the underlying zone and not the Tiers as they were not in JJJ and have not been authorized by the voters.

Contrary to the express language of JJJ, The Director of Planning's Determination for 2301 Westwood Boulevard approved additional incentives that were not included in JJJ Section 6. In approving the project, the Director acted in an arbitrary and capricious manner.

The "Additional" discretionary incentives unlawfully awarded to 2301 Westwood Boulevard can only be granted to projects under **JJJ Section 5(e)**, not Section 6 projects.

There is no exemption from Prevailing Wage. This project has not agreed to the Labor Standard and therefore does not qualify for JJJ incentives. The City has failed to require the Labor Standard for this and virtually all other TOC projects. JJJ mandated prevailing wage for

BOTH GPA's and TOC projects. The **"Findings"** for **JJJ Section 2** clearly state the purpose of the initiative. These findings are for both Section 5 (GPA's) and Section 6 (TOC) projects:

"Now THEREFORE, based upon these findings the people declare that the City adopt the legislation contained herein in order to address our homeless and affordable housing crisis, **while also** creating good jobs with family-supporting wages." (Emphasis added.)

Finally, the implementation procedures for JJJ required and still require Council (legislative) approval under state law (California Govt. Code Section 65915(d)(1)(C)(3)).

JJJ TOC Section 6 does not authorize **increased height**, violation of **transitional height (LAMC 12.21.1 A.10)**, **yard reduction (LAMC 12.21.C.1(g))** or **open space reduction (LAMC 12.21G.2(b)(3))**, and it does not permit changing the threshold for **Site Plan Review** from an increase of 50 dwelling units above existing units to 50 units over the base zoning. The existing density is the baseline by which Site Plan Review determines the threshold.

We incorporate by reference our lawsuit and testimony challenging 10400 Santa Monica Boulevard based on granting of incentives not authorized by JJJ Section 6 for that and other TOC projects and failure to adhere to the labor standard of JJJ. We also incorporate by reference our testimony submitted on 10306 Santa Monica Boulevard and note that the day after submission, the public hearing on appeal was postponed while additional environmental analysis is being conducted. At issue is the fact that the project has Santa Monica Fault lines and trace faults running across the site, that the site is located on a scenic highway that is an historic resource, and that there are cumulative impacts from all the TOC projects proposed for the same area.

FAILURE TO ACCEPT APPEAL BY FIX THE CITY AND TO INCLUDE IT IN THE RECORD

Fix The City filed a timely appeal of the Director's Determination. The appeal addressed not just the Discretionary TOC Incentives, but also the street dedication determination and the Class 32 Categorical Exemption.

The Planning Department erred in returning the appeal after accepting it and our payment, and then again erred in refusing to include that appeal as part of the record for this project. In addition, we incorporate by reference the opposition and appeal of other individuals and organizations regarding this project. *Anyone can appeal a CEQA determination.* This appeal right is not limited to abutting owners. The Planning Department acted in an arbitrary and capricious manner denying Fix The City due process by eliminating the right to appeal this project.

NO COMPREHENSIVE ANALYSIS OF HOUSING AVAILABILITY AND MONITORING PROGRAM

Measure JJJ requires that before TOC Guidelines can be adopted, a comprehensive analysis of housing availability must be conducted in for EACH unique area (JJJ Section 4.A). JJJ requires a

“program to create and monitor an inventory of units within the Community Plan Area that are: subject to a recorded covenant, ordinance or law that restricts rents to levels affordable to persons and families of Lower or Very Low Income; subject to City Rent Stabilization Ordinance; and/or occupied by Lower-Income or Very Low-Income households.”

No such comprehensive study or monitoring program exists either for the Expo Specific Plan Area or the TOC areas, despite JJJ and specific instructions to the Planning Department from the City Council (CF 2016-0684-S1). Therefore, the approval of TOC incentives for 2301 Westwood Boulevard is *ultra vires*.

Instead, of following the Council’s January 24, 2017 directive regarding preparation of the TOC Guidelines, CPC and the Director of Planning defied the clear mandate of the City Council. They never conducted a comprehensive study, failed to report back to the City Council regarding the formulation of the Guidelines, and they did not obtain legislative approval for the implementation of JJJ as required by Cal Govt. Code Section 65915(d)(1)(c)(3).¹

This rejection of the need for Council approval is in contrast with the pattern and practice of the Planning Department in its implementation of SB 1818 and other affordable housing programs such as RAS3 and RAS4. In those cases, the implementation plan, including incentives, was adopted as an ordinance approved by the City Council. Public notice was provided and public hearings were conducted.

Note that the City Council instructed the Planning Department to prepare and present such a report to the City Council immediately after JJJ passed. A motion by Mitch O’Farrell (CF 16-0684-S1) on November 22, 2016, two weeks after JJJ was approved by the voters, also ordered “preparation of a new affordable housing incentive program for developments near major transit stops.” It continued, “It is imperative that the implementation process of this ballot initiative be fully vetted and discussed by policy makers and all interested stakeholders.”

The November 22, 2016 motion (CF 2016-0684-S1) stated:

¹ This state affordable housing statute clearly states: “The city, county, or city and county shall establish procedures for carrying out this section, that shall include legislative body approval of the means of compliance with this section.” Thus, the TOC Guidelines required City Council approval. In the absence of City Council approval, approval of incentives unauthorized by the City Council is in violation of state law. This would be true even if they did not include “Additional” Incentives or Concessions in violation of the clear language and intent of JJJ Section 6 to limit TOC projects to increased FAR, density and reduced parking. The only projects eligible for additional incentives are projects described in JJJ Section 5(e).

“I THEREFORE MOVE that the Council request the City Attorney, with the assistance of the Planning Department, and in consultation with the Bureau of Contract Administration, to prepare a report on the implementation, enforcement, resources needed, timeline to implement, and any other impacts of the *Affordable Housing and Labor Standards Related* to City Planning Initiative Ordinance JJJ (Council File No. 16-0684).”

CPC and the Director of Planning had ample time to follow the directive of the City Council motion, which was passed on January 24, 2017. *No material change in land use can occur until the completion of a comprehensive assessment of such proposed changes by the Planning Department*, as required by JJJ Section 4.A. The City Council merely repeated the mandate of JJJ. But CPC and the Planning Director chose to ignore both the Initiative and the City Council.

The incentives approved for 2301 Westwood Boulevard, and for that matter, across the city, violate the clear language of JJJ and could not be approved until the comprehensive analysis and monitoring programs are established.

CONFLICT WITH THE GENERAL PLAN, COMMUNITY PLAN AND FRAMEWORK ELEMENT

Many of the improperly granted incentives such as height and transitional height conflict with the General Plan and the West L.A. Community Plan. Failure to provide for adequate first-responder response-time conflicts with the West L.A. Community Plan and the Framework Element, including a binding commitment made by the City with regard to the provision of adequate public safety capacity. Public safety is job #1 per Section 35(a) of the California Constitution:

- “(1) Public safety services are critically important to the security and well-being of the State’s citizens and to the growth and revitalization of the State’s economic base.
- (2) The protection of the public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services.”

CHALLENGE TO GUIDELINES IS NOT TIME-BARRED

The incentives approved by the Director of Planning are based on an administrative regulation and not an ordinance (CPC Staff Report May 15, 2017, p. F-1). The Planning Department has incorrectly listed the TOC Guidelines as an Ordinance, but they are not. Guidelines are subject to court review at any time.

By bypassing the City Council, CPC substituted its advisory authority for the Council’s legislative authority. This was arbitrary and capricious and a prejudicial abuse of authority.

The previous pattern and practice of the City of Los Angeles in adopting new regulations is to publish notice and conduct a public hearing at CPC and then a referral to the City Council's Planning and Land Use Committee. In fact, that is what the City Council mandated in CF 2016-0684-S1. It instructed CPC to conduct a full public vetting and discussion with *policy-makers*. Elected officials are policy-makers; political appointees on CPC are not. Several affordable housing bonus programs were implemented through ordinance: SB 1818 and RAS3 and RAS4. TOC is the only bonus program to attempt implementation merely by administrative regulation.

The TOC Guidelines did not undergo any reasonable public scrutiny. In fact, only 16 letters were received regarding the Guidelines, mostly from the development community (Guidelines Staff Report). This is dispositive that the public was unaware of a major policy issue that would unilaterally change land use throughout the City. Adding insult to injury, the Agenda for the CPC Item 10 stated that no public hearing was required.²

The instructions of both JJJ and the Council were ignored.

- No comprehensive study was conducted on affordable housing impacts,
- No monitoring program exists to protect affordable housing and
- The implementation procedures for TOC were never vetted by the Council, the public at large, and were not adopted by a legislative body.

MEZZANINE

It is not clear from the drawings provided whether the "Mezzanine" Floor complies with ZA 2019-2359 (ZAI) with regard to:

- Whether the stairs were included in the mezzanine floor area
- How much of the mezzanine is enclosed with a 42-inch-high wall, counter or guard rail?
- How much of the mezzanine is enclosed above 42-inches?
- Whether more than 10 percent of the floor area of the mezzanine level is enclosed with walls.
- Whether there are closets in the bedrooms on mezzanines. A bedroom is required to include a closet. The mezzanine is not a bedroom, as described in the application, without a closet.

The Director's Determination failed to make **required Site Plan Review findings** under LAMC 16.05. This project is an increase in 50 dwelling units over the current commercial use. It is

² This process of implementation was expected to also occur for TOC Guidelines, as explained by Barbara Broide in her letter in opposition to 2301 Westwood Boulevard. She was present, but saw that the Agenda stated that no public hearing was required, and did not provide public comment. She expected outreach that never came.

therefore subject to Site Plan Review. JJJ did not authorize an exemption from Site Plan Review for TOC projects.

CONCLUSION

There are several violations of LAMC, the General Plan, and CEQA identified in the appeal that was unlawfully denied by the Planning Department AFTER it had accepted our timely appeal and payment. In brief:

- Increased height.
- Violation of the City's Transitional Height Ordinance (LAMC 12.21.1 A.10)
- Violation of Site Plan Review (the threshold formula for SPR cannot be changed by CPC in violation of an adopted ordinance and this was not an incentive permitted by JJJ.
- Violation of yard and open space requirements (note that a yard is defined by the city as from the ground up, not from the podium of a mixed-use building).
- The cumulative impacts of TOC projects in this area must be analyzed. The Planning Department's recent map of TOC projects shows a large number of projects nearby.
- The premise of TOC/TOD is that people will take transit and not be in their cars. The LA Times stated that Expo Line is at 175% capacity and cannot have more trains added or longer trains. The premise of TOC/TOD therefore fails in the Expo plan area. Increased development in the area absent mass transit capacity will increase congestion.
- Metro has reported that bus ridership is down and use of individual cars is up. There is no capacity to accommodate densification. The Expo Line has been overcrowded and lacks the assumed capacity to carry more passengers due to densification near the corridor. Busses have been shunned by residents. Increased development in the area absent mass transit capacity will increase congestion.
- No study exists of the impacts of increased density, height and an increased homeless population on demand for first responder services, which were already inadequate as defined by the LAFD and PD. This includes specifically the first-in station (92s) for the project which was downgraded from a task force to a light force (loss of an engine) a decade ago.
- There is no monitoring or implementation plan to respond to changes in bus service that would downgrade a major transit stop to a non-major transit stop. And no remedy to stop an approved project after the major transit stop is removed.

We attach the following documents and recordings as evidence for this appeal:



190816_Appeal
Application_Filed.pc



2301 WW Blvd.
Appeal Final.pdf

1. FTC Appeal to CPC for 2301 WW Blvd.

2. www.Firestatla.org response times for LAFD Station 92, the first-in station for 2301 Westwood Boulevard.

				
FTC Testimony 10306 SMB.docx.pdf	TOC PRESS RELEASE AND PETITION FINAL	Class 32 Categorical Exemption.pdf	BALLOT_Measure JJJ 2016 November Cou	190816_Appeal Application_Filed.pc
				
4052TOC FAQ.pdf	2301 WW Blvd. Appeal Final.pdf	2019_Q2 TOC Project Map p. 5.pdf	16-0684-S2_sc_05-15-2018.pdf	16-0684-s2_mot_04-17-2018 notice to ne
				
16-0684-S2_CA_05-25-2018.pdf	16-0684-S1_PLUM RPT_1-10-17.pdf	16-0684-s1_PLUM mot_11-22-2016.pdf	Transit-Oriented Communities (TOC)	TRANSITIONAL HEIGHT ORDINANCE
				
West Los Angeles Community Plan.pdf	Transit verification form 4051.pdf	Transit Referral Form 4050.pdf	TRANSCRIPT_CLEAN _ TOC GUIDELINES ATOC_CPC_DIR-2017-	TRANSCRIPT
				
TRAF.02_LAMC Section 12.21 Yards,	05def.pdf	TOCGuidelines REVISED FEB. 26, 20	TOCGuidelines Clean Copy.pdf	TOC_FAQ.pdf
				
TOC_FAQ Form 4052.pdf	sum_of_zone.pdf	TOC Incentives Los Angeles	TOC Guidelines-SEPT. 22, 2017	TOC GUIDELINES PLANNING 2017 Fall
				
TOC Application.pdf	SITE PLAN REVIEW LAMC 16.docx.pdf	RAS Ord. 174,999.pdf	REPORT FROM CITY PLANNING.pdf	Proposed Guidelines March 13
				
Planning Department Staff Re	Planning Commission Rules a	NIELSEN DECLARATION.pdf	Minutes CPC 5-25-17.pdf~RF5f11	LAMC 12.22 A.31.pdf
				
16-0684_misc_08-28-19.pdf	16-0684_rpt_08-28-19.pdf	JJJ Ordinance.pdf	JJJ MOTION.pdf	JJJ BCA administration for L
				
Govt. Code 65943 Timing for processin	GOV_65915. 2019.pdf	2019_Q2.pdf	CPC Agenda May 11, 2017.pdf	Attachment B - TOC email notice.pdf
				
Attachment A - TOC Comment Letters.pdf	TOCGuidelines REVISED FEB. 26, 20	FireStatLA - Stations _ Los Angel	FireStatLA - Stations _ Los Angel	FireStatLA - Stations _ Los Angel

FIX THE CITY

				
Attachment B - TOC email notice.pdf	Attachment A - TOC Comment Letters.pdezzanine-1edxopf-1	ZA-2019-2359ZAI-M MAY 25, 2017 CPC	16-0684-S1_CA_01-2	5-2017.pdf
				
16-0684_misc_2_06- 15-2016.pdf	City Council Meeting - Tuesday -	01242017_cal.htm	16-0684-S2_pc_03-0 5-19.pdf~RF4087ed5-19	16-0684-S2_pc_03-0 Public Counsel.
				
16-0684-s2_mot_04- 17-2018.pdf	16-0684-S2_CA_05-2 5-2018.pdf	16-0684-S1_rpt_plu m_1-10-17.pdf	16-0684-s1_mot_11- 22-2016.pdf	Planning Department Staff Re
				
7828 Categorical Exemption Class 32.i	2019_Q2 (1).pdf	05def.pdf	sum_of_zone.pdf	RAS Ord. 174,999.pdf
				
MDBiMTE1MzktYTc5COLA-TISGuidelines	6c. PLOT PLAN.pdf	5. PUBLIC NOTICING	5. PUBLIC NOTICING	OS00YTdjLW11MWEt-010517 LADOT Trafi
				
4. ZIMAS PARCEL PROFILE REPORTS.p	3b. 300 RADIUS MAP.pdf	3a. ABUTTING PROPERTIES MAP.pc	2. VICINITY MAP.pdf	1b. INDEX MAP.pdf
				
1a. PHOTOGRAPHS.pdf	Exhibit A – Project Plans.pdf	attachment_project description.pdf	8. WDI PLANS SET.pdf	7. ALTA-TOPO SURVEY.pdf
				
6h. LANDSCAPE & OPEN SPACE PLANS.	6g. SECTIONS.pdf	6e. ELEVATIONS.pdf	6d. ARCHITECTURAL PLto	LOA golbahar trust westwood llc.pdf
				
Golbahar Family Trust Documents.pd	2301 Westwood_Title Ref	2301 Westwood_Grant D	The Westwood LLC_SOS Filing.pdf	The Westwood LLC_Operating Agre
				
LOA the westwood llc to noah riley.pdf	LOA golbahar trusts to noah riley.p	Opposition Letter prior to Determinati	Opposition letter before Determinatio	07_BOE Planning Case Referral Form_
				
Neighbor's Appeal 2301 Westwood Re	LOD DIR-2018-6719-TOC-t	CP-7325 TRANSITIONAL HEIG	2301 WW LOD clean copy.pdf	05_AB 2556 Determination Appli
				
02_Environmental Assessment Form.pc	Findings.docx	Case Numbers.docx	07_BOE Planning Case Referral Form.p	2301 Westwood CITY FILE - Part 1.pdf

FIX THE CITY

				
2301 Westwood CITY FILE - Part 2.pdf	LAMC 12.32 Legislative Approval	LAMC 12.36 Multiple Approvals--	04_Geographic Project Planning Ref	03_Transit-Oriented Communities Referr
				
02_Environmental Assessment Form.pc	01_Department of City Planning Applic	Findings.pdf	Findings.docx	9. LID Referral Form.pdf
				
08_Citywide Urban Design Guidelines	07_BOE Planning Case Referral Form_	07_BOE Planning Case Referral Form_	06_Supplemental Waiver of Dedication	05_AB 2556 Determination Appli
				
BUILDING PERMIT_13016-2000	BUILDING PERMIT_13016-2000	BUILDING PERMIT_13016-1000	BUILDING PERMIT_06016-3000	BUILDING PERMIT_1970LA2044
				
BUILDING PERMIT_1970LA1297	BUILDING PERMIT_1970LA1082	BUILDING PERMIT_1961WL356	BUILDING PERMIT_1956WL171	BUILDING PERMIT_1956LA5534
				
BUILDING PERMIT_1949LA1317	BUILDING PERMIT_1946LA1105	BUILDING PERMIT_1946 08205	BUILDING PERMIT_1941LA2579	combined.pdf
				
CERTIFICATE OF OCCUPANCY_Jun 18	CERTIFICATE OF OCCUPANCY_Jan 19	BUILDING PERMIT_16014-3000	BUILDING PERMIT_16014-3000	BUILDING PERMIT_16014-3000
				
BUILDING PERMIT_15048-1000	BUILDING PERMIT_15016-2000	BUILDING PERMIT_14016-3000	BUILDING PERMIT_14016-2000	BUILDING PERMIT_13016-3000
				
BUILDING PERMIT_13016-3000	2301 Westwood_Title Ref	2301 Westwood_Grant D	The Westwood LLC_SOS Filing.pdf	The Westwood LLC_Operating Agre
				
LOA the westwood llc to noah riley.pdf	LOA golbahar trusts to noah riley	LOA golbahar trust to westwood llc.pdf	Golbahar Family Trust Documents.pdf	6c. PLOT PLAN.pdf
				
5. PUBLIC NOTICING 2.pdf	5. PUBLIC NOTICING 1.pdf	4. ZIMAS PARCEL PROFILE REPORTS.p	3b. 300 RADIUS MAP.pdf	3a. ABUTTING PROPERTIES MAP.pc
				
2. VICINITY MAP.pdf	1b. INDEX MAP.pdf	1a. PHOTOGRAPHS.pdf	Exhibit A – Project Plans.pdf	attachment_project description.pdf

FIX THE CITY



8. WDI PLANS
SET.pdf



7. ALTA-TOPO
SURVEY.pdf



6h. LANDSCAPE &
OPEN SPACE PLANS.



6g. SECTIONS.pdf



6e. ELEVATIONS.pdf



6d. West Los Angeles
ARCHITECTURAL PLANS
Community Plan.pdf



ZA-2019-2359ZAI-M
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Sincerely yours,

Laura Lake

Laura Lake, Ph.D.

FIX THE CITY



reference to: DIR-2018-6719-TOC-WDI; ENV-2018-6720-CE (10/24/19 Agenda Item 12).

Lee Zeldin <leerep@aol.com>

Sat, Oct 19, 2019 at 11:59 AM

To: "cpc@lacity.org" <cpc@lacity.org>

reference to: DIR-2018-6719-TOC-WDI; ENV-2018-6720-CE (10/24/19 Agenda Item 12).

The project is too large and out of scale with surrounding uses and does not comply with existing zoning laws.

--There are no alleyways or buffers between the commercial and residential streets. No protections and inadequate tiering between the 6-story structure and homes. Loss of light, privacy, ability to have solar installations, etc.

--Concerns that luxury/market rate housing attracts residents who will drive and have cars leading to spillover parking and added congestion on nearby streets affecting local businesses and residents. Westwood Blvd. is an important artery connecting EXPO Light Rail to points north including Westwood Village, UCLA, UCLA Medical Center and VA and VA Medical Center. Added congestion to Westwood Blvd. impacts the efficiency of the many bus lines on Westwood Blvd.

--Project entitlements granted exceed the authority of Measure JJJ which did not include additional height and reduced setbacks.

--Cumulative impacts have not been taken into account. In this area Westwood has already had two TOC projects approved nearby and has another two soon to enter entitlement process.

