



DEPARTMENT OF CITY PLANNING

APPEAL RECOMMENDATION REPORT

City Planning Commission

Date: October 24, 2019
Time: After 8:30 am
Place: Van Nuys City Council Chamber
2nd Floor
14410 Sylvan Street,
Van Nuys, California 91410

Public Hearing: Required
Appeal Status: Not further Appealable
Expiration Date: November 28, 2019
Multiple Approval: No

Case No.: DIR-2018-6719-TOC-WDI-1A
CEQA No.: ENV-2018-6720-CE
Incidental Cases: None
Related Cases: None
Council No.: 5 – Koretz
Plan Area: West Los Angeles
Specific Plan: Westwood/Pico
Neighborhood Oriented
District

West Los Angeles
Transportation Improvement
and Mitigation Specific Plan
Westside Neighborhood
Council
Certified NC:
GPLU: Neighborhood Commercial
Zone: C4-1VL-POD

Applicant: The Westwood LLC.
Applicant's Representative: Noah Riley, Riley Projects

Appellant: Ruben Saidian

Appellant's Representative: Rosita Saidian

PROJECT LOCATION: 2301 South Westwood Boulevard

PROPOSED PROJECT: The project is for the demolition of an existing two-story commercial building and the construction of a new 5-story with mezzanine, 50,394 square foot, maximum 67 feet in height, mixed-use apartment building consisting of fifty (50) units and 6,507 square feet of ground floor commercial space. Three levels of subterranean parking will be provided consisting of 71 parking spaces. The project also provides 46 long-term and 8 short-term bicycle spaces. The project requires a haul route. The project reserves five (5) of the units for Extremely Low Income Households.

APPEAL ACTION:

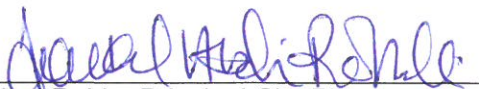
1. Pursuant to Sections 12.22 A.31 and 12.22 A.25(g) of the Los Angeles Municipal Code ("LAMC"), an appeal of the entire determination by the Director of Planning in approving a Transit Oriented Communities Affordable Housing Incentive Program for a project totaling 50 dwelling units, and 6,507 square feet of ground floor commercial space, reserving 5 units for Extremely Low Income Household occupancy for a period of 55 years, with the following requested incentives:

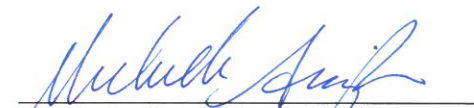
- a. **Height.** A 22-foot increase in the building height, allowing 67 feet in lieu of the maximum 45 feet, and 2 additional stories, allowing 5 stories in lieu of the 3 stories otherwise allowed by the C4-1VL-POD Zone;
 - b. **Yard/Setback.** A reduction in the required side yards, allowing 5 feet per the RAS3 zone in lieu of the 8-foot side yard setbacks otherwise required; and
 - c. **Open Space.** A 25 percent reduction in the open space requirement, allowing 4,013 square feet in lieu of the 5,350 square feet otherwise required.
2. An appeal of a determination that based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.


RECOMMENDED ACTIONS:

1. **Deny** the appeal;
2. **Determine**, based on the whole of the administrative record, that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Statute and Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to State CEQA Statute and Guidelines, Section 15300.2 applies;
3. **Sustain** the Director of Planning's Determination to conditionally approve the TOC Affordable Housing Incentive Program for a project totaling 50 dwelling units, reserving 5 units for Extremely Low Income Household occupancy for a period of 55 years, with the following incentives:
 - a. **Height.** A 22-foot increase in the building height, allowing 67 feet in lieu of the maximum 45 feet, and 2 additional stories, allowing 5 stories in lieu of the 3 stories otherwise allowed by the C4-1VL-POD Zone;
 - b. **Yard/Setback.** A reduction in the required side yards, allowing 5 feet per the RAS3 zone in lieu of the 8-foot side yard setbacks otherwise required; and
 - c. **Open Space.** A 25 percent reduction in the open space requirement, allowing 4,013 square feet in lieu of the 5,350 square feet otherwise required.
4. **Adopt** the Director of Planning's Conditions of Approval, Findings, and "Exhibit A."

VINCENT P. BERTONI, AICP
Director of Planning


Faisal Roble, Principal City Planner


Michelle Singh, Senior City Planner


Jason Chan, City Planner


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ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the Commission Secretariat, 200 North Spring Street, Room 272, Los Angeles, CA 90012 (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendaized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request no later than seven (7) working days prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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PROJECT ANALYSIS

Appellate Decision Body

Pursuant to Sections 12.22 A.31 and 12.22 A.25 of the Los Angeles Municipal Code (“LAMC”), appeals of Transit Oriented Communities Affordable Housing Incentive Program cases are heard by the City Planning Commission. The appellate decision of the City Planning Commission is final and effective as provided in Charter Section 245.

Project Summary

On August 1, 2019, the Director of Planning approved a Transit Oriented Communities (“TOC”) Affordable Housing Incentive Program for a project totaling 50 dwelling units, with 5 units reserved for Extremely Low Income Household occupancy, with four Base Incentives and three Additional Incentives under Tier 3 of the TOC Guidelines for an increase in building height, reductions in the required side yard setbacks, and a reduction in the open space requirement.

The project is for the construction of a new five-story with mezzanine, 50,394 square feet, mixed-use apartment building consisting of 50 units and 6,507 square feet of ground floor commercial space, as provided in approved project plans stamped as “Exhibit A.” The project will have a maximum height of 67 feet and a Floor Area Ratio (FAR) of 3.75:1. Three levels of subterranean parking will be provided consisting of 71 parking spaces. Four of the 71 parking spaces are Electric Vehicle (EV) charger equipped. The project also provides 46 long-term and 8 short-term bicycle spaces. The project proposes the demolition of the existing two-story commercial building located on the site. Additionally, the project sought a waiver of the three-foot dedication and improvement along Tennessee Avenue.

On August 16, 2019, an abutting neighbor filed an appeal.

Background

Subject Property

The project site, located at 2301 South Westwood Boulevard, is a corner lot fronting Westwood Boulevard at the intersection of Tennessee Avenue. The project site occupies two regularly shaped flat lots developed with a two-story, partially renovated, commercial building. The project lots are 55 and 50 feet wide, for a cumulative width of 105 feet and a depth of 135 feet, consistent with the lot width requirements of the C4 Zone. The project site is not located within a Fault Zone, Liquefaction Zone, Landslide Area, Very High Fire Severity Zone, or a Methane Zone. The project site is located in a Special Grading Area (BOE Basic Grid Map A-13372) and will require a Haul Route. There are no known designated historic resources or cultural monuments on the subject site.

The project abuts R1-1 zoned properties to the rear, which are developed with one-story single-family residences. The existing two-story commercial property maintains a zero foot rear yard setback along the abutting R1-1 zone. The properties adjoining the project site along Westwood Boulevard are developed with two-story commercial businesses, retail, and offices.

There are zero trees on the project site, this includes protected or significant trees, and therefore a tree report was not required. However, there is currently one significant City of Los Angeles Street Tree, a *Podocarpus macrophyllus*, located in the parkway perimeter of the site. Significant is considered an 8” trunk diameter and greater. The *Podocarpus macrophyllus* is scheduled for removal and is conditioned to be replaced to the satisfaction of the Urban Forestry Division of the Bureau of Street Services.

The project was reviewed as required under Section 12.37 of the Los Angeles Municipal Code and the Bureau of Engineering R3 Investigation letter, dated May 10, 2019, requires dedications and improvements on Westwood Boulevard and Tennessee Avenue. The project is seeking a partial waiver of dedication and improvement of three feet on Tennessee Avenue through authorizing Los Angeles Municipal Code Section 12.37.

Zoning and Land Use Designation

The project site is located in the West Los Angeles Community Plan area, the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP, Ordinance 171,492), and the Westwood/Pico Neighborhood Oriented District (NOD). The site is zoned C4-1VL-POD and has a General Plan Land Use Designation of Neighborhood Commercial. The C4 Zone allows residential density of the R4 Zone and area requirements at the first residential level. The Project is subject to Department of Transportation clearance of the WLA TIMP.

The Westwood/Pico Neighborhood Oriented District (NOD) was enacted through Ordinance 171,859, effective January 24, 1998. The NOD established the POD suffix on the project site. The NOD is a Supplemental Use District per LAMC Section 13.07 and requires compliance with development regulations including but not limited to use, yards, height, and building frontage design. Projects in the NOD require a review and administrative clearance from Los Angeles City Planning prior to the issuance of any permit for construction, relocation, addition, change of use, or exterior alteration of a building facade facing Westwood Boulevard, Pico Boulevard or Overland Avenue (Z.I. NO. 2256).

LAMC Section 13.07-E,5(a) limits the base height of projects in the NOD to 40 feet. If the underlying zone otherwise permits a height in excess of 40 feet, then any portion of the building above 40 feet in height, including the roof and roof structure, shall be set back from the front lot line at a 45 degree angle, for a horizontal distance of not less than 20 feet. The C4-1VL Zone allows a maximum height of 45 feet. Therefore, the project's base height along Westwood Boulevard (front lot line) is limited to 40 feet and the remainder of the site is limited to 45 feet. The TOC Height Incentive allows an additional 22 feet in height, over the base height, for a Tier 3 project. This increase in height is applicable over the entire parcel regardless of the number of underlying height limits. The additional 22 feet would allow the subject site a maximum height of 62 feet along the front lot line and maximum height of 67 feet for the remainder of the site. In addition, the TOC Height Exception applies to projects located on lots with a height limit of 45 feet or less, and requires any height increases over 11 feet to be stepped-back at least 15 feet from the exterior face of the Ground Floor of the building located along any street frontage. The project is on a corner lot and will comply with the TOC Height Exception on Westwood Boulevard with a height of 51 feet and a 15 foot step back from the exterior face of the building's ground floor and on Tennessee Avenue with a height of 56 feet and a 15 foot step back from the exterior face of the building's ground floor.

Transit Oriented Communities

The project qualifies for the Transit Oriented Communities ("TOC") Affordable Housing Incentive Program, which allows a variety of incentives for increased density, height, and floor area, among others, for Eligible Housing Projects. Measure JJJ was adopted by the Los Angeles City Council and established the TOC Affordable Housing Incentive Program. The measure required that City Planning adopt a set of TOC Guidelines, which establish incentives for residential or mixed use projects located within ½ mile of a major transit stop, as defined under existing State law.

The TOC Guidelines, adopted September 22, 2017 and amended on February 26, 2018, establish a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit. The largest bonuses are reserved for those areas in the

closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

The subject site is located within 2,640 feet from the Metro Expo Line-Westwood/Rancho Park Station, and is eligible as a Tier 3 development in the Transit Oriented Communities Affordable Housing Incentive Program Guidelines, as indicated on the revised TOC Referral Form dated March 11, 2019.

Tier 3 Base Incentives require On-Site Restricted Affordable Units at the rate of 10% for Extremely Low Income, 14% for Very Low Income, or 23% for Lower Income, of the total number of units. Three Additional Incentives may be granted for projects that include at least 11% of the base units for Extremely Low Income Households. The applicant is proposing five Extremely Low Income units, equivalent to 10% of the total number of units, consistent with the Base Incentive requirements, which make the project eligible for three Additional Incentives.

The project is eligible for the following Tier 3 Base Incentives, which are granted by-right for eligible TOC projects:

- a. **Density.** Increase the maximum allowable number of dwelling units permitted by up to 70 percent.

The C4 Zone allows for a maximum residential density consistent with the R4 Zone requirements of one dwelling unit per 400 square feet of lot area. The combined subject lots total 14,189.4 square feet, for a maximum base density of 36 units. Los Angeles Municipal Code allows 35 units by-right, however, the TOC Guidelines round base density up to the next whole number. The maximum allowed density for the subject site under the Tier 3 Density Incentive would be 62 units. The project is proposing 50 units.

- b. **Floor Area Ratio.** Percentage increase in commercial zones resulting in at least a 3.75:1 FAR.

In commercial zones in Height District 1, the Los Angeles Municipal Code provides for a maximum FAR of 1.5:1. Los Angeles Municipal Code Section 12.03 states that "Buildable Area" in commercial zones has the same meaning as lot area. The project has a by-right floor area of 21,284.1 square feet. The Floor Area Ratio Base Incentive allows a maximum floor area of 53,210 square feet, and the project is proposing 50,394 square feet, which is consistent with the TOC Guidelines.

- c. **Residential Parking.** Parking for all residential units in an Eligible Housing Development for a Tier 3 project shall not be required to exceed one-half space per unit.

The project proposes 50 units and requires 25 parking spaces under the Automobile Parking Base Incentive. The project is providing 25 residential parking spaces consistent with the TOC Guidelines.

- d. **Nonresidential Parking.** Up to a 30% reduction in the nonresidential parking requirement.

LAMC requires 62 nonresidential parking spaces for the proposed ground floor commercial uses. The Automobile Base Incentive allows up to a 30% reduction and the project requires 44 nonresidential spaces. The project is providing 46 spaces, consistent with the TOC Guidelines.

Pursuant to the TOC Guidelines, the project is eligible for, and has been granted three Tier 3 Additional Incentives to construct the proposed project:

- a. **Yard/Setback.** In any Commercial zone, Eligible Housing Developments may utilize any or all of the yard requirements for the RAS3 zone per LAMC 12.10.5, with the exception that yard reductions cannot be applied along any property line that abuts an R1 or more restrictive residential zoned property.

There is no required rear yard setback in the C4 zone for commercial uses, regardless of whether the project abuts an R1 or more restrictive zone. However, the applicant is providing a 5-foot rear yard setback because of an existing Public Utilities Easement at the ground floor commercial level.

The underlying C4 Zone requires R4 side and rear yard setbacks for residential uses at the lowest residential story. The lowest residential level in the proposed project is on the second story. The proposed project abuts an R1 zoned property to the rear and therefore cannot utilize the TOC rear yard reduction along that property line. Therefore, the project complies with the R4 rear yard setback requirements at the first residential level (2nd floor), providing a 17-foot rear yard setback.

The proposed project is eligible to utilize the RAS3 Yard/Setback Incentive along the front and side yards. The RAS3 Zone requires the front yard setback to be five-feet or the average of adjoining buildings. The building adjoining the project site has a front yard setback of zero feet (consistent with POD Development Regulations). Therefore, the average setback, calculated on the adjoining building's setback, is zero, and the project is consistent.

The RAS3 Zone requires zero-foot side yard setbacks for ground floor commercial and five-foot side yard setbacks for residential uses. The project is providing zero-foot side yard setbacks for the ground floor commercial and five-foot side yards for the lowest residential level at the second story. The front and side yards are consistent with the RAS3 yard incentive.

- b. **Open Space.** A 25 percent reduction from the open space requirement, allowing 4,013 square feet in lieu of 5,350 square feet.
- c. **Height Incentives.** A 22-foot increase in the building height, allowing a maximum 67 feet in lieu of the 45 feet otherwise allowed by the C4-1VL-POD zone.

The table below provides a summary of the relevant and underlying LAMC provisions for the subject property and requested TOC Base and Additional Incentives:

Incentives	Otherwise Allowed/Required	TOC Guidelines	Proposed
Density	35 units	62 units	50 units
FAR	1.5	3.75	3.75
Residential Parking Spaces	67	25	25
Nonresidential Parking Spaces	62	44	46
Open Space	5,350 sf	4,013 sf	4,843 sf
Height	45' and 40' (along Front Lot Line)	67'	65'-1 1/4"

Yard Incentives	Otherwise Required	TOC Guidelines	Proposed
Commercial Front	0'	0'	0'
Commercial Rear	0'	0'	5'
Commercial Side	0'	0'	0'
Residential Front	15'	0'	0'
Residential Rear	17'	17'	17'
Residential Side	8'	5'	5'

Housing Replacement is Not Required

The TOC Guidelines require a Housing Development to meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by the Department of Housing and Community Investment (HCIDLA) prior to the issuance of any building permit. California Government Code Section 65915(c)(3), as amended by Assembly Bill 2222 and 2556, requires applicants of Density Bonus projects to demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households. Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated November 26, 2018, AB 2556 does not apply to commercial properties and therefore no AB 2556 affordable replacement units are required (provisional and subject to verification by HCIDLA's Rent Division). The project satisfies the TOC Affordable Housing requirement by providing five (5) units restricted to Extremely Low Income households. This is reflected in the Conditions of Approval.

Appeal Analysis

One appeal was filed in a timely manner on August 16, 2019 (on the last day of the appeal period) by an abutting property owner (Ruben Saidian, "Appellant"). The appeal points are provided in Exhibit E and are as follows:

Appeal Point 1: The proposed project is too tall, too wide and too deep. It is incompatible with surrounding uses, particularly the single-family homes on Midvale Avenue.

Staff Response: As provided in the Director's Determination (Exhibit B) and Project Background, the project is located in the West Los Angeles Community Plan area and the Westwood/Pico Neighborhood Oriented District (NOD). The West Los Angeles Community Plan designates the site for Neighborhood Commercial land uses with a zoning designation of C4-1VL-POD.

The zone allows a base density of 35 dwelling units, a maximum FAR of 1.5:1, and a maximum building height of 45 feet (40 feet along the front property line). The subject site is located within 2,640 feet of the Metro Expo Line-Westwood/Rancho Park Station, and is a Tier 3 development in the Transit Oriented Communities Affordable Housing Incentive Program Guidelines. Consistent with the Base Incentive requirements the project sets aside five Extremely Low Income units, which also make the project eligible for three Additional Incentives.

The project is utilizing the Yard/Setback incentive, which allows, "any or all of the yard requirements for the RAS3 zone per LAMC 12.10.5," with the exception that yard reductions

cannot be, "applied along any property line that abuts an R1 or more restrictive residential zoned property." The project site abuts an R1 zoned property to the rear.

There is no required rear yard setback in the C4 zone for commercial uses, regardless of whether the project abuts an R1 or more restrictive zone. However, the proposed project is providing a five-foot rear yard setback for an existing Public Utilities Easement at the ground floor commercial level, therefore increasing the building separation from current conditions.

The underlying C4 Zone requires R4 side and rear yard setbacks for residential uses at the lowest residential story. The lowest residential level in the proposed project is on the second story. The proposed project abuts an R1 zoned property to the rear and therefore cannot utilize the TOC rear yard reduction along that property line. Therefore, the project complies with the R4 rear yard setback requirements at the first residential level (2nd floor), providing a 17-foot rear yard setback.

The proposed project is eligible to utilize the RAS3 Yard/Setback incentive along the front and side yards. The RAS3 Zone requires the front yard setback to be five-feet or the average of adjoining buildings. The building adjoining the project site has a front yard setback of zero feet (consistent with POD Development Regulations). Therefore, the average setback, calculated on the adjoining building's setback, is zero, and the project is consistent. Additionally, Section 5.A.2 of the Westwood/Pico NOD prohibits exterior walls of any new construction from being located further than five feet from any front lot line.

The RAS3 Zone requires zero-foot side yard setbacks for ground floor commercial and five-foot side yard setbacks for residential uses. The project is providing zero-foot side yard setbacks for the ground floor commercial and five-foot side yards for the first residential level at the second story. The front and side yards are consistent with the RAS3 yard incentive. Requiring the R4 front and side yard setbacks at the first residential level could limit the ability to construct the residential dwelling units allowed through the TOC Guidelines.

Further, the project is utilizing a second Additional Incentive for a 22-foot height increase, allowing a maximum height of 67 feet in lieu of the 45 feet otherwise allowed by the C4-1VL-POD zone. The project is utilizing the Transitional Height incentive in addition to the Total Height incentive. Per the TOC Guidelines, Total Height and Transitional Height standards count as one incentive. The TOC Guideline's Transitional Height Incentive may be used in lieu of those found in LAMC Section 12.21.1-A.10. The Transitional Height Incentive in a Tier 3 area, for a project abutting an RW1 or more restrictive zone, requires the building height to be stepped-back at a 45-degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the more restrictive zone. The project abuts R1-1 zoned properties and complies with the 45-degree encroachment plane as required by the Transitional Height Incentive.

The project site is located in the Westwood/Pico Neighborhood Oriented District (NOD) and subject to the regulations in LAMC Section 13.07-E,5(a) which limits the base height of projects in the NOD to 40 feet. However, if the underlying zone otherwise permits a height in excess of 40 feet, then any portion of the building above 40 feet in height, including the roof and roof structure, is required to be set back from the front lot line at a 45 degree angle, for a horizontal distance of not less than 20 feet. Therefore, under the C4-1VL-POD zoning requirements, the project's base height is limited to 40 feet along Westwood Boulevard and 45 feet along Tennessee Avenue. The TOC Height Incentive allows an additional 22 feet over the base height for Tier 3 projects. This increase in height is applicable over the entire parcel regardless of the number of underlying height requirements. The additional 22 feet would allow the subject site a maximum height of 62 feet along the front lot line and maximum height of 67 feet for the remainder of the site. In addition, the TOC Height Exception applies to projects located on lots with a height limit of 45 feet or less, and requires any height increases over the first 11 feet to be stepped-back at least 15 feet from the exterior face of the Ground Floor of the building located along any street frontage. The project

is on a corner lot and complies with the TOC Height Exception on Westwood Boulevard with a height of 51 feet and a 15 foot step back from the exterior face of the building's ground floor and on Tennessee Avenue with a height of 56 feet and a 15 foot step back from the exterior face of the building's ground floor. As proposed, the additional height allows for the construction of the affordable residential units within the allowable height limit of 67 feet.

The project is consistent with the TOC Guidelines. The increases in height and reductions in yards are necessary for the provision of affordable housing units. The maximum depth and width of the project are not increased or changed by the TOC Guidelines. The height increase and yard reductions are consistent with the TOC Guidelines.

Appeal Point 2: The appellant's home is immediately adjacent to the project site. There is no alley or other physical separation between the two properties. The appellant's property will be impacted by loss of light and privacy, as well as noise from the proposed rooftop uses, and traffic entering and leaving the building.

Staff Response: The site is within a transit priority area as defined by Public Resources Code ("PRC") Section 21099, as it is within one-half mile or 2,640 feet from the Metro Expo Line-Westwood/Rancho Park Station, which meets the definition of a major transit stop as defined by PRC Section 21064.3. PRC Section 21064.3 defines a "major transit stop" as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. State Senate Bill 743 precludes a lead agency from finding that a project will result in aesthetic impacts, including shade/shadow impacts, when a project is located within a transit priority area. A transit priority area is defined as an area within one-half mile of a major transit stop that exists or is planned. As such, as a project located in a transit priority area, aesthetic impacts, including those relating to shade and shadow, shall not be considered significant impacts by the lead agency.

The project site is currently developed with an existing two-story commercial building, which observes a zero foot rear yard setback. No current alley or physical separation exists between the abutting R1-1 zoned properties and the existing commercial development. The project proposes a five-foot rear yard setback at the commercial level, therefore increasing the building separation from current conditions. At the first residential level, at the second story, the project observes a 17-foot rear yard setback.

The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance. This Regulatory Compliance Measure ensures the project will not have a significant impact on noise. Furthermore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study as noted in the *Department of Transportation Referral Form: Traffic Study Assessment*, dated March 19, 2019. The Project will also be governed by an approved haul route under City Code requirements, which will regulate the route hauling trucks will travel, and the times at which they may leave the site, thereby reducing any potential traffic impacts to less than significant. Approval of the project would not result in any significant effects relating to traffic or noise.

Appeal Point 3: The approved overall and transitional heights of the project are incorrectly calculated from a base height of 45-feet, except on the Westwood Boulevard side where a base height of 40-feet has been applied. The Westwood/Pico Neighborhood Oriented District height/transitional height rules are not limited to the front lot line. The 40-foot base height applies to both the Westwood Boulevard and Tennessee Avenue sides of the project.

Staff Response: The Project is located in the Westwood/Pico NOD and subject to the provisions of Ordinance 171,859 and Los Angeles Municipal Code Section 13.07 Pedestrian Oriented District. Section 13.07 E.5(a) Height states:

(a) The height of a building shall not exceed 40 feet. If the underlying zone otherwise permits a height in excess of 40 feet, then any portion of the building above 40 feet in height, including the roof and roof structure, shall be set back from the front lot line at a 45 degree angle, for a horizontal distance of not less than 20 feet.

The appellant asserts that the provision should apply to both the Westwood Boulevard and Tennessee Avenue frontages. However, the LAMC Code Section states that the provision is in relation to the “front lot line,” and is therefore not applicable to side or rear lot lines. Further, Los Angeles Municipal Code Section 12.03 Definitions defines Front Lot Line as follows:

In the case of an interior lot, the line separating the lot from the street or place, and in the case of a corner lot, a line separating the narrowest street frontage of the lot from the street, except in those cases where the latest tract deed restrictions specify another line as the front lot line.

The subject property is a corner lot with a street frontage along Westwood Boulevard of 55 feet and a street frontage along Tennessee Avenue of 135 feet. The narrower street frontage for the subject property is that of Westwood Boulevard. Therefore, as a corner lot, the Front Lot Line is designated along the Westwood Boulevard frontage because it has the narrowest street frontage.

Appeal Point 4: The percentage of ELI units is exactly 10%, which qualifies the project for two additional incentives under TOC rules. The approval of three additional incentives is incorrect. The project as described in the LOD is allowed only two additional incentives.

Staff Response: All Eligible Housing Developments are eligible to receive the Base Incentives listed in Section VI of the Transit Oriented Communities Affordable Housing Incentive Program Guidelines. In order to receive these Base Incentives a Housing Development in the Tier 3 zone shall provide On-Site Restricted Affordable Units at a rate of at least the minimum percentages in the chart below. The minimum number of On-Site Restricted Affordable Units shall be calculated based upon the total number of units in the final project.

Tier 3 On-Site Restricted Affordable Units* for Base Incentives	
Affordable Level	Percentage Required
Extremely Low Income (ELI)	10%
Very Low (VL) income	14%
Lower Income	23%
<i>* calculated based upon the total number of units in the final project</i>	

The project is providing 50 units in the final project. The project applicant has chosen to provide Extremely Low Income (ELI) units and is therefore required to provide 10% of the 50 total final units for Extremely Low Income Households. The project is providing five units for Extremely Low Income Households, consistent with the TOC Guidelines.

Further, up to three Additional Incentives listed in Section VII may be granted for projects that provide On-Site Restricted Affordable Units at a rate of at least the minimum percentages in the

chart below. The minimum number of On-Site Restricted Affordable Units shall be calculated based upon the base number of units.

Tier 3 On-Site Restricted Affordable Units* for Additional Incentives	
Affordable Level	Percentage Required
Extremely Low Income (ELI)	11%
Very Low (VL) income	15%
Lower Income	30%
Moderate Income (in a common interest development)	30%
<i>* calculated based upon the base number of units allowed by zoning.</i>	

As stated in Section IV.5 of the TOC Guidelines, “base units” refers to the maximum allowable density allowed by the zoning, prior to any density increase provided through the TOC Guidelines. The affordable housing units required for Additional Incentives may also count towards the On-Site Restricted Affordable Units requirement in Section IV.1 for Base Incentives. Under the C4-1VL-POD zone, the subject property has a maximum allowable density, or base unit number, of 35 units. The project is choosing to provide Extremely Low Income units and is required to restrict 11% of the “base units” toward that ELI requirement. Eleven percent of the 35 “base units” equates to 3.85, which is rounded up to a minimum of four Extremely Low Income units. The project is providing five Extremely Low Income units and is consistent with the TOC Guidelines.

Appeal Point 5: The Waiver of Street Dedication and Improvement of three-feet on Tennessee Avenue conflicts with the street’s designation as part of the City’s Mobility 2035 Plan and Tennessee’s role as part of the Neighborhood and Bicycle Enhanced Network system. The proposed parking structure entrance on Tennessee Avenue creates a safety concern for cyclists.

Staff Response: Per Los Angeles Municipal Code Section 12.37-I.3, a Waiver of Dedication can only be appealed by the applicant. The Waiver of Dedication and Improvement is therefore not a valid appeal point from the appellant, who is not the person required to dedicate or make improvements.

However, the Director’s Determination found that the dedication or improvement requirement did not bear a reasonable relationship to any project impact. There were no transportation or traffic impacts identified in relationship to the project. The March 19, 2019, Department of Transportation Referral Form determined the project did not meet the thresholds required for a traffic study assessment. The trip generation calculation determined a net increase of 23 PM trips, which is below the 25-trip threshold requiring a technical memorandum.

The Bureau of Engineering requested a three-foot dedication along Westwood Boulevard to complete the 43-foot half right-of-way, a three-foot dedication along Tennessee Avenue to complete the 33-foot half right-of-way, and a 20-foot corner radius intersection of Westwood Boulevard and Tennessee Avenue. The project applicant requested a waiver of street dedication and improvement of the three feet on Tennessee Avenue. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.37-I.3, the three-foot dedication and half-roadway widening were waived for the length of Tennessee Avenue adjoining the project site. No other waivers of the Bureau of Engineering required dedications or improvements were requested or approved.

Tennessee Avenue has an existing 30-foot half right-of-way, a 15-foot half roadway, and a 15-foot sidewalk. Tennessee Avenue is a designated Collector Street by Mobility Plan 2035 and has

a designated half right-of-way width of 33 feet and half roadway width of 20 feet. The Bureau of Engineering requested a three-foot dedication along the Tennessee Avenue street frontage to complete the right-of-way and the widening and improvement of the existing 15-foot half roadway to 20-feet. A 33-foot half right-of-way and 20-foot wide roadway would result in a 13-foot sidewalk, a loss in two feet of existing sidewalk.

Los Angeles Municipal Code Section 13.07 states that the purpose of the Pedestrian Oriented District is to,

preserve and enhance existing areas or create new areas where pedestrian activities are common, to encourage people to walk and shop in areas near their workplaces and/or residences thereby reducing multiple automobile trips, to reinforce and stimulate high quality future development compatible with pedestrian uses, to reflect the characteristics of a particular area and to encourage pedestrian use during evenings and weekends, as well as weekdays.

The required dedication and improvement along Tennessee Avenue is in conflict with the purpose of the Pedestrian Oriented District by narrowing the sidewalk and increasing the roadway width, thereby increasing the distance pedestrians are required to travel when crossing from the north to south side of Tennessee Avenue. Further, the required dedication and improvement is in conflict with the dedication and improvement along Westwood Boulevard, which will increase the width of the sidewalk by three feet.

The properties to the west of the subject property are developed with single-family homes in an established residential neighborhood and are unlikely to be redeveloped in the future. Single-family homes, in the R1-1 Zone, run the length of Tennessee Avenue for a distance of approximately 1,646 feet to Bentley Avenue. The existence of these single-family homes limits the possibility of future roadway widening along Tennessee Avenue. The existing right-of-way along Tennessee Avenue is 60-feet for an approximate distance of 2,000 feet. Requiring the dedication and roadway widening along Tennessee Avenue would create an anomaly in the development pattern that would likely not be continued down the remainder of Tennessee Avenue.

Based on the preceding, the dedication and improvement requirement does not bear a reasonable relationship to any project impact.

Appeal Point 6: The cumulative effect of increased density by this project and other Transit Oriented Communities (TOC) projects cannot be supported by the strained infrastructure in West Los Angeles. Response times of emergency services are currently too long and the increased population in the area will increase response times and negatively affect the health and safety of the appellant's family.

Staff Response: On August 1, 2019, City Planning determined that based on the whole of the administrative record, the Project is exempt from CEQA pursuant to CEQA Guidelines, Section, 15332, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. Class 32 consists of projects characterized as in-fill development meeting the following conditions: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic,

noise, air quality, or water quality; (e) The site can be adequately served by all required utilities and public services.

The project is not anticipated to create adverse impacts to capacity or service level for fire protection and public safety. The project would be required to comply with all applicable regulations and requirements of the Los Angeles Fire Department. Regarding provision of public safety services (fire protection and police), Section 35 of Article XIII of the California Constitution at subdivision (a)(2) provides: "The protection of 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." In *City of Hayward v. Board of Trustees of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and emergency medical services, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided. The *Hayward* ruling also concluded, "Assuming the city continues to perform its obligations, there is no basis to conclude that the project will cause a substantial adverse effect on human beings" and the "need for additional fire protection services is not an environmental impact that CEQA requires a project proponent to mitigate."

LAFD has not established response time standards for emergency response. According to the LAFD, while response time is considered in assessment of the adequacy of fire protection services, it is only one factor among several utilized in evaluating ability to respond to fires, life, and health safety emergencies. A variety of other criteria, including required fire flow, response distance from existing fire stations, and the LAFD's judgement for needs in an area are also weighed. If the number of incidents in a given area increases, it is the LAFD's responsibility to assign new staff and equipment and potentially build new or expanded facilities, as necessary, to maintain adequate levels of service.

Pursuant to LAMC Section 57.507.3.3, the maximum response distance between neighborhood commercial land uses and a LAFD fire station that houses an engine company is 1.5 miles, and the maximum response distance to a fire station that houses a truck company is 2 miles. If these distances are exceeded, all structures located in the area are required to install automatic fire sprinkler systems. The Project Site is served primarily by Fire Station No. 92, located at 10556 W Pico Blvd, Los Angeles, CA 90064, 0.7 miles from the project site on surface streets. Fire Station No. 92 includes an assessment light force, paramedic rescue ambulance, and a BLS Rescue Ambulance. No station with an engine company is located within 1.5 miles of the project site and no station with a truck company is located within 2 miles of the project site (City of Los Angeles Fire Department, Fire Station Directory, March 2014); therefore, in accordance with LAMC Section 57.507.3.3, the project would be required to install automatic sprinklers.

The project is required to comply with all applicable provisions of Chapter 5, Article 7, Fire Protection and Prevention (Fire Code), of the Los Angeles Municipal Code. Pursuant to LAMC Section 57.507.3.1, City-established fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (PSI) is to remain in the water system while the required gpm is flowing. The adequacy of existing water pressure and availability in the Project area with respect to required fire flow would be confirmed by LAFD during the plan check review process. As part of the normal building permit process the project would be required to upgrade water service laterals, meters, and related devices, as applicable, in order to provide required fire flow; however, no new water facilities are anticipated.

Pursuant to LAMC Section 57.507.3.2, an approved fire hydrant must be located within 300 to 450 feet of lots designated with Neighborhood Commercial land uses. The nearest fire hydrant to the Project Site is located directly adjacent to the property in the public right-of-way at the

intersection of Tennessee Avenue and Westwood Boulevard. The entire Project Site is within 300 feet of this existing hydrant.

Construction or operational traffic generated by the project would not significantly affect LAFD or LAPD access or response times within the project vicinity as emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic, pursuant to California Vehicle Code (CVC) Section 21806.

Additionally, the project was found to be exempt from CEQA and was not found to have a cumulative impact. Specifically, there is not a succession of known projects of the same type and in the same place as the subject project. The project is in an area zoned and designated for such development. Properties in the vicinity are developed with the following urban uses: two-story commercial businesses consistent with the C4-1VL Zone and Neighborhood Commercial Land Use designation and single-family properties zoned R1-1 and the subject site is of a similar size and slope to nearby properties. According to Navigate LA, there are no other haul route approvals, and no other haul route applications being processed in conjunction with the 50-unit apartment complex, within 500 feet of the Subject Site. In addition, the haul route approval will be subject to recommended conditions prepared by LADOT to be considered by the Board of Building and Safety Commissioners that will reduce the impacts of construction related hauling activity, monitor the traffic effects of hauling, and reduce haul trips in response to congestion. The project is required to comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter (Log #107716) for the proposed project and as it may be subsequently amended or modified. Therefore, in conjunction with citywide RCMs and compliance with other applicable regulations, no foreseeable cumulative impacts are expected.

Appeal Point 7: The project's reduced parking will force future residents, visitors, and patrons to seek parking elsewhere and contribute to the shortage of parking on neighboring streets. This will be detrimental to residents and local businesses.

Staff Response: The provided automobile parking is consistent with TOC Guidelines Section VI.2. Parking for all residential units in an Eligible Housing Development for a Tier 3 project is not required to exceed one-half (.5) space per unit. Based upon the number of dwelling units proposed, a minimum 25 residential automobile parking spaces are required for the project.

In the Tier 3 area, a mixed-use project may reduce the nonresidential automobile parking requirement for any ground-floor nonresidential use up to 30%. Los Angeles Municipal Code requires 62 spaces for the commercial uses; however, the project is utilizing the ground-floor nonresidential reduction of 30%, which would require 44 spaces. The project is providing 46 commercial spaces consistent with the TOC Guidelines.

Parking for the project is consistent with the TOC guidelines and provided as follows:

Incentives	Otherwise Allowed/Required	TOC Guidelines	Proposed
Residential Parking Spaces	67	25	25
Nonresidential Parking Spaces	62	44	46

As discussed, the site is within one-half mile or 2,640 feet from the Metro Expo Line-Westwood/Rancho Park Station and is within a transit priority area as defined by PRC Section 21099. Several bus lines including Metro Bus Lines 788 and 234/734, Culver CityBus 6R, and Big

Blue Bus 8 and R12 also serve the site and surrounding neighborhood. Due to the site's location within a transit-rich area and proximity to several public transit options, demand for parking may be lower than otherwise be expected. In addition, Senate Bill 743 and PRC Section 21099(d)(1) preclude a lead agency from finding that a project will result in parking impacts when a project is located within a transit priority area.

Furthermore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study as noted in the *Department of Transportation Referral Form: Traffic Study Assessment*, dated March 19, 2019 (provided in Exhibit F). The Trip Generation Calculation determined a net increase of 23 PM trips, which is below the 25-trip threshold requiring a technical memorandum. No Transportation/Traffic impacts were identified in relationship to the project. Therefore, the project will not have any significant impacts to traffic.

Appeal Point 8: The cumulative effect of increased density allowed by this project and other similar TOC projects will worsen existing problems with street traffic and congestion. Transit ridership is falling in Los Angeles and luxury apartment tenants tend not to be transit riders. More cars and pollution will be forced onto our already over-crowded streets.

Appeal Point 9: Further localized traffic congestion and pollution from exhaust fumes will be caused by vehicles circling the surrounding residential streets in search of parking, creating additional health and quality-of-life impacts.

Staff Response: Appeal Points 8 and 9 reiterate the same issue expressed in Appeal Point 7. As mentioned in the rebuttal to Appeal Point 7, the site is within one-half mile or 2,640 feet from the Metro Expo Line-Westwood/Rancho Park Station, within a transit priority area, and served by several bus lines. Senate Bill 743 and PRC Section 21099(d)(1) preclude a lead agency from finding that a project will result in parking impacts when a project is located within a transit priority area. The project does not exceed the threshold criteria established by LADOT for preparing a traffic study as noted in the Department of Transportation Referral Form, dated March 19, 2019 (provided in Exhibit F) and no transportation or traffic impacts were identified in relationship to the project. Therefore, the project will not have any significant impacts to traffic.

Appeal Point 10: The Letter of Determination I received in the mail refers to "Exhibit A", which I assume to be a description of the project. However, Exhibit A was not included in the envelope I received. I cannot fully understand the implications and impacts of the project without an opportunity to review this important information. The appeal deadline should be extended until the city demonstrates that all interested parties have received the missing Exhibit A. I reserve all my rights to add to or amend this appeal after the city distributes the missing document, which is critical for review.

Staff Response: Pursuant to Los Angeles Municipal Code 12.22 A.25(g)(2)(i)(d) transmittal of the written decision is required to be sent, within three business days of making the decision, to required parties. It does not require the inclusion of Exhibits. "Exhibit A," as referenced in the Letter of Determination, refers to the approved project plan set. These plan sets are permanently included in project case files and available for public viewing.

Conclusion

In consideration of the foregoing, it is submitted that the Director of Planning acted reasonably in approving Case No. DIR-2018-6719-TOC-WDI. Upon in-depth review and analysis of the issues raised by the appellant for the proposed project at 2301 S. Westwood Boulevard, no errors or abuse of discretion by the Director of Planning or his/her designees were found in regards to the appeal points raised. For the reasons stated herein, and as provided in the Findings in the Director's Determination, the proposed project does comply with the applicable provisions of the Transit Oriented Communities Housing Incentive Program and the California Environmental Quality Act. The appeals of the Director's Determination cannot be substantiated and therefore should be denied.

EXHIBIT A

PROJECT PLANS

DIR-2018-6719-TOC-WDI

THE WESTWOOD

2301-2311 Westwood Blvd.
Los Angeles, CA 90064

OWNER:
The Westwood LLC
2020 Cotner Ave.
Los Angeles, CA 90025
310.447.2020

ARCHITECT:
Riley Architects
8800 Venice Blvd. Ste 302
Los Angeles, CA 90034
310.935.1516

STRUCTURAL ENGINEER:
Holmes Structures
523 West 6th Street, Suite 1122
Los Angeles, CA 90014
213.461.5630

SURVEYOR:
M & M & Co.
26074 Avenue Hill, Suite 12
Santa Clarita, CA 91355
818.851.9100

MEP ENGINEER:
Davidson & Associates
6160 Social Parkway, Suite 300
Culver City, CA 90232
310.348.5101

CIVIL ENGINEER:
GM Engineering
6634 Volcan Avenue
Van Nuys, CA 91406
818.908.1824

GEOTECHNICAL ENGINEER:
Applied Earth Sciences
4742 San Fernando Road
Glendale, CA 91204
818.552.6000



2301 WESTWOOD BLVD.

LOS ANGELES, CA 90064

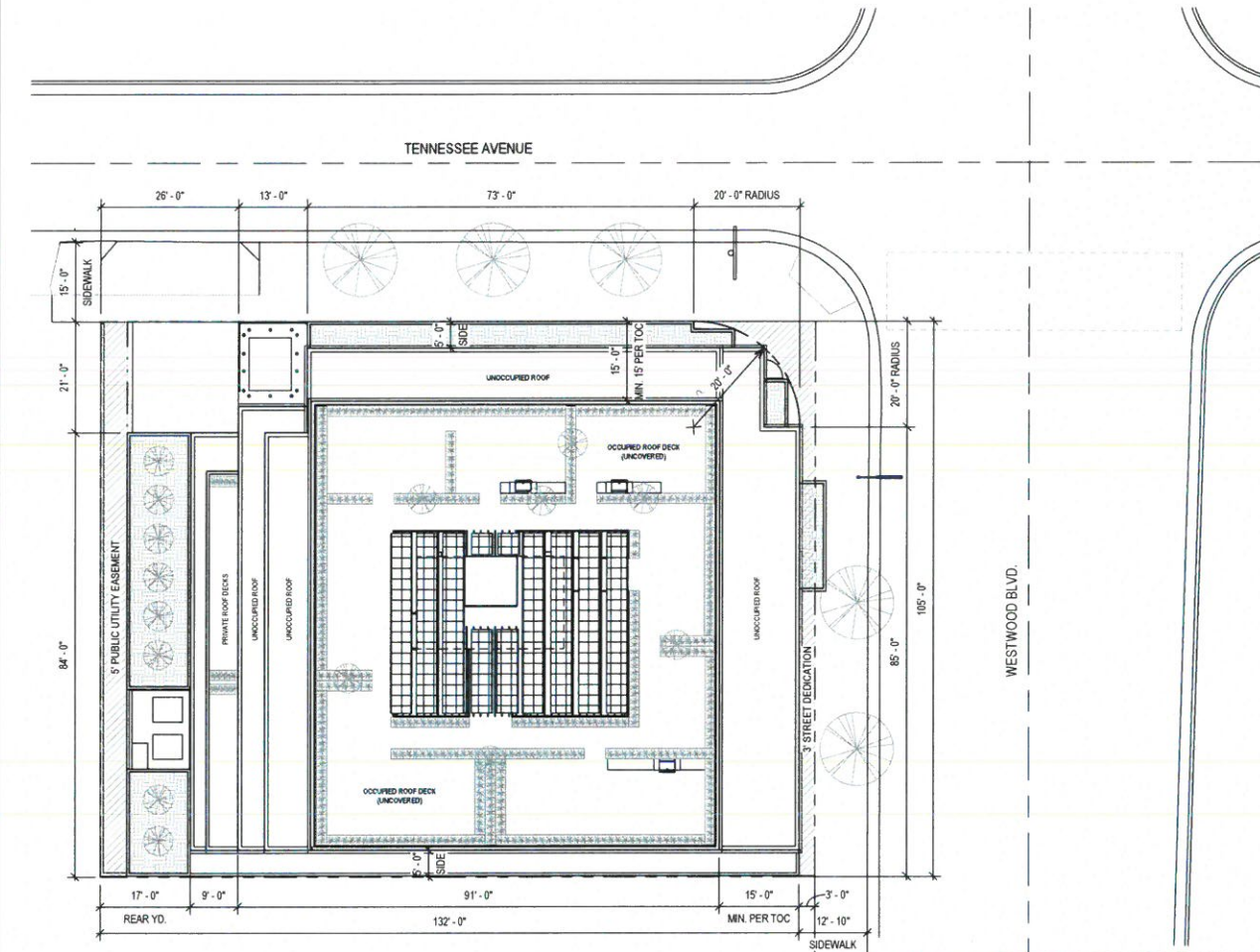


EXHIBIT "A"
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Case No. DIR-2018-6719-TOC
WDI

Sheet Number	Sheet Name	10/12/18	100% SD	11/19/18	PLANNING	04/05/19	50% DD	04/18/19	PLANNING REV.1	05/22/19	PLAN CHECK	06/18/19	PLANNING REV.2
GENERAL													
G-001	PROJECT DATA & PLANNING	•	•	•	•	•	•	•	•	•	•	•	•
G-002	GENERAL NOTES & STANDARDS	•	•	•	•	•	•	•	•	•	•	•	•
G-003	PROJECT IMAGES	•	•	•	•	•	•	•	•	•	•	•	•
G-004	BUILDING & OPEN SPACE AREA PLANS	•	•	•	•	•	•	•	•	•	•	•	•
G-005	UNIT AREA PLANS	•	•	•	•	•	•	•	•	•	•	•	•
G-006	PROPERTY SURVEY	•	•	•	•	•	•	•	•	•	•	•	•
G-007	LADWP INFORMATION	•	•	•	•	•	•	•	•	•	•	•	•
G-008	NOD / POD	•	•	•	•	•	•	•	•	•	•	•	•
G-010	GREEN BUILDING FORMS												
G-011	GREEN BUILDING FORMS/NOTES												
G-012	DISABLED ACCESS NOTES												
G-013	DISABLED ACCESS DETAILS												
G-014	DISABLED ACCESS DETAILS												
G-015	SOILS REPORT												
G-016	SOILS REPORT												
G-017	SOILS REPORT												
G-018	SOILS REPORT												
G-019	SOILS REPORT												
G-020	SOILS REPORT												
G-021	SOILS REPORT												
G-022	SOILS REPORT												
G-023	SOILS REPORT												
G-024	SOILS REPORT APPROVAL LETTER												
SHORING													
SH-01	SHORING PLAN												
SH-02	GENERAL NOTES												
SH-03	TYPICAL DETAILS												
SH-04	ELEVATIONS & SECTIONS												
SH-05	ELEVATIONS & SECTIONS												
SH-06	APPROVAL LETTERS												
DEMOLITION													
D-001	SITE DEMO PLAN												
D-002	GRADING PLAN												
ARCHITECTURAL													
A-050	FIRELIFE-SAFETY PLAN - LEVEL B3												
A-051	FIRELIFE-SAFETY PLAN - LEVEL B2												
A-052	FIRELIFE-SAFETY PLAN - LEVEL B1												
A-053	FIRELIFE-SAFETY PLAN - LEVEL 1												
A-054	FIRELIFE-SAFETY PLAN - LEVEL 2,4												
A-055	FIRELIFE-SAFETY PLAN - LEVEL 5												
A-056	FIRELIFE-SAFETY PLAN - MEZZANINE												
A-057	FIRELIFE-SAFETY PLAN - ROOF												
A-101	SITE/LOT PLAN	•	•	•	•	•	•	•	•	•	•	•	•
A-102	PARKING PLAN B3	•	•	•	•	•	•	•	•	•	•	•	•
A-103	PARKING PLAN B2	•	•	•	•	•	•	•	•	•	•	•	•
A-104	PARKING PLAN B1	•	•	•	•	•	•	•	•	•	•	•	•
A-105	LEVEL 1 PLAN	•	•	•	•	•	•	•	•	•	•	•	•
A-106	LEVEL 2 PLAN	•	•	•	•	•	•	•	•	•	•	•	•
A-106.1	LEVEL 2 SLAB PLAN	•	•	•	•	•	•	•	•	•	•	•	•
A-107	LEVEL 3 PLAN	•	•	•	•	•	•	•	•	•	•	•	•