-- Tennessee is a narrow street designated to be a bike route in the City's Mobility Plan. The intersection of Tennessee and Westwood is scheduled for major change including a new pedestrian and bike rider activated traffic signal to facilitate safety. The removal of the street dedication should not be granted.

The project, with 50 units, currently includes 5 extremely low income units. How can the City obtain more low income and affordable (workforce) units in projects rather than a vast majority of market rate/luxury units?

Lee Zeldin

[1872 Midvale Ave/](#) 204

Los Angeles, CA 90025

310 962 1227



TOC issues/ 2301 Westwood planned development

Marc Robbins <marcrobbins68@gmail.com>

Mon, Oct 14, 2019 at 9:37 AM

To: julia.duncan@lacity.org, cpc@lacity.org

Cc: paul.koretz@lacity.org

Ms. Duncan and to whomever else it may concern,

I am writing to add my comments to the discussion on the planned TOC-approved development at [2301 Midvale Avenue](#). I live at 2330 Midvale which backs up on Westwood so while this particular planned building doesn't directly affect me (except as described below), I assume if successful it will open the way for future buildings up and down the boulevard.

Unlike many you may hear from, I'm a supporter of TOC. Building up to six stories may be a bit much, but if it helps make our city as a whole more livable, I am in favor of that, even if I eventually have such a building in my backyard. (Though it is important to have residents' input into the design to make sure such buildings add to rather than detract from quality of life.) I like that it brings more affordable housing to our area, though I wish it were targeted less to extremely low income people and more to the hardworking teachers, police officers and firefighters etc. who make our neighborhood a better place without being able to afford to live here.

But there is one major problem I have which I urge you to address: parking.

A major purpose of the program is embodied in the name: "transit-oriented." That is, it's supposed to help get cars off the street and reduce congestion. Supposedly it does this by severely reducing the minimum required parking. If only it were so. Instead, I'm afraid the reduced parking requirement will only aggravate the congestion problem, especially parking congestion.

I'm afraid the new residents will be no more inclined to use transit than others in the area and will bring all their cars with them. Not having enough spaces in their own building, they'll park around the corner on our street or nearby streets. And they'll get restricted parking permits that make doing so perfectly legal. I was surprised to find out that is perfectly legal, but according to an [opinion of the state attorney general](#) it absolutely is. With one new building at 2301 Westwood, this will be bad enough. As more buildings are planned and approved and more new residents move in, it will become impossible. Parking will disappear; cars will wander aimlessly up and down our streets looking for an open space; I can just envision all the blocked driveways. And of course, congestion on Westwood and Pico will grow enormously. The only one who benefits will be the developer who doesn't have to pay to build enough parking spaces to meet demand.

I urge you to address this situation before giving final approval to 2301 and future buildings. I would suggest challenging the attorney general's opinion, on the clear grounds that that opinion did not envision something like TOC with its reduced parking requirements. Or, failing that, restore normal parking requirements for this and future developments, so they don't compete with longtime residents for limited parking space.

I for one would welcome new neighbors. I think they, along with the new amenities that would come in their wake, will make our neighborhood a better place. But they can't bring all their cars. They need to understand that by moving into a new "transit-oriented community" development by their own choice, they should adopt a more transit-oriented perspective. I hope long-term residents will do so as well in the future, but the new TOC residents must be expected to lead the change.

Sincerely,

Marc Robbins
[2330 Midvale Avenue](#)
[Los Angeles, CA 90064](#)

310/795-5425



Fwd: 2301 Westwood 6 story building !

Olavviking <olavviking@aol.com>

Mon, Oct 14, 2019 at 8:53 PM

To: julia.duncan@lacity.org, paul.koretz@lacity.org, cpc@lacity.org

Dear folks, please find the following, and thank you for your efforts.

-----Original Message-----

From: irene <ireneolav@gmail.com>

To: OLAVVIKING@aol.com <olavviking@aol.com>

Sent: Mon, Oct 14, 2019 7:21 pm

Subject: 2301 Westwood 6 story building !

To whom it may concern;

We are longterm residents on Midvale Ave. and we are more then concerned about the proposed 6 story building that is supposed to go up shortly.

We are outraged that WE the homeowners of single family homes have not been considered, informed or involved in the catastrophic decision to built right on top of our houses. Yes, CATASTROPHIC !

This particular stretch of Midvale Ave. has small lots with NO ALLEY separating our homes from Westwood Blvd. That means that the proposed 6 story building, which has outdoor gathering spaces, BBQ's etc. will in fact be right above our bedrooms.

CATASTROPHIC because TRAFFIC will be increased to an all ready overloaded neighborhood.

CATASTROPHIC because PARKING, which is all ready a daily mess, will increase even more more. All overflow of limited parking spots provided in the new building, will now wind up on our street, in front of our houses.

CATASTROPHIC because we will be deprived of sunlight and a quiet coexistence.

We understand the need for low income housing as well as the desire of the city to encourage people to take public transport.

We support building new Apartments but not at the expense of the existing homes.

Building inspectors need to check in person what the lots look like and how these newly proposed buildings will impact existing homes.

NO NEW BUILDING should be over 4 stories high !

NO NEW BUILDING should have any out door gathering areas facing Midvale Ave. Preventing noise disturbances to the single family homes.

NO NEW BUILDING should be allowed to be built, unless the building provides enough parking spaces for all tenants.

We are all ready paying for our parking privilege which on most days we cannot use because workers from Westwood Blvd. are parking all day instead of the 2 hours permitted.

There are not enough parking police to enforce the existing restrictions.

We are asking for consideration and respect from our city officials.

Building permits need to be ok'd with thought and consideration to the existing home owners.

We believe that we are entitled to same rights and protections, as the newly proposed builders.

Respectfully yours,

Irene and Marcelo Olavarria

2242 Midvale Ave. L.A 90064 CA

Regarding case : DIR-2018-6719-TOC-WDI; ENV-2018-6720-CE

Project Address: 2301 Westwood Blvd, LA, CA. 90064

Appellant Names: Pojen and Paifei Chen

Address: 2320 Midvale Ave. LA, CA 90064

Telephone: 310-441-0710

Email: ppchen @ ucal.edu, mrs.pchen@gmail.com

Reason for Appeal:

We have been living at 2320 Midvale Ave. since 1998. We have witnessed how the traffic on this area getting worse year after year. After 4 pm every day, Westwood Blvd, Pico Blvd. and Sepulveda Blvd became jammed with cars, trucks and buses. In daytime, sometimes our visitors could not even get any parking space on Tennessee or Midvale Aves near our house.

Now the multiple tall buildings on Sepulveda south to Pico are almost finished. Google are coming to Westside Pavilion soon. And more dwelling units are going to be built at 2301 Westwood Blvd. We can not imagine what kind of crowded, inconvenient and noisy living environment we have to tolerate in this densely populated area.

Please reconsider the proposal! Thank you very much.

Pojen and Paifei Chen



Planning CPC <cpc@lacity.org>

DIR-2018-6719-TOC-WDI; ENV-2018-6720-CE (10/24/19 Agenda Item 12)

Song, Wansun <Wansun.Song@cit.com>

Mon, Oct 21, 2019 at 12:17 PM

To: "cpc@lacity.org" <cpc@lacity.org>

I am writing in opposition of the proposed 67 foot high TOC project for Westwood and Tennessee.

--The project is too large and out of scale with surrounding uses and does not comply with existing zoning laws.

--There are no alleyways or buffers between the commercial and residential streets. No protections and inadequate tiering between the 6-story structure and homes. There will be a loss of light, privacy, ability to have solar installations, etc.

--I am concerned that the luxury/market rate housing will attract residents who will drive and have cars leading to spillover parking and added congestion on nearby streets affecting local businesses and residents. Westwood Blvd. is an important artery connecting EXPO Light Rail to points north including Westwood Village, UCLA, UCLA Medical Center and VA and VA Medical Center. Added congestion to Westwood Blvd. impacts the efficiency of the many bus lines on Westwood Blvd.

--Project entitlements granted exceed the authority of Measure JJJ which did not include additional height and reduced setbacks.

--Cumulative impacts have not been taken into account. In this area Westwood has already had two TOC projects approved nearby and has another two soon to enter entitlement process.

--Tennessee is a narrow street designated to be a bike route in the City's Mobility Plan. The intersection of Tennessee and Westwood is scheduled for major change including a new pedestrian and bike rider activated traffic signal to facilitate safety. The removal of the street dedication should not be granted.

Sincerely,

Wansun Song

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Westwood South of Santa Monica Blvd Homeowners' Association
P.O. Box 64213, Los Angeles, CA 90064
wssmhoa.org • info@wssmhoa.org



October 14, 2019

Los Angeles City Planning Commission
200 N. Spring Street
Los Angeles, CA 90012
cpc@lacity.org

Subject: **Opposition to Proposed 6-Story Mixed-Use Project at 2301 Westwood Boulevard
DIR-2018-6719-TOC-WDI; ENV-2018-6720-CE**

Dear City Planning Commissioners:

We appreciate the work of the City Planning Commission and your dedication to addressing the housing and housing affordability challenges faced in Los Angeles. We, too, recognize the need to preserve affordable housing and to incentivize the construction of housing to meet growing population needs. We also believe that doing so is a delicate balancing act between density and “livability”. How that balance is achieved in the coming years will determine whether or not Los Angeles evolves into a thriving city of the future or whether the demands for ever more housing will outstrip the City’s ability deliver the essential services and infrastructure necessary to support the growth envisioned and ensure the health and safety of all citizens.

Against this backdrop, Westwood South of Santa Monica Boulevard Homeowners Association (WSSM) asks that you support the appeal filed against the City Planning Department’s approval of a 6-story mixed-use Transit Oriented Communities (TOC) project at 2301 Westwood Boulevard, which includes the granting of a number of development incentives. In your deliberations, please consider the following:

1. TOC Incentives are Discretionary, NOT By-Right

While they may have started life with the best of intentions, the TOC Guidelines - which were established by your body - are problematic, not least because they came into effect without the due process of a public City Council hearing and vote. Moreover, the incentives offered by the Guidelines appear to go way beyond the limits clearly established by the text of Measure JJJ. For example, the incentives of increased height and reduced setbacks were not included in the language of Measure JJJ and were therefore not authorized when that measure was passed by voters in November 2016.

At this point, we believe that the TOC Guidelines are just that - guidelines - as they do not constitute a zoning ordinance or General Plan amendment, either one of which would have required a public City Council hearing and vote.

By granting the owner of 2301 Westwood additional height, square footage and density, as well as reduced setbacks and parking minimums, the City Planning Department has essentially spot-zoned the property. We believe that this discretionary action is entirely inappropriate and may exceed the Planning Department’s authority.



2. Project is Out-of-Scale & Incompatible with Surrounding Uses

The proposed project is too tall, too wide and too deep for this site and does not comply with the established C4-1VL-POD zoning. It is incompatible with surrounding uses, particularly the single-family homes directly behind it on Midvale Avenue. The appellant's home at 2300 Midvale Avenue is immediately adjacent to the project site. There is no alley or other physical separation between the two properties ⁽¹⁾.

The appellant and his neighbors on Midvale would be negatively impacted by loss of light (sunlight and future solar power generating ability) and privacy, as well as noise from the proposed rooftop uses and traffic entering/leaving the building.

3. Incorrect Base Height

According to the Letter of Determination (LOD) issued by the City Planning Department on August 1, the approved overall and transitional heights of the project have been calculated from a base height of 45-feet, except on the Westwood Boulevard side where a base height of 40-feet has been applied.

This is an incorrect calculation because the project site is a corner lot, located entirely within the Westwood/Pico Neighborhood Oriented District and zoned C4-1VL-POD. So the POD height/transitional height rules are not limited to the front lot line. The 40-foot base height must be applied to both the Westwood Boulevard and Tennessee Avenue sides of the project.

4. Too Many Additional Incentives

The project described in the Letter of Determination (LOD) includes a total of 50 dwelling units, of which 5 are to be reserved for Extremely Low Income (ELI) tenants. The percentage of ELI units is therefore exactly 10%. Even if the grant of discretionary TOC incentives is justified for this project - and we feel strongly it is not - inclusion of 10% ELI units would qualify the project for only two additional incentives under the TOC guidelines.

However, the Applicant has requested - and Planning Department has approved - three additional incentives (increased height, reduced yards/setbacks and reduced open space). This is incorrect. The project as described in the LOD is allowed only two additional incentives under TOC guidelines.

5. Street Dedication Waiver Conflicts with Mobility Plan & is Unsafe

The City Planning Department's determination grants the project a Waiver of Street Dedication and Improvement of 3-feet on Tennessee Avenue. This waiver is in direct conflict with the designation of Tennessee Avenue as part of the City's Mobility 2035 Plan and, specifically, the street's important role as part of the Neighborhood and Bicycle Enhanced Network system. Tennessee is seen as a bicycle alternative to busy Pico Boulevard, one block to the south and Olympic Boulevard, one block to the north.

¹ See Attachment A - aerial view and photo showing proximity of project site to single-family homes



The Department of Transportation is finalizing plans for a pedestrian and bicycle-rider triggered traffic signal at Tennessee Avenue and Westwood Boulevard to improve the safety of those crossing Westwood. As part of that project an exclusive bike lane is being painted to separate vehicular traffic from bicycle traffic so that bicycles can travel straight across Westwood Boulevard, while vehicles will be required to turn right (i.e. right turn only).

The ability to better separate motor vehicles from bicycles will provide for improved safety, for bicycle riders and drivers alike. A waiver of street dedication on Tennessee Avenue would make such separation much more difficult to achieve. The proposed parking structure entrance on Tennessee Avenue would create an additional safety hazard for cyclists.

6. Parking Overspill

The reduced parking included in the project will force future residents, visitors and patrons to seek parking elsewhere, adding to an already dire shortage of parking on Westwood Boulevard, Tennessee, Midvale, Kelton, and Glendon Avenues. This will not only affect residents, but also harm our local business district. Westwood Blvd. has restricted parking hours to facilitate commuter and bus traffic.

7. Cumulative Impacts have been Overlooked

The project has been granted categorical exemption from CEQA. This exemption relies on a City Planning Department finding that: "There is not a succession of known projects of the same type and in the same place as the subject project."⁽²⁾

This finding seems to be at odds with reality. In truth, a large number of TOC projects have either been approved for West Los Angeles, or are currently moving through the approval process⁽³⁾. On this part of Westwood Boulevard alone, at least three other TOC projects are currently proposed within a half-mile of the 2301 Westwood site.

The cumulative impact of increased density in these projects cannot be supported by the already-strained infrastructure in West Los Angeles and should not be overlooked. Response times of emergency services already exceed targeted acceptable windows and the increased population resulting from TOC projects in our area will surely increase demand and response times even further.

We are concerned about the cumulative effect of increased density in nearby TOC projects where the units are primarily market/luxury rate apartments whose residents tend to maintain and use private vehicles that make existing problems with street traffic and congestion significantly worse. Transit ridership is falling in Los Angeles. And a big part of the reason is that residents of luxury apartment buildings - like the one proposed for 2301 Westwood - tend not to be transit riders; they will either drive themselves or use a ride-

² Page 20 of City Planning Department Letter of Determination dated August 1, 2019

³ See Attachment B - TOC project map



Westwood South of Santa Monica Blvd Homeowners' Association

P.O. Box 64213, Los Angeles, CA 90064

wssmhoa.org • info@wssmhoa.org



hailing app such as Uber or Lyft. Either way, the cumulative result would be more cars, greenhouse gas and pollution forced onto our already over-crowded streets.

Please support the appeal before you and deny approval of the potentially harmful TOC project proposed for 2301 Westwood Boulevard.

Yours sincerely,

A handwritten signature in blue ink that reads 'Barbara Broide'.

Barbara Broide, *President*

A handwritten signature in blue ink that reads 'Steve Rogers'.

Steve Rogers, *Land-Use Chair*

ATTACHMENT A

Aerial View
of Project Site



View from
Tennessee Avenue
(Facing Southeast)



ATTACHMENT B

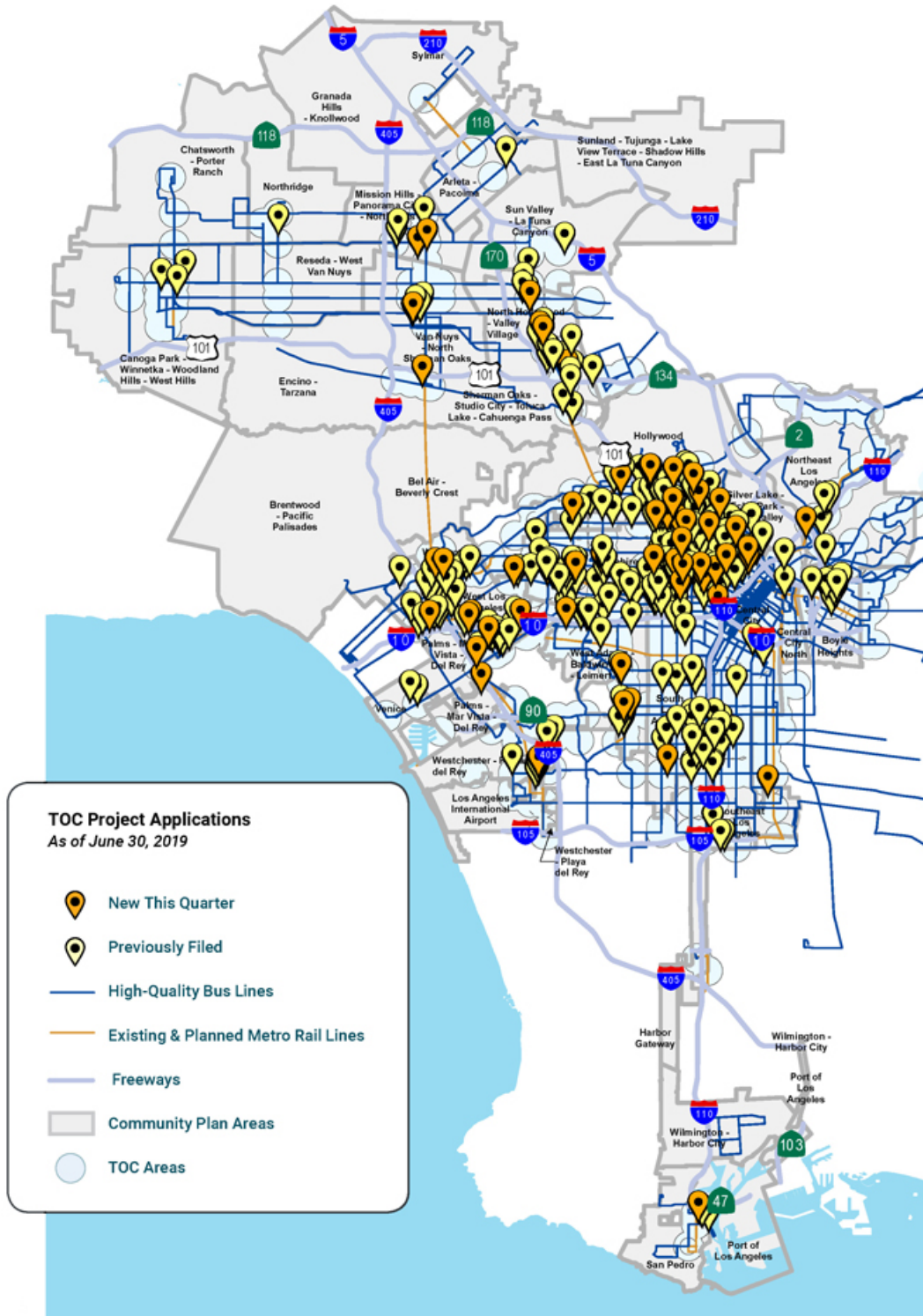


Image from page 5 of the Los Angeles Department of City Planning
Housing Progress Report: April - June 2019



Department of City Planning

City Hall, 200 N. Spring Street, Room 272, Los Angeles, CA 90012

October 21, 2019

TO: City Planning Commission

FROM: Jason Hernández, City Planning Associate

TECHNICAL MODIFICATION/CORRECTION TO THE STAFF APPEAL REPORT FOR CASE NO. DIR-2019-399-TOC-SPP-1A; 146 North Berendo Street

The following technical modification is to be incorporated into the staff appeal report to be considered at the City Planning Commission meeting of October 24, 2019, related to Item No. 13 on the meeting agenda. The modification includes a correction to the background information of the CPC Staff Appeal Report. Deleted text is shown in ~~strike through~~ and added text is shown in underline.

Page 4

On July 1, 2019, the Director of Planning approved a ~~70~~ 60 percent increase in density, 45 percent increase in Floor Area Ratio (FAR), and 0.5 parking spaces per bedroom consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program for a qualifying Tier 2 project totaling 15 dwelling units, reserving two (2) units for Very Low Income Household occupancy for a period of 55 years, with the following one (1) Additional Incentive to allow a 9-foot, 11 ½ -inch increase in height to permit 54 feet, 6 ¾ inches of maximum transitional building height in lieu of the maximum 44 feet, 7 ¼ inches otherwise permitted in Subarea A and a 9-foot, ¾-inch increase in height to permit 54 feet, 6 ¾ inches of maximum building height in lieu of the maximum 45 feet otherwise permitted per the underlying zone; and a Project Permit Compliance Review for the demolition of a two-story single-family dwelling and detached garage, and the construction, use and maintenance of a four-story, 13,432 square-foot, 15-unit residential building within Subarea A (Neighborhood Conservation) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan.

Project Summary

The ~~proposed~~ project involves the demolition of a two-story single-family dwelling and detached garage, and the construction, use and maintenance of a four-story, 13,432 square-foot, 15-unit residential building measuring 54 feet, 6 ¾ inches in height. The building will contain 13,432 square feet of floor area with a 2.8:1 FAR. The unit mix will be comprised of one (1) studio unit, seven (7) one-bedroom units, and seven (7) two-bedroom units. There

will be 44 **15** automobile parking spaces, eight (8) bicycle parking spaces, and 1,682 square feet of usable open space.

DAY OF HEARING SUBMISSIONS

#8

FILE COPY**RECEIVED
CITY OF LOS ANGELES****OCT 24 2019****CITY PLANNING DEPT.
AREA PLANNING COMMISSION****LATHAM & WATKINS^{LLP}**

355 South Grand Avenue, Suite 100
Los Angeles, California 90071-1560
Tel: +1.213.485.1234 Fax: +1.213.891.8763
www.lw.com

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File No. 035439-0040

October 24, 2019

City Planning Commission
City of Los Angeles
200 North Spring Street, Room 272
Los Angeles, CA 90012

Re: October 24, 2019 Agenda, Item 8: Case No. CPC-2014-1361-ZC-MCUP-SPR

Dear President Millman and Honorable Commissioners:

We represent Unibail-Rodamco-Westfield ("URW"), the owner of the Westfield Fashion Square property at 14006 Riverside Drive in Los Angeles ("Westfield Fashion Square"). Westfield Fashion Square is located directly across Hazeltine Avenue from the project proposed by IMT on the Sunkist property, located at 14130 Riverside Drive (the "Project").

Given the substantial amount of development the Project would add in direct proximity to Westfield Fashion Square, URW has followed the Project carefully and has been working closely with IMT to understand the potential adverse impacts the Project may have on Westfield Fashion Square and the surrounding area. URW appreciates that IMT has engaged in productive discussions with URW on these points, and has expressed a willingness to work with URW to address URW's concerns. We expect that these discussions will continue, and respectfully request that if the City Planning Commission decides to approve the Project, the two additional conditions set forth on Attachment A to this letter are included as conditions of approval to help protect the existing operations at Westfield Fashion Square and the surrounding community.

Very truly yours,



Shivaun Cooney
of LATHAM & WATKINS LLP

cc: Gregg Berwin, URW
David Tedesco, IMT

ATTACHMENT A

PROPOSED CONDITIONS OF APPROVAL

1. Any restriping of Hazeltine Avenue implemented in connection with the Project shall maintain the same amount of queuing space as exists under current conditions for left-turn entry from Hazeltine Avenue into Westfield Fashion Square's signalized driveway, and the Project will work with Westfield Fashion Square to address any resulting impacts to parking on Westfield Fashion Square property.
2. The Project shall coordinate with Westfield Fashion Square to mitigate and resolve any potential parking intrusion from the Project on the Westfield Fashion Square property. Residents, customers, employees, and visitors of the Project shall not be directed or encouraged to park at the Westfield Fashion Square property.

AGENDA ITEM 10 || ~~DIR-2018-4224-DB-SPP-1A~~

DARK HORSE TAVERN
5507 Reseda Blvd
Tarzana, CA 91356

#10

FILE COPY
RECEIVED
CITY OF LOS ANGELES

OCT 24 2019

Honorable Members of the City Planning Commission,

CITY PLANNING DEPT.
AREA PLANNING COMMISSION

We are writing to express our support for the project located at 5505 Reseda Blvd. I have personally known the owner of the site for over a decade. He has always been a good neighbor (we share a property line) and I can vouch for his integrity to build a project that will be a positive contribution to our community. Specifically, the project contains a number of features that we look forward to being realized. I love that the access and driveway will be removed from Reseda Blvd, where it really does not belong. The removal of the driveway should help make traffic a bit smoother at that specific junction, and also add a parking meter that our customers will appreciate. We also look forward to having more potential customers located near our business. We run a tavern that is for locals, and having additional customers nearby will be a boon for our business. On a macro view, we appreciate that this project does not displace any residents and will be bringing housing to a neighborhood that hasn't been keeping up with demand. As we understand, the appellant contends that taking access from the alley is unsafe. This is untrue. As a business owner that strictly takes access off the alley, I can contend that the alley is not overutilized or unsafe. What's the alternative? Taking access off Reseda next to the intersection with Clark Street, the 101 and Ventura Blvd?? No way!

I strongly urge you to deny the appeal and allow my neighbor to build a nice project that will introduce much needed housing and enhanced retail to this stretch of Reseda Blvd.

Dark Horse Tavern
Paul David Jabra

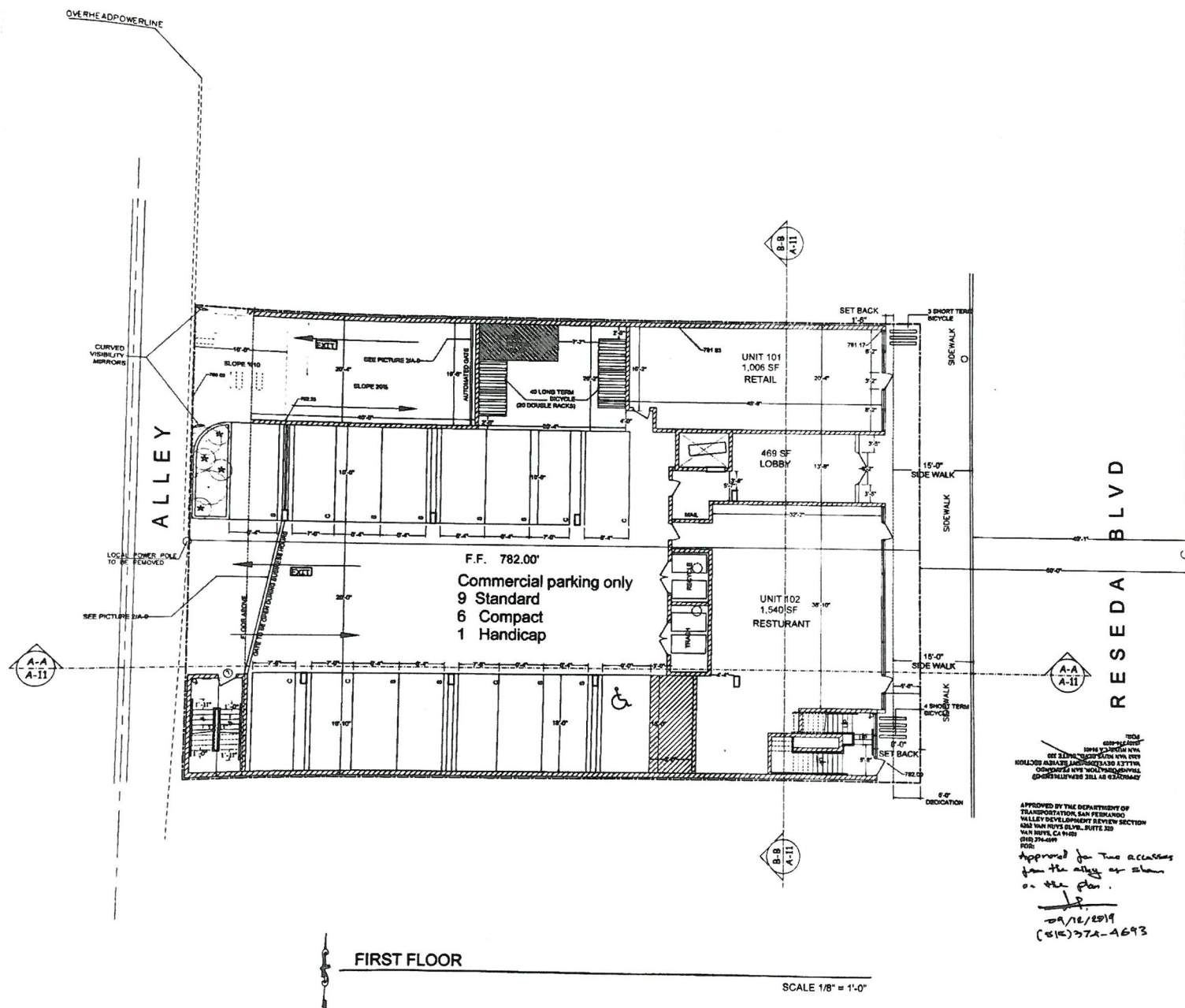
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**MIX-USE BUILDING W/37 UNITS
5503 N RESEDA BLVD
LOS ANGELES, CA 91356**



AGENDA ITEM 11 || DIR-2018-4224-DB-SPP-1A

Sharky's Woodfired Mexican Grill
5511 Reseda Blvd
Tarzana, CA 91356

October 15, 2019

Honorable Members of the City Planning Commission,

We own the business two properties adjacent to the project site. It's a Mexican grill called Sharky's.

Isaac has explained to me the appellant for his project is appealing their project based on character, height and access. As far as I can tell, there are tall buildings all around us, several multi-story apartments behind us, and a 5-story mixed use building going up across the street from us. Anyone who would want to appeal a project that will be bringing much-needed housing and affordable units and quality commercial space to our street is clearly not in tune with the homeless and housing issues that our City and State are dealing with.

I'm not afraid of a little height, in fact, bring it on! We love that our customer base will be growing, we love that they are going to be removing the ill-located driveway on Reseda and moving access to the back, we love that there will be a nicely designed building on Reseda with higher-quality commercial space, which all contribute to a sense of place on this street – in short, it's going to make our neighborhood **better**.

Regards,



Sharky's

Tony Hashemi,

Principal

818-425-0171

NEW 5-STORY 19-UNIT APARTMENT BUILDING
4-LEVEL TYPE III-A RESIDENTIAL BUILDING (INCLUDING ROOF-TOP OPEN SPACE) OVER
1-LEVEL PARKING LEVEL OVER 1-LEVEL SUBTERRANEAN PARKING TYPE I-A FULLY SPRINKLERED
(PROPOSED DEVELOPMENTS PER CITY OF LOS ANGELES T.O.C. ORDINANCE AND AB 744)
PROJECT ADDRESS:10867 FRUITLAND DRIVE, STUDIO CITY, CA 91604
DEVELOPER: ABE ABRAHAM AND KEYVAN MORADIAN
3719 S. ROBERTSON BLVD, CULVER CITY, CA 90232 (310) 930 1288

ARCHITECT: BABAK BARDI CHAHARMAHALI, AIA
11040 SANTA MONICA BLVD, SUITE 430, LOS ANGELES, CA 90025 TEL:310.430.5565 FAX:310.427.7446

FILE COPY

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CITY OF LOS ANGELES

OCT 24 2019

CITY PLANNING DEPT.
AREA PLANNING COMMISSION

AGENDA ITEM 11 10 Wrong Case #
DIR-2018-4224-DB-SPP-1A



PROPOSED PROJECT

NEW 5-STORY 19-UNIT APARTMENT BUILDING
INCLUDING:
ROOF TOP OPEN SPACE OVER 5-LEVEL RESIDENTIAL BUILDING TYPE III-A OVER
1-LEVEL PARKING AND 1-LEVEL SUBTERRANEAN PARKING STRUCTURE FULLY SPRINKLERED
INCLUDING:
R-2 OCC. (1-LEVEL) (ROOF TOP OPEN SPACE OCC. LESS THAN 50) TYPE III-A CONST. OVER
R-2 OCC. (4-LEVEL) RESIDENTIAL TYPE III-A CONST. OVER
S-2 OCC. (1-LEVEL) PARKING TYPE I-A CONST. OVER
S-2 OCC. (1-LEVEL) SUBTERRANEAN PARKING TYPE I-A CONST.

NOTE:
(FULLY SPRINKLERED NFPA-13)
THIS PROJECT IS 100% PRIVATELY FUNDED
THIS PROJECT IS NOT A PUBLIC HOUSING
ZONE: R3-1 R1O (LOT LOCATED AT TIER-3 T.O.C. ORDINANCE)
BUILDING CODE: C.B.C. 2016 EDITION
L.A.B.C. 2017 /LOS ANGELES MUNICIPAL CODE /LOS ANGELES T.O.C. ORDINANCE

LOT AREA

LOT AREA: 8,228.4 SQ.FT. +1/2 OF REAR ALLEY (550 SQ.FT.)=8,778.4 SQ.FT.
ALLOWABLE BUILDING AREA (ZONING)
ZONE: R3-1 (150.07'-15'-5")X(55'-5'-5")=130.07'X45'=5,853.15 SQ.FT.
FAR: 3XBUILDABLE AREA= ALLOWABLE F.A.R.(BY RIGHT)=5,853.15X3=17,559.5 SQ.FT.

LOT LOCATED AT TOC, TIER-3 17.815 (X1.5) (ELIGIBLE FOR 50% INCREASE IN FAR)=26,722.65 SQ.FT.
PROPOSED BUILDING AREA (ZONING) TOTAL ALLOWABLE AREA(ZONING)

TOTAL PROPOSED BUILDING AREA=25,870 (ZONING)	
1ST FLOOR (LOBBY, STAIRS, REC RM.) @ STREET LEVEL	1,950 (1)
2ND FLOOR, 3RD AND 4TH FLOOR	5,980 X3= 17,940 (1)
5TH FLOOR	5,980 (1)

ALLOWABLE F.A.R.=26,339 SQ.FT. >25,870 SQ.FT. (PROPOSED)



KEY PLAN

BUILDABLE AREA
45.00X130.07=5,853.15 SQ.FT.

LEGAL DESCRIPTIONS

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

LOT 8 OF TRACT NO. 5120, AS PER MAP RECORDED IN BOOK 54 PAGES 930F BLOCK 1 ARB 1 MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
APN: 2378-004-016

BUILDING HEIGHT (ZONING)

ALLOWABLE (BY RIGHT): 45 FEET (ZONE R3-1 R1O)
ALLOWABLE (BY APPLYING TIER-3 HEIGHT INCENTIVE): 67 FEET
ALLOWABLE FOR STAIR/ELEVATOR SHAFT: 77 FEET

PROPOSED HEIGHT:
56- FEET UP TO PARAPET LINE
PROPOSED HEIGHT FOR STAIR/ELEVATOR SHAFT-70 FEET
ALLOWABLE DENSITY

ZONE R3-1 R1O 800SF PER DWELLING UNIT
LOT AREA: 800=8,778.4/800=10.97 11 (BASE UNIT)
LOT LOCATED ON TIER-3 OF L.A. T.O.C. ORDINANCE
ALLOWABLE INCREASE IN DENSITY PERCENTAGE: 70%
11X1.70=18.7 19- UNIT ALLOWED (PER T.O.C. ORDINANCE)
REQUIRED SET A SIDE UNIT FOR VERY LOW INCOME (V.L.I.):
19X14%=2.66 OR 3

PROPOSED FLOOR AREA TABULATION (BUILDING CODE):

BASEMENT PARKING AREA: 8,730 SQ.FT. (S-2) OCC.
FIRST FLOOR PARKING: 4,530 SQ.FT. (S-2) OCC. AND (1,950 SQ.FT.) R2-OCC.
SECOND THRU FIFTH FLOOR: 6,480 SQ.FT. (R-2) OCC. EACH
TOTAL AREA (BUILDING CODE): 27,870 S.F. (R-2) OCC. AND 13,280 S.F. (S-2) OCC.

ALLOWABLE BUILDING AREA (BUILDING CODE)

CBC 2016 TABLE 504.3 AND 504.4 AND 506.2
ALLOWABLE BUILDING AREA (BUILDING) 24,000X3(MULTI STORY-SPRINKLERED)=72,000 (MOST RESTRICTIVE OCCUPANCY)
ALLOWABLE STORY: 5 STORY TYPE III-A (R-2 OCC.) OVER 1-LEVEL TYPE I-A (R-2/S2 OCC.)
SPRINKLERED NFPA-13 NO AREA INCREASE
ALLOWABLE HEIGHT: 85 FEET OVER GRADE PLANE (TYPE III-A) R-2 OCC.
SPRINKLERED NFPA-13 NO AREA INCREASE

REQUIRED OPEN SPACE:

RESIDENTIAL:
10- (ONE-BED RM) UNITS 10X100=1,000 SQ.FT.
7 (TWO-BED RM) UNITS 7X125=875 SQ.FT.
2- (THREE-BED RM) UNITS 2X175=350 SQ.FT.
TOTAL OPEN SPACE REQUIRED: 2,225 (1)
REQUIRED LANDSCAPING AREA= 2,225 SQ.FT.X25%=556.25 SQ.FT.
PROVIDED LANDSCAPING AREA= 640 SQ.FT.

REQUIRED TREES (1 PER UNIT)=19: 4=4.4 75 OR 5 TREES REQUIRED
PROVIDED OPEN SPACE 2,225 SQ.FT.X25%=556.25 SQ.FT.
556.25 SQ.FT.(25% INCENTIVE INCENTIVE REDUCTION FOR TIER 3 TOC PROJECT)
PROVIDED ROOF TOP OPEN SPACE =612+634+645SQ.FT.=1,892 SQ.FT.
1,892 SQ.FT.+556.25 SQ.FT.=2,448.25 SQ.FT.>2,225 SQ.FT. REQ'D

SETBACKS	REQ'D	PROVIDED
(FRONT)	15 FEET	15 FEET
(REAR)	5 FEET	5 FEET
EAST SIDE	8 FEET	5.6 FEET (30% REDUCTION)
WEST SIDE	8 FEET	5.6 FEET (APPLIED PER TIER-3 INCENTIVE)

REQUESTED ON MENU INCENTIVES:

REQUESTED INCENTIVES:
1- 30% REDUCTION IN 2-REQUIRED SIDE SETBACKS.
2- ADDITIONAL HEIGHT UP TO 67 FEET FROM 45 FEET ALLOWED
3- 25% REDUCTION IN REQUIRED TOTAL OPEN SPACE (2,225X25%=556.25 SQ.FT.)
TRASH ENCLOSURE AND RECYCLE ROOM
1 SPACE EACH-PROVIDED IN THE FIRST PARKING LEVEL

ALLOWABLE HEIGHT AND STORY (BUILDING CODE)

(TABLE 505.3 AND 504.4 CBC 2016)
ALLOWABLE STORY AND HEIGHT TYPE II-A R-2 OCC. (FULLY SPRINKLERED NFPA 13):
85 FEET HEIGHT FROM GRADE PLANE AND 5 STORY TYPE III-A OVER 1-LEVEL TYPE I-A
R-2 OCC. (1-LEVEL) (ROOF TOP OPEN SPACE OCC. LESS THAN 50) TYPE II-A CONST. OVER
R-2 OCC. (4-LEVEL) RESIDENTIAL TYPE III-A CONST. OVER
S-2 OCC. (1-LEVEL) PARKING TYPE I-A CONST. OVER
S-2 OCC. (1-LEVEL) SUBTERRANEAN PARKING TYPE I-A CONST. (NFPA-13 AND NFPA-13)

PROPOSED HEIGHT:
56- FEET UP TO PARAPET LINE
PROPOSED HEIGHT FOR STAIR/ELEVATOR SHAFT-70 FEET

PARKING REQUIREMENT

0.5 PARKING REQUIRED FOR DWELLING UNIT PER T.O.C. TIER-3
19 X0.5=9.5 OR 10 PARKING STALL REQUIRED

PARKING PROVIDED

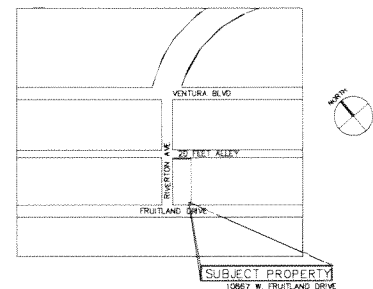
FLOORS			
(STREET LEVEL PARKING)	ACCESSIBLE	2	11
	STANDARD	6	
	COMPACT	3	
BASEMENT PARKING	ACCESSIBLE	-	15
	STANDARD	10	
	COMPACT	5	
TOTAL PARKING PROVIDED			26

NOTE: 1-E.V. CAPABLE CAR (INCLUDING ONE WITH 8 FEET WIDE LOADING) PROVIDED AT FIRST FLOOR PARKING LEVEL

BICYCLE PARKING SPACE:

	LONG TERM	SHORT TERM	TOTAL
REQ'D	19	2	21
PROVIDED	19	2	21

VICINITY MAP



LIST OF ARCHITECTURAL DRAWINGS

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

NEW 5-STORY 19-UNIT RESIDENTIAL BUILDING
PROJECT ADDRESS: 10867 FRUITLAND DRIVE, STUDIO CITY, CA 91604
DEVELOPER: ABE ABRAHAM AND KEYVAN MORADIAN
3719 S. ROBERTSON BLVD, CULVER CITY, CA 90232 (310) 930 1288