Sheet Number	Sheet Name	10/12/18	100% SD	11/19/18	PLANNING	04/05/19	50% DD	04/18/19	PLANNING REV.1	05/22/19	PLAN CHECK	06/18/19	PLANNING REV.2
A-108	LEVEL 4 PLAN	•	•	•	•	•	•	•	•	•	•	•	•
A-109	LEVEL 5 PLAN	•	•	•	•	•	•	•	•	•	•	•	•
A-110	MEZZANINE PLAN												
A-111	ROOF PLAN	•	•	•	•	•	•	•	•	•	•	•	•
A-112	HIGH ROOF PLAN												
A-120	LEVEL B3 RCP												
A-121	LEVEL B2 RCP												
A-122	LEVEL B1 RCP												
A-123	LEVEL 1 RCP	•	•	•	•	•	•	•	•	•	•	•	•
A-124	LEVEL 2 RCP	•	•	•	•	•	•	•	•	•	•	•	•
A-125	LEVEL 3 RCP	•	•	•	•	•	•	•	•	•	•	•	•
A-126	LEVEL 4 RCP	•	•	•	•	•	•	•	•	•	•	•	•
A-127	LEVEL 5 RCP	•	•	•	•	•	•	•	•	•	•	•	•
A-128	MEZZANINE RCP												
A-201	BUILDING ELEVATIONS	•	•	•	•	•	•	•	•	•	•	•	•
A-202	BUILDING ELEVATIONS	•	•	•	•	•	•	•	•	•	•	•	•
A-203	BUILDING ELEVATIONS	•	•	•	•	•	•	•	•	•	•	•	•
A-204	BUILDING ELEVATIONS	•	•	•	•	•	•	•	•	•	•	•	•
A-301	BUILDING SECTIONS	•	•	•	•	•	•	•	•	•	•	•	•
A-302	BUILDING SECTIONS	•	•	•	•	•	•	•	•	•	•	•	•
A-401	ENLARGED ELEVATIONS												
A-402	ENLARGED ELEVATIONS												
A-403	ENLARGED ELEVATIONS												
A-404	WALL SECTIONS												
A-405	WALL SECTIONS												
A-406	WALL SECTIONS												
A-407	SOLAR CANOPY												
A-501	SITE DETAILS												
A-502	BELOW GRADE WATERPROOFING												
A-503	ENVELOPE DETAILS												
A-504	ENVELOPE DETAILS												
A-505	ENVELOPE DETAILS												
A-506	ENVELOPE DETAILS												
A-507	ROOFING DETAILS												
A-510	ENLARGED RAMPS & DETAILS												
A-511	ENLARGED STAIR PLANS & SECTIONS												
A-512	ENLARGED STAIR PLANS & SECTIONS												
A-513	ENLARGED STAIR PLANS & SECTIONS												
A-514	ELEVATOR/TRASH CHUTE PLAN & SECTION												
A-520	TYPICAL STAIR & RAILING DETAILS												
A-530	TYPICAL CLEARANCES & MOUNTING HEIGHTS												
A-600	DOOR SCHEDULE	•	•	•	•	•	•	•	•	•	•	•	•
A-601	DOOR SCHEDULE	•	•	•	•	•	•	•	•	•	•	•	•
A-602	DOOR SCHEDULE	•	•	•	•	•	•	•	•	•	•	•	•
A-603	DOOR / WINDOW SCHEDULE	•	•	•	•	•	•	•	•	•	•	•	•
A-611	ROOM FINISH PLAN & SCHEDULE - GROUND FLOOR												
A-612	ROOM FINISH SCHEDULES												
A-620	WALL ASSEMBLIES	•	•	•	•	•	•	•	•	•	•	•	•
A-621	WALL ASSEMBLIES	•	•	•	•	•	•	•	•	•	•	•	•
A-622	FLOOR & ROOF ASSEMBLIES	•	•	•	•	•	•	•	•	•	•	•	•
A-623	SHAFT DETAILS												
A-701	ENLARGED UNIT PLANS												
A-702	ENLARGED UNIT PLANS												
A-703	ENLARGED UNIT PLANS												

Sheet Number	Sheet Name	10/12/18	100% SD	11/19/18	PLANNING	04/05/19	50% DD	04/18/19	PLANNING REV.1	05/22/19	PLAN CHECK	06/18/19	PLANNING REV.2
A-704	ENLARGED UNIT PLANS												
A-705	ENLARGED UNIT PLANS												
A-706	ENLARGED UNIT PLANS												
A-707	ENLARGED UNIT PLANS												
A-710	ENLARGED UNIT PLANS - KITCHENS												
A-712	ENLARGED UNIT PLANS - BATHROOMS												
A-720	ENLARGED PLAN & ELEV - FITNESS STUDIO												
A-721	ENLARGED PLAN & ELEV - FITNESS STUDIO												
A-722	ENLARGED PLAN & ELEV - CAFE												
A-723	ENLARGED PLAN & ELEV - CAFE												
A-724	ENLARGED PLAN & ELEV - REST.												
A-725	ENLARGED PLAN & ELEV - REST, LOBBY												
A-726	ENLARGED PLAN & ELEV - LOBBY												
A-727	ENLARGED PLAN & ELEV - BIKE/UTILITY												
A-728	ENLARGED PLAN & ELEV - UTILITY												
A-729	ENLARGED PLAN & ELEV - TRASH												
A-730	INTERIOR ELEVATIONS												
A-731	INTERIOR ELEVATIONS												
A-732	INTERIOR ELEVATIONS												
A-733	INTERIOR ELEVATIONS												
A-734	INTERIOR ELEVATIONS												
A-744	INTERIOR ELEVATIONS												
A-745	INTERIOR ELEVATIONS												
A-746	INTERIOR ELEVATIONS												
A-747	INTERIOR ELEVATIONS												
A-748	INTERIOR ELEVATIONS												
A-749	INTERIOR ELEVATIONS												
A-750	INTERIOR ELEVATIONS												
A-751	INTERIOR ELEVATIONS												
A-752	INTERIOR ELEVATIONS												
A-753	INTERIOR ELEVATIONS					</							



REFERENCE CODES

- 2018 CALIFORNIA BUILDING CODE
- 2017 LOS ANGELES BUILDING CODE
- 2017 LOS ANGELES GREEN BUILDING CODE
- 2017 LOS ANGELES MECHANICAL CODE
- 2017 LOS ANGELES PLUMBING CODE
- 2017 LOS ANGELES ELECTRICAL CODE
- 2017 LOS ANGELES FIRE CODE
- 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN
- AUTOMATIC SPRINKLER SYSTEM PER NFPA 13
- MANUAL FIRE ALARM & SMOKE ALARM PER NFPA 72
- CARBON MONOXIDE PER NFPA 720 / IUL 2014

USE

5-STORY MIXED USE BUILDING WITH 50 RESIDENTIAL UNITS AND 6,782 SF COMMERCIAL SPACE ON THE GROUND FLOOR WITH 3 LEVELS SUBTERRANEAN PARKING

OCCUPANCY

A-2	ASSEMBLY (FOOD & DRINK)
B	ASSEMBLY (STUDIO - LESS THAN 50 OCCUPANTS)
R-2	MULTI-FAMILY
S-2	PARKING

CONSTRUCTION TYPE

R-2	TYPE IIIA
A-2/R-2	TYPE IA
S-2	TYPE IA

SPRINKLERED

YES	PER NFPA 13
-----	-------------

GROSS FLOOR AREA

LEVEL 2-5:	43,610 SF
LEVEL 1:	11,740 SF
LEVEL B1-B3:	35,500 SF
	90,350 SF

PROJECT ADDRESS 2301-2311 WESTWOOD BLVD. LOS ANGELES, CA 90064

OWNER ADDRESS THE WESTWOOD LLC 2020 Cotner Ave. LOS ANGELES, CA 90025

TRACT 5409
 LOT 1.2
 MAP REFERENCE MB 65-7273
 ASSESSOR NO. 432003019

PLAN AREA WEST LOS ANGELES
AREA PLANNING COMMISSION WEST LOS ANGELES
NEIGHBORHOOD COUNCIL WESTSIDE
COUNCIL DISTRICT CD 5 - PAUL KORETZ

ZONE C4-1VL-POD
 C4 (COMMERCIAL - C2 USES W/ LIMITATIONS, R4 USES)
 1VL (LIMITED HEIGHT)
 POD (WESTWOOD/PCO NEIGHBORHOOD ORIENTED DISTRICT)

TRANSIT ORIENTED COMMUNITY (TOC) TIER 3



LOT AREA	14,189 SF (LOT 1 (7,432.5 SF) + LOT 2 (6,756 SF))
FAR	1.5
TOTAL ZFA	21,283 SF (BUILDABLE AREA * FAR)
DENSITY	1/400 (PER R4 ZONE)
UNITS ALLOWED BY RIGHT	35 (LOT AREA / DENSITY = 14,189 SF / 400 SF, ROUND DOWN)
BASE DENSITY	36 (LOT AREA / DENSITY = 14,189 SF / 400 SF, ROUND UP)
BASE INCENTIVES	
1. DENSITY INCREASE	26 (UP TO 70% INCREASE ON BASE UNITS)
TOTAL UNITS	62 (MAXIMUM ALLOWED)
	(PROPOSED)
2. F.A.R. INCREASE	3.75 (+50% OR MIN. 3.75 FAR FOR C ZONES)
TOTAL FA (ALLOWED)	53,208 SF (MAXIMUM ALLOWED = LOT AREA * FAR, PER ZONING MANUAL PG. 223)
TOTAL FA (PROPOSED)	50,384 SF (PROPOSED)
1. PARKING - RESL.	25 (0.5 SPACES PER UNIT)
AFFORDABLE HOUSING REQUIREMENTS (% TOTAL)	
REQUIREMENTS	10% (ELI)
PROPOSED # OF UNITS	16% (ELI) EXTREMELY LOW INCOME UNITS (50 x 10% = 5)
ADDITIONAL INCENTIVES UTILIZED	
1. YARDS / SETBACKS	RAS3 ELIGIBLE HOUSING DEVELOPMENTS MAY UTILIZE ANY OR ALL OF THE YARD REQUIREMENTS FOR THE RAS3 ZONE PER LAMC 12.10.5 EXCEPT REAR YARD.
YARDS (COMMERCIAL)	0'-0" FRONT (REQUIRED) 0'-0" FRONT (PROPOSED, COMPLIES) 0'-0" SIDE (REQUIRED) 0'-0" SIDE (PROPOSED, COMPLIES) 0'-0" REAR (REQUIRED) 0'-0" REAR (PROPOSED, COMPLIES)
YARDS (RESIDENTIAL)	0'-0" FRONT (REQUIRED, RAS3 SETBACKS PER TOC) 0'-0" FRONT (PROPOSED, COMPLIES) 0'-0" SIDE (REQUIRED, RAS3 SETBACKS PER TOC) 0'-0" SIDE (PROPOSED, COMPLIES) 17'-0" REAR (REQUIRED, 15'-0" 2 STORES ABOVE 3RD STORY) 17'-0" REAR (PROPOSED, COMPLIES)
2. OPEN SPACE	4,013 SF REQUIRED, (5,350 SF - 25% PER TOC = 4,013 SF) 4,843 SF PROPOSED (COMPLIES); SEE G-004
3. BUILDING HEIGHT	45'-0" BASE ALLOWED PER LAMC 12.21.1.A, 3-STORY LIMIT 67'-0" TOC ALLOWED (UP TO 22' ADDITIONAL HEIGHT WITH 15' SETBACK AT 56' PER TOC) 51'-0" WESTWOOD FRONTAGE (PER POD, SEE G-008) 65'-1 1/4" PROPOSED (COMPLIES)
TRANSITIONAL HEIGHT	45 DEG. PLANE FROM 25' ABOVE GRADE AT PROPERTY LINE ADJOINING R1 LOT (PER TOC)

RESIDENTIAL	
TOTAL UNITS	50
PARKING REQUIRED (TOC)	25 (0.5 SPACES PER UNIT)
PARKING PROPOSED	24 STANDARD 25 TOTAL
COMMERCIAL	
PARKING REQUIRED	3.17 (834 SF @ SMALL RESTAURANT USE, 1/200 SF) 43.14 (4,314 SF @ RESTAURANT USE, 1/100 SF) 15.92 (1,592 SF @ STUDIO USE, 1/100 SF) 62 TOTAL BASE (61.9 ROUNDED UP) 44 TOTAL TOC (62 - 30% PER TOC = 44)
PARKING PROPOSED	3 ADA, 1 MUST BE VAN ACCESSIBLE SPACE 18 COMPACT (48 x 40% = 18) 25 STANDARD 48 TOTAL
TOTAL PARKING	23 RESIDENTIAL (STANDARD) 2 RESIDENTIAL (STANDARD-EV) 4 ADA 22 COMMERCIAL (STANDARD) 2 COMMERCIAL (STANDARD-EV) 18 COMMERCIAL (COMPACT) 71 TOTAL
RECYCLE PARKING	
RESL LONG TERM (1-25 UNITS)	25 1 PER UNIT (LAMC 12.21.1.A.16)
RESL LONG TERM (26-50 UNITS)	16.8 1 PER 1.5 UNIT (LAMC 12.21.1.A.16)
COMM LONG TERM	3.3 1 PER 2,000 SF (LAMC 12.21.1.A.16)
TOTAL LONG TERM	46 (45.1 ROUNDED UP)
RESL SHORT TERM (1-25 UNITS)	2.5 1 PER 10 UNITS (LAMC 12.21.1.A.16)
RESL SHORT TERM (26-50 UNITS)	1.7 1 PER 15 UNITS (LAMC 12.21.1.A.16)
COMM SHORT TERM	3.3 1 PER 2,000 SF (LAMC 12.21.1.A.16)
TOTAL SHORT TERM	8 (7.5 ROUNDED UP)
WORKSPACE	100 SF (LAMC 12.21.1.A.16, (h)(1)(B)(i))

EXISTING USE 1-STORY COMMERCIAL
PROPOSED PROJECT DEMOLISH EXISTING 1-STORY COMMERCIAL BUILDING AND CONSTRUCT NEW 50,384 SF, 5-STORY, 50-UNIT MULTIFAMILY RESIDENTIAL BUILDING WITH 6,507 SF OF COMMERCIAL SPACE ON THE GROUND FLOOR AND WITH 3 LEVELS SUBTERRANEAN PARKING GARAGE

RILEY

THE WESTWOOD

2301-2311 Westwood Blvd.
Los Angeles, CA 90064

OWNER:
The Westwood LLC
2020 Cotner Ave.
Los Angeles, CA 90025
310.447.2020

ARCHITECT:
Riley Architects
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310.935.1518

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GEOTECHNICAL ENGINEER:
Applied Earth Sciences
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Glendale, CA 91204
818.552.5000



No.	Description	Date

Project number: 18012
 Date: 06/18/19
 Drawn by: KS
 Checked by: NR

PROJECT DATA & PLANNING

G-001

Scale: 1/16" = 1'-0"

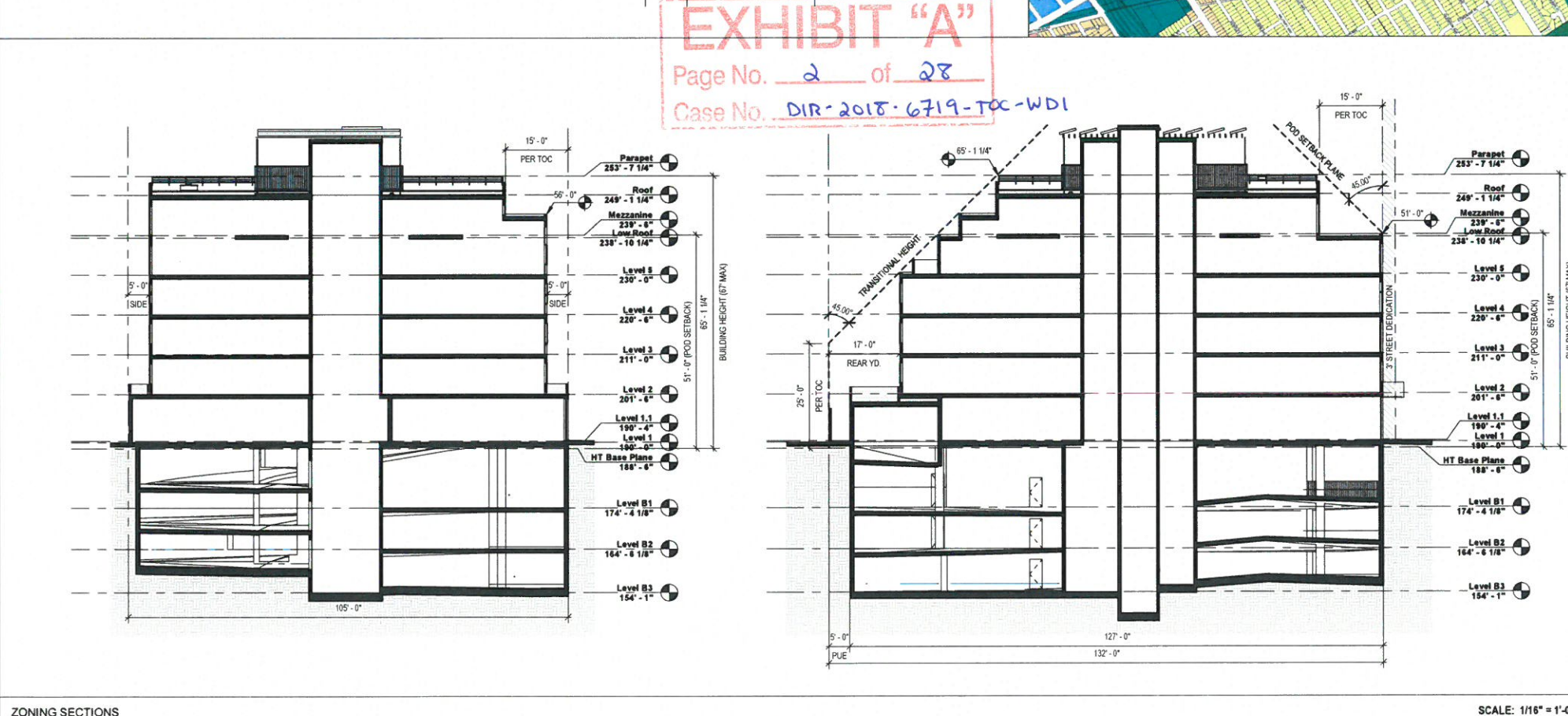




Table with 3 columns: No., Description, Date. Contains project details and revision history.

Project number 18012 Date 06/18/19 Drawn by KS Checked by NR

GENERAL NOTES & STANDARDS

G-002

Scale

Notes - Parking

- 1 Comply with parking design standards per Information Bulletin. Plans shall be drawn to scale (around 1/8" = 1') to show aisle widths, circulation driveway, stall widths, & stalls with increase for obstructions and end stalls condition (12.21A5)

Notes - Means of Egress

- 1 Exterior exit stairs, balconies, and ramps shall be located at least 10 ft from adjacent lot lines and from other buildings on the same lot (1027.3)
- 2 All stairways shall be built of materials consistent with the types permitted for the type of construction of the building, except that wood handrails shall be permitted for all types of construction (1009.6)

Notes - Interior Environment - Commercial

- 1 Toilet room floors shall have a smooth, hard non-absorbent surface such as Portland cement, ceramic tile or other approved material that extends upward along the walls at least 4" (1210.1)
- 2 Walls within 2 feet of the front and sides of urinals and water closets shall have a smooth, hard non-absorbent surface of Portland cement, concrete, ceramic tile, or other smooth, hard non-absorbent surface to a height of 4 feet, and except for structural elements, the materials used in such walls shall be of a type that is not adversely affected by moisture

Notes - Building Envelope - Commercial

- 1 A fire retardant roof covering is required. Class A roof covering is required for all buildings located in a Very High Fire Hazard Severity Zone (1505.1, 7207.4)
- 2 Provide access to all mechanical equipment located on the roof as required by the LAMC (1513)

Notes - Building Code

- 1 Temporary pedestrian protection shall be provided as required by Section 3306. Obtain Public Works' approval (3201.3, 3202.3.4, 3306)
- 2 The construction shall not restrict a five-foot clear and unobstructed access to any water or power distribution facilities (Power poles, pull-boxes, transformers, vaults, pumps, valves, meters, appurtenances, etc.) or to the location of the hook-up. The construction shall not be within ten feet of any power lines - whether or not the lines are located on the property. Failure to comply may cause construction delays and/or additional expenses

Notes - Egress Signage

- 1 Exit signs shall be internally or externally illuminated
- 2 Exit signs illuminated by an external source shall have an intensity of not less than 5 foot candles (54 lux)
- 3 Internally illuminated signs shall be listed and labeled and shall be installed in accordance with the manufacturer's instructions and Section 2702.

Notes - Fire-Resistance Rated Construction & Fire Protection

- 1 The area of each opening in Fire Walls is limited to 156 SF. Total width of the openings is limited to 25 percent of the wall length in the story under consideration (709.8)
- 2 Ducts and air transfer openings through Fire Walls should be avoided. If allowed, duct and air transfer opening penetrations shall be protected as required in Section 713 and 716. Dampers shall be provided in accordance with Section 712.

Notes - Sound-Rated Partitions and Floor-Ceiling Construction

- 1 All penetrations into sound rated partitions or floor-ceiling assemblies shall be sealed, lined, or insulated with an approved permanent resilient sealant.
- 2 All rigid conduits, ducts, plumbing pipes, and appliance vents located in sound rated assemblies shall be isolated from the building construction by means of resilient sleeves, mounts, or a minimum 1/4" thick approved resilient material.

Notes - Plumbing System

- 1 Multi-family dwellings not exceeding three stories and containing 50 units or less shall install a separate meter or submeter within common areas and within each individual dwelling unit (4.303.3)
- 2 Water use reduction shall be met by complying with the following: a) Provide a 20% reduction in the overall potable water use within the building. The reduction shall be based on the maximum allowable water use for plumbing fixtures and fittings as required by the Los Angeles Plumbing Code. Calculations demonstrating a 20% reduction in the building "water use baseline", as established in Table 4.303.4.1, shall be provided, or

GENERAL NOTES

Diagrammatic symbols for Building Grid Lines, Revision Cloud, Window Symbol, Match Line, Door Symbol, Room Tag, Detail, Section, Exterior Elevation, Interior Elevation, Ceiling Height, North Arrow, and Work Point or Control Point.

Table of abbreviations and symbols. Columns include: Abbreviation, Description, and Symbol. Includes entries for JAN, KIT, LAM, LAV, etc.

ABBREVIATIONS

SYMBOLS

EXHIBIT "A" Page No. 3 of 28 Case No. DIR-2018-0719-JOC-WD1

THE WESTWOOD

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GEOTECHNICAL ENGINEER:
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818.552.6000



VIEW OF TENNESSEE AVE. FACADE



VIEW FROM WESTWOOD BLVD.