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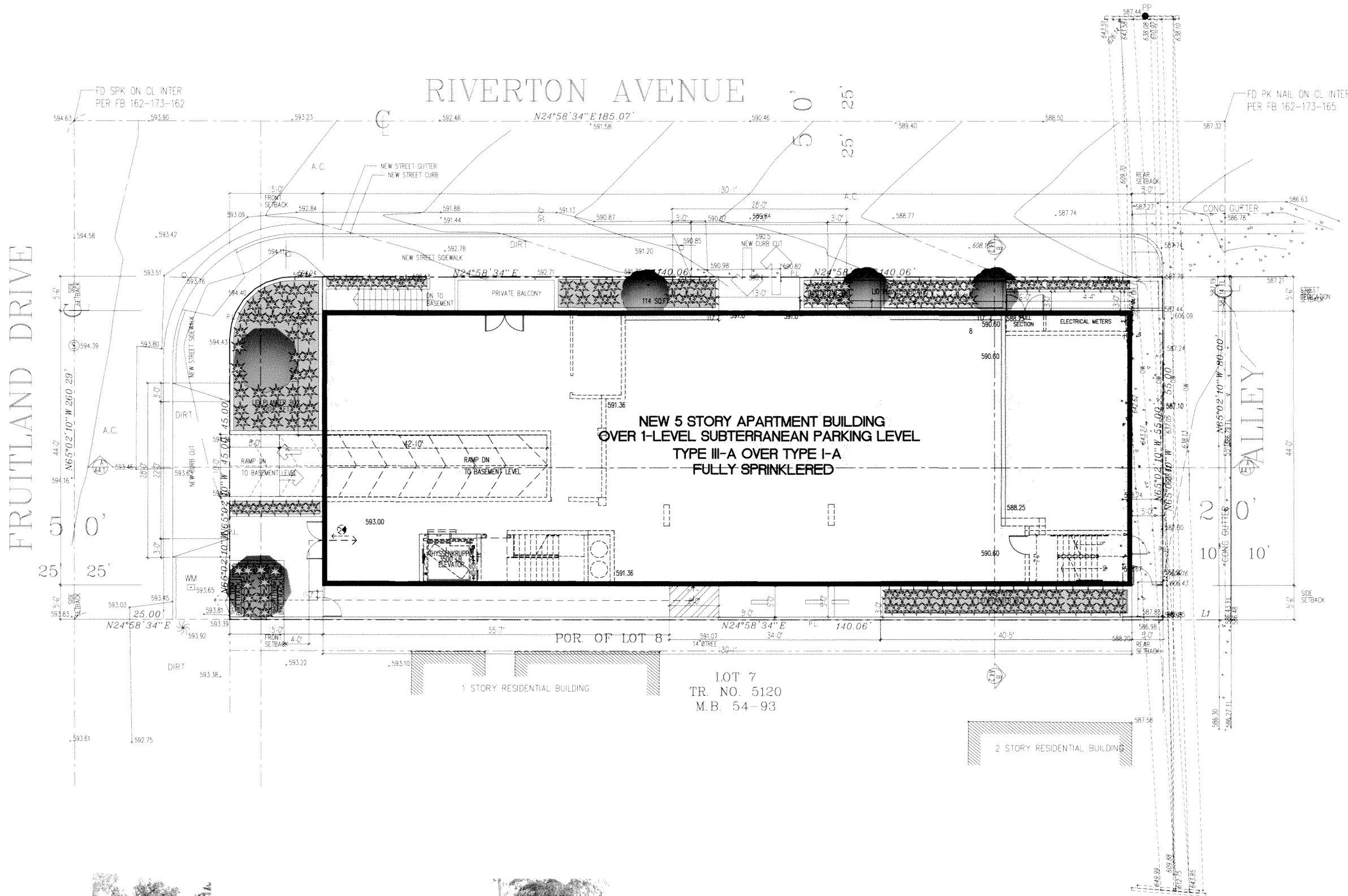
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COVER PAGE

SHEET TITLE:

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PLANTING LEGEND:



YUCCA RUPICOLA
TWISTED LEAF YUCCA
2' X 3' PERENNIAL



LAURUS NOBILIS 'SARATOGA'
GRECIAN LAUREL 18' X 18'
TREE



AGONIS FLEXUOSA 'JERVIS BAY AFTER DARK'
15' PERMINT WILLOW
TREE

1

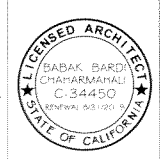
SITE PLAN

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

NEW 5-STORY 19- UNIT RESIDENTIAL BUILDING
PROJECT ADDRESS: 10867 FRUITLAND DRIVE, STUDIO CITY, CA 91604
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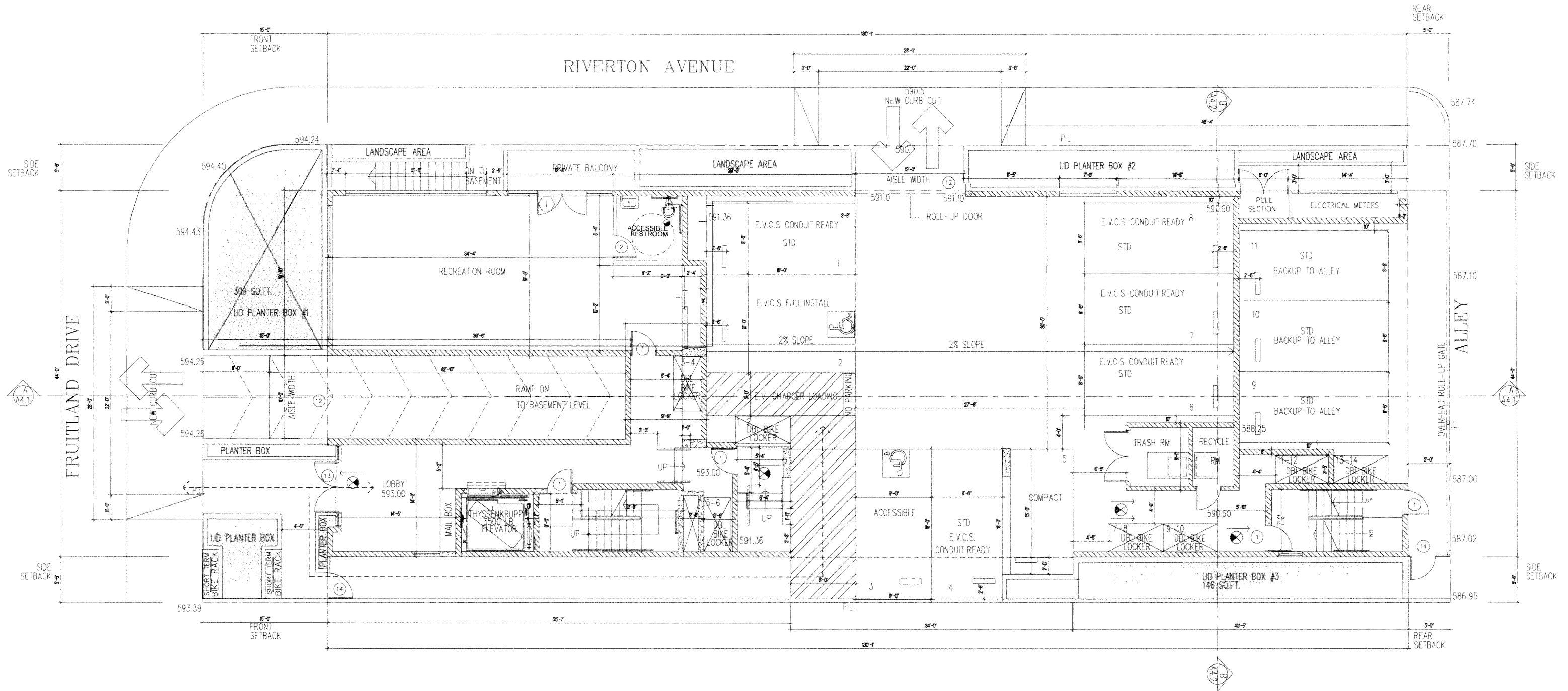
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SITE PLAN

A1.0

SHEET TITLE:

SHEET NO.



1 FIRST FLOOR PLAN
 SC: 3/16"=1'-0"

NEW 5-STORY 19- UNIT RESIDENTIAL BUILDING
 PROJECT ADDRESS: 10867 FRUITLAND DRIVE, STUDIO CITY, CA 91604
 DEVELOPER: ABE ABRAHAM AND KEYVAN MORADIAN
 3719 S. ROBERTSON BLVD, CULVER CITY, CA 90232 (310) 930 1288

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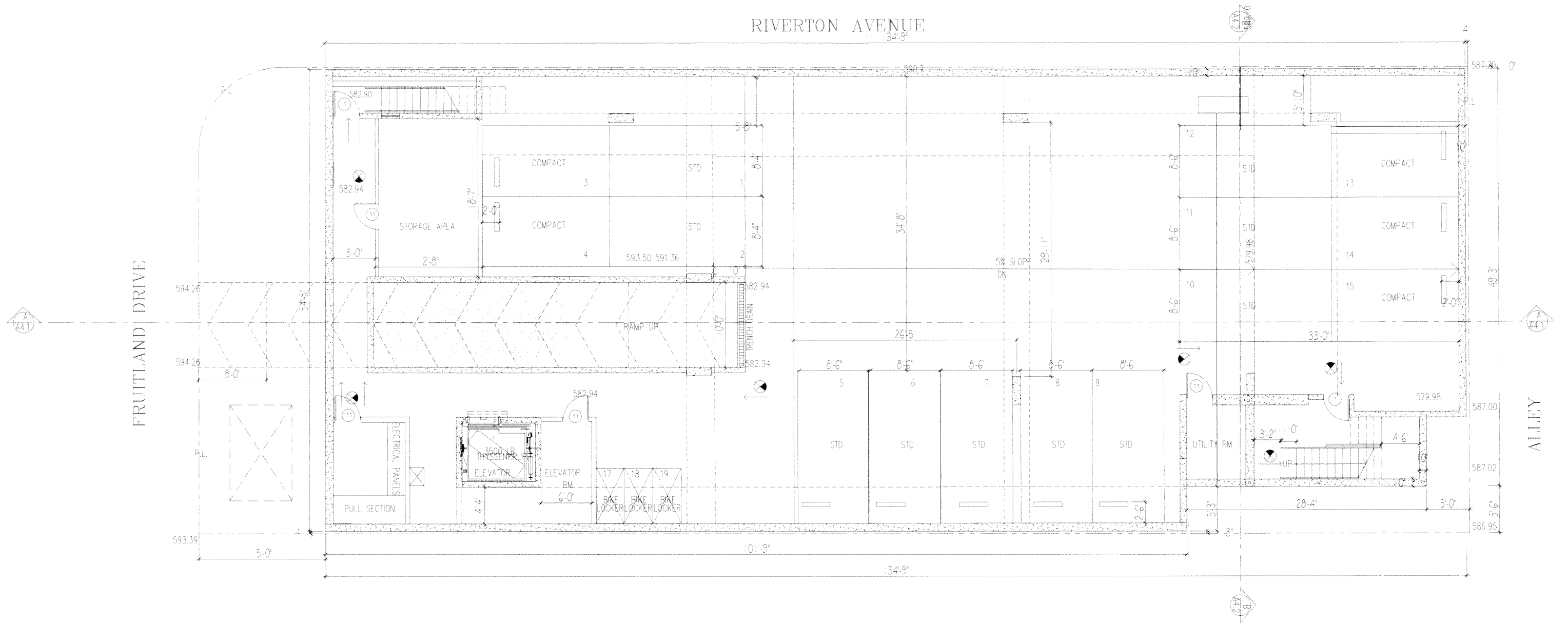


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JOB NUMBER:	CDD-1413
SCALE:	

FIRST FLOOR PLAN A2.1
 SHEET TITLE: SHEET NO.



15 PARKING STALLS AT BASEMENT LEVEL

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

NEW 5-STORY 19- UNIT RESIDENTIAL BUILDING
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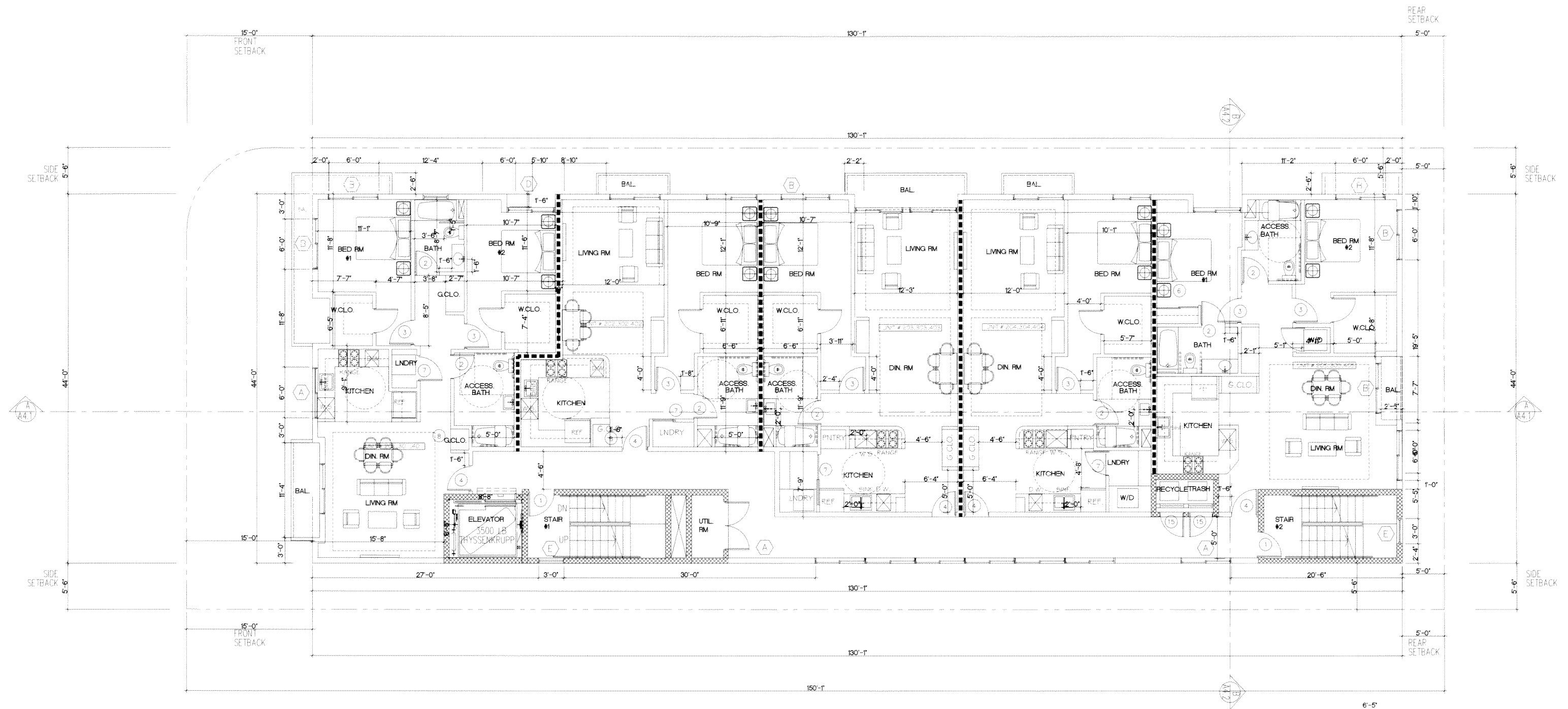
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JOB NUMBER:	CDD-1413
SCALE:	

BASEMENT PARKING
LEVEL

A2.2

SHEET TITLE:

SHEET NO.



1 TYPICAL 2ND, 3RD AND 4TH FLOOR PLAN
SC: 3/16"=1'-0"

NEW 5-STORY 19- UNIT RESIDENTIAL BUILDING
PROJECT ADDRESS: 10867 FRUITLAND DRIVE, STUDIO CITY, CA 91604
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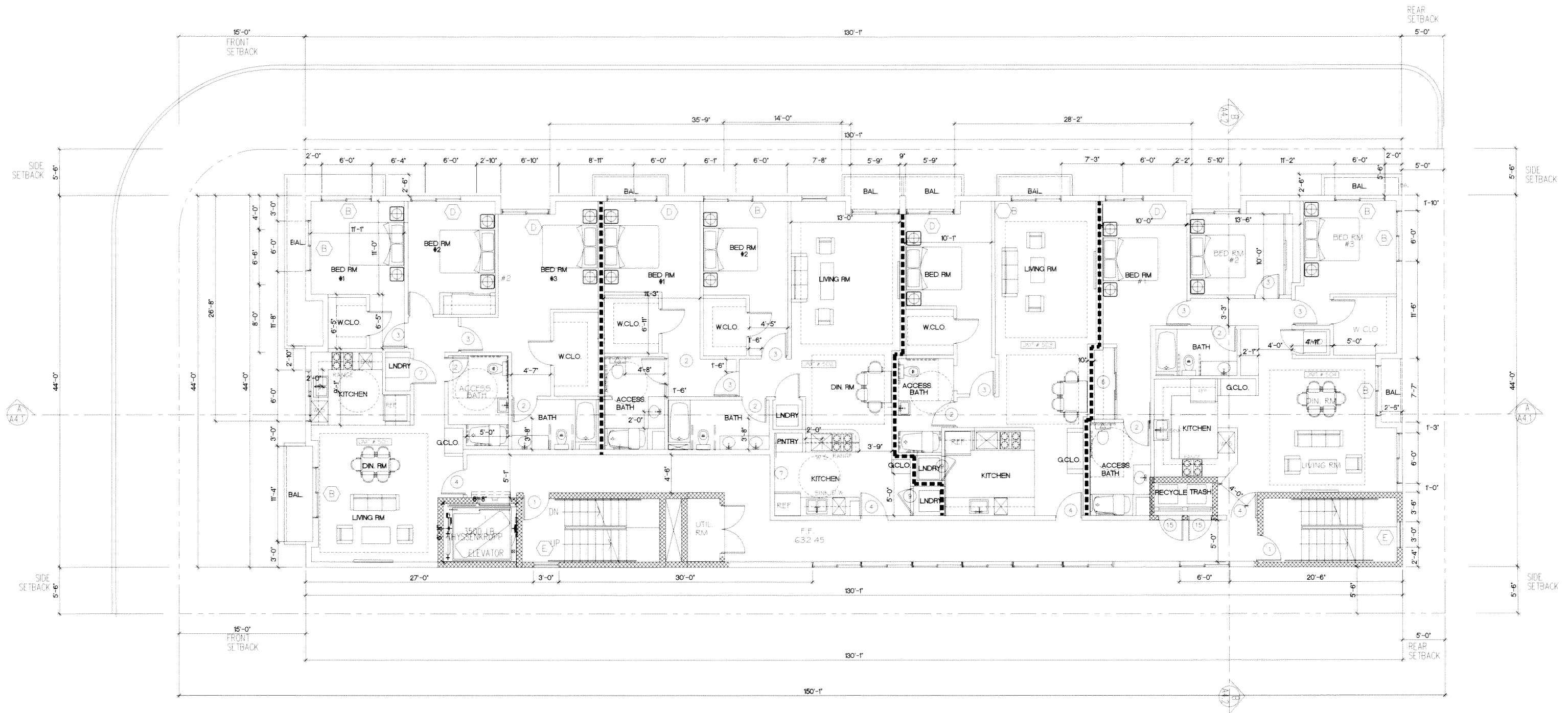
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2ND, 3RD AND 4TH
FLOOR PLAN

SHEET TITLE:

A2.3

SHEET NO.