WESTWOOD BLVD. STREET ELEVATION



VIEW OF GROUND FLOOR COMMERCIAL SPACE

EXHIBIT "A"
Page No. 4 of 28
Case No. DIR-2018-6719-JCC-WD



No.	Description	Date

Project number: 18012
Date: 06/18/19
Drawn by: KS
Checked by: NR

PROJECT IMAGES

G-003

Scale

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THE WESTWOOD

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310.935.1516

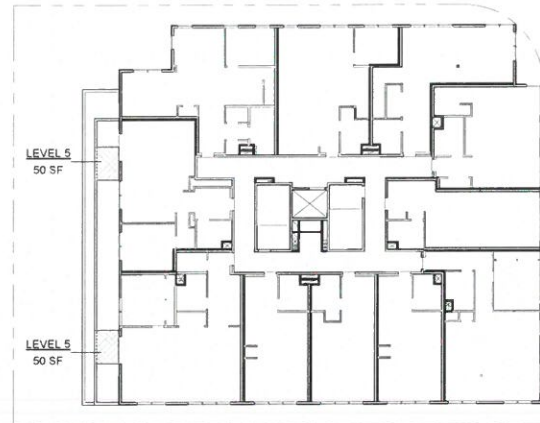
STRUCTURAL ENGINEER:
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25074 Avenue Hill, Suite 12
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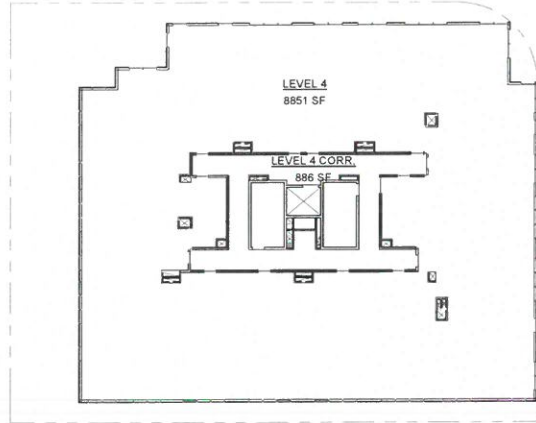
MEP ENGINEER:
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6150 Bristol Parkway, Suite 300
Culver City, CA 90232
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CIVIL ENGINEER:
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6634 Van Ness Avenue
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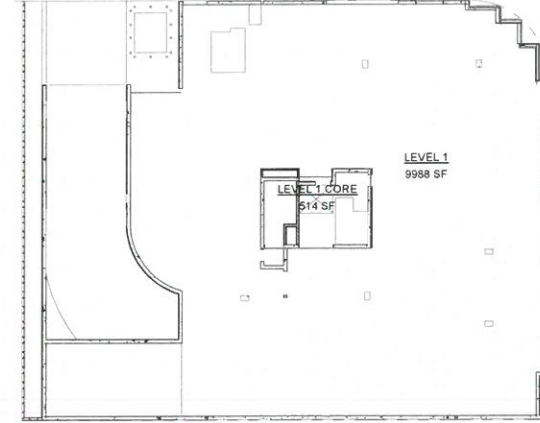
GEOTECHNICAL ENGINEER:
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Glendale, CA 91204
818.552.6000



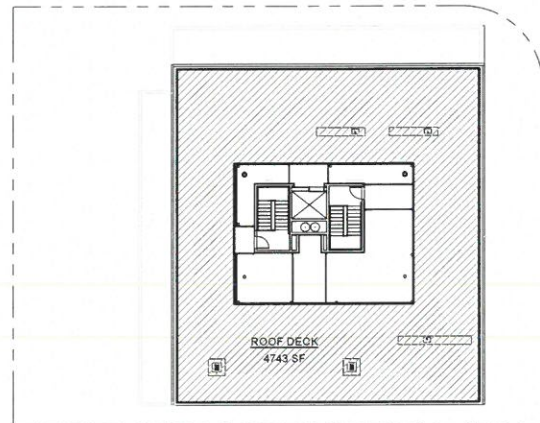
Level 5 SCALE 3/8" = 1'-0" 6



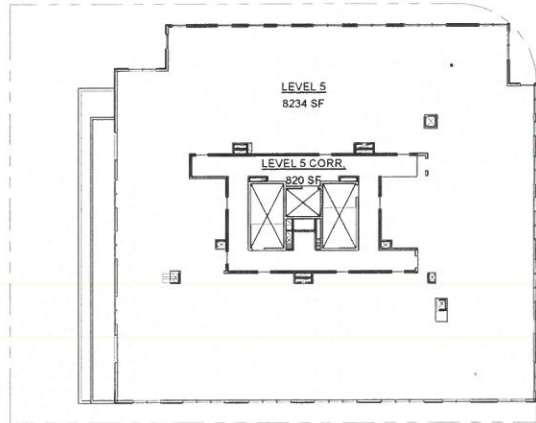
Level 4 SCALE 3/8" = 1'-0" 4



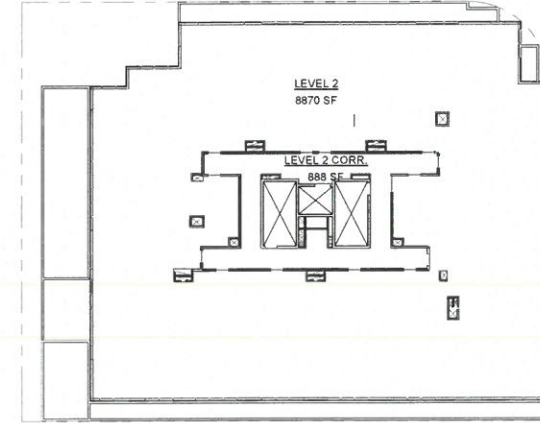
Level 1 SCALE 3/8" = 1'-0" 1



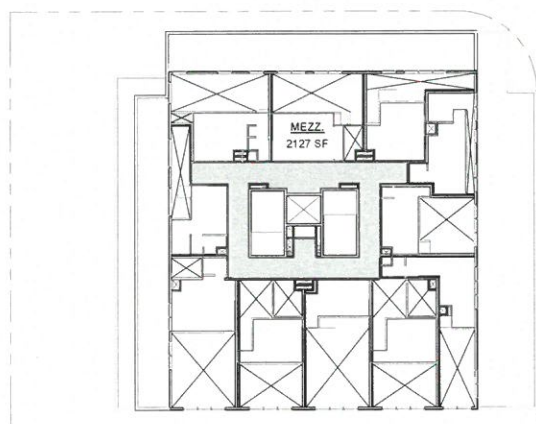
Roof SCALE 3/8" = 1'-0" 7



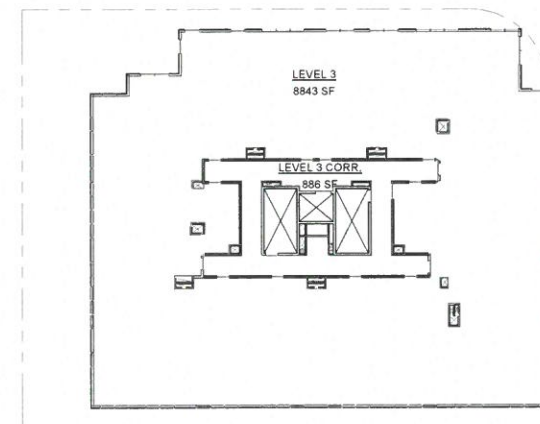
Level 5 SCALE 3/8" = 1'-0" 5



Level 2 SCALE 3/8" = 1'-0" 2



Mezzanine SCALE 3/8" = 1'-0" 8



Level 3 SCALE 3/8" = 1'-0" 3

EXHIBIT "A"
Page No. 5 of 27
Case No. DIR-2018-0719-TOC-WDI



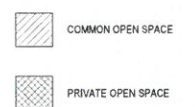
No.	Description	Date

Project number 18012
Date 06/18/19
Drawn by KS
Checked by NR

BUILDING & OPEN SPACE AREA PLANS

G-004

Scale As indicated



REQUIRED OPEN SPACE

100 SF. FOR UNITS < 3 HAB. ROOMS
125 SF. FOR UNITS = 3 HAB. ROOMS
175 SF. FOR UNITS > 3 HAB. ROOMS

100 SF. x 36 = 3,600 SF
125 SF. x 14 = 1,750 SF
175 SF. x 9 = 1,575 SF

TOTAL REQ'D (BASE) = 5,350 SF
TOTAL REQ'D (TOC) = 4,913 SF (25% REDUCTION)

MIN. COMMON OPEN SPACE REQ'D = 2,046 SF (50% OF TOTAL)

MIN. LANDSCAPED REQ'D = 1,186 SF (25% OF TOTAL COMMON OPEN SPACE PROVIDED)

PROVIDED OPEN SPACE

PRIVATE OPEN SPACE 100 SF LEVEL 5 BALCONIES
100 SF TOTAL

COMMON OPEN SPACE 4,743 SF ROOF DECK
4,743 SF TOTAL

100 SF PRIVATE OPEN SPACE
4,743 SF COMMON OPEN SPACE
4,843 SF > 4,913 SF (COMPLIES)

TOTAL PROVIDED 4,843 SF

NOTE 1. COMMON OPEN SPACE MUST BE 15'-0" MIN. IN ANY DIRECTION WITH A MINIMUM AREA OF 400 SF. OPEN TO THE SKY. MAKE UP MIN. 30% OF TOTAL OPEN SPACE REQ., MIN. 25% TO BE LANDSCAPED PER LAMC SECTION 12.21 C.8.2.

* PER LAMC 12.21 C.8.2a (4)(ii), ROOF DECKS IN DEVELOPMENTS BUILT AT AN R4 DENSITY, MAY BE USED IN THEIR ENTIRETY AS COMMON OPEN SPACE.

NOTE 2. PRIVATE OPEN SPACE ABOVE GROUND FLOOR MUST BE 6'-0" IN ANY DIRECTION, CONTAIN A MIN. 50 SF OF WHICH NO MORE THAN 30 SF PER DWELLING UNIT SHALL BE ATTRIBUTED TO THE TOTAL REQUIRED USABLE OPEN SPACE PER LAMC SECTION 12.21 G.4.B.2.

Open Space Areas		
Name	Comments	Area
ROOF DECK	COMMON OPEN SPACE	4743 SF
		4743 SF
LEVEL 5	PRIVATE OPEN SPACE	100 SF
LEVEL 5	PRIVATE OPEN SPACE	100 SF
		4843 SF

Zoning Floor Area		
Level	Name	Area
Level 1	LEVEL 1	9988 SF
		9988 SF
Level 2	LEVEL 2	8870 SF
Level 2	LEVEL 2 CORR.	886 SF
		9759 SF
Level 3	LEVEL 3	8843 SF
Level 3	LEVEL 3 CORR.	886 SF
		9729 SF
Level 4	LEVEL 4	8851 SF
Level 4	LEVEL 4 CORR.	886 SF
		9737 SF
Level 5	LEVEL 5	8234 SF
Level 5	LEVEL 5 CORR.	820 SF
		9054 SF
Mezzanine	MEZZ.	2127 SF
		2127 SF
		50384 SF

OPEN SPACE CALCULATIONS

BUILDING FLOOR AREA PLANS

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RILEY

THE WESTWOOD

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Los Angeles, CA 90064

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No.	Description	Date

Project number: 18012
Date: 06/18/19
Drawn by: KS
Checked by: NR

UNIT AREA PLANS

G-005

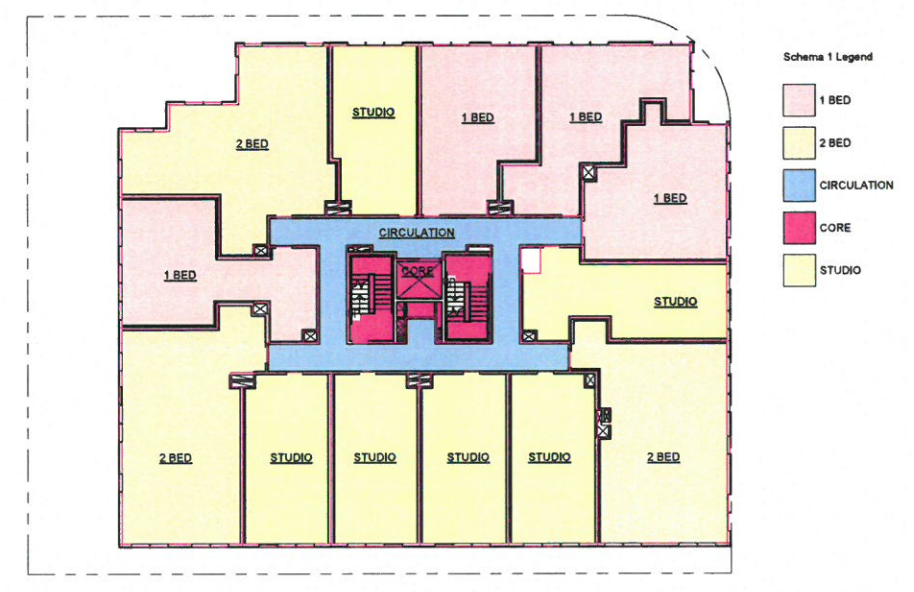
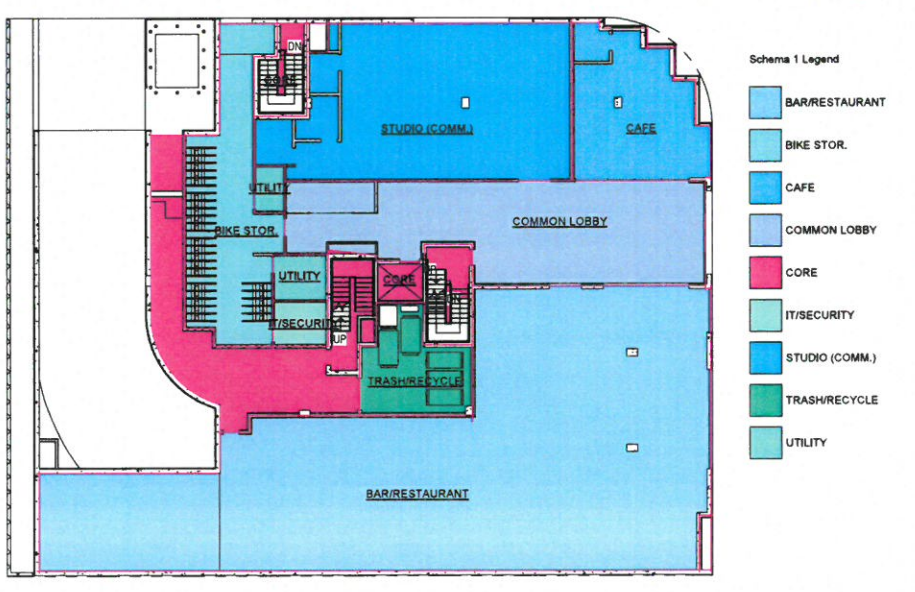
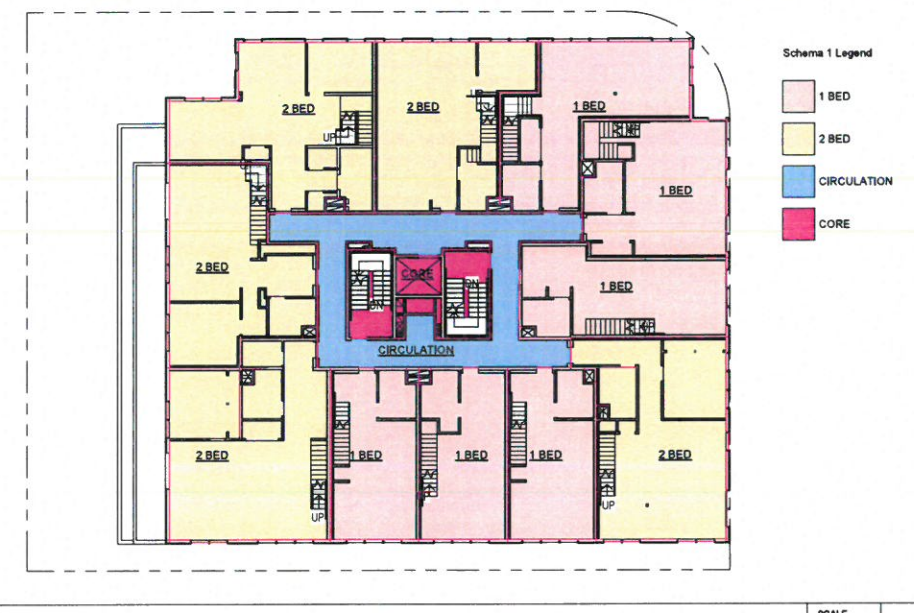
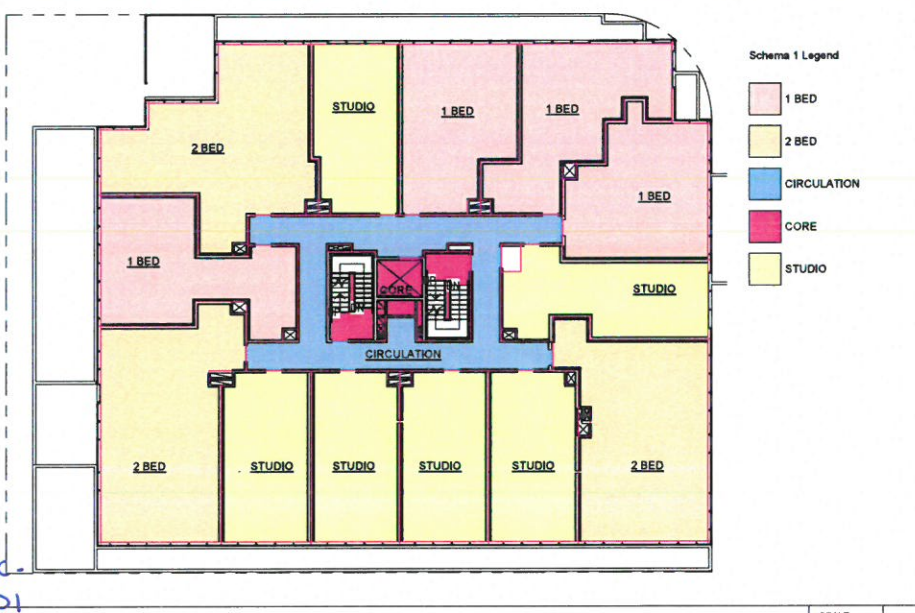
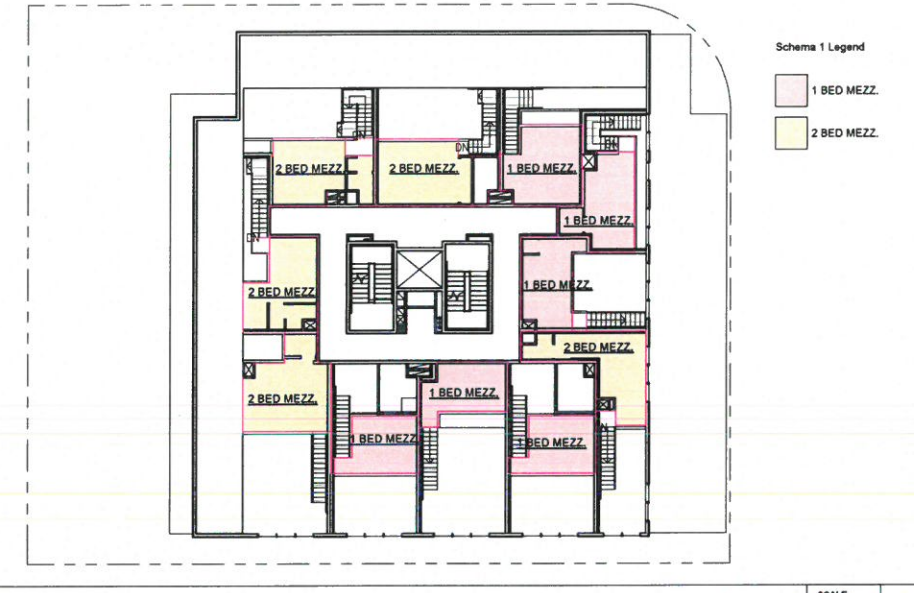
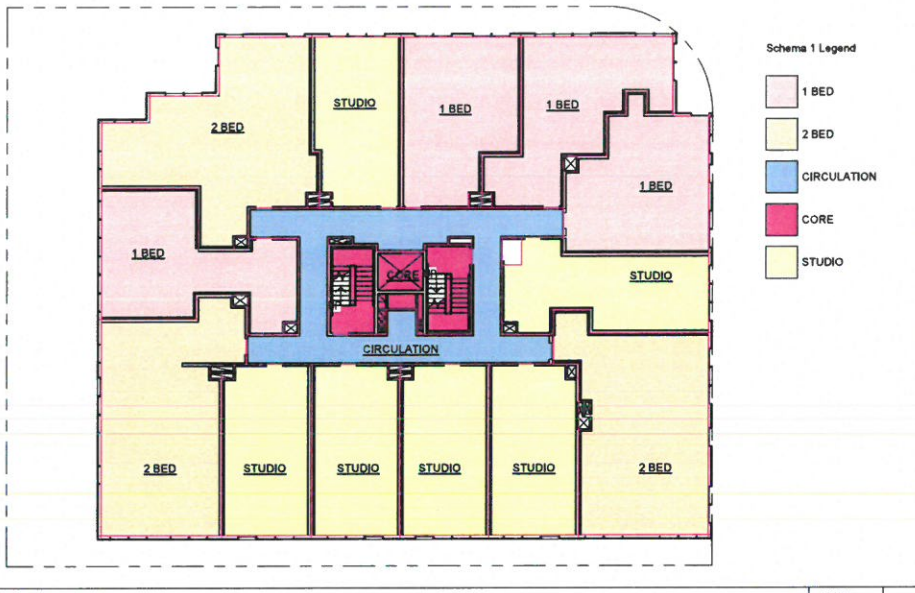
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Unit Mix (Levels 2-5)

Level	Name	Number
Level 2	1 BED	201
Level 2	1 BED	202
Level 2	1 BED	203
Level 2	1 BED	211
Level 3	1 BED	301
Level 3	1 BED	302
Level 3	1 BED	303
Level 3	1 BED	311
Level 4	1 BED	401
Level 4	1 BED	402
Level 4	1 BED	403
Level 4	1 BED	411
Level 5	1 BED	502
Level 5	1 BED	503
Level 5	1 BED	504
Level 5	1 BED	505
Level 5	1 BED	507
Level 5	1 BED	508

Level 2	2 BED	205
Level 2	2 BED	210
Level 2	2 BED	212
Level 2	2 BED	213
Level 3	2 BED	305
Level 3	2 BED	310
Level 3	2 BED	312
Level 4	2 BED	405
Level 4	2 BED	410
Level 4	2 BED	412
Level 5	2 BED	511
Level 5	2 BED	505
Level 5	2 BED	509
Level 5	2 BED	510
Level 5	2 BED	511

Level 2	STUDIO	204
Level 2	STUDIO	206
Level 2	STUDIO	207
Level 2	STUDIO	208
Level 2	STUDIO	209
Level 2	STUDIO	213
Level 3	STUDIO	304
Level 3	STUDIO	306
Level 3	STUDIO	307
Level 3	STUDIO	308
Level 3	STUDIO	309
Level 3	STUDIO	313
Level 4	STUDIO	404
Level 4	STUDIO	406
Level 4	STUDIO	407
Level 4	STUDIO	408
Level 4	STUDIO	409
Level 4	STUDIO	413



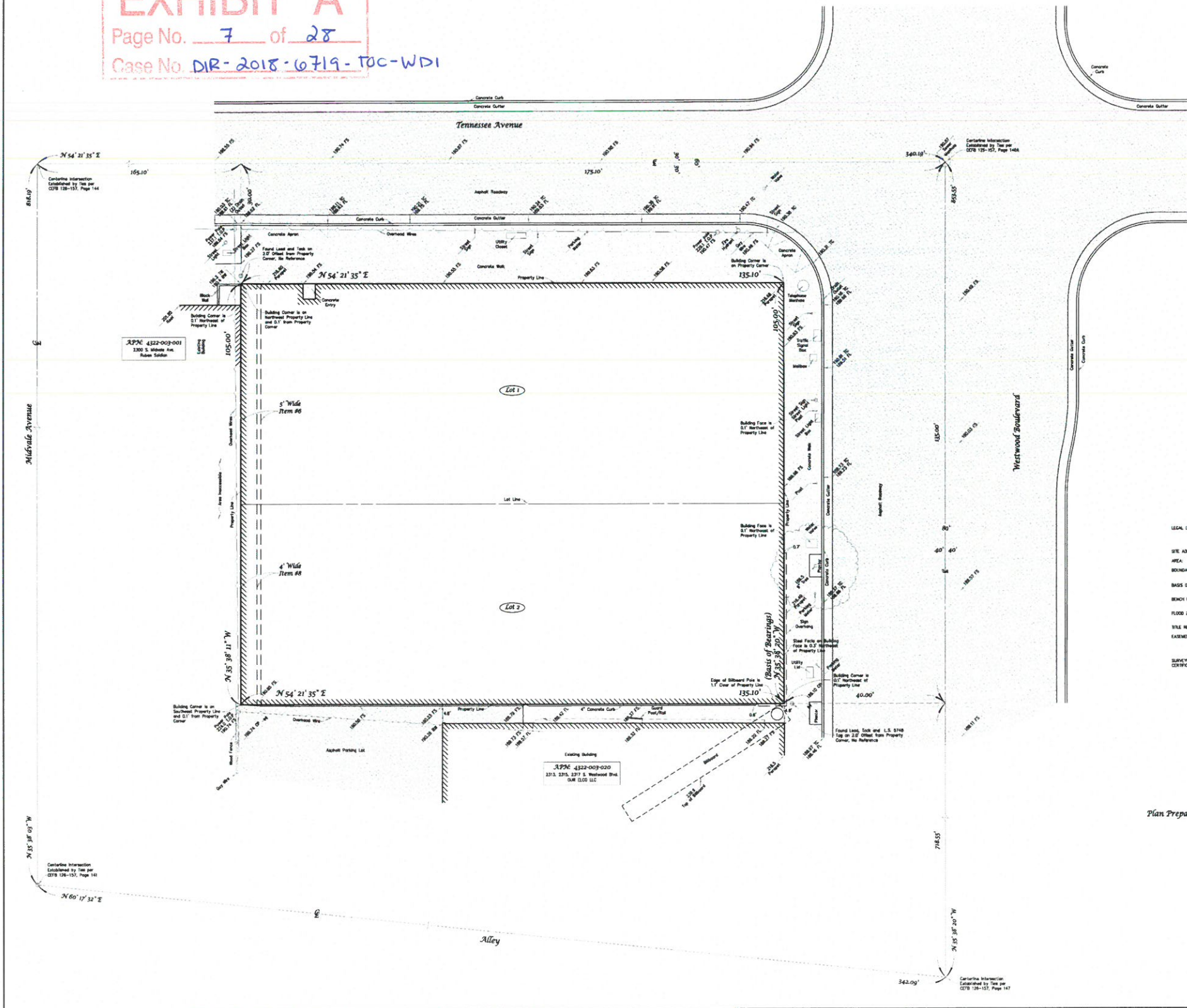
UNIT MIX

EXHIBIT "A"
Page No. 6 of 28
Case No. DIR-2018-6719-TOD
WDI

A.L.T.A./NSPS Land Title/Architectural Survey

EXHIBIT "A"