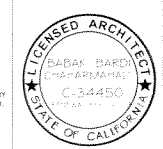


1 5TH FLOOR PLAN
SC: 3/16"=1'-0"

NEW 5-STORY 19- UNIT RESIDENTIAL BUILDING
PROJECT ADDRESS: 10867 FRUITLAND DRIVE, STUDIO CITY, CA 91604
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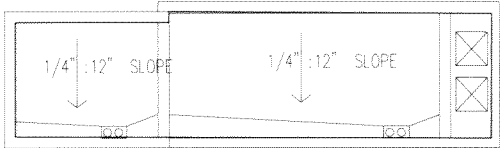
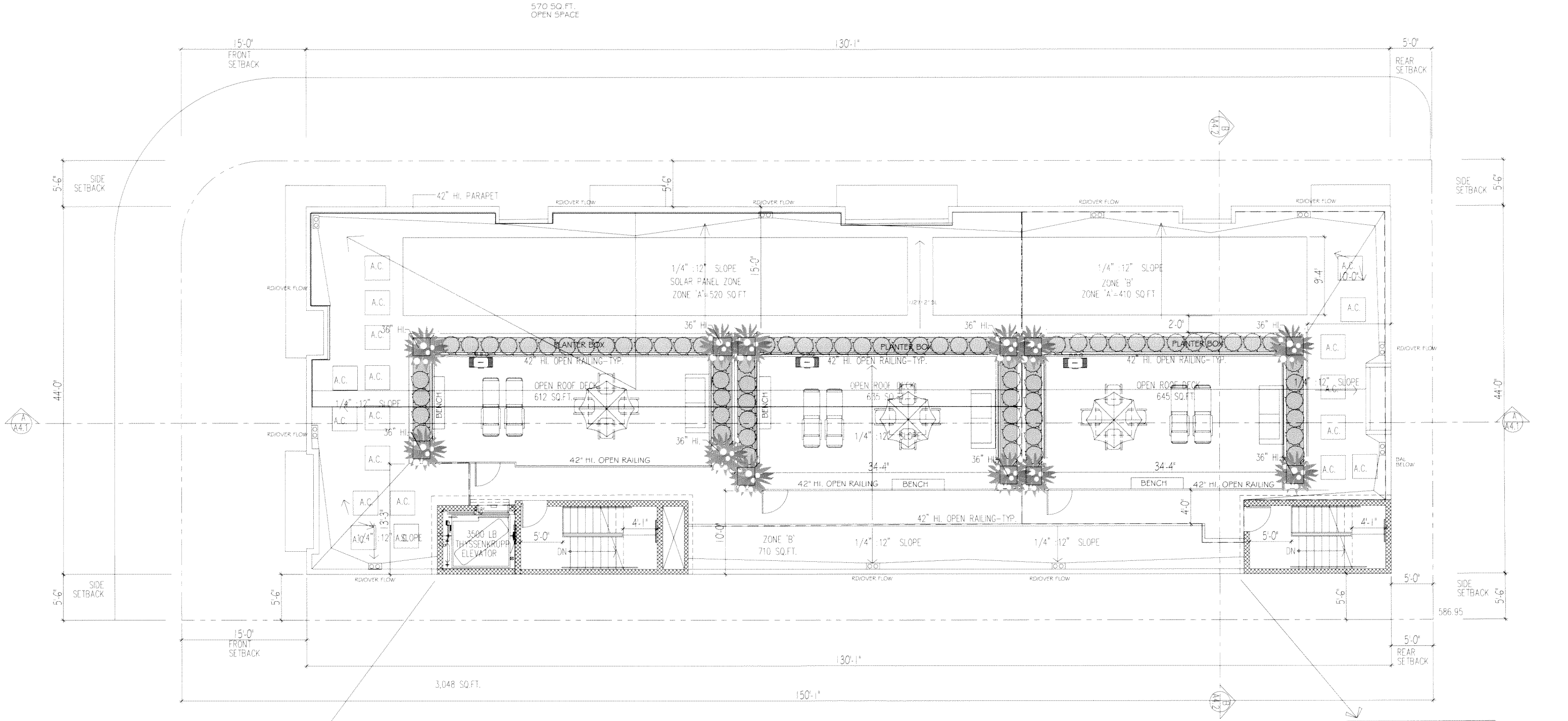
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JOB NUMBER:	CDD-1413
SCALE:	

5TH FLOOR PLAN

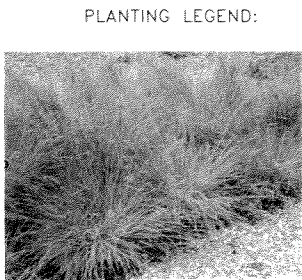
SHEET TITLE:

A2.4

SHEET NO.



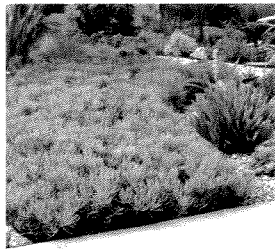
TOP OF STAIR #1 & ELEVATOR SHAFT



PLANTING LEGEND:

BLUE CHALKS STICKS

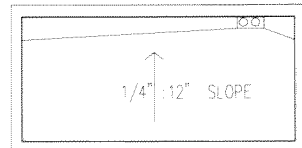
EXTENSIVE PLANTER BOX WITH BERKELEY SEDGE



AGAVE ATTENUATA VARIEGATA



GREEN ROOF PAVERS -TYP.



TOP OF STAIR #2

USE SPIRAPAVE DECK AND PAVER SUPPORT
<http://elmich.com/global/products/spirapave/>

1 ROOF PLANTING PLAN

SCALE: 3/16"=1'-0"

LANDSCAPING AREA AT ROOF LEVEL: 480 SQ.FT.

NEW 5-STORY 19- UNIT RESIDENTIAL BUILDING
PROJECT ADDRESS: 10867 FRUITLAND DRIVE, STUDIO CITY, CA 91604
DEVELOPER: ABE ABRAHAM AND KEYVAN MORADIAN
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11040 SANTA MONICA BLVD, SUITE 430
LOS ANGELES, CA 90025
TEL: 310.430.5565 FAX: 310.427.7446
EMAIL: CALDOINC@AOL.COM
WWW.DESIGNBUILDER.US



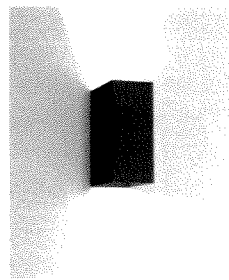
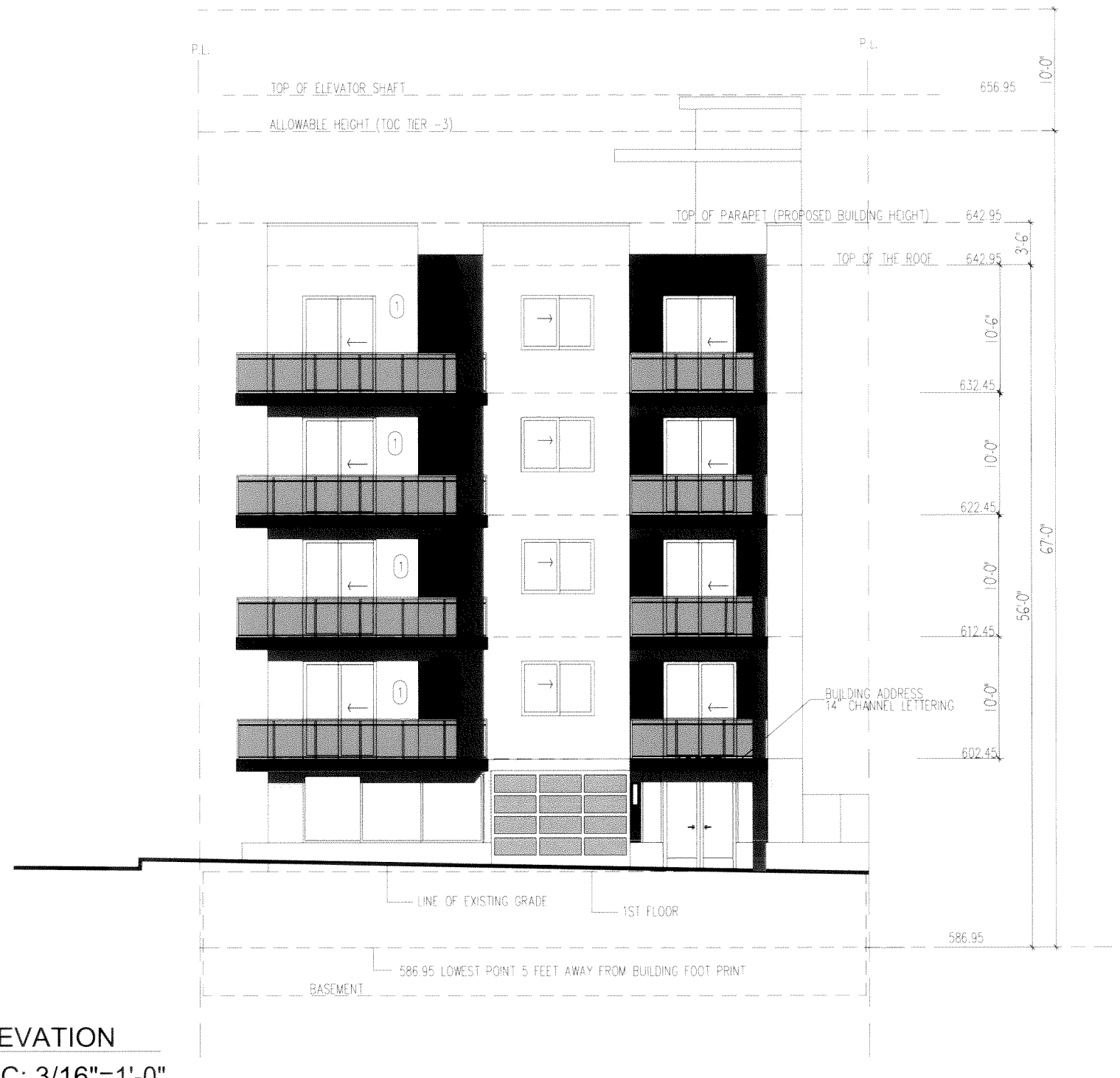
DESIGNED BY:	B.BARDI
CHECKED BY:	
DRAWN BY:	E.SANAJOU
DATE DRAWN:	
JOB NUMBER:	CDD-1413
SCALE:	

ROOF PLAN

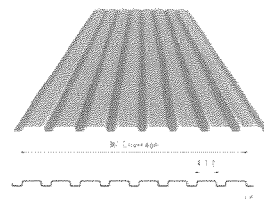
A2.5

SHEET TITLE:

SHEET NO.



5 Exterior Wall Lights Outdoor Wall Mounted Lighting Modern
Led Outdoor Wall Lights Lowes



3 T16-E - Wall
Standard Gauge(s): 24 ga.
Panel Coverage: 36"
Rib Height: 3/4"
Substrate(s): Open Framing/Solid Substrate
Fastener(s): Exposed Fastened

2 9240 INVORY STUCCO COLOR BY OMEGA

1 COUNTRY WOOD
TRESPA EXTERIOR PANELS

NEW 5-STORY 19- UNIT RESIDENTIAL BUILDING
PROJECT ADDRESS: 10867 FRUITLAND DRIVE, STUDIO CITY, CA 91604
DEVELOPER: ABE ABRAHAM AND KEYVAN MORADIAN
3719 S. ROBERTSON BLVD. CULVER CITY, CA 90232 (310) 930 1268

REVISIONS		
NO.	DESCRIPTION	BY DATE
1		
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DESIGNED BY:	B. BARDI
CHECKED BY:	
DRAWN BY:	E. SANAJOU
DATE DRAWN:	
JOB NUMBER:	CDD-1413
SCALE:	

ELEVATIONS

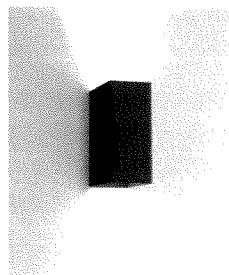
SHEET TITLE:

A3.1

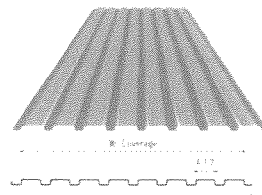
SHEET NO.



1 RIVERTON AVENUE ELEVATION SC: 3/16"=1'-0"



5 Exterior Wall Lights Outdoor Wall Mounted Lighting Modern Led Outdoor Wall Lights Lowes



3 T16-E - Wall
Standard Gauge(s): 24 ga.
Panel Coverage: 36"
Rib Height: 3/4"
Substrate(s): Open FramingSolid Substrate
Fastener(s): Exposed Fastened

2 9240 INVROY STUCCO COLOR BY OMEGA

COUNTRY WOOD

1

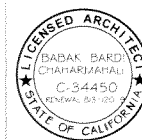
TRESPA EXTERIOR PANELS



NEW 5-STORY 19- UNIT RESIDENTIAL BUILDING
PROJECT ADDRESS: 10867 FRUITLAND DRIVE, STUDIO CITY, CA 91604
DEVELOPER: ABE ABRAHAM AND KEYVAN MORADIAN
3719 S. ROBERTSON BLVD, CULVER CITY, CA 90232 (310) 930 1288

REVISIONS		
NO.	DESCRIPTION	BY DATE
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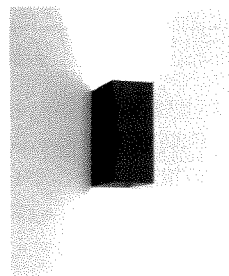
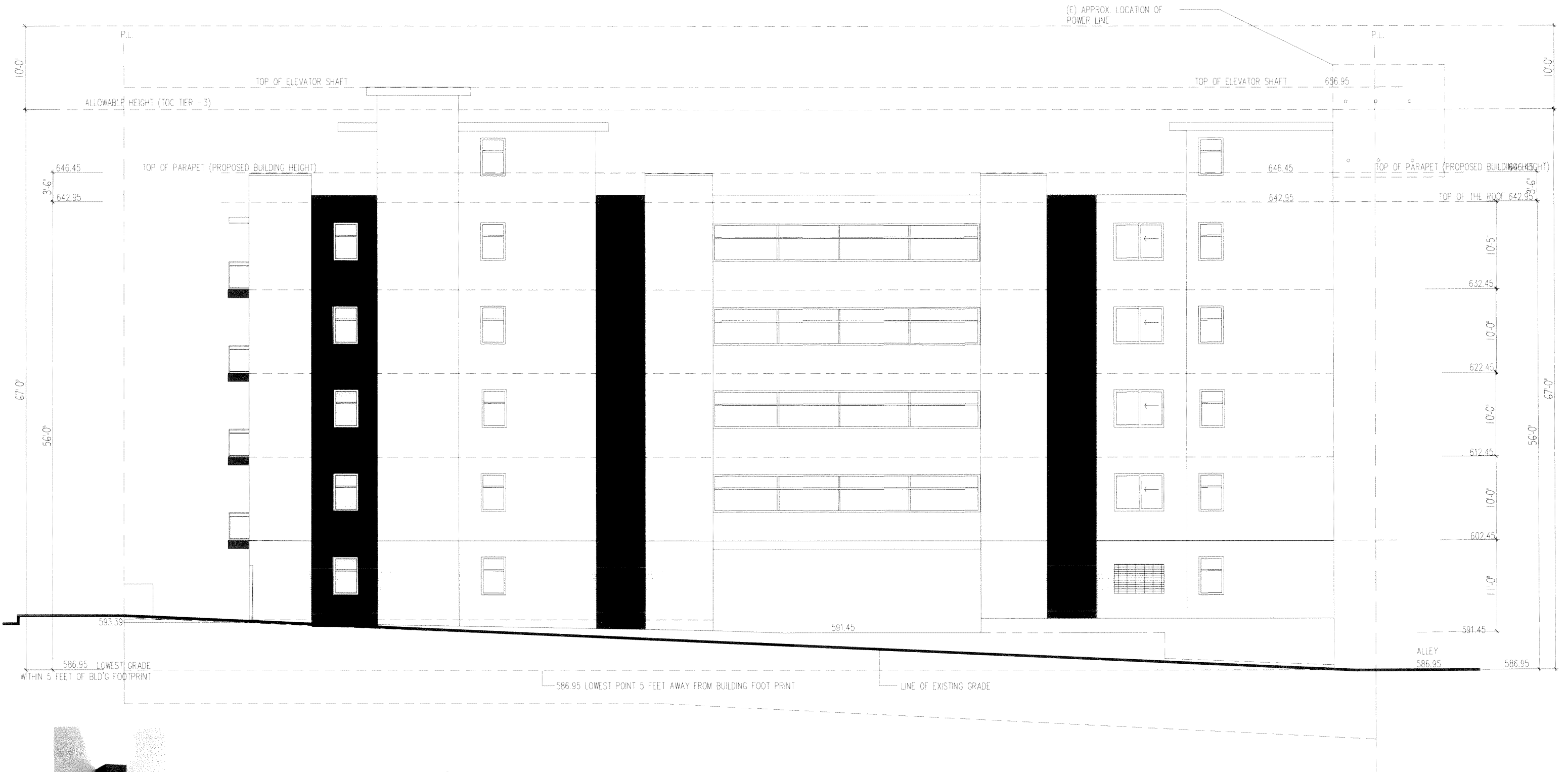
DESIGNED BY:	B. BARDI
CHECKED BY:	
DRAWN BY:	E. SANAJOU
DATE DRAWN:	
JOB NUMBER:	CDD-1413
SCALE:	

ELEVATIONS

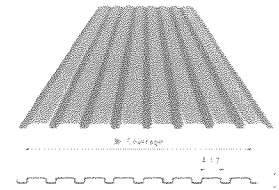
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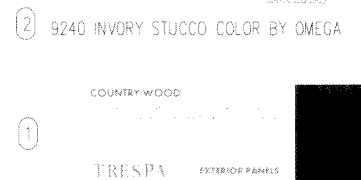
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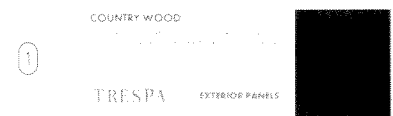
5 Exterior Wall Lights Outdoor Wall Mounted Lighting Modern Led Outdoor Wall Lights Lowes



3 T16-E -- Wall Standard Gauge(s): 24 ga. Panel Coverage: 36" Rib Height: 3/4" Substrate(s): Open Framing/Solid Substrate Fastener(s): Exposed Fastened

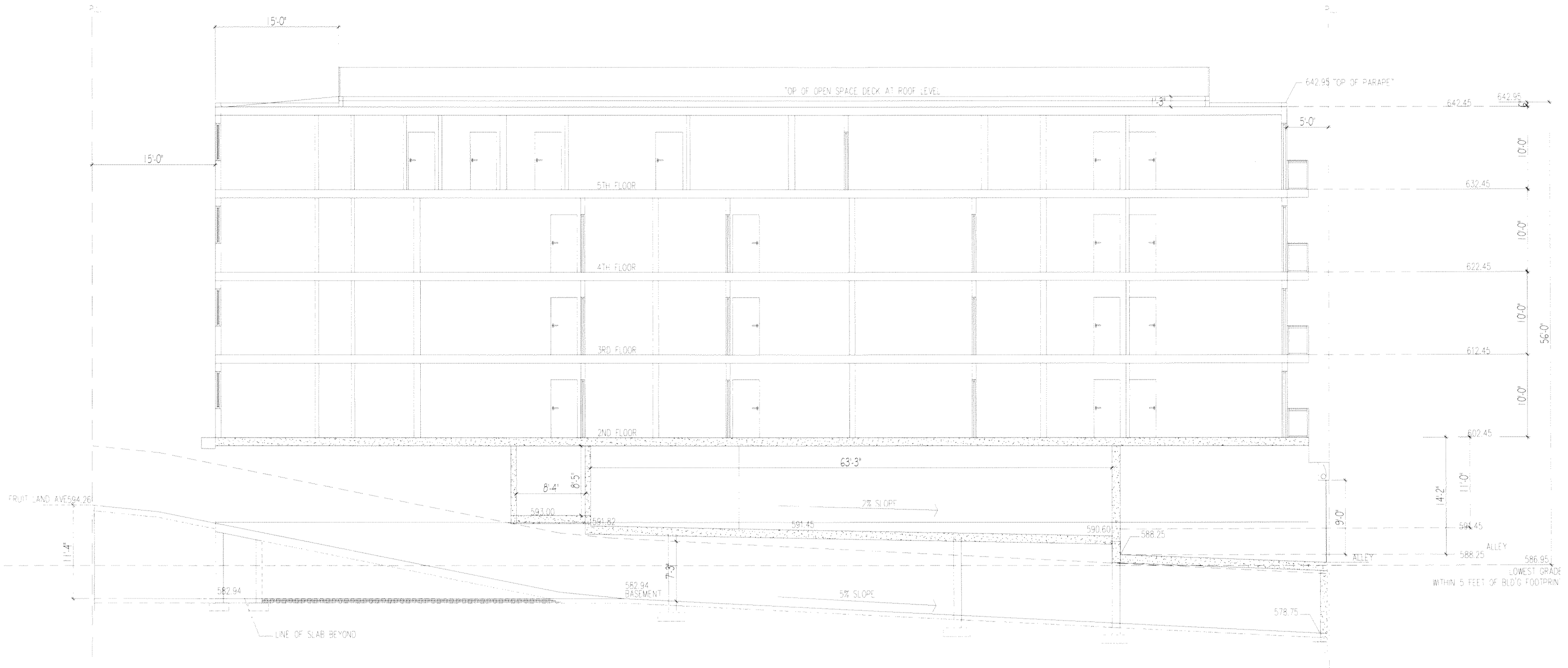


2 9240 INVORY STUCCO COLOR BY OMEGA



1 COUNTRY WOOD TRESPA EXTERIOR PANELS

1 EAST ELEVATION SC: 3/16"=1'-0"



SECTION A-A
SC: $\frac{1}{8}''=1'-0''$

NEW 5-STORY 19- UNIT RESIDENTIAL BUILDING
PROJECT ADDRESS: 10867 FRUITLAND DRIVE, STUDIO CITY, CA 91604
DEVELOPER: ABE ABRAHAM AND KEYVAN MORADIAN
3719 S. ROBERTSON BLVD, CULVER CITY, CA 90232 (310) 930 1288