Page No. 7 of 28
Case No. DIR-2018-0719-TDC-WDI



Scale: 1" = 10'

Legend

- TT = Finished Floor
- TS = Finished Surface
- TL = Footing
- TS = Foundation
- SB = Bottom of Wall
- TS = Top of Wall
- TC = Top of Core
- TS = Top of Slab
- CS = Center of Slab
- TS = Top of Floor Plate
- TS = Top of Floor Plate

Note: Iron Pipe Lines are Not to Scale

Vicinity Map
Not to Scale



LEGAL DESCRIPTION: LOT 1 AND 2 IN BLOCK 43 OF TRACT NO. 3008, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 85 PAGE 72 AND 73 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
APN: 4322-009-010
SITE ADDRESS: 1201 WESTWOOD BOULEVARD, LOS ANGELES
AREA: 14,186 SQUARE FEET, 0.33 ACRES
BOUNDARY: THE PROPERTY LINES SHOWN HEREON ARE RECORD FOR THE LEGAL DESCRIPTION AND RELATED DOCUMENTS, UNLESS OTHERWISE NOTED THE PROPERTY LINES ARE ADAPTED TO BEST FIT PER FOUND CITY CENTERLINE AND/OR SURVEY MONUMENTS, AND OCCUPATION.
BASES OF BEARINGS: THE BEARING OF NORTH 36° 02' 00" WEST HAS BEEN USED ON THE SOLELY NORTH RIGHT OF WAY OF WESTWOOD BOULEVARD PER TRACT NO. 3008 MAP BOOK 85 PAGE 72-73, AS SHOWN HEREON.
BENCH MARK: THE ELEVATION OF BENCH OR FOUND BENCH MARK AS SHOWN ON CITY BENCH MARK NO. 13-1120 ON FILE IN THE CITY OF LOS ANGELES WAS USED AS BENCH FOR THIS SURVEY.
FLOOD ZONE: ZONE X, AS SHOWN ON FLOOD INSURANCE RATE MAP DATED SEPTEMBER 28, 2006, COMMUNITY PANEL NO. (80475-1065-F), THIS PROPERTY IS NOT IN A SPECIAL FLOOD HAZARD AREA.
TITLE REPORT: THE TITLE REPORT DATED JUNE 22, 2018 BY CHICAGO TITLE COMPANY, ORDER NO. 1728398-CP WAS USED AND IS A PART OF THIS SURVEY.
EASEMENTS: ITEM 16, AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSE, RECORDED IN BOOK 2048, PAGE 11 AND BOOK 2047, PAGE 3, OFFICIAL RECORDS.
ITEM 16, AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSE, RECORDED IN BOOK 1390, PAGE 297, OFFICIAL RECORDS.
SURVEYOR'S CERTIFICATE:
 TO THE WESTWOOD LLC AND CHICAGO TITLE COMPANY:
 THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH 2018 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALL-PURPOSE LAND TITLE SURVEYS, OFFICE ESTABLISHED AND ADOPTED BY ALTA AND HPS, AND HOLDS TRUE TO A 1/8" (1.3 CM) OF SCALE THEREOF. THE FIELDWORK WAS COMPLETED ON OCTOBER 30, 2018. THIS MAP WAS COMPLETED ON NOVEMBER 8, 2018.

GREGORY M. AMOROSO L.S. 8771

Plan Prepared For: **The Westwood LLC**
2301 Westwood Boulevard
Los Angeles, CA 90064

Plan Prepared By: **M & M & Co.**
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(818) 891-9100
Gregory M. Amoroso, L.S. 8771



RILEY

THE WESTWOOD

2301-2311 Westwood Blvd.
Los Angeles, CA 90064

OWNER:
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2929 Cotner Ave.
Los Angeles, CA 90025
310.447.2020

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310.935.1516

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CIVIL ENGINEER:
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Van Nuys, CA 91406
818.908.1824

GEOTECHNICAL ENGINEER:
Applied Earth Sciences
4742 San Fernando Road
Chico Hills, CA 91204
818.552.6000



No.	Description	Date

Project number 18012
Date 06/18/19
Drawn by N/A
Checked by N/A

PROPERTY SURVEY

G-006

Scale

THE WESTWOOD

2301-2311 Westwood Blvd.
Los Angeles, CA 90024

OWNER:
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WESTWOOD / PICO NEIGHBORHOOD ORIENTED DISTRICT DEVELOPMENT REGULATIONS

- A. BUILDING FRONTS**
- 1. **FAÇADE TREATMENT:** 50% OF THE FIRST 10 FEET IN BUILDING HEIGHT OF THE BUILDING FAÇADE SHALL BE ARTICULATED WITH WALL TREATMENTS
PROPOSED: WITH 987 SF OF FAÇADE FRONTING WESTWOOD BLVD, 816 SF OF THE GROUND FLOOR FAÇADE IS TRANSPARENT.
816 SF / 987 SF = 82% > 50%
 - 2. **BUILDING SETBACKS:** EXTERIOR WALL OF BUILDING NO MORE THAN 5' FROM FRONT LOT LINE OF WESTWOOD BLVD.
PROPOSED: NO SETBACK ON WESTWOOD BLVD.
 - 3. **PEDESTRIAN ACCESS:** PEDESTRIAN ENTRANCE TO GROUND FLOOR
PROPOSED: ENTRANCE TO GROUND FLOOR LOBBY LOCATED ON WESTWOOD BLVD.
 - 4. **SECOND FLOOR:** FIRST FLOOR FAÇADE DIFFERENTIATED FROM FLOOR IMMEDIATELY ABOVE
PROPOSED: DIFFERENTIATED WITH CHANGE OF MATERIAL
 - 5. **GROUND FLOOR:** GROUND FLOOR REQUIRED
PROPOSED: GROUND FLOOR IS PROVIDED
 - 6. **SETBACK PLANE:** 45 DEGREE SETBACK PLANE REQUIRED ON WESTWOOD BLVD.
BASE HEIGHT ALLOWED IN POD BEFORE REQUIRED SETBACK IS 40'
TOC ALLOWS FOR ADDITIONAL 11' BEFORE REQUIRING SETBACK
PROPOSED: SETBACK BEGINS AT 51' HEIGHT, PROJECT COMPLIES. SEE 2 / G-498
- D. PARKING**
- 1. VEHICULAR ACCESS IS FROM TENNESSEE AVENUE.
 - 2. ALL PARKING SPACES ARE LOCATED UNDERGROUND.
- E. LANDSCAPING STANDARDS**
- 1. STREET TREES: PLANTED AT RATIO OF 1 PER 30 FEET OF STREET FRONTAGE
PROPOSED: (1) STREET TREES OR AS DETERMINED BY BUREAU OF STREET SERVICES URBAN FORESTRY DIVISION.

(2) ARE PROPOSED ALONG TENNESSEE AVE
(3) ON WESTWOOD BLVD. (EXISTING UTILITIES, PARKING METERS, AND STREET LIGHT RESTRICT STREET TREES ON WESTWOOD BLVD.)



NOD / POD DEVELOPMENT REGULATIONS

Elevation - Westwood Blvd. (POD)

SCALE
1/8" = 1'-0"

1



No.	Description	Date

Project number 18012
Date 06/18/19
Drawn by KS
Checked by NR

NOD / POD

G-008

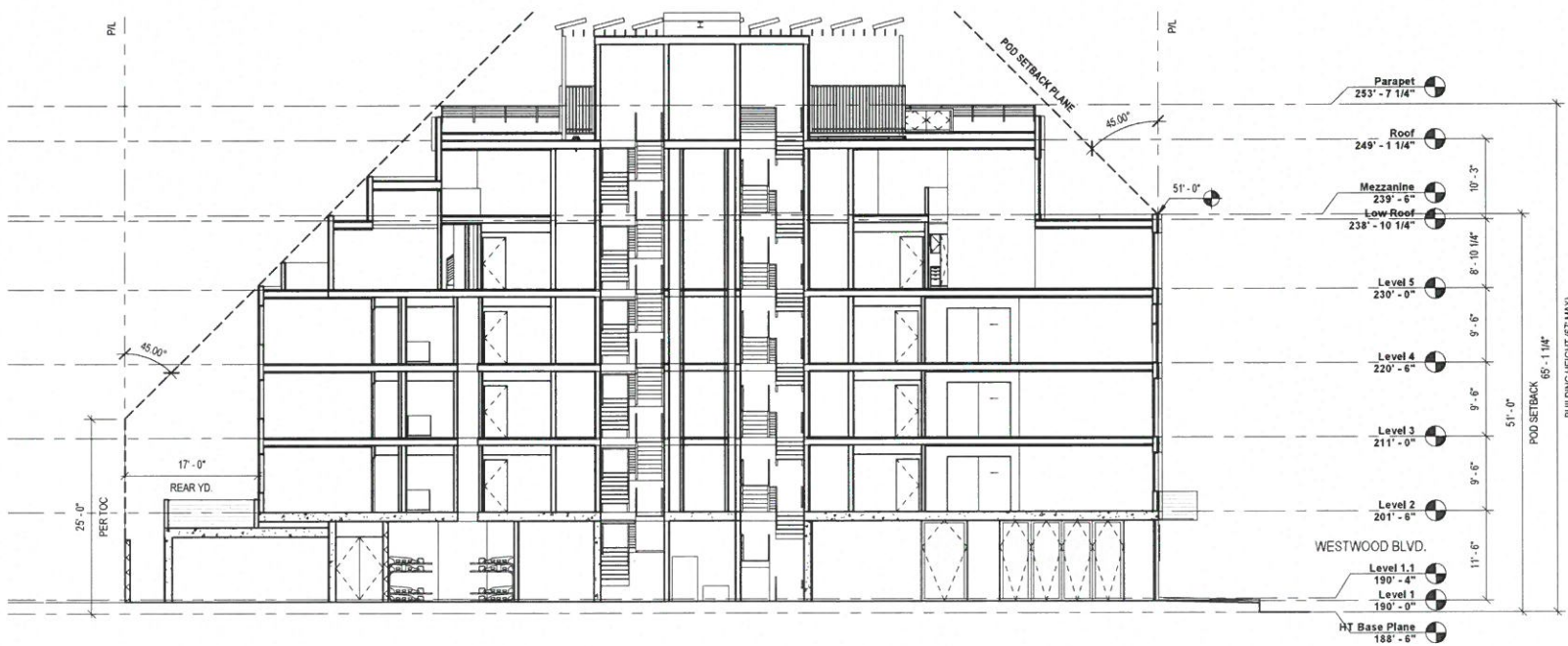
Scale As indicated

Section - Setback Plane (POD)

SCALE
3/32" = 1'-0"

2

EXHIBIT "A"
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Section - Setback Plane (POD)

SCALE
3/32" = 1'-0"

2

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818.552.6000



No.	Description	Date

Project number: 18012
Date: 06/18/19
Drawn by: KS
Checked by: NR

SITE/PLOT PLAN

A-101

Site Plan SCALE 1/8" = 1'-0" 1

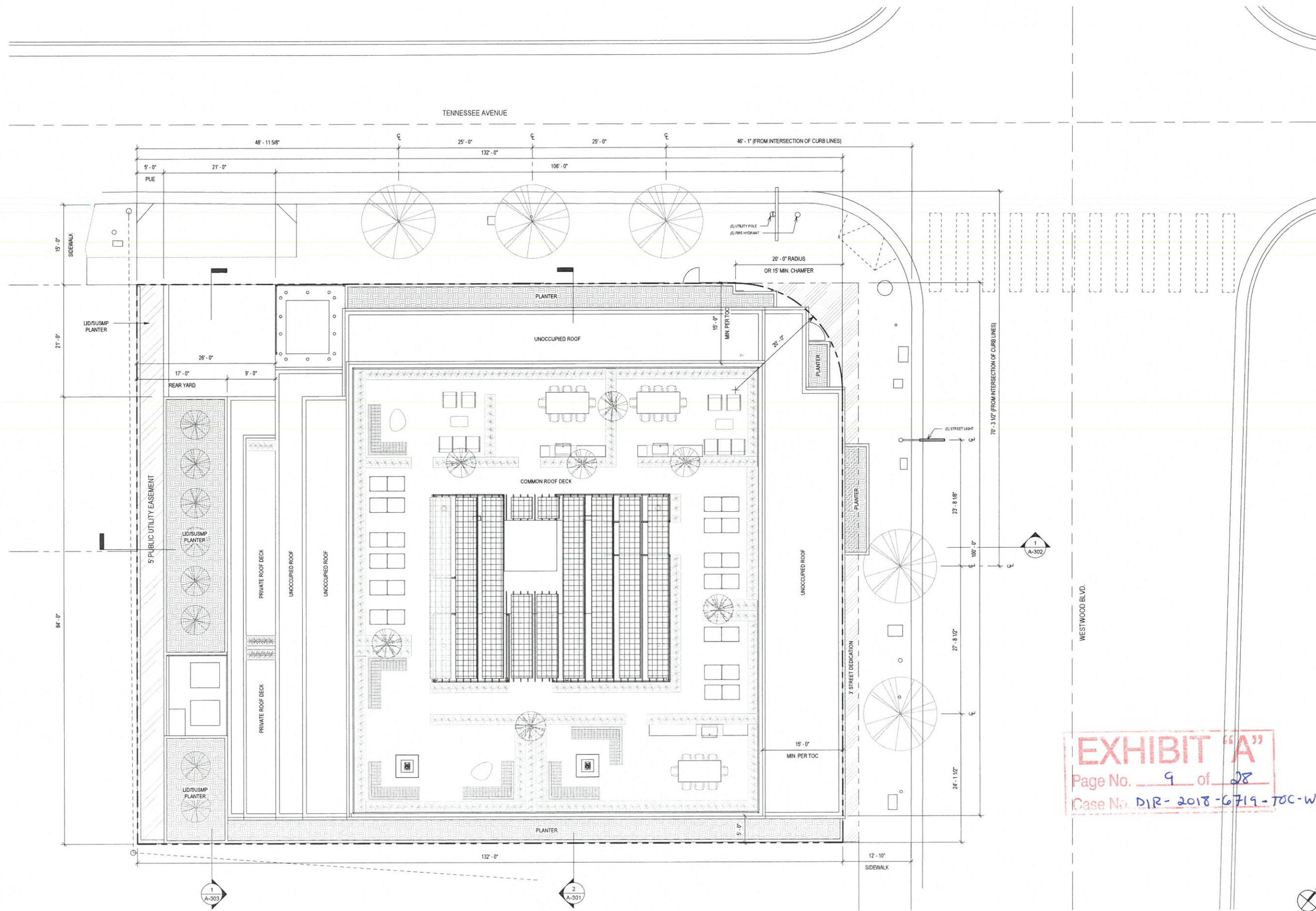
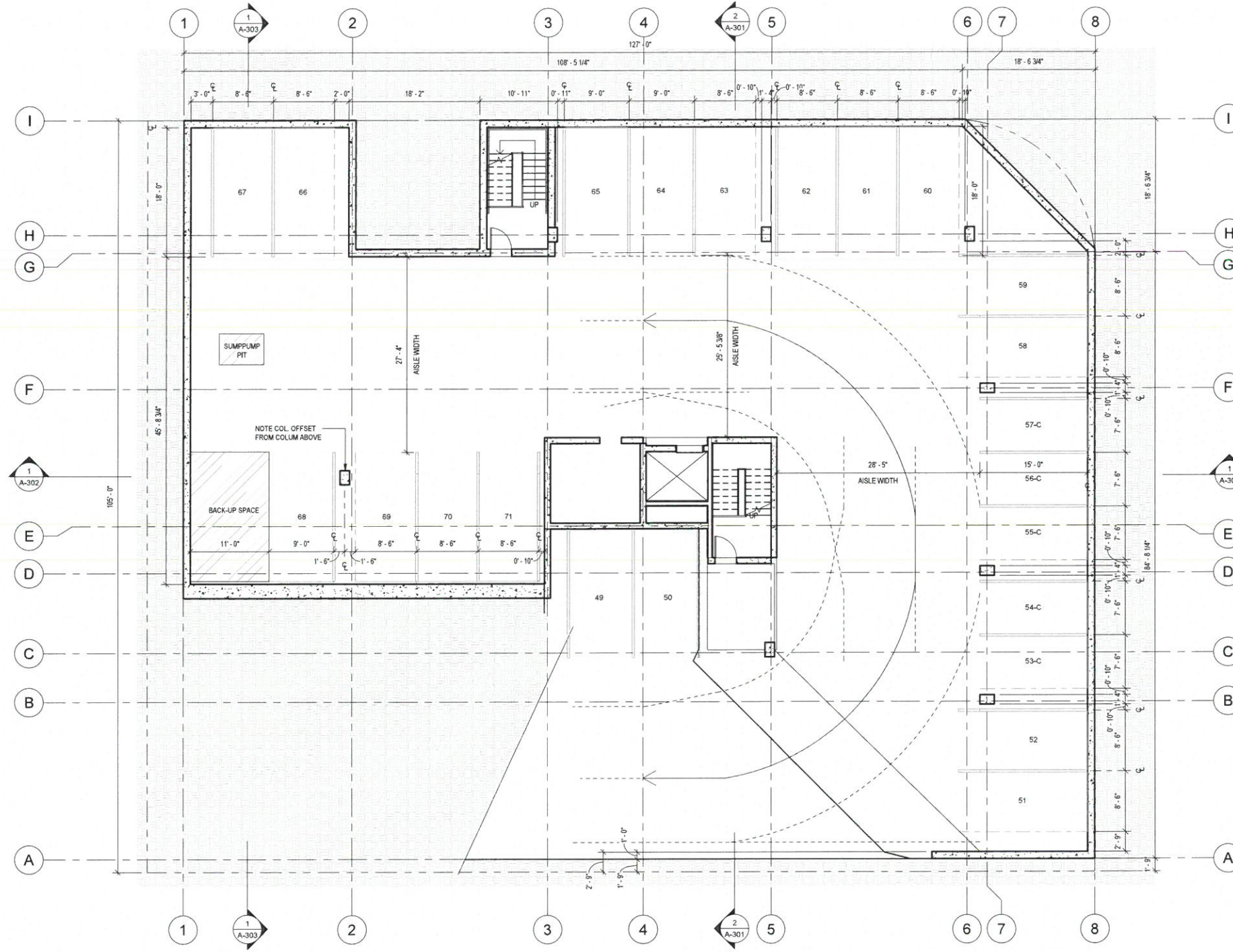


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Case No. DIR-2018-0719-TOC-WDI

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No.	Description	Date

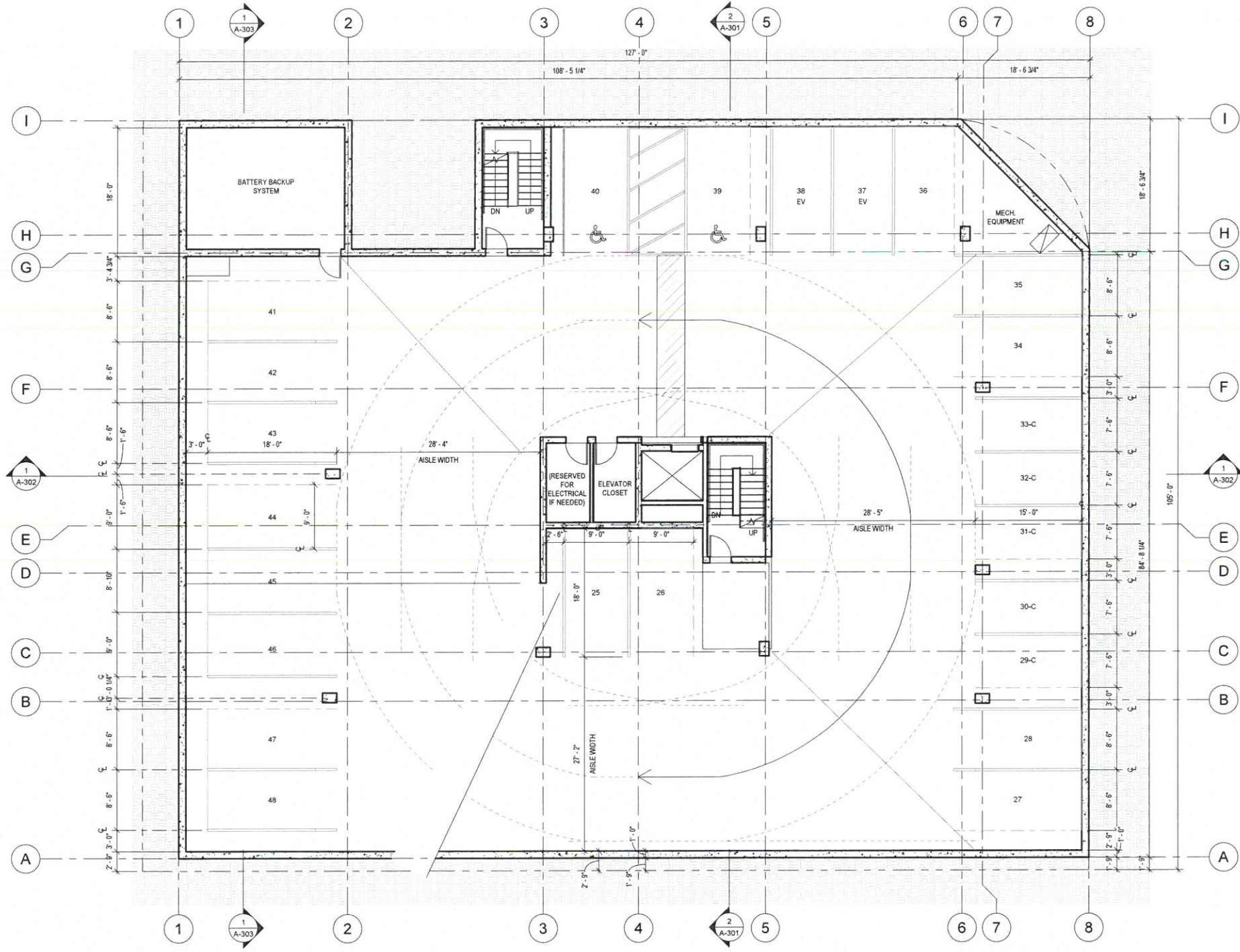
EXHIBIT "A"
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 Case No. DIR-2018-6719-TOC-WP1

Level B3		SCALE	1
		1/8" = 1'-0"	
Parking Schedule			
Level	Count	Type Comments	
Level B1	2	ADA	
Level B1	5	Compact	
Level B1	17	Standard	
24			
Level B2	2	ADA	
Level B2	5	Compact	
Level B2	17	Standard	
24			
Level B3	5	Compact	
Level B3	18	Standard	
23			
71			

Project number 18012
 Date 06/18/19
 Drawn by KS
 Checked by NR

**PARKING PLAN
 B3**

A-102
 Scale 1/8" = 1'-0"



No.	Description	Date

Level B2			SCALE
			1/8" = 1'-0"
Level B1	2	ADA	
Level B1	5	Compact	
Level B1	17	Standard	
Level B2	2	ADA	
Level B2	5	Compact	
Level B2	17	Standard	
Level B3	5	Compact	
Level B3	18	Standard	

Project number	18012
Date	06/18/19
Drawn by	KS
Checked by	NR

PARKING PLAN B2

A-103

Scale 1/8" = 1'-0"

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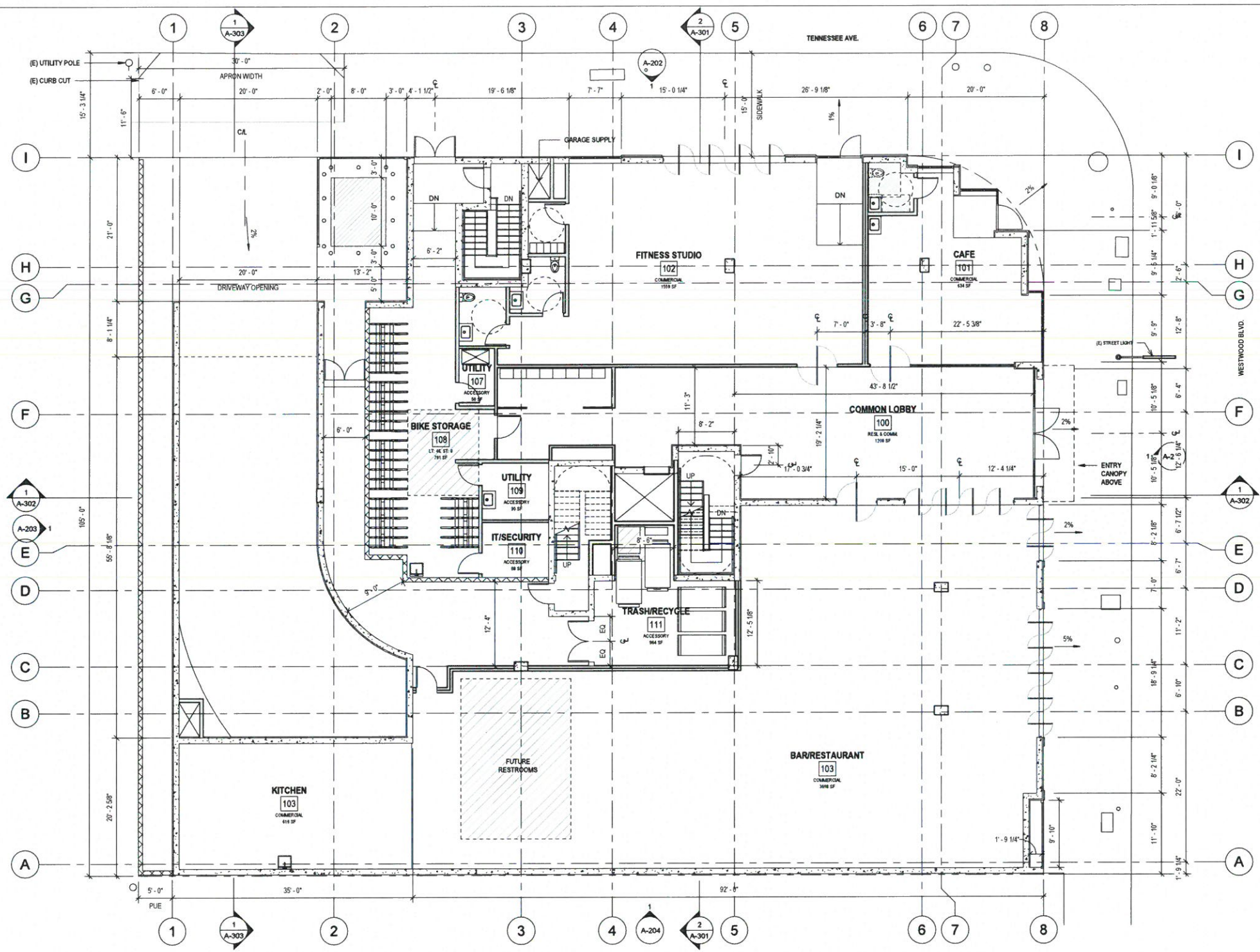
No.	Description	Date

Project number 18012
Date 06/18/19
Drawn by KS
Checked by NR

LEVEL 1 PLAN

A-105

Scale 1/8" = 1'-0"



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

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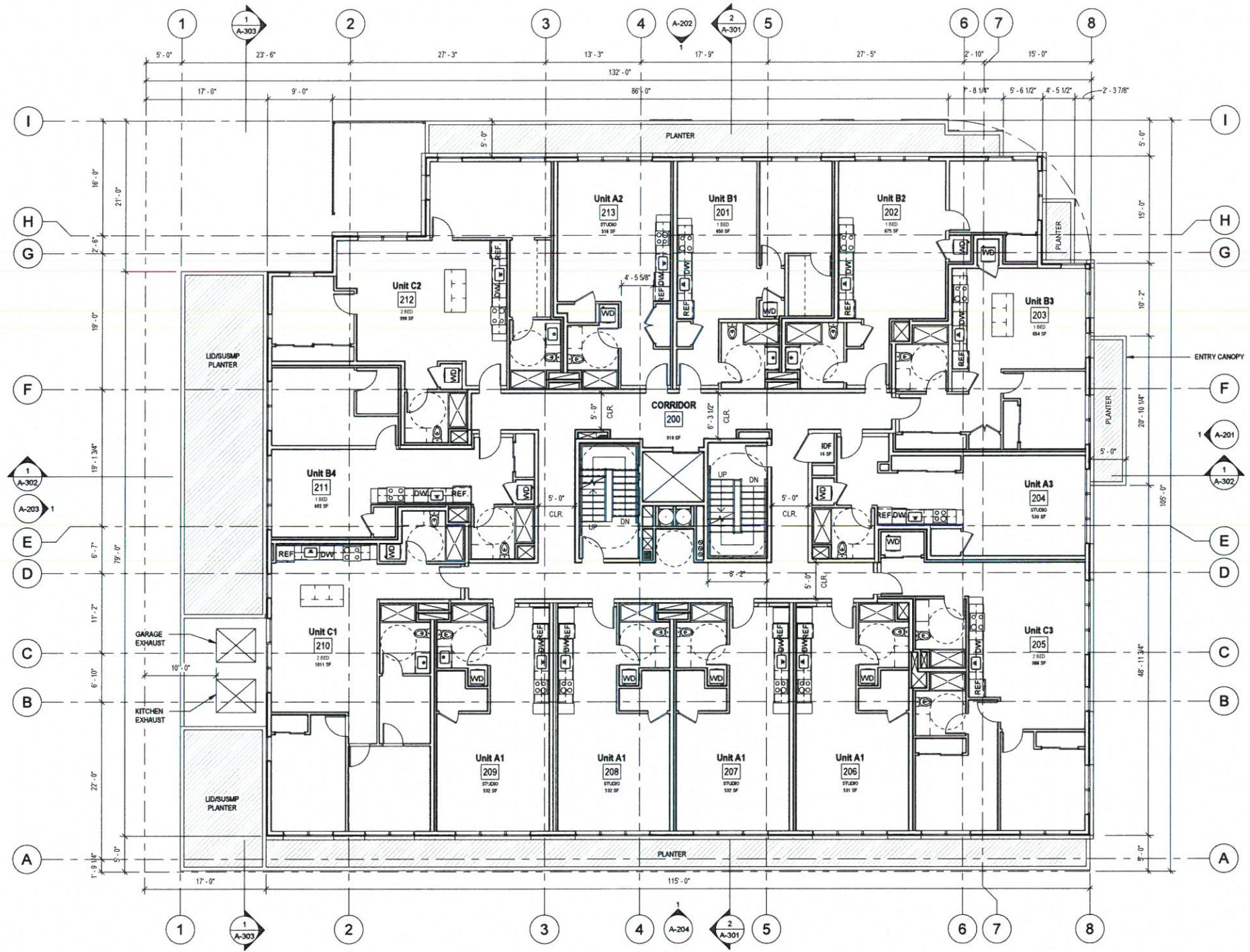
No.	Description	Date

Project number: 18012
Date: 06/18/19
Drawn by: KS
Checked by: NR

LEVEL 2 PLAN

A-106

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

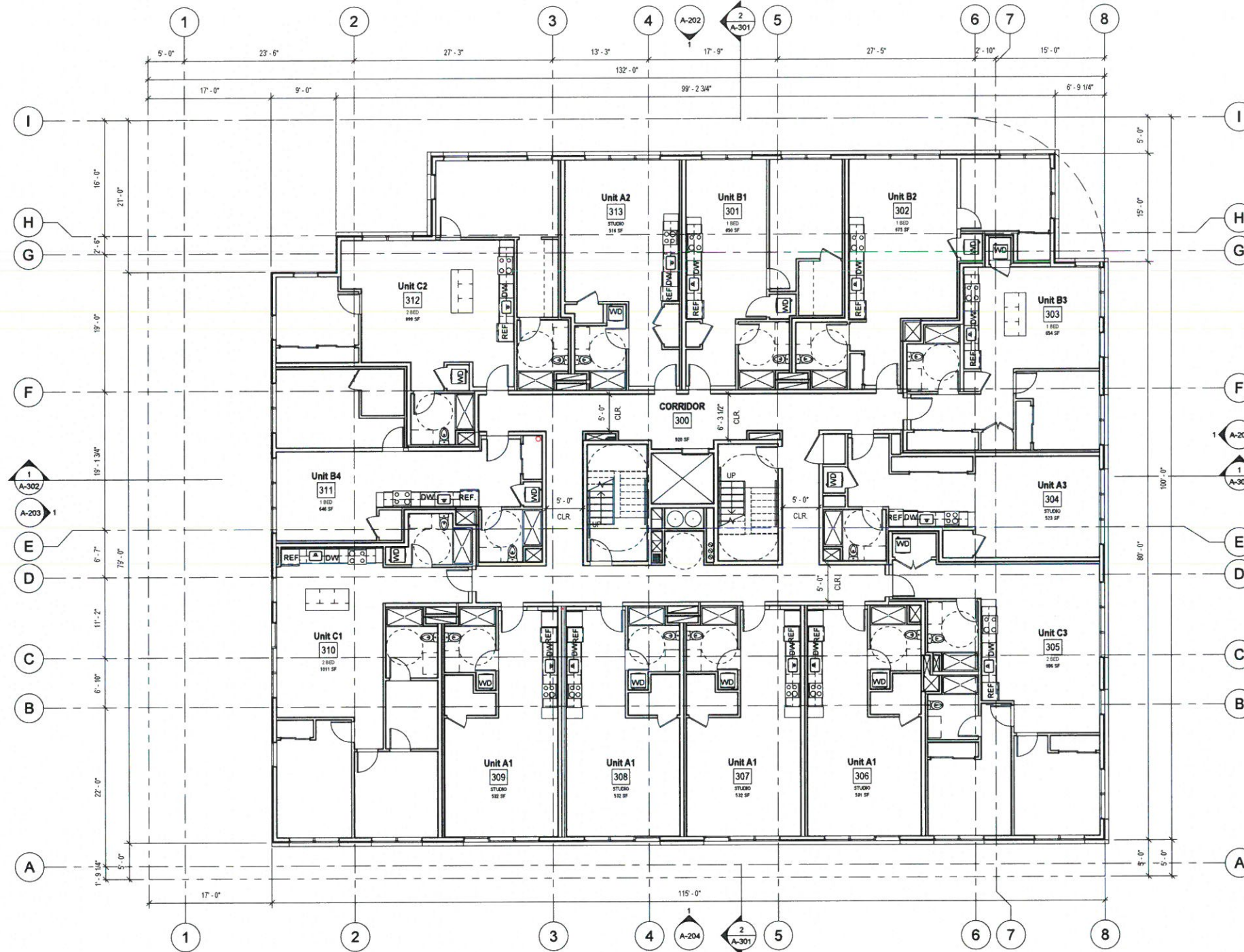


Level 2 SCALE 1/8" = 1'-0" 1

Level	Number	Name	Area	Department
Level 2	201	Unit B1	650 SF	1 BED
Level 2	202	Unit B2	675 SF	1 BED
Level 2	203	Unit B3	654 SF	1 BED
Level 2	211	Unit B4	692 SF	1 BED
4				
Level 2	210	Unit C1	1011 SF	2 BED
Level 2	212	Unit C2	999 SF	2 BED
Level 2	205	Unit C3	986 SF	2 BED
5				
Level 2	209	Unit A1	532 SF	STUDIO
Level 2	207	Unit A1	532 SF	STUDIO
Level 2	208	Unit A1	532 SF	STUDIO
Level 2	206	Unit A1	531 SF	STUDIO
Level 2	213	Unit A2	516 SF	STUDIO
Level 2	204	Unit A3	530 SF	STUDIO
6				
13				

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UNIT MIX - LEVEL 2



No.	Description	Date

Level 3 SCALE 1/8" = 1'-0" 1

Level	Number	Name	Area	Department
Level 3	301	Unit B1	650 SF	1 BED
Level 3	302	Unit B2	675 SF	1 BED
Level 3	303	Unit B3	654 SF	1 BED
Level 3	311	Unit B4	646 SF	1 BED
Level 3	310	Unit C1	1011 SF	2 BED
Level 3	312	Unit C2	999 SF	2 BED
Level 3	305	Unit C3	986 SF	2 BED
Level 3	308	Unit A1	532 SF	STUDIO
Level 3	306	Unit A1	531 SF	STUDIO
Level 3	307	Unit A1	532 SF	STUDIO
Level 3	309	Unit A1	532 SF	STUDIO
Level 3	313	Unit A2	516 SF	STUDIO
Level 3	304	Unit A3	523 SF	STUDIO

Project number 18012
Date 06/18/19
Drawn by KS
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LEVEL 3 PLAN

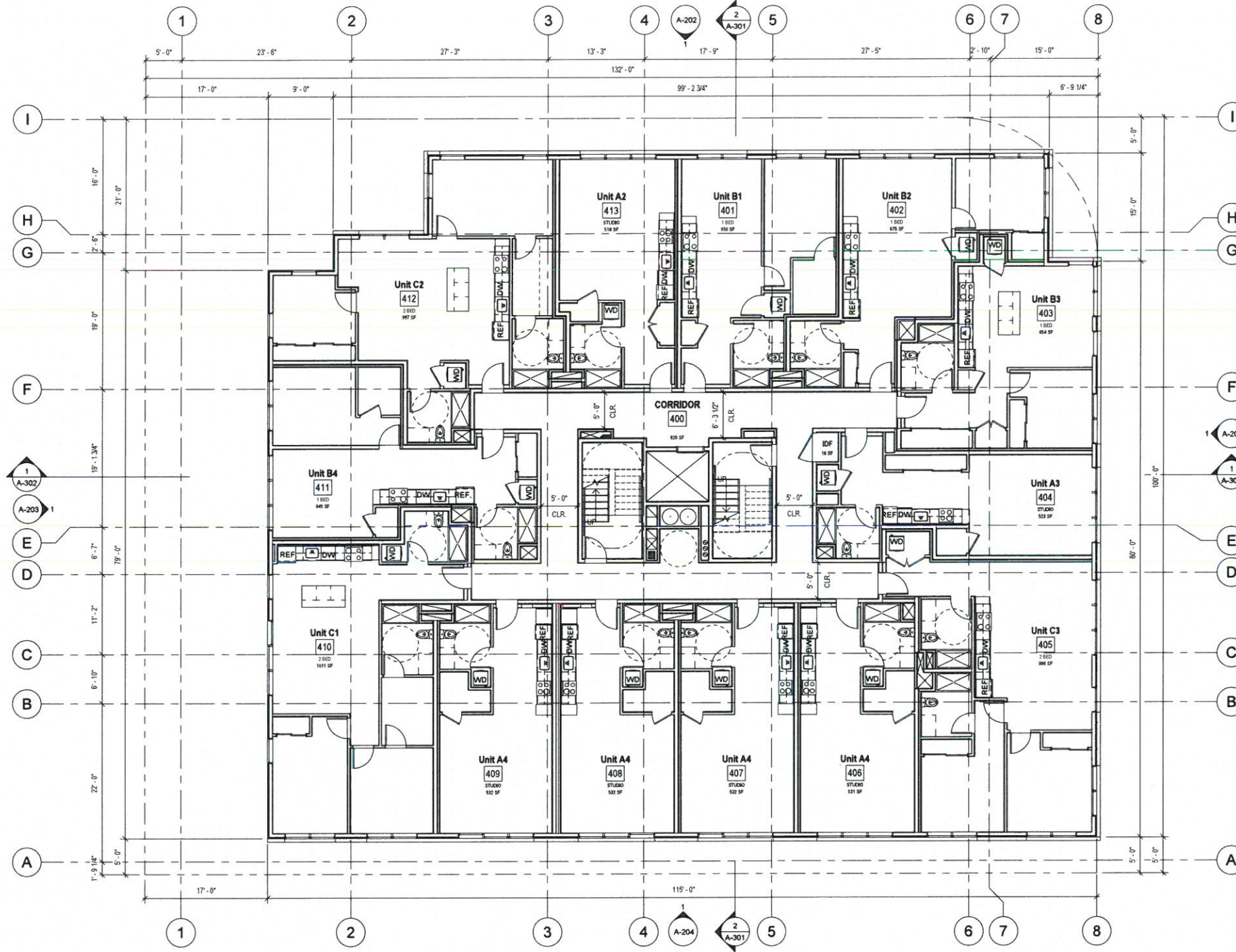
A-107

Scale 1/8" = 1'-0"

EXHIBIT "A"

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UNIT MIX - LEVEL 3



No.	Description	Date

Level 4 SCALE 1/8" = 1'-0" 1

Level	Number	Name	Area	Department
Level 4	401	Unit B1	650 SF	1 BED
Level 4	402	Unit B2	675 SF	1 BED
Level 4	403	Unit B3	654 SF	1 BED
Level 4	411	Unit B4	645 SF	1 BED
Level 4	410	Unit C1	1011 SF	2 BED
Level 4	412	Unit C2	997 SF	2 BED
Level 4	405	Unit C3	986 SF	2 BED
Level 4	413	Unit A2	518 SF	STUDIO
Level 4	404	Unit A3	523 SF	STUDIO
Level 4	407	Unit A4	532 SF	STUDIO
Level 4	409	Unit A4	532 SF	STUDIO
Level 4	406	Unit A4	531 SF	STUDIO
Level 4	408	Unit A4	532 SF	STUDIO

Project number 18012
Date 06/18/19
Drawn by KS
Checked by NR

LEVEL 4 PLAN

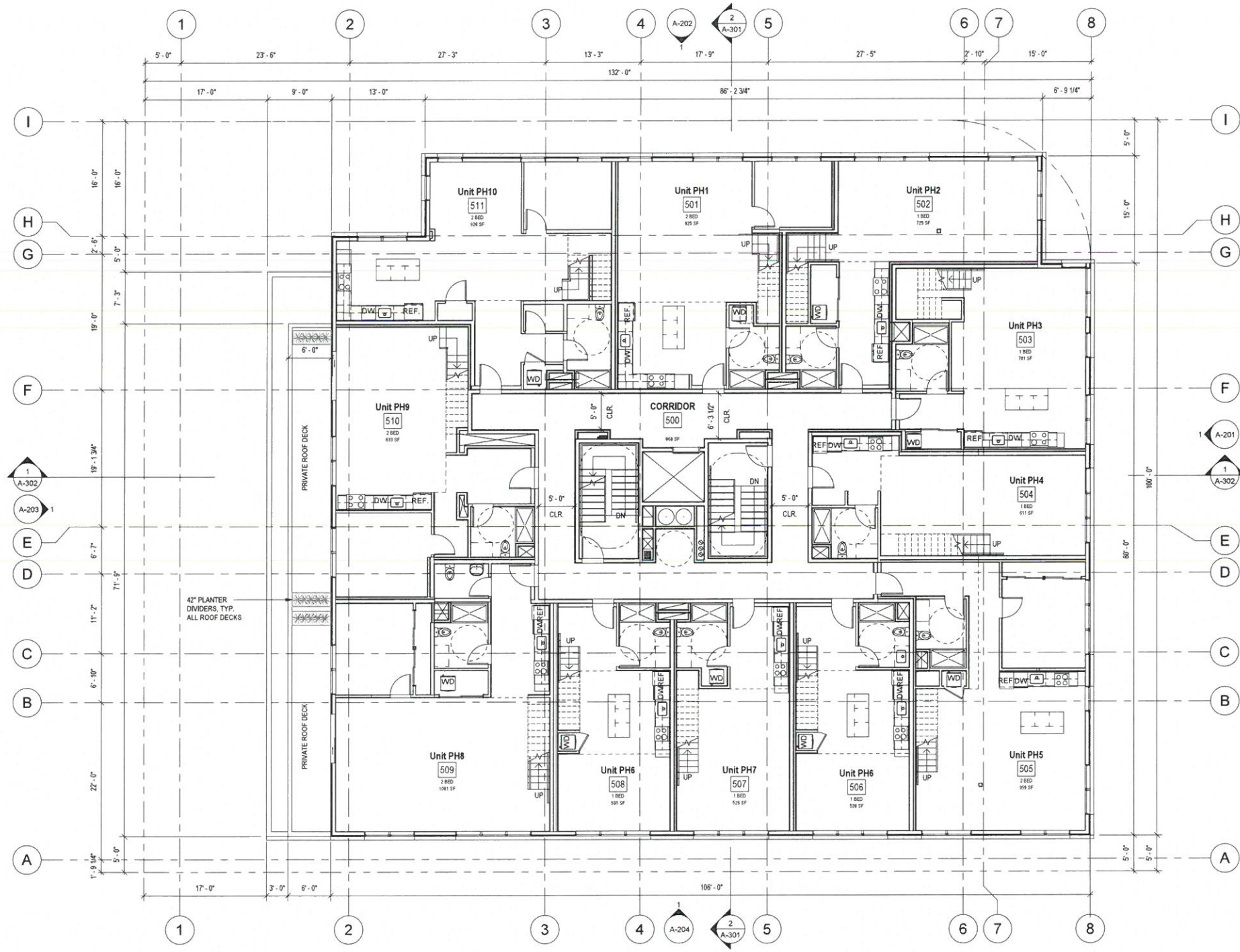
A-108

Scale 1/8" = 1'-0"

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UNIT MIX - LEVEL 4

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No.	Description	Date

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Level 5		SCALE		1	
1/8" = 1'-0"					
Level	Number	Name	Area	Department	
Level 5	502	Unit PH2	725 SF	1 BED	
Level 5	503	Unit PH3	701 SF	1 BED	
Level 5	504	Unit PH4	611 SF	1 BED	
Level 5	506	Unit PH6	526 SF	1 BED	
Level 5	507	Unit PH7	526 SF	1 BED	
Level 5	508	Unit PH8	531 SF	1 BED	
6					
Level 5	501	Unit PH1	825 SF	2 BED	
Level 5	505	Unit PH5	959 SF	2 BED	
Level 5	509	Unit PH9	1081 SF	2 BED	
Level 5	510	Unit PH10	833 SF	2 BED	
Level 5	511	Unit PH10	928 SF	2 BED	
5					
11					

Name	Area Counted Towards Mezzanine	Allowable Mezzanine Area
501	632 SF	211
502	610 SF	203
503	610 SF	203
504	529 SF	176
505	677 SF	226
506	454 SF	151
507	463 SF	154
508	453 SF	151
509	730 SF	243
510	614 SF	205
511	650 SF	217

MEZZANINE CALCULATION

UNIT MIX - LEVEL 5

Project number 18012
Date 06/18/19
Drawn by KS
Checked by NR

LEVEL 5 PLAN
A-109
Scale 1/8" = 1'-0"