REVISIONS		
NO.	DESCRIPTION	BY DATE
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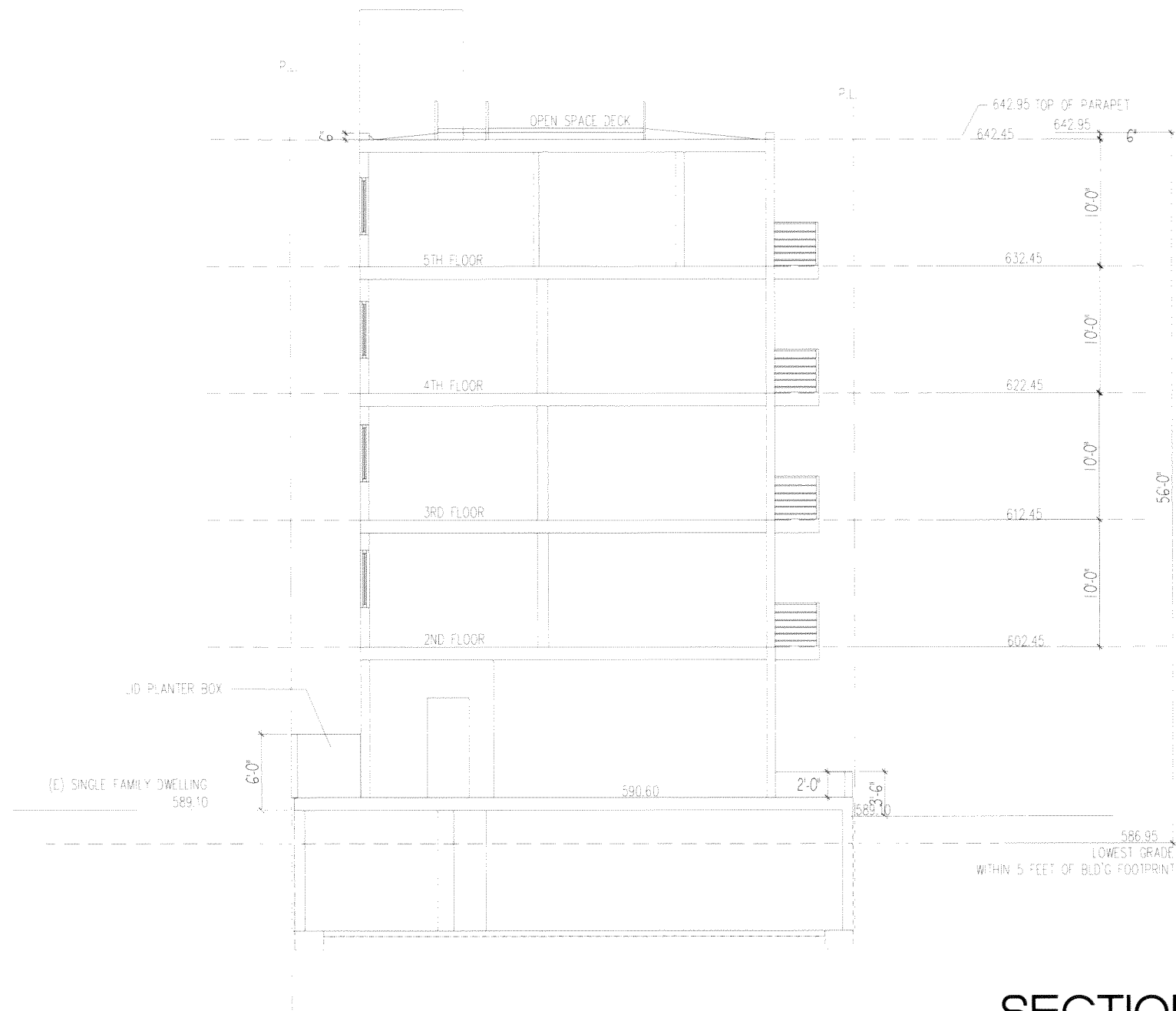
DESIGNED BY:	B. BARDI
CHECKED BY:	
DRAWN BY:	E. SANAJOU
DATE DRAWN:	
JOB NUMBER:	CDD-1413
SCALE:	

SECTION

A4.1

SHEET TITLE:

SHEET NO.



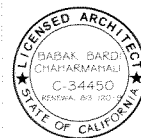
SECTION B-B

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

NEW 5-STORY 19- UNIT RESIDENTIAL BUILDING
PROJECT ADDRESS: 10867 FRUITLAND DRIVE, STUDIO CITY, CA 91604
DEVELOPER: ABE ABRAHAM AND KEYVAN MORADIAN
3719 S. ROBERTSON BLVD. CULVER CITY, CA 90232 (310) 930 1288

REVISIONS		
NO.	DESCRIPTION	BY DATE
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WWW.DESIGNBUILDER.US



DESIGNED BY:	B. BARDI
CHECKED BY:	
DRAWN BY:	E. SANAJOU
DATE DRAWN:	
JOB NUMBER:	CDD-1413
SCALE:	

SECTION

A4.2

SHEET TITLE:

SHEET NO.









FIRST NAME: _____
 LAST NAME: _____
 ADDRESS: _____
 CITY: _____
 STATE: _____
 ZIP: _____
 PHONE: _____
 FAX: _____
 E-MAIL: _____
 COMMENTS: _____
 SIGNATURE: _____
 DATE: _____

LAND USE CONSULTANT:
NUR - DEVELOPMENT I CONSULTING
1601 S GENESEE AVE
LOS ANGELES, CA 90019
WWW.NURDEVELOPMENT.COM



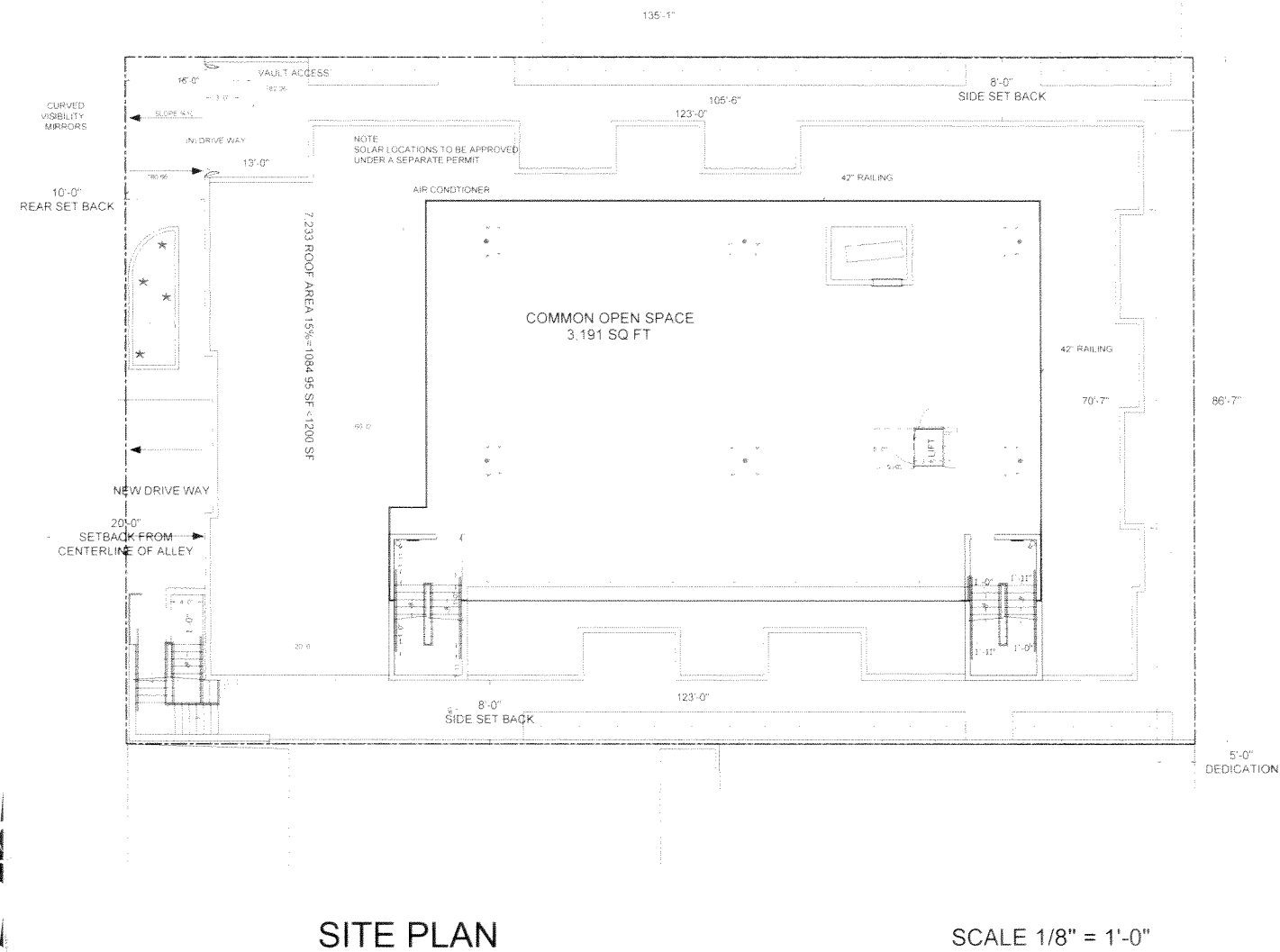
VICINITY MAP		PROJECT SUMMARY BY nür DEVELOPMENT CONSULTING			SHEET INDEX	
	PROJECT DESCRIPTION CONSTRUCTION OF A 40-UNIT 5-STORY, 56' HIGH, MIXED-USE BUILDING CONSISTING OF 4 LEVELS OF RESIDENTIAL OVER 2 LEVELS OF SUBTERRANEAN PARKING WITH 64 PARKING STALLS AND 2,546 SQ. FT. OF COMMERCIAL ON THE GROUND FLOOR. 5 UNITS ARE SET-ASIDE FOR VERY LOW INCOME HOUSEHOLDS.		HEIGHT / STORIES MAX HEIGHT / STORIES PER VC SP: 45' / UNLIMITED MAX HEIGHT / STORIES W/ DB ON MENU INCENTIVE: 56' / UNLIMITED PROPOSED HEIGHT: 56' / 5-STORIES		ARCHITECTURAL	
	LOT AREA GROSS: 11,682.5 DEDICATION: 432 NET: 11,250.5 1/2 ALLEY: 865 NET + 1/2 ALLEY: 12,115.5 ZONING : C2-1L		AUTO PARKING RESIDENTIAL REQUIRED PER DB PKG OPT 1: STUDIO: 8 X 1 = 8 1-BR: 24 X 1 = 24 2-BR: 8 X 2 = 16 SUB TOTAL: 48 10% BIKE SWAP REDUCTION: 48 X 10% = 4.8 RESIDENTIAL REQUIRED: 44 RESIDENTIAL PROVIDED: 48 COMMERCIAL REQUIRED PER VC SP: RESTAURANT: 1,540 / 100 = 15.4 RETAIL: 1,006 / 250 = 4.024 SUB TOTAL: 19 16% BIKE SWAP REDUCTION: 19 X 16% = 3.04 COMMERCIAL REQUIRED: 16 COMMERCIAL PROVIDED: 16 TOTAL PARKING REQUIRED : 60 TOTAL PARKING PROVIDED : 64 EVCS FULL INSTALL: 5% X 64 = 3.2 EVCS CONDUIT READY: 20% X 64 = 12.8 BIKE PARKING RESIDENTIAL LONG-TERM REQUIRED: (25 / 1) + (15 / 1.5) = 35 RESIDENTIAL SHORT-TERM REQUIRED: (25 / 10) + (15 / 15) = 3.5 RESIDENTIAL LONG-TERM PROVIDED: 35 RESIDENTIAL SHORT-TERM PROVIDED: 4 COMMERCIAL LONG-TERM REQUIRED: 2 TENANT SPACES X 2 MIN = 4 COMMERCIAL SHORT-TERM REQUIRED: 2 TENANT SPACES X 2 MIN = 4 COMMERCIAL LONG-TERM PROVIDED: 5 COMMERCIAL SHORT-TERM PROVIDED: 4 SUB TOTAL REQUIRED: 47 BIKES REQUIRED PER BIKE SWAP: 4 + 4 = 8 X 4 = 32 32 < 47 TOTAL BIKE PARKING REQUIRED : 47 TOTAL BIKE PARKING PROVIDED : 48			
	RESIDENTIAL DENSITY DENSITY RATIO: 1 DU/400 SF BASE DENSITY: 12,547.5 / 400 = 31.3 DENSITY BONUS: 32 X 35% = 11.2 MAXIMUM DENSITY ALLOWED: 32 + 12 = 44 AFFORDABLE FOR 3 INCENTIVES: 32 X 15% = 4.8 LINKAGE FEE EXEMPTION: 44 X 11% = 4.84 TOTAL PROVIDED UNITS: 40 MARKET RATE UNITS: 35 VLI UNITS: 5 RESIDENTIAL UNIT MIX STUDIO: 8 1-BR: 24 2-BR: 8 TOTAL: 40		FAR & SQUARE FOOTAGE BUILDABLE AREA: 11,682.5 MAX FLOOR AREA PER DB ON MENU INCENTIVE (3:1 FAR): 35,048 RESIDENTIAL FLOOR AREA PROVIDED: 31,941 COMMERCIAL FLOOR AREA PROVIDED: 2,546 TOTAL FLOOR AREA PROVIDED: 34,487 LOT COVERAGE MAX LOT COVERAGE PER VC SP: 11,250.5 X 75% = 8,438 MAX LOT COVERAGE W/ DB: 8,438 + 20% = 10,125 PROVIDED LOT COVERAGE: 10,034			
LEGAL DESCRIPTION LOT 35 AND 36 OF TRACT NO. 8797, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS PER MAP RECORDED IN BOOK 132 PAGES 51 TO 52 OF MAPS, IN THE OFFICE OF COUNTY RECORDER OF SAID COUNTY.				COVERSHEET T-1: SHEET INDEX A-1: SITE PLAN A-2: LOWER BASEMENT PLAN A-3: UPPER BASEMENT PLAN A-4: 1ST FLOOR PLAN A-5: 2ND FLOOR PLAN A-6: 3RD-4TH FLOOR PLAN A-7: 5TH FLOOR PLAN A-8: ROOF PLAN A-9: ELEVATIONS A-10: ELEVATIONS A-11: SECTIONS		
				OPEN SPACE OPEN SPACE REQUIRED: STUDIO: 8 X 100 = 800 1-BR: 24 X 100 = 2,400 2-BR: 8 X 125 = 1,000 TOTAL OPEN SPACE REQUIRED : 4,200 OPEN SPACE PROVIDED: ROOFTOP OPEN SPACE: 3,191 BALCONIES (24 X 50): 1,200 TOTAL OPEN SPACE PROVIDED : 4,391 50% OF REQUIRED OPEN SPACE: 2,100 TOTAL COMMON OPEN SPACE PROVIDED: 3,191 COMMON OPEN SPACE > 50% OF REQUIRED?: YES		
				LANDSCAPING AND TREES REQUIRED LANDSCAPE: 25% X 3,191 (COMMON SPACE): 798 PROVIDED LANDSCAPE: 1,200 REQUIRED # OF TREES: 1 TREE / 4 DU TREES PROVIDED: 10		

B. RAEEN
CONSULTANT ENGINEER, INC.,
11040 SANTA MONICA BLVD., SUITE 326, LOS ANGELES, CA 90025



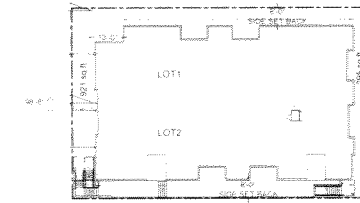
MIX-USE BUILDING W/40UNITS
5503 N RESEDA BLVD
LOS ANGELES, CA 91356

N. 386.
 (D. 616. 12.
 1-90
 Schenck
 T-1
 1-10

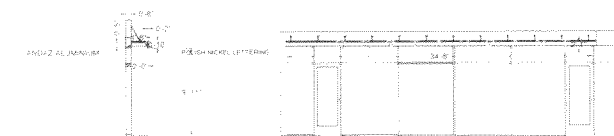


RETAIL SIGNAGE
ALLOWABLE SIGNAGE PER SP = 2 SQ FT / 1- FOOT OF STORE FRONTAGE
19.2' STORE FRONTAGE x 2 = 38.4 MAX ALLOWABLE SQ FT
SIGNAGE AREA = 11.75 x 2 = 23.5 SQ FT
23.5 < 38.4 OKAY
SEE SECTION D-D

RESTURANT SIGNAGE
ALLOWABLE SIGNAGE PER SP = 2 SQ FT / 1- FOOT OF STORE FRONTAGE
34'66" STORE FRONTAGE x 2 = 69.3 MAX ALLOWABLE SQ FT
SIGNAGE AREA = 26.6 x 2 = 53.2 SQ FT
53.2 < 69.3 OKAY
SEE SECTION C-C



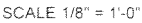
LOT 1		5841.3
LOT 2		5841.3
TOTAL LAND		11682.6
DEDICATION 43.28'x25'		432.8
LAND AFTER DEDICATION		11249.8
LOT COVERAGE	75%	8437.35
BONUS	20%	10124.82
OPEN AREA REQUIRED		1124.98
REAR OPEN AREA		921
FRONT OPEN AREA		295
TOTAL OPEN AREA PROVIDED		1216



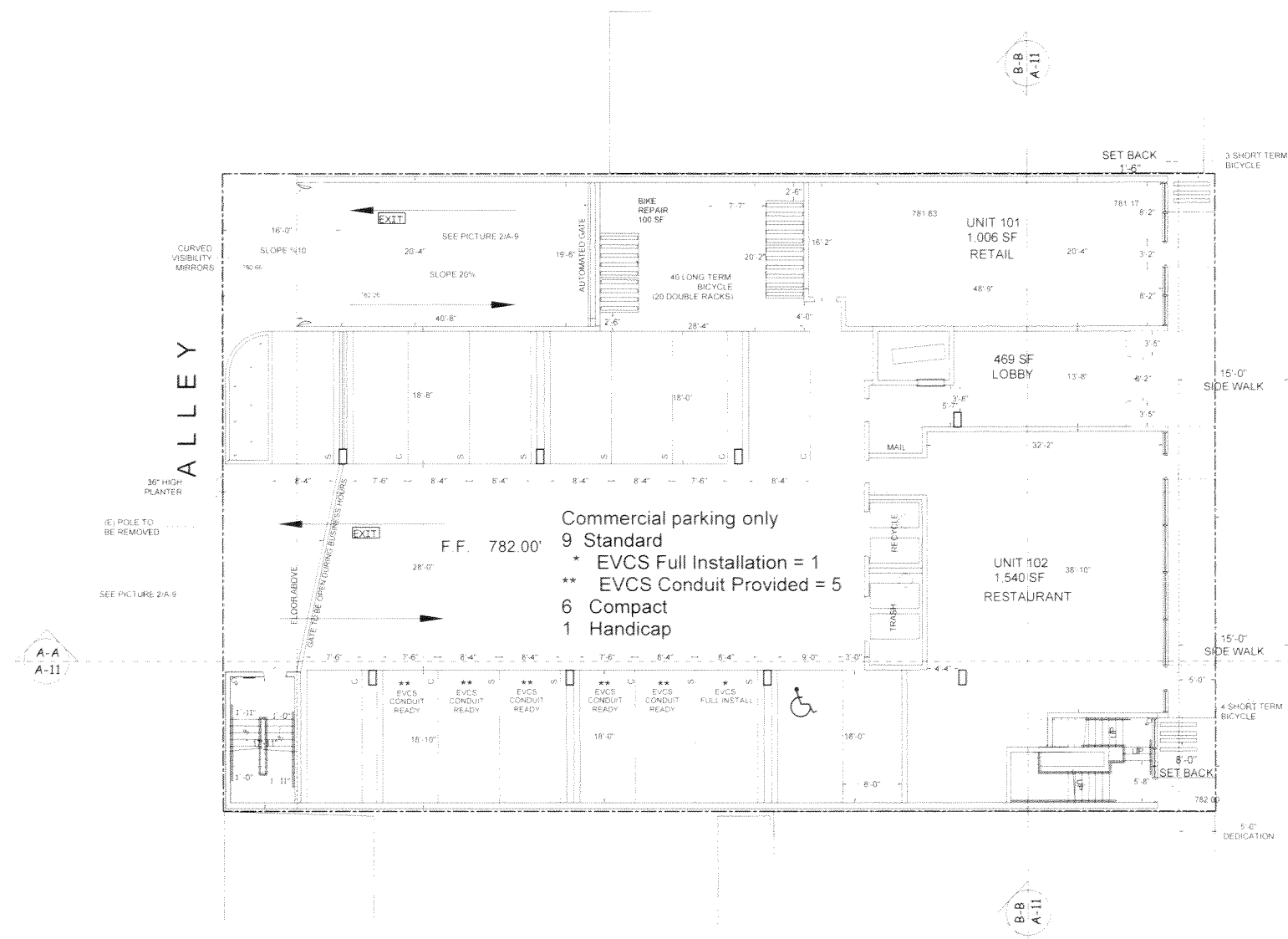


SCALE 1/8" = 1'-0"