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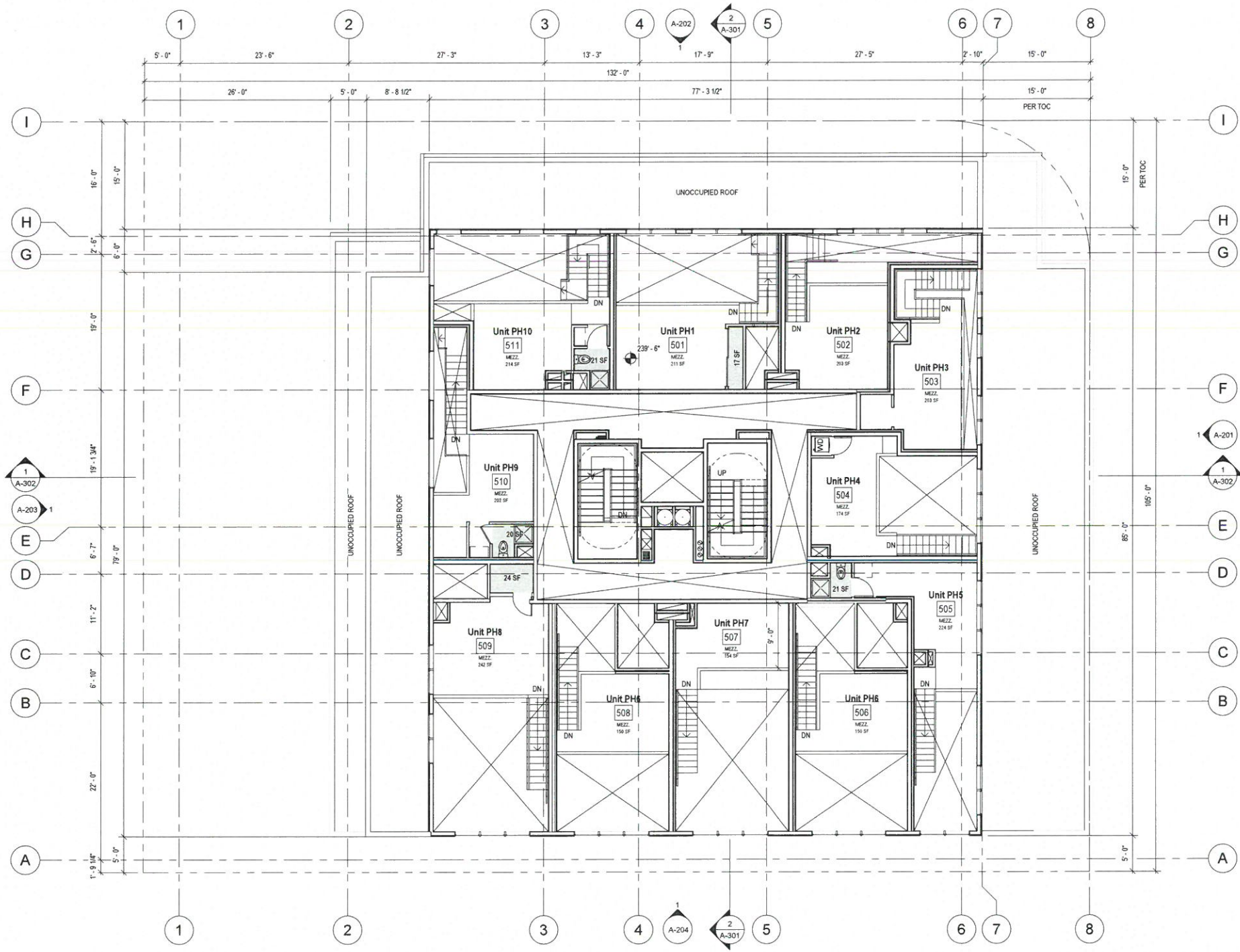


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Name	Area Counted Towards Mezzanine	Allowable Mezzanine Area	Proposed Area
501	632 SF	211	211 SF
502	610 SF	203	203 SF
503	610 SF	203	203 SF
504	529 SF	176	174 SF
505	677 SF	226	224 SF
506	454 SF	151	150 SF
507	463 SF	154	154 SF
508	453 SF	151	150 SF
509	730 SF	243	242 SF
510	614 SF	205	202 SF
511	650 SF	217	214 SF
			2127 SF

FORMULA:
ALLOWABLE MEZZANINE AREA = (AREA COUNTED TOWARDS MEZZANINE) * 3
ENCLOSED AREA (UP TO 50% OF THE FLOOR AREA OF THE MEZZANINE LEVEL MAY BE FULLY ENCLOSED WITH WALLS FOR 2A-311.2.2.1)

MEZZANINE CALCULATION

Level	Number	Name	Area	Department
Mezzanine	501	Unit PH1	211 SF	MEZZ
Mezzanine	502	Unit PH2	203 SF	MEZZ
Mezzanine	503	Unit PH3	203 SF	MEZZ
Mezzanine	504	Unit PH4	174 SF	MEZZ
Mezzanine	505	Unit PH5	224 SF	MEZZ
Mezzanine	506	Unit PH6	150 SF	MEZZ
Mezzanine	507	Unit PH7	154 SF	MEZZ
Mezzanine	508	Unit PH8	150 SF	MEZZ
Mezzanine	509	Unit PH9	242 SF	MEZZ
Mezzanine	510	Unit PH10	202 SF	MEZZ
Mezzanine	511	Unit PH10	214 SF	MEZZ
			2127 SF	

MEZZANINE AREAS

No.	Description	Date

Project number 18012
Date 06/18/19
Drawn by KS
Checked by NR

MEZZANINE PLAN

A-110
Scale As indicated

THE WESTWOOD

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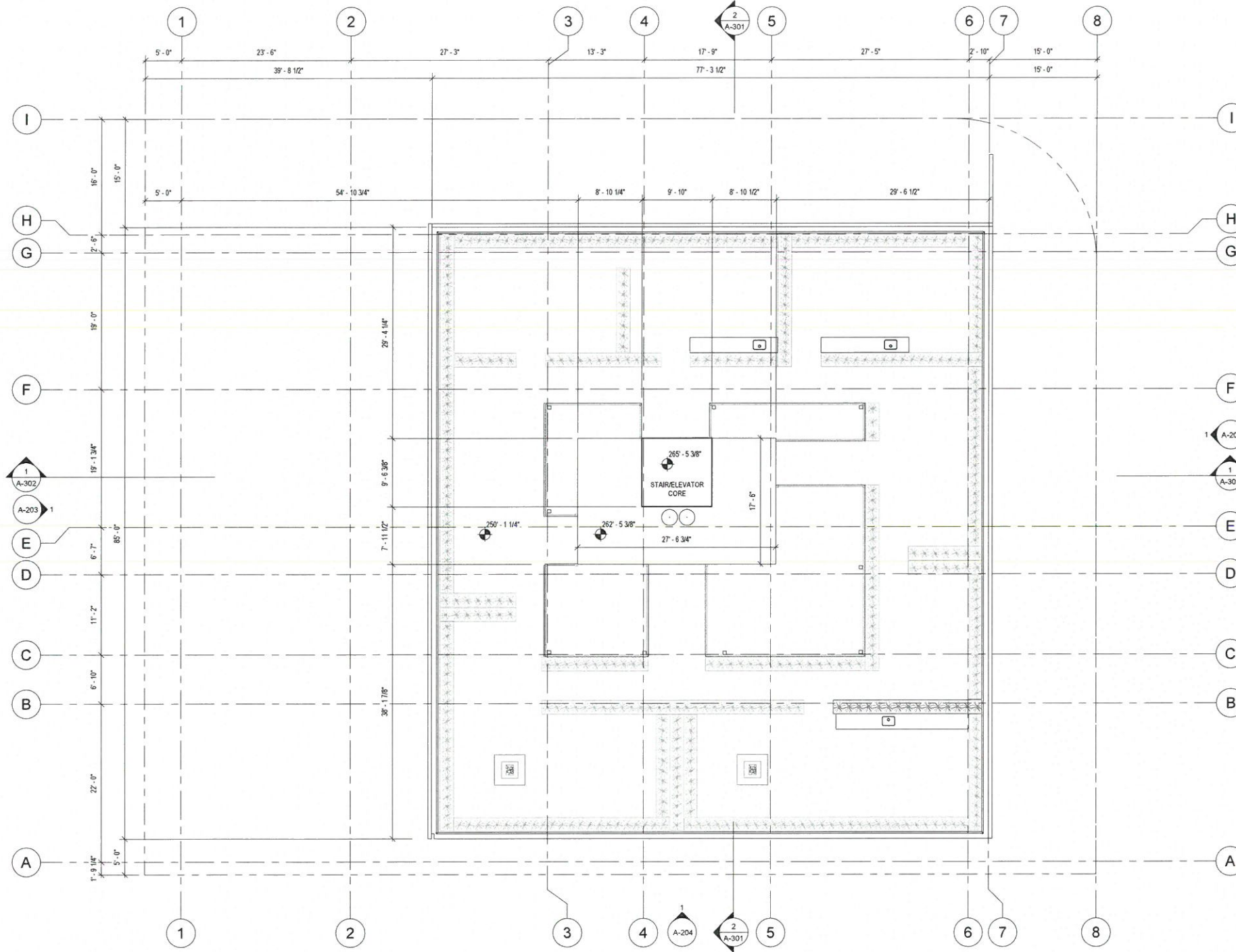
No.	Description	Date

Project number 18012
Date 06/18/19
Drawn by KS
Checked by NR

HIGH ROOF PLAN

A-112

Scale 1/8" = 1'-0"



High Roof SCALE 1/8" = 1'-0" 1

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Northeast Elevation - Westwood Blvd.

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

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No.	Description	Date

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BUILDING ELEVATIONS

A-201

Scale 1/8" = 1'-0"

THE WESTWOOD

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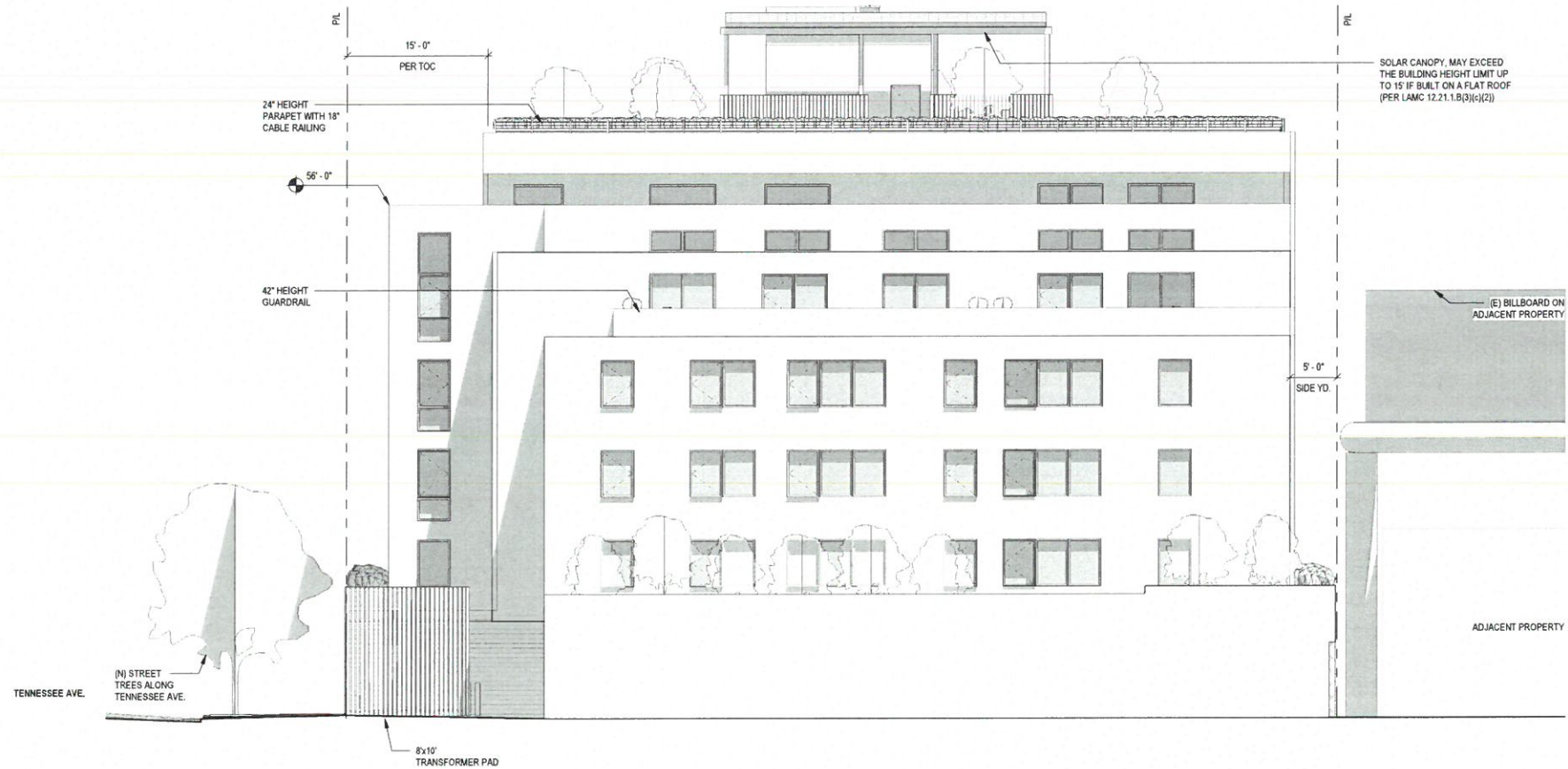
STRUCTURAL ENGINEER:
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Southwest Elevation - Rear of Parcel

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

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No.	Description	Date

Project number: 18012
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Drawn by: KS
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BUILDING ELEVATIONS

A-203

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

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RILEY

THE WESTWOOD

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Southeast Elevation - Interior Side of Parcel

SCALE
1/8" = 1'-0"

1

EXHIBIT "A"
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Case No. DIR-2018-679-TOC-WD1

FOR APN / PARCEL ID(S): 4322-003-013

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

LOTS 1 AND 2 IN BLOCK 45 OF TRACT NO. 5409 IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 65 PAGES 72 AND 73 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

LEGAL DESCRIPTION

No.	Description	Date

Project number 18012
Date 06/18/19
Drawn by Author
Checked by Checker

BUILDING ELEVATIONS

A-204

Scale 1/8" = 1'-0"

THE WESTWOOD

2301-2311 Westwood Blvd.
Los Angeles, CA 90064

OWNER:
The Westwood LLC
2020 Cotner Ave.
Los Angeles, CA 90025
310.447.2020

ARCHITECT:
Riley Architects
8805 Venice Blvd, Ste 302
Los Angeles, CA 90034
310.935.1516

STRUCTURAL ENGINEER:
Holmes Structures
523 West 6th Street, Suite 1122
Los Angeles, CA 90014
213.481.5530

SURVEYOR:
M & M & Co.
26074 Avenue Hill, Suite 12
Santa Clarita, CA 91355
818.891.8100

MEP ENGINEER:
Davidovich & Associates
4160 Bristol Parkway, Suite 300
Culver City, CA 90232
310.348.5101

CIVIL ENGINEER:
GM Engineering
6634 Valjean Avenue
Van Nuys, CA 91406
818.908.1824

GEOTECHNICAL ENGINEER:
Applied Earth Sciences
4742 San Fernando Road
Glendale, CA 91204
818.552.6000



No.	Description	Date

Project number: 18012
Date: 06/18/19
Drawn by: KS
Checked by: NR

BUILDING SECTIONS

A-301

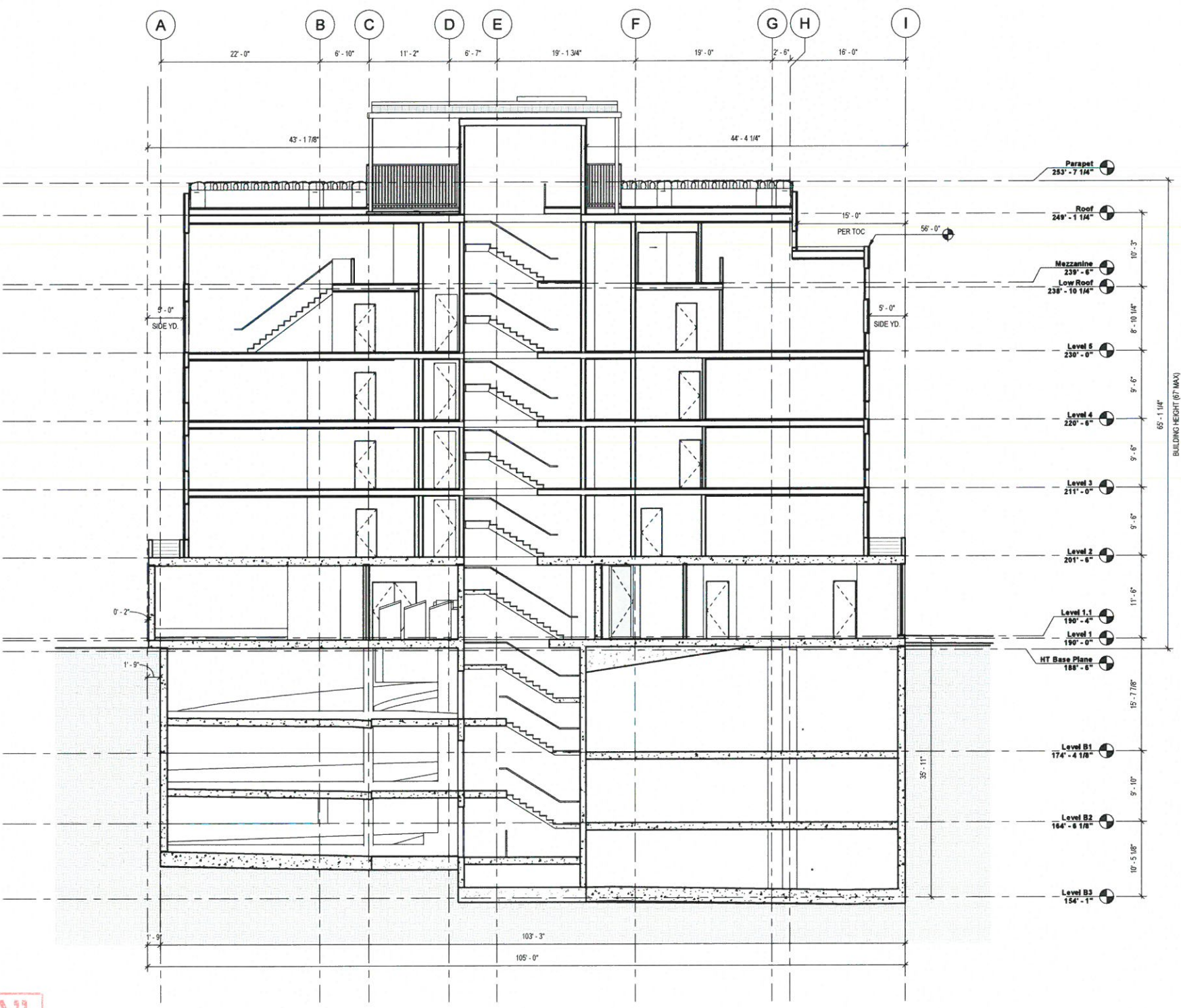


EXHIBIT "A"
Page No. 25 of 28
Case No. DIR - 2018-6719-TOC-WD1



No.	Description	Date

Project number 18012
Date 06/18/19
Drawn by KS
Checked by NR

BUILDING SECTIONS

A-302

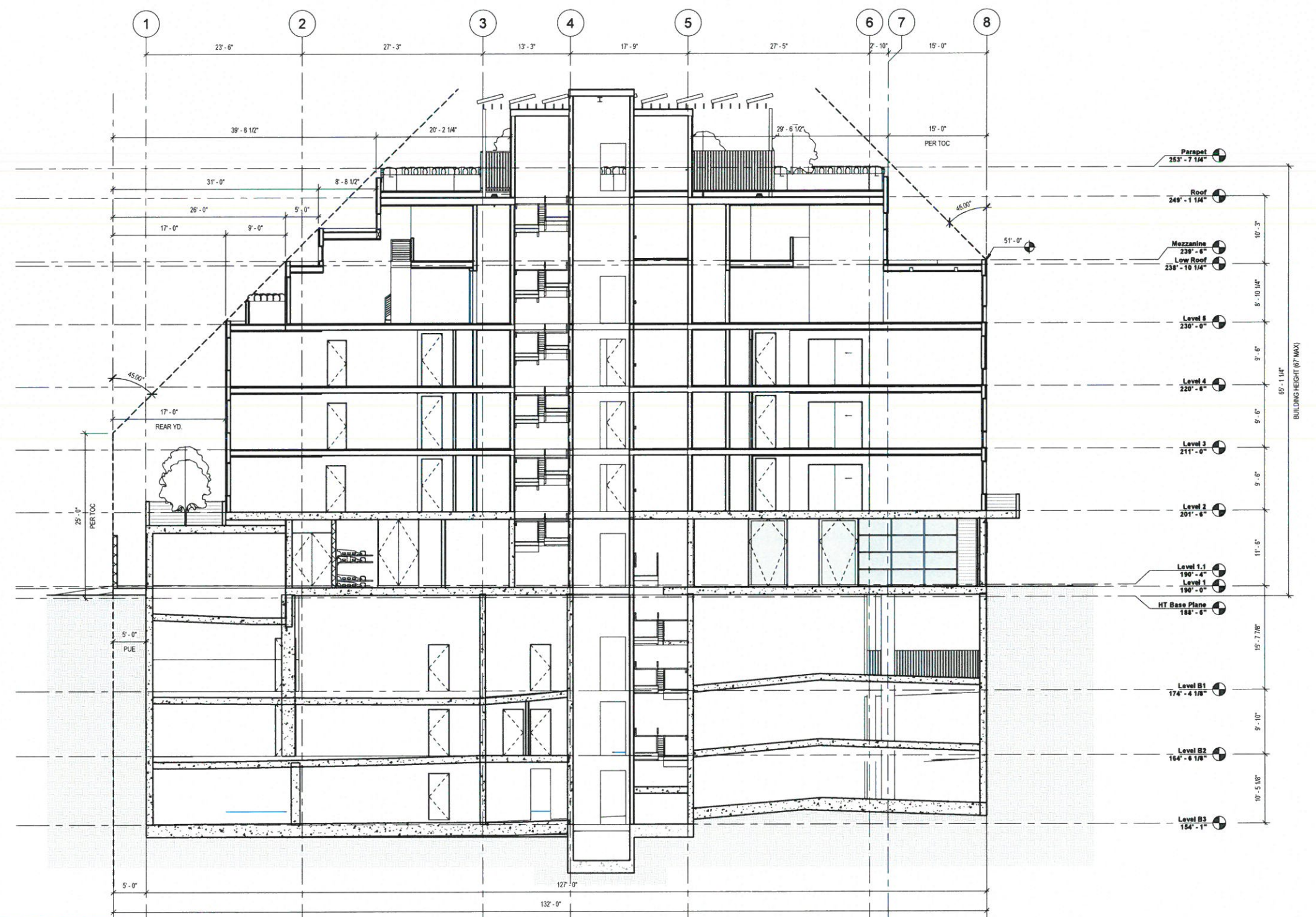


EXHIBIT "A"
Page No. 26 of 28
Case No. DIR-2018-6719-TOC-WDI

2301-2311 Westwood Blvd.
Los Angeles, CA 90064

OWNER:
The Westwood LLC
2020 Cotner Ave.
Los Angeles, CA 90025
310.447.2020

ARCHITECT:
Riley Architects
8800 Venice Blvd., Ste 302
Los Angeles, CA 90034
310.935.1518

STRUCTURAL ENGINEER:
Holmes Structures
523 West 6th Street, Suite 1122
Los Angeles, CA 90014
213.481.5630

SURVEYOR:
M & M & Co.
28074 Avenue Hill, Suite 12
Santa Clarita, CA 91355
818.851.9100

MEP ENGINEER:
Davidovich & Associates
6150 Bristol Parkway, Suite 300
Culver City, CA 90232
310.348.5101

CIVIL ENGINEER:
OM Engineering
6634 Van Ness Avenue
Van Nuys, CA 91405
818.908.1824

GEO TECHNICAL ENGINEER:
Applied Earth Sciences
4742 San Fernando Road
Glendale, CA 91204
818.552.6000