RAILING



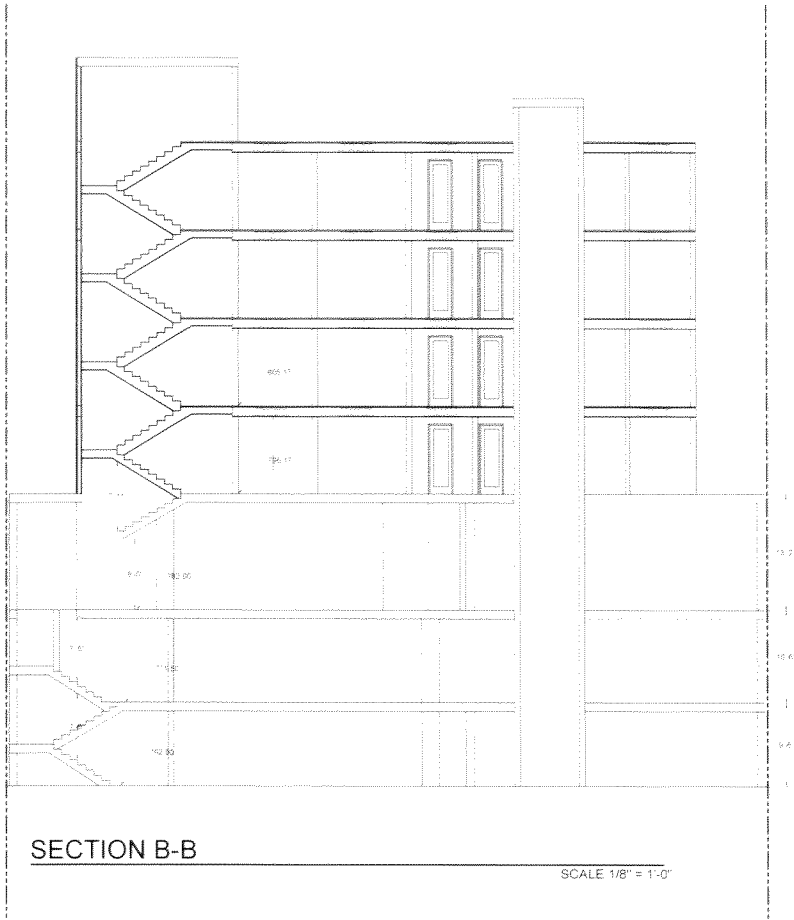
RAILING



FIRST FLOOR

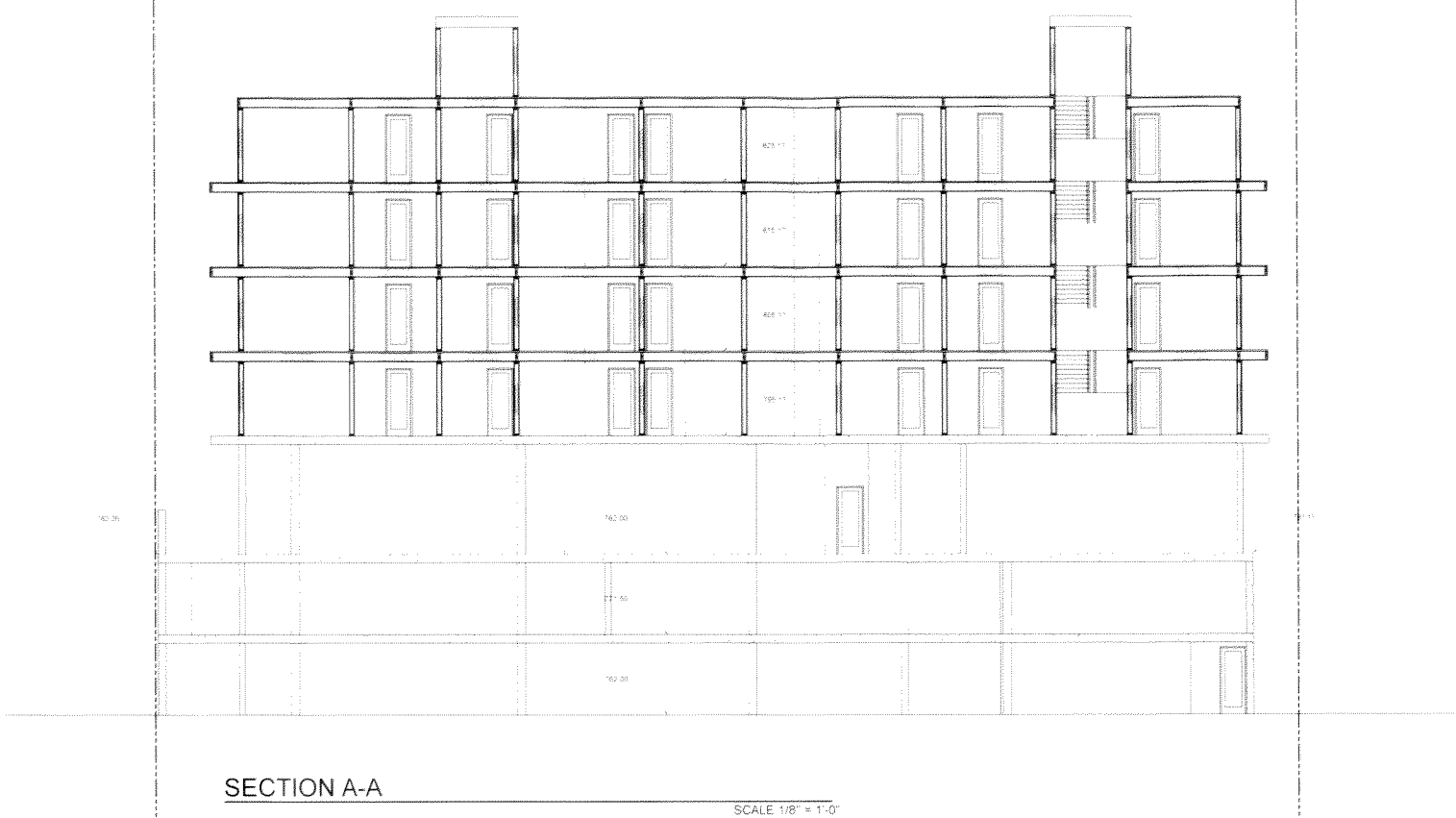
SCALE 1/8" = 1'-0"

LEGEND
RETAINING WALL
2-HR WALL
WALL
RAILING



SECTION B-B

SCALE 1/8" = 1'-0"



SECTION A-A

SCALE 1/8" = 1'-0"

REVISIONS BY

PROJECT: MIX-USE BUILDING W/40 UNITS
5503 N RESEDA BLVD
LOS ANGELES, CA 91356
DATE: 11/11/2014
BY: B. RAEEN
CHECKED: J. RAEEN
APPROVED: J. RAEEN

B. RAEEN
CONSULTANT ENGINEER, INC.
11440 SANTA MONICA BLVD, SUITE 326, LOS ANGELES, CA 90045



MIX-USE BUILDING W/40 UNITS
5503 N RESEDA BLVD
LOS ANGELES, CA 91356

1. Title
2. Sub
3. Description
4. Date
5. By
6. Check
7. Approved

TREE LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS	WUCOLS
	* <i>Dracaena draco</i>	Dragon Tree	5' tall	3		low 0.3
	Street tree	Per City req.	24" box	1		

SHRUBS AND GROUND COVER LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS	WUCOLS
	* <i>Chondropetalum t. 'El Campo'</i>	Cape Rush	5-gal	14		low 0.3
	* <i>Lantana x. 'New Gold'</i>	New Gold Lantana	5-gal	5		low 0.3
	* <i>Muhlenbergia rigens</i>	Deer Grass	5-gal	3		low 0.3
	* <i>Sedum sunsparkler</i>	Wildfire Sedum	5-gal	4		low 0.3



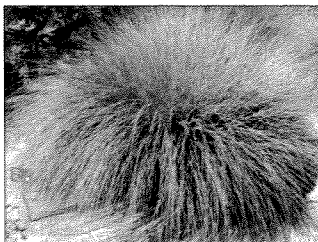
Dracaena draco / Dragon Tree



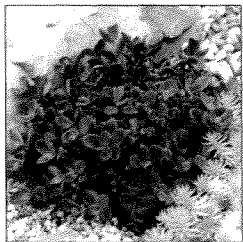
Chondropetalum t. 'El Campo' / Cape Rush



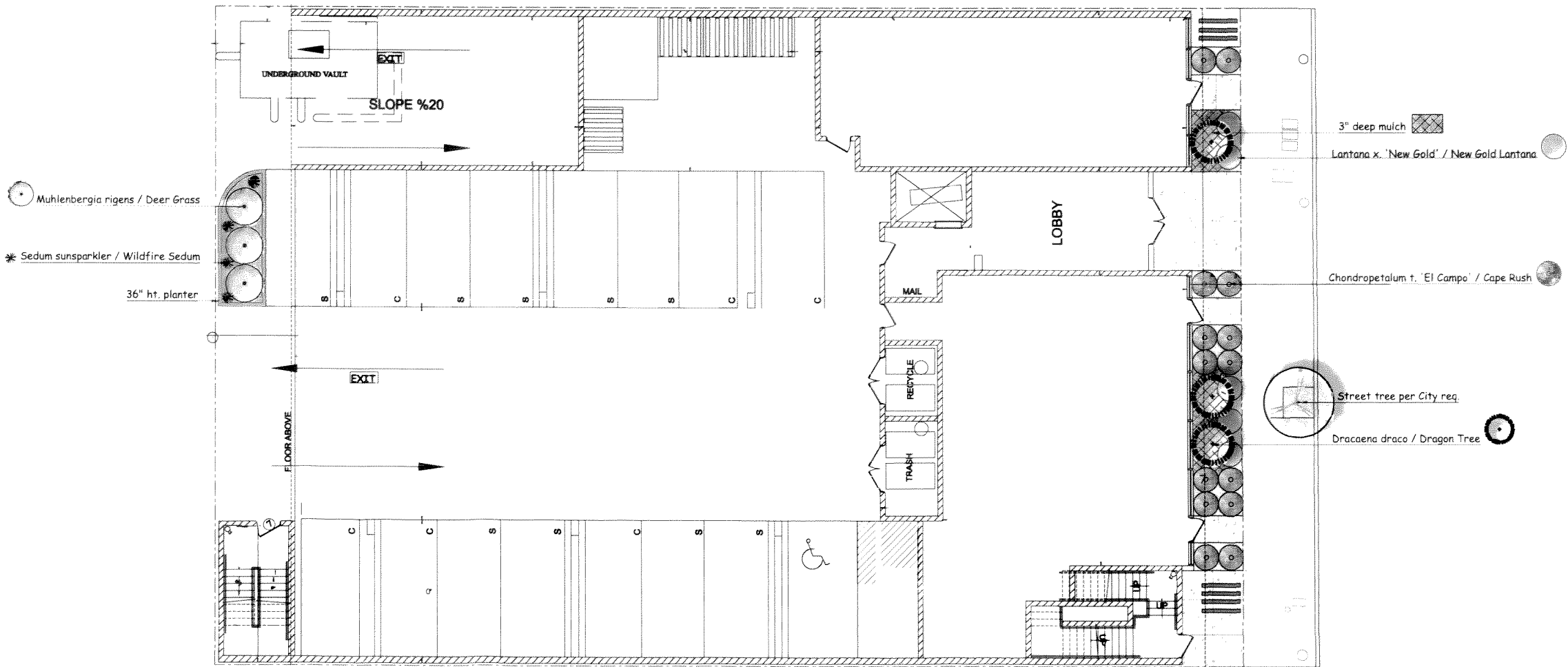
Lantana x. 'New Gold' / New Gold Lantana



Muhlenbergia rigens / Deer Grass



Sedum sunsparkler / Wildfire Sedum



REVISIONS	DATE
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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

40 UNITS
5503 RESEDA BLVD.
TARZANA, CA 91356

FIRST FLOOR
PLANTING PLAN



DATE: MAY 15, 2018
SCALE: 1/8"=1'-0"
JOB NUMBER: 201418
DRAWN BY:

TREE LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS	WUCOLS
●	*Laurus nobilis	Sweet Bay	15-gal	35	low branching	low 0.3

SHRUBS AND GROUND COVER LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS	WUCOLS
●	*Juncus patens	Ca. Grey Rush	5-gal	8		low 0.3

* Points claimed

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

NOTE:
All groundcover areas where plants are 3' 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.

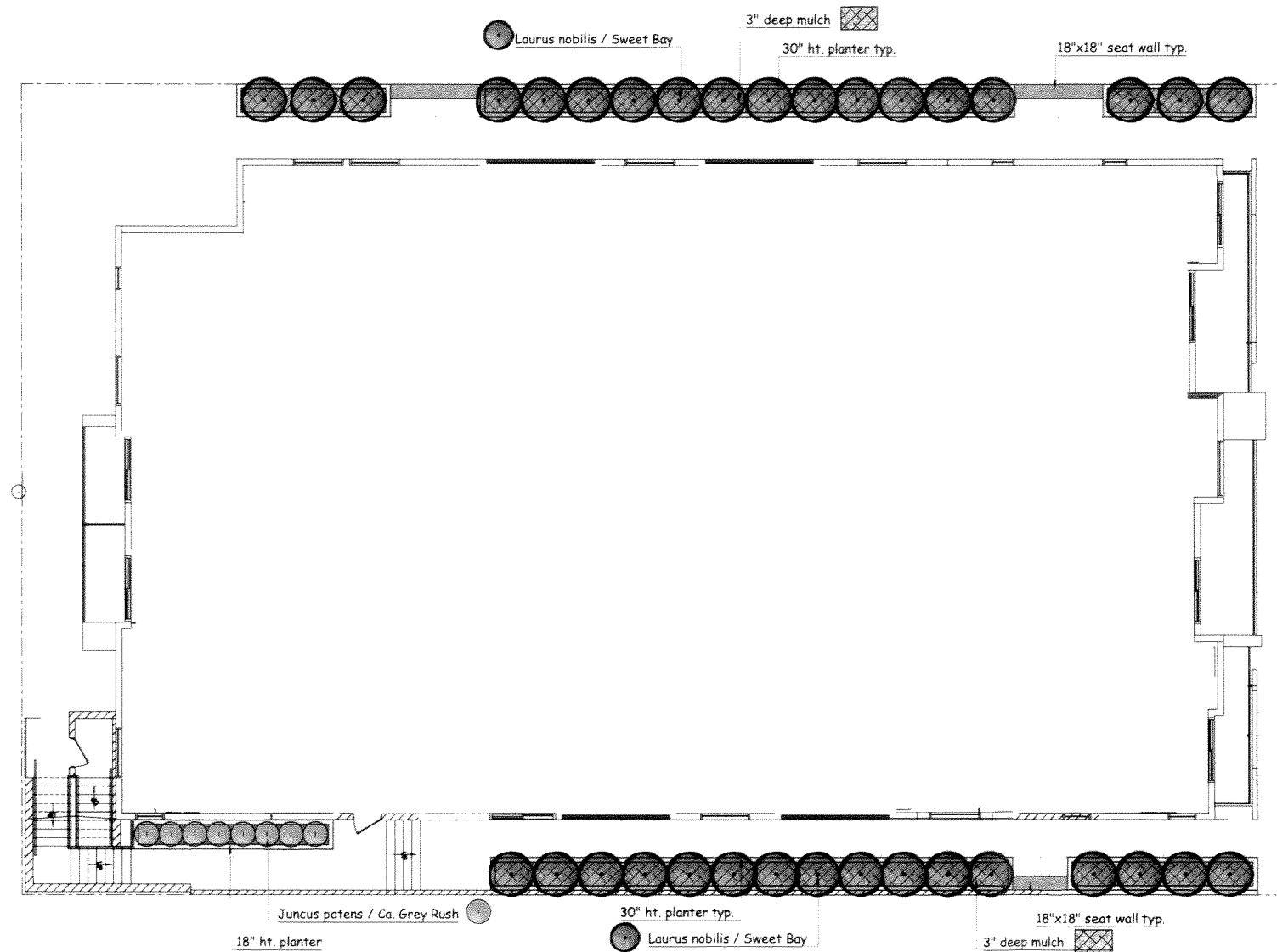
NOTE:
Waterproofing and drains in planters by others.



Laurus nobilis / Sweet Bay



Juncus patens / Ca. Grey Rush



REVISIONS	DATE
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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

40 UNITS
5503 RESEDA BLVD.
TARZANA, CA 91356

SECOND FLOOR
PLANTING PLAN



DATE: MAY 15, 2018
SCALE: 1/8"=1'-0"
JOB NUMBER: 201418
DRAWN BY:

TREE LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS	WUCOLS
○	* Olea europea	Olive	24"box	6	fruitless	low 0.3

SHRUBS AND GROUND COVER LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS	WUCOLS
●	* Carex divulsa	Berkeley Sedge	5-gal	30		low 0.3
○	* Chondropetalum t. 'El Campo'	Cape Rush	5-gal	25		low 0.3
●	* Euphorbia tirucalli 'Sticks on Fire'	Red Pencil Tree	5-gal	8		low 0.3
●	* Myrtus communis 'Compacta'	Myrtle	5-gal	12		low 0.3
○	Muhlenbergia rigens	Deer Grass	5-gal	13		low 0.3
*	* Senecio rowleyanus	String-of-Pearls	5-gal	24		low 0.3
○	* Senecio vitalis		5-gal	8		low 0.3
▨	Senecio serpens	Blue Chalks Sticks	1-gal	18"oc		low 0.3

* Points claimed

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

Landscape Form items

Item	Model	Color
Table	Cheap Chic square top	Flambe Orange
Chairs	Catena	Flambe Orange
Trash	Parc Vue	Stainless Steel

tel: 800.521.2546

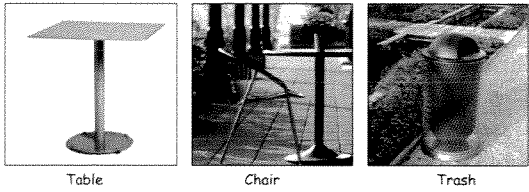
Janus et Cie items

Item	Model	Product Number	Color
Sofa - 2 seat	Boxwood Soft 3 Seat	736-30-401-40-00	Mica
Arm Chair	Boxwood Lounge Chair	736-30-111-52-00	Mica
Coffee Table	Boxwood Table Glass Top	736-30-681-40-00	Mica

tel: 800.24.JANUS

Custom item

Item	Description	Size
Table	Reclaimed Wood Table	4' x 26'



Table

Chair

Trash



Sofa, chair & fire pit

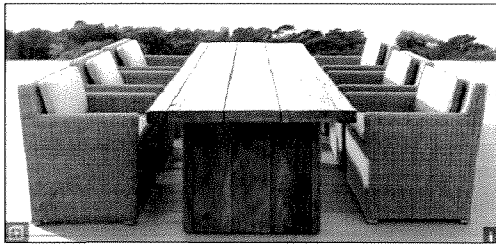


Table & Chair

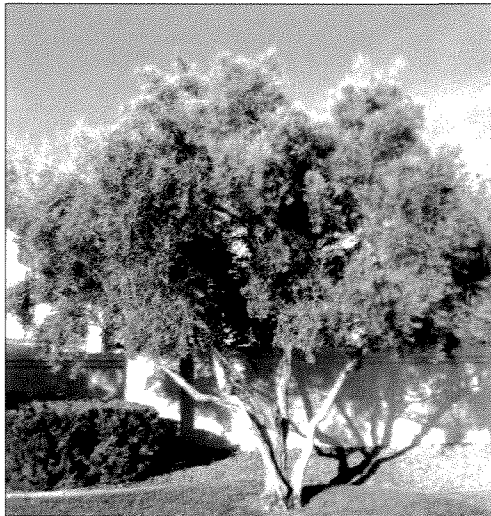
SUMMARY FOR PUBLIC OPEN SPACE:

REQUIRED LANDSCAPE AREA 797 sf
 PROVIDED LANDSCAPE AREA 969 sf

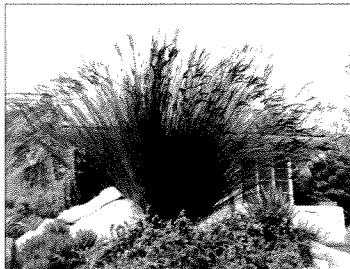
COMMON OPEN SPACE BREAKDOWN:

ROOF

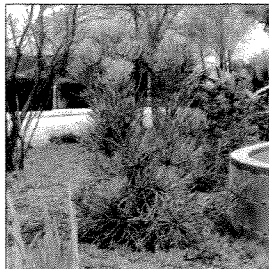
HARDSCAPE AREA A 775 sf
 HARDSCAPE AREA B 765 sf
 HARDSCAPE AREA C 423 sf
 HARDSCAPE AREA D 367 sf



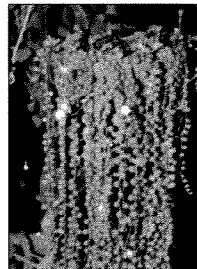
Olea europea / Olive



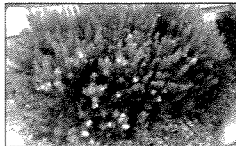
Chondropetalum t. 'El Campo' / Cape Rush



Euphorbia tirucalli 'Sticks on Fire' / Red Pencil Tree



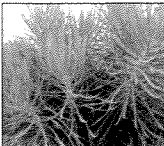
Senecio rowleyanus / String-of-Pearls



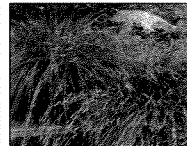
Myrtus communis 'Compacta' / Myrtle



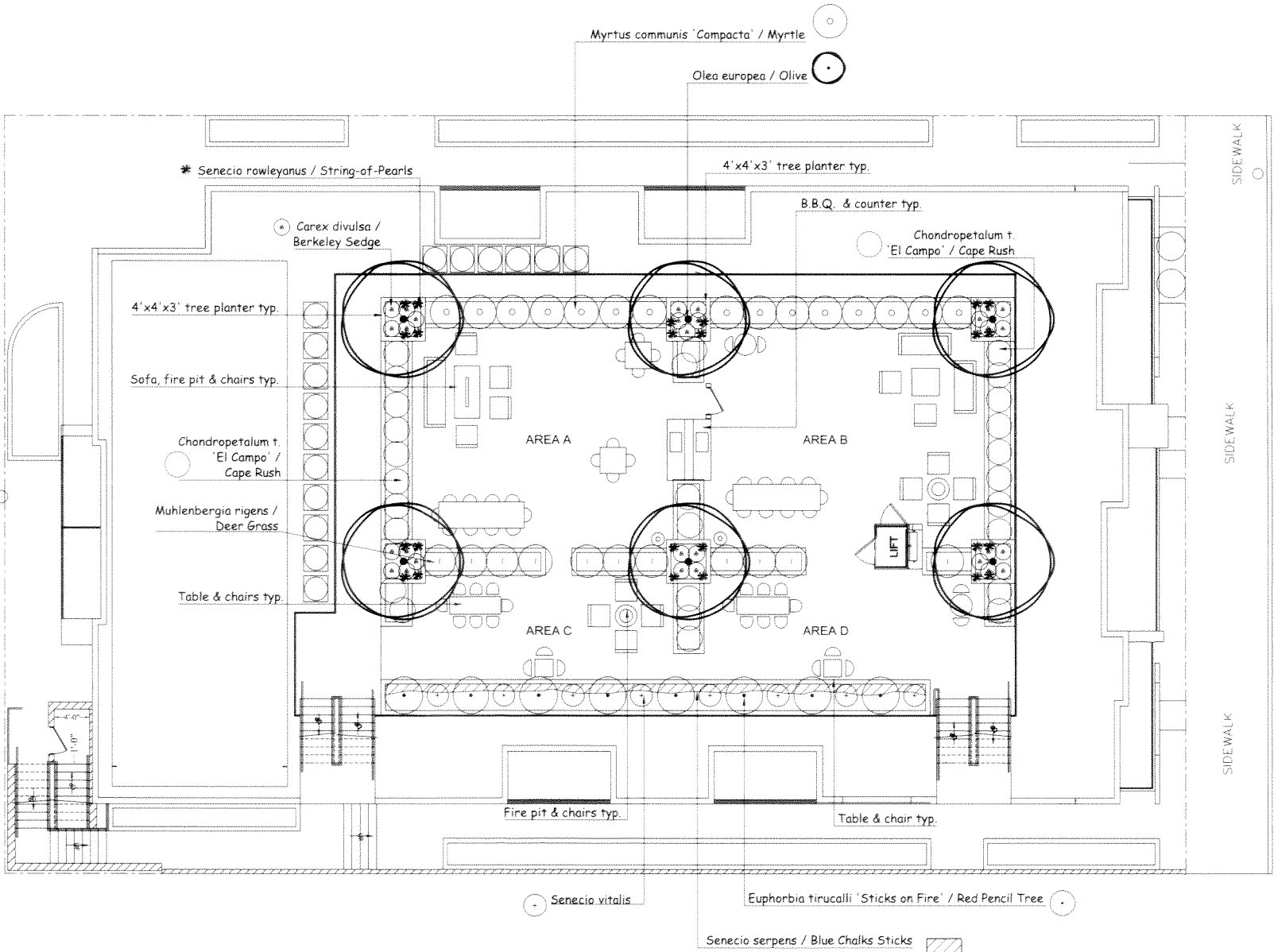
Senecio serpens / Blue Chalks Sticks



Senecio vitalis



Carex divulsa / Berkeley Sedge



REVISIONS	DATE
1.	11.01.18
2.	4.1.19
3.	
4.	
5.	
6.	
7.	
8.	
9.	



ASLA

Yael Lir Landscape Architects

1010 Sycamore Ave. Suite 313
 South Pasadena, CA 91030
 Tel 323.258.5222
 Fax 323.258.5333
 yael@yaellir.com

40 UNITS
 5503 RESEDA BLVD.
 TARZANA, CA 91356

ROOF
 PLANTING PLAN



DATE: MAY 15, 2018
 SCALE: 1/8"=1'-0"
 JOB NUMBER: 201418
 DRAWN BY:



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TARZANA NEIGHBORHOOD COUNCIL

P.O. BOX 571016
TARZANA, CA 91357
(818) 921-4992
tnc@tarzananc.org

Samantha Millman
President,
Loa Angeles City Planning Commission

Re: Case Number ~~CPC-2019-2707-DB-CU~~ *Dif-2018-4224-DB-SPP-1A*

Commission President Millman,

At its regular Brown Act noticed Public meeting on August 27, 2019 the Tarzana Neighborhood Council passed the following resolution:

“Resolved: The TNC Board approves the Land Use Committee’s recommendation to support the Tarzana Property Owners Assn appeal of the Project Permit Compliance for the proposed mixed-use project at 5431 – 5505 Reseda Blvd by writing a letter to the Planning Dept. One of the main objections to the project is that all parking ingress and egress will be from the alley to the rear of the building, including possible deliveries to the retail component of the project.”

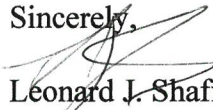
The Board members were very concerned that the sole access to parking for both the retail and residential would be through a very inadequate north/south public alley. At the north end the alley abuts Clark Street a short distance from where it dead ends into Reseda Blvd. (Clark Street “jogs” at Reseda Blvd so the east and west portions of the street do not line up.) Clark Street is all multifamily structures and is heavily traveled in the morning and evening. Clark Street will also be the access to the residential parking portion of a previously approved mixed use project immediately to the north of this proposed project. On the south the alley dead ends into an east/west alley a short distance from Reseda Blvd. The west end of that alley is blocked so the only exits are Reseda Blvd a very short distance from Ventura Blvd or Clark Street via the alley the applicant proposes to use as the sole access to their building. The east/west alley is used by multifamily residences along Clark Street and by businesses on Ventura Blvd as the sole access to parking garages and parking lots.

The alley behind the project is partially blocked by a utility pole supporting power lines that run in a north/south direction. If that pole were to be removed, the distance between the remaining poles would be too great to support the power lines.

The Board members were also concerned about the partial obstruction of the alley by delivery trucks that could not access the parking areas under the building. Depending on what hours those deliveries occurred the alley could be reduced to a single lane.

Thank you for your consideration of the Tarzana Neighborhood Council's concerns.

Sincerely,



Leonard J. Shaffer

President,

Tarzana Neighborhood Council

#12

Testimony of Nanci Neidorf Christopher

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Owner of Home at:

2306 Midvale Avenue, Los Angeles, CA. 90064

Case Number: DIR-2018-6719-TOC-WDI-1A

CEQA Number: ENV-2018-6720-CE

Zone: C4-1VL-POD

Legal Description: Lot 1, Block 45, Tract TR 5609

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As my neighbors and officers of the Westside Neighborhood Council have already testified to I add my voice to the impact of the ridiculously out of proportion development at 2301 Westwood Blvd.

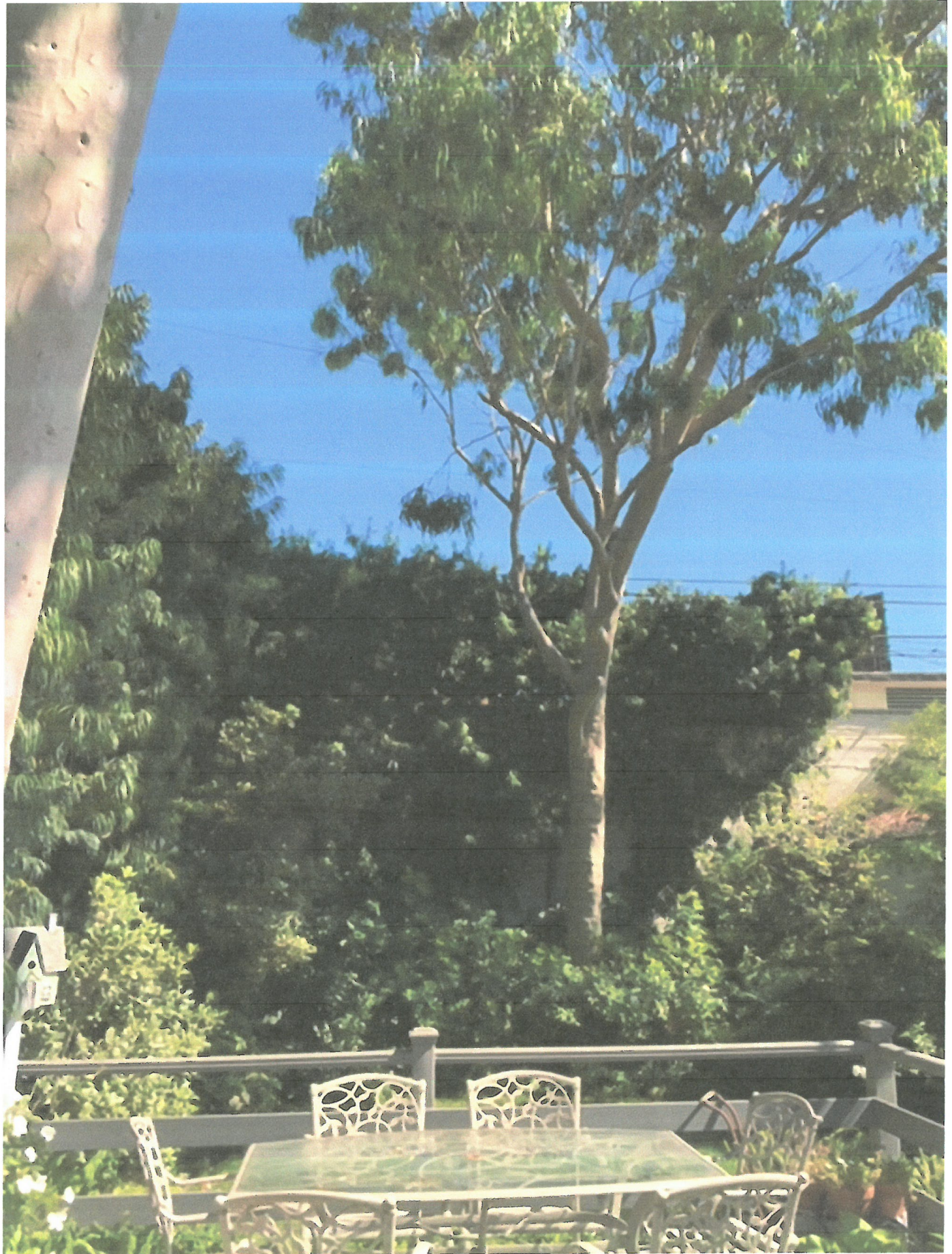
1. It would set a dangerous precedent.
2. There would be endless construction.
3. Encroachment – lots are not deep enough, no alley to act as a buffer.
4. Reduced parking.
5. Increased traffic.
6. Expo transportation limitations.
7. Westwood Canyon – blocked sunlight during extended periods of the day.
8. Westwood Charter School overcrowding.
9. Plus many other issues that have been raised including destroying the very nature of our charming and incredibly old fashioned neighborhood.

I have lived in my house for over 21 years (bought in April 1998). This is how the development will affect me even more profoundly as one of the three residents directly behind it.

1. I will lose ALL my privacy.
2. The height of the building and projected communal rooftop party haven (trash, raucous behavior, excessive noise, vomiting, drunkenness) would traumatize my life, not to mention effect the value of my home.
3. There is only 34 feet from the table on my deck, where I frequently sit and entertain, to the development. (see Photo #1).
4. There is only 50 feet from the French doors in my bedroom that opens on to the deck to the development. Phone poles and wiring will be dramatically affected.(See Photo #2).
5. There is NO alley that would separate my property from the development.
6. I also have a charitable foundation benefiting the Westside Food Bank as we address the issue of hunger and food insecurity in our own community. Over \$500,000 has been raised since 2011 providing over TWO MILLION MEALS). The event takes place every May at my house. It would be horrendous to have construction and six stories impinging on the event's success.
7. It is completely inappropriate to have a building so beyond the norms of the neighborhood.
8. I URGE you to consider the human factors here. I am not opposed to progress, nor are my neighbors, but it must be reasonable and not just driven by money. PLEASE don't allow these greedy developers to destroy my life and the life I have provided for my son his entire life.

Thank you for your consideration.

Nanci Neidorf Christopher





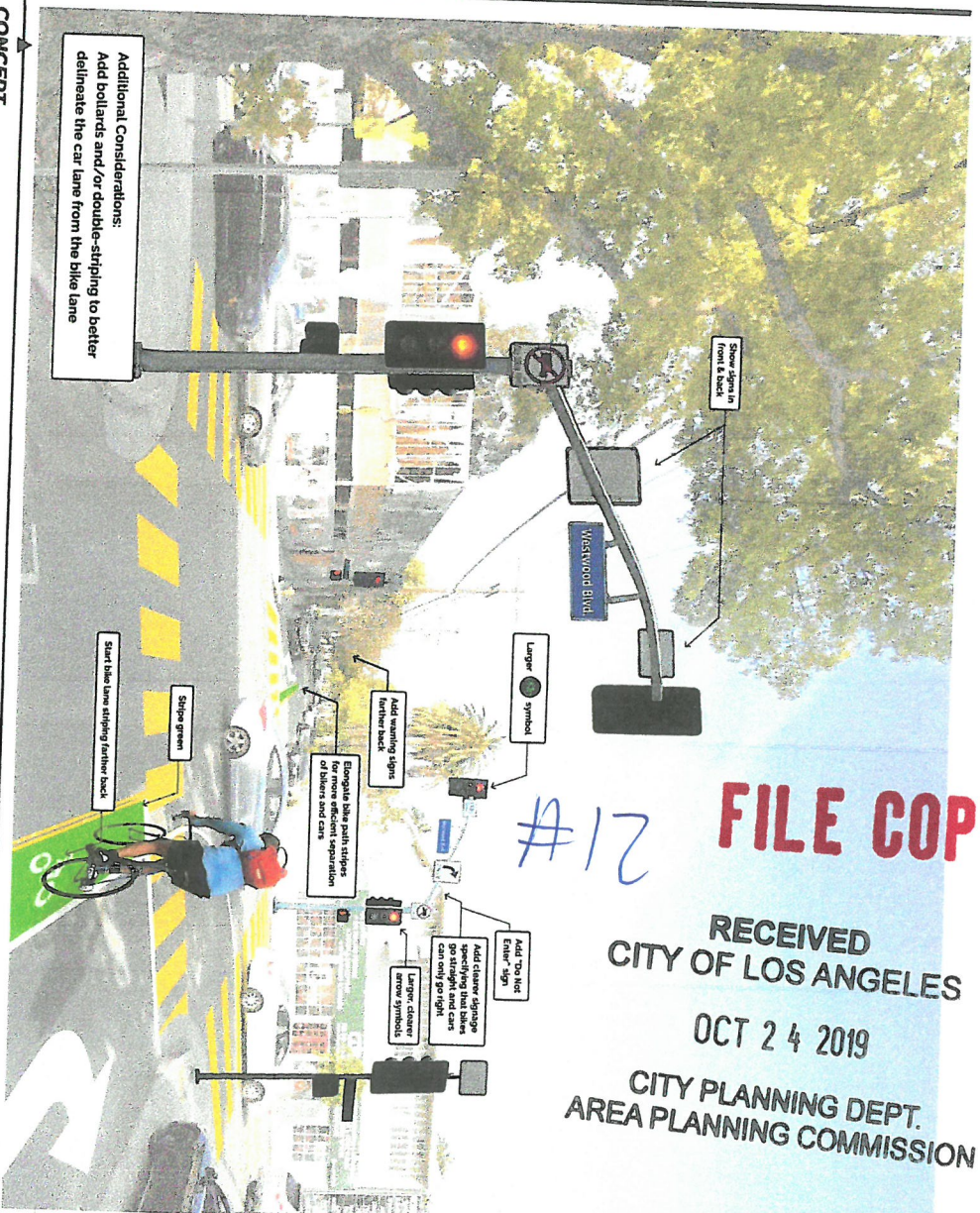


Currently, the Westwood Blvd./Tennessee Ave. intersection has no dedicated bike path. There are stop signs on Tennessee Ave. but no traffic signals, and only one crosswalk striping at the South leg of Westwood Blvd. As approaching Westwood Blvd. from Tennessee Ave. are allowed to turn left, right, or cross Westwood Blvd. Vehicles traveling on Westwood Blvd. attempting to turn onto Tennessee Ave. from Westwood Blvd. are allowed to turn left or right, within the correct lanes. The intersection also has no signal lights, leaving drivers to use their best judgement in crossing traffic.



The Westwood Blvd./Tennessee Ave intersection is located in West Los Angeles. Westwood Blvd is an arterial street zoned for commercial, whereas Tennessee Ave, within the zone of focus is all residential. Travelers on foot or bike attempting to reach a home down Tennessee Ave, must find a way to safely manage the heavy traffic of Westwood Blvd, without the assistance of signals and limited pedestrian crosswalk striping.

Proposed intersection enhancements will install signals that will greatly benefit those on foot or on a bike, and make crossing Westwood Blvd. at Tennessee Ave. safer and easier. The enhancements will make the street safer for drivers as well.



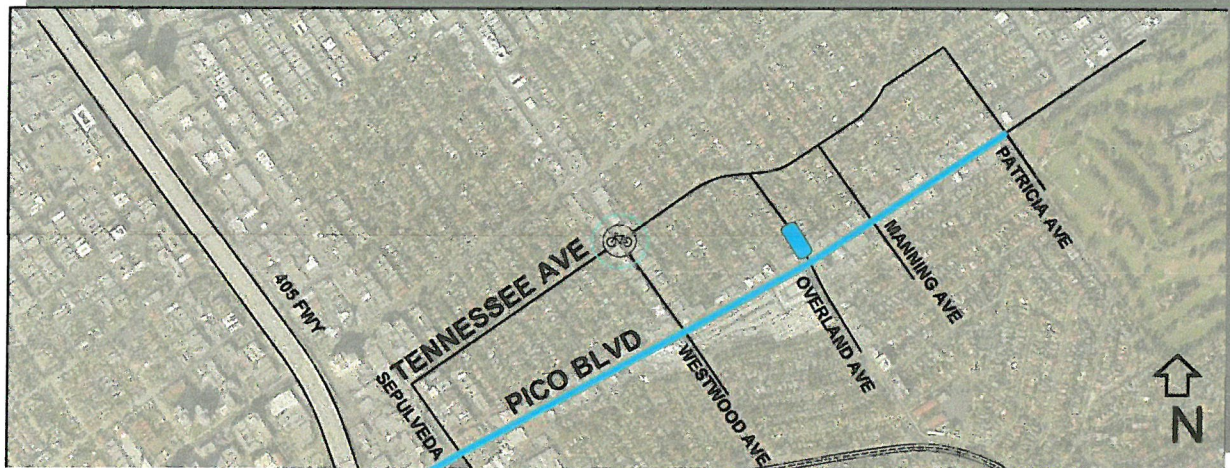
The proposed changes to the Westwood Blvd./Tennessee Ave. intersection are designed to create a safer walking and biking experience for nearby residents. The concept includes the installation of lighted bike signals, car signals, designated blue paths, and pedestrian crosswalk striping at every corner. Cars travelling on Tennessee Ave. will only be allowed to turn right, thus limiting the potential for accidents at the intersection. Bicyclists will be allowed to go straight and turn left/right.

Inspiration for the new design here comes from the successful installation of similar programming located at La Brea Ave. and Rosewood Ave. Suggestions for improvements are included in captions to ensure the success of the design at this new location.

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WALK PICO!

PICO BLVD FROM THE 405 FWY TO PATRICIA AVE TENNESSEE AVE FROM WESTWOOD AVE TO PATRICIA



Project Description

Project Scope

Pedestrian/bike-friendly improvements on Pico Blvd, bike-friendly improvements on Westwood Blvd and Tennessee Ave to strengthen community vitality and connectivity to bus stops and the Expo/Sepulveda & Expo/Westwood rail stops.

Work Scope			
Current		Previous	
<u>Items</u>	<u>Qty</u>	<u>Items</u>	<u>Qty</u>
* Access Ramps	20	* Access Ramps	74
* Bike Racks	8	* Bike Racks	8
* Bike Signal	1	* Bump Out	1
* Bump Out	1	* Bus Safety Lighting	38
* Bus Safety Lighting	35	* Colored Accent Paving	-
* Colored Accent Paving	9,000 SF	* Continental Crosswalks	26
* Continental Crosswalks	14	* Curb & Gutter	1,700 LF
* Curb & Gutter	2,900 LF	* Driveways	7
* Driveways	7	* Median Island	1
* Median Island	1	* New Trees	48
* New Trees	48	* Round Abouts	2
* Sidewalk	40,000 SF	* Sidewalk	38,750 SF
* Tree Removal	23	* Tree Removal	23
* Tree Wells	97	* Tree Wells	97
* Wayfinding Signage	12	* Wayfinding Signage	-

SAMPLE 6 STORY BUILDING AGAINST SINGLE FAMILY HOME! NO SEPARATION! NO ALLEY!

#12

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4 BEDROOMS

2301 Westwood Appeal Hearing

10/23/19