No.	Description	Date

Project number 18012
Date 06/18/19
Drawn by KS
Checked by NR

BUILDING SECTIONS

A-303

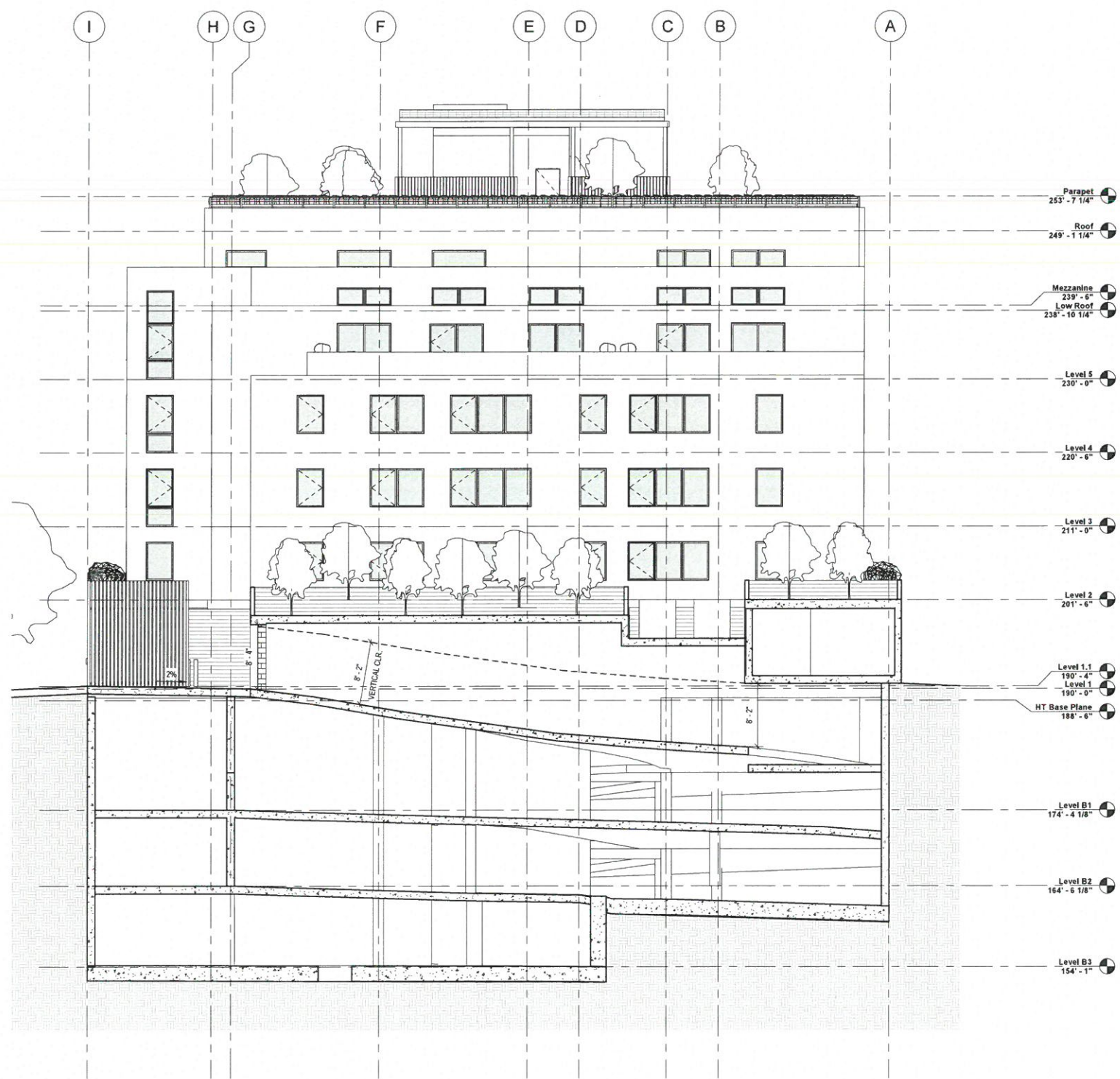
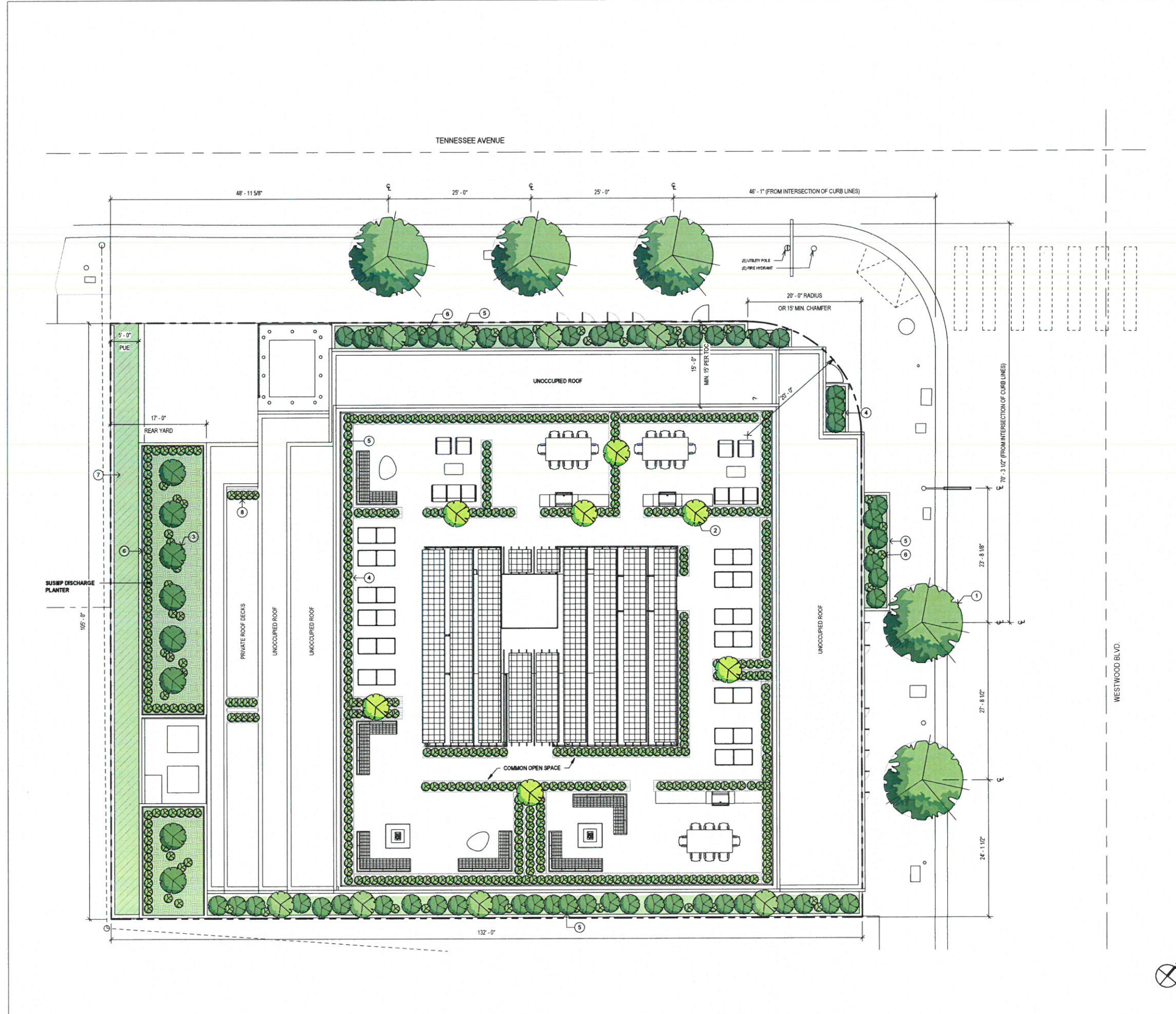


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 Page No. 27 of 28
 Case No. DIR-2018-6719-TOC-WD1

Section Through Garage Entry SCALE 1/8" = 1'-0"

7/26/2019 7:20:54 PM



Area Schedule (Landscape Areas)		
ROOF PLANTER	LANDSCAPED (TO BE COUNTED TOWARD MIN. LANDSCAPED COMMON OPEN SPACE REQUIRED)	1235 SF
Area Schedule (Common Open Space Areas)		
ROOF DECK	COMMON OPEN SPACE	4743 SF

REGULATORY REQUIREMENTS:
 REQUIRED: A MINIMUM OF 20% OF COMMON OPEN SPACE AREA SHALL BE PLANTED WITH GROUND COVER, SHRUBS, OR TREES.
 PROVIDED: (4.72 SF x 20% = 1.18 SF)
 1.29 SF = 1.18 SF (COMPLIES)

REQUIRED: (1) 2" BKA TREE FOR EVERY FOUR DWELLING UNITS (24 UNITS / 4 = 11 TREES. DOES NOT INCLUDE STREET TREES)
 PROVIDED: 5 STREET TREES
 7 ACCENT TREES ON ROOF
 1 ACCENT TREE ON LEVEL 2
 13 TREES TOTAL

Keynote Legend

- Street Tree: Podocarpus macrophyllus (street trees proposed per Division of Urban Forestry minimum spacing requirements, potential for changes as determined by Urban Forestry)
- Accent Tree: Mexican Palo Verde
- Accent Tree: Podocarpus macrophyllus
- Planter: 30" Height
- Tall Ornamental Grasses/Shrubs: 18"-24"
- Low Ornamental Grasses/Shrubs: 6"-12"
- Groundcover
- Planter: 42" Height

RILEY

THE WESTWOOD

2301-2311 Westwood Blvd.
 Los Angeles, CA 90024

OWNER:
 The Westwood LLC
 2020 Cotner Ave.
 Los Angeles, CA 90025
 310.448.2020

ARCHITECT:
 Riley Architects
 8800 Venice Blvd. Ste 302
 Los Angeles, CA 90034
 310.935.1516

STRUCTURAL ENGINEER:
 Holmes Structures
 523 West 8th Street, Suite 1122
 Los Angeles, CA 90014
 213.481.5830

SURVEYOR:
 M & M S Co.
 29074 Avenue Hill, Suite 12
 Santa Clarita, CA 91355
 818.891.9100

M/E/P ENGINEER:
 Davidson & Associates
 6150 Brand Parkway, Suite 300
 Culver City, CA 90232
 310.348.5101

CIVIL ENGINEER:
 CM Engineering
 6834 Vialon Avenue
 Van Nuys, CA 91408
 818.908.1824

GEO TECHNICAL ENGINEER:
 Applied Earth Sciences
 4742 San Fernando Road
 Chatsworth, CA 91324
 818.552.5000

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No.	Description	Date

Project number: 18012
 Date: 06/18/19
 Drawn by: KS
 Checked by: NR

LANDSCAPE PLAN

L-001

Scale: As indicated

Site Plan - Landscape Plan SCALE 1/8" = 1'-0" 1

Landscape Palette SCALE 1/16" = 1'-0"

EXHIBIT B

DIRECTOR OF PLANNING

LETTER OF DETERMINATION

DIR-2018-6719-TOC-WDI

DEPARTMENT OF
CITY PLANNING
COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

VAHID KHORSAND
VICE-PRESIDENT

DAVID H. J. AMBROZ
CAROLINE CHOE
HELEN LEUNG
KAREN MACK
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN

CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR

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

VINCENT P. BERTONI, AICP
DIRECTOR

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

TRICIA KEANE
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

**DIRECTOR'S DETERMINATION
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM
WAIVER OF STREET DEDICATION AND IMPROVEMENTS**

August 1, 2019

Applicant

The Westwood LLC
2020 Cotner Ave.
Los Angeles, CA 90025

Owner

Alexis Golbahar Childs Trust,
Amanda Golbahar Childs Trust
2020 Cotner Avenue
Los Angeles, CA 90025

Representative

Noah Riley
Riley Projects 8800 Venice Blvd.
Suite 302
Los Angeles, CA 90034

Case No. DIR-2018-6719-TOC-WDI

CEQA: ENV-2018-6720-CE

Location: 2301 S. Westwood Blvd.

Council District: 5 - Koretz

Community Plan Area: West Los Angeles

Land Use Designation: Neighborhood Commercial

Zone: C4-1VL-POD

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

Last Day to File an Appeal: August 16, 2019

DETERMINATION – Transit Oriented Communities Affordable Housing Incentive Program

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

DETERMINE, based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

APPROVE a **Transit Oriented Communities Compliance Review** for a project totaling 50 dwelling units and 6,507 sf of ground floor commercial space, reserving five (5) units for Extremely Low Income, with the following requested incentives:

1. **Height.** A 22-foot increase in the building height, allowing 67 feet in lieu of the maximum 45 feet, and 2 additional stories, allowing 5 stories in lieu of the 3 stories otherwise allowed by the C4-1VL-POD Zone;

2. **Yard/Setback.** A reduction in the required side yards, allowing 5 feet per the RAS3 zone in lieu of the 8-foot side yard setbacks otherwise required; and
3. **Open Space.** A 25 percent reduction in the open space requirement, allowing 4,013 square feet in lieu of the 5,350 square feet otherwise required;

Pursuant to Los Angeles Municipal Code (LAMC) Section 12.37-I.3, I have reviewed the proposed Project and as the designee of the Director of Planning, I hereby APPROVE:

A Waiver of Street Dedication and Improvement of three (3) feet on Tennessee Avenue.

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

CONDITIONS OF APPROVAL

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, West/South/Coastal Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
2. **Residential Density.** The project shall be limited to a maximum density of 50 residential units per Exhibit "A."
3. **Affordable Units.** A minimum of five (5) units, that is 10 percent On-Site Restricted Affordable Units, shall be reserved for Extremely Low Income Households as defined in Section 50106 of the California Health and Safety Code. The Transit Oriented Communities Affordable Housing Incentive Program Guidelines also requires a Housing Development to meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by the Department of Housing and Community Investment (HCIDLA) prior to the issuance of any building permit. Replacement housing units required per this section may also count towards other On-Site Restricted Affordable Units requirements.
4. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A.31 and comply with the Transit Oriented Communities Affordable Housing Incentive Program Guidelines adopted by the City Planning Commission.
5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make five (5) units for Extremely Low Income Households for rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The Applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with any monitoring requirements established by the HCIDLA. Refer to the Transit Oriented Communities Affordable Housing Incentive Program Background section of this determination.
6. **Floor Area Ratio (FAR).** The project shall be limited to a floor area ratio of 3.75:1 per Exhibit "A."
7. **Height.** The project shall be limited to five (5) stories (includes Mezzanine level, which is not considered a story per ZA 2019-2359(ZAI)) and a maximum 67 feet in height. Per Exhibit "A":
 - a. Any portion of the building along the Westwood Boulevard frontage above 51 feet in height, including the roof and roof structure, shall be set back from the front lot line at a 45-degree angle, for a horizontal distance of not less than 15 feet from the exterior façade of the Ground Floor.

- b. Any portion of the building along the Tennessee Avenue frontage above 56 feet in height shall be set back at least 15 feet from the exterior face of the Ground Floor.
8. **Transitional Height.** The building height limit shall be stepped-back at a 45-degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the R1-1 Zone.
9. **Yard/Setback.** The northerly and southerly side yard setbacks shall be no less than five (5) feet at the first residential level per Exhibit "A." The commercial front yard shall be zero (0) feet and the commercial rear yard shall be five (5) feet per Exhibit "A." The rear yard at the first residential level shall be no less than 17 feet.
10. **Open Space.** The project qualifies for a 25 percent reduction in the required amount of open space. The project shall provide a minimum of 4,013 square feet of open space per Exhibit "A." The common open space shall meet the requirements of LAMC Section 12.21 G per the satisfaction of the Department of Building and Safety.
11. **Automobile Parking.**
 - a. **Residential Parking.** Based upon the number of dwelling units proposed, a minimum of twenty-five (25) residential automobile parking spaces shall be provided for the project. Automobile parking shall be provided consistent with TOC Guidelines. Parking for all residential units in an Eligible Housing Development for a Tier 3 project shall not be required to exceed one-half (.5) space per unit.
 - b. **Nonresidential Parking.** Parking for the Ground-floor Nonresidential uses shall be provided consistent with Los Angeles Municipal Code and TOC Guidelines for a Tier 3 project, which may be reduced up to 30%.
12. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21 A.16.
13. **Landscaping.** The landscape plan shall indicate landscape points for the project equivalent to 10% more than otherwise required by LAMC 12.40 and Landscape Ordinance "Guidelines O." All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.
14. **Street Trees.** Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. Parkway tree removals shall be replanted at a 2: 1 ratio All street tree plantings shall be brought up to current standards.
15. **Westwood/Pico Neighborhood Overlay District (POD).** The Department of Building and Safety shall not issue a building permit for the Project unless the Project conforms to all of the applicable provisions of the Westwood/Pico Neighborhood Overlay District, Ordinance No. 171,859.

STREET STANDARDS

16. **Waiver of Dedication and Improvement.** A three-foot dedication and half-roadway widening shall not be required for the length of Tennessee Ave. adjoining the project site to the northwest. No other waivers of the Bureau of Engineering required dedications or improvements have been requested or approved.

Administrative Conditions

17. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved." A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.
18. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
19. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
20. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
21. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

22. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

BACKGROUND

Subject Property

The project site, located at 2301 S. Westwood Boulevard, is a corner lot fronting Westwood Blvd. at the intersection of Tennessee Avenue. The project site occupies two regularly shaped and flat lots developed with a two-story, partially completed, commercial building. The project lots are 55 and 50 feet wide, for a cumulative width of 105 feet and a depth of 135 feet, consistent with the lot width requirements of the C4 Zone. The project site is not located within a Fault Zone, Liquefaction Zone, Landslide Area, Very High Fire Severity Zone, or a Methane Zone. The project site is in a Special Grading Area (BOE Basic Grid Map A-13372), is proposing to haul 16,357 cubic yards of dirt, and will require a Haul Route. There are no known designated historic resources or cultural monuments on the subject site.

The project abuts R1-1 zoned properties to the rear, which are developed with one-story single-family residences. The existing two-story commercial property maintains a zero foot rear yard setback along the abutting R1-1 zone. The properties adjoining the project site along Westwood Blvd. are developed with two-story commercial businesses, retail, and offices.

The project proposes the demolition of the existing two-story commercial building and the construction of a new 5-story with mezzanine, 50,394 sf, maximum 67 feet in height, mixed-use apartment building consisting of fifty (50) units and 6,507 sf ground floor commercial space. Three levels of subterranean parking are proposed consisting of 71 parking spaces. Residential parking will be provided at a ratio of .5 spaces per unit, consistent with the TOC Guidelines.

There are zero (0) trees on the project site, this includes protected or significant trees, and therefore a tree report was not required. However, there is currently one significant City of Los Angeles Street Tree, a Podocarpus macrophyllus, located in the parkway perimeter of the site. Significant is considered an 8" trunk diameter and greater. The Podocarpus macrophyllus is scheduled for removal and is conditioned to be replaced to the satisfaction of the Urban Forestry Division of the Bureau of Street Services.

The project was reviewed as required under Section 12.37 of the Los Angeles Municipal Code and the Bureau of Engineering R3 Investigation letter, dated May 10, 2019, requires dedications and improvements on Westwood Blvd. and Tennessee Ave. The project is seeking a partial waiver of dedication and improvement of 3 feet on Tennessee Ave. through the authorizing Los Angeles Municipal Code Section 12.37.

Zoning and Land Use Designation

The site is zoned C4-1VL-POD and has a General Plan Land Use Designation of Neighborhood Commercial. The C4 Zone allows residential density of the R4 Zone and area requirements at the first residential level. The project site is located in the West Los Angeles Community Plan area and the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP, Ordinance 171,492). The Project is subject to Department of Transportation clearance of the WLA TIMP.

The Westwood/Pico Neighborhood Overlay District (NOD) was enacted through Ordinance 171,859, effective January 24, 1998. The NOD established the POD suffix on the project site. The NOD is a Supplemental Use District per LAMC Section 13.07. Projects in the NOD require a clearance from the Department of City Planning prior to the issuance of any permit for construction, relocation, addition, change of use, or exterior alteration of a building facade facing Westwood Boulevard, Pico Boulevard or Overland Avenue (Z.I. NO. 2256).

LAMC Section 13.07-E,5(a) limits the base height of projects in the NOD to 40 feet. If the underlying zone otherwise permits a height in excess of 40 feet, then any portion of the building

above 40 feet in height, including the roof and roof structure, shall be set back from the front lot line at a 45 degree angle, for a horizontal distance of not less than 20 feet. Therefore, the project's base height along Westwood Blvd. is limited to 40 feet and along Tennessee Ave. is limited to 45 feet. The TOC Height Incentive allows an additional 22 feet in height, over the base height, for a Tier 3 project. This increase in height is applicable over the entire parcel regardless of the number of underlying height limits. The additional 22 feet would allow the subject site a maximum height of 62 feet along the front lot line and maximum height of 67 feet for the remainder of the site. However, the TOC Height Exception applies to projects located on lots with a height limit of 45 feet or less, and requires any height increases over 11 feet to be stepped-back at least 15 feet from the exterior face of the Ground Floor of the building located along any street frontage. The project is on a corner lot and will comply with the TOC Height Exception on Westwood Blvd. with a height of 51 feet and a 15 foot step back from the exterior face of the building's ground floor and on Tennessee Ave. with a height of 56 feet and a 15 foot step back from the exterior face of the building's ground floor.

Transit Oriented Communities

The project qualifies for the Transit Oriented Communities ("TOC") Affordable Housing Incentive Program, which allows a variety of incentives for increased density, height, and floor area, among others, for Eligible Housing Projects. Measure JJJ was adopted by the Los Angeles City Council and established the TOC Affordable Housing Incentive Program. The measure required that the Department adopt a set of TOC Guidelines, which establish incentives for residential or mixed use projects located within ½ mile of a major transit stop, as defined under existing State law.

The TOC Guidelines, adopted September 22, 2017 and amended on February 26, 2018, establish a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

The subject site is located within 2,640 feet from the Metro Expo Line-Westwood/Rancho Park Station, and is eligible as a Tier 3 development in the Transit Oriented Communities Affordable Housing Incentive Program Guidelines, as indicated on the revised TOC Referral Form dated March 11, 2019.

Tier 3 Base Incentives require On-Site Restricted Affordable Units at the rate of 10% for Extremely Low Income, 14% for Very Low Income, or 23% for Lower Income, of the total number of units. Three Additional Incentives may be granted for projects that include at least 11% of the base units for Extremely Low Income Households. The applicant is proposing five (5) Extremely Low Income units, consistent with the Base Incentive requirements, and which make the project eligible for three Additional Incentives.

The project is eligible for the following Tier 3 Base Incentives, which are granted by-right for eligible TOC projects:

- a. **Density.** Increase the maximum allowable number of dwelling units permitted by up to 70 percent.

The C4 Zone allows for a maximum residential density consistent with the R4 Zone requirements of one dwelling unit per 400 sf of lot area. The combined subject lots total 14,189.4 sf, for a maximum base density of 36 units. Los Angeles Municipal Code allows 35 units by-right, however, the TOC Guidelines round base density up to the next whole

number. The maximum allowed density for the subject site under the Tier 3 Density Incentive would be 62 units. The project is proposing 50 units.

- b. **Floor Area Ratio.** Percentage increase in commercial zones resulting in at least a 3.75:1 FAR.

In commercial zones in Height District 1, the Los Angeles Municipal Code provides for a maximum FAR of 1.5:1. Los Angeles Municipal Code Section 12.03 states that "Buildable Area" in commercial zones has the same meaning as lot area. The project has a by-right floor area of 21,284.1 sf. The TOC Guideline allows a maximum floor area of 53,210 sf, and the project is proposing 50,394 sf, which is consistent with the TOC requirements.

- c. **Residential Parking.** Parking for all residential units in an Eligible Housing Development for a Tier 3 project shall not be required to exceed one-half space per unit.

- d. **Nonresidential Parking.** Up to a 30% reduction in the nonresidential parking requirement

Pursuant to the TOC Guidelines, the project is eligible for, and has been granted three (3) Tier 3 Additional Incentives to construct the proposed project:

- a. **Yard/Setback.** Any or all of the yard requirements for the RAS3 zone per LAMC 12.10.5 with the exception that yard reductions cannot be applied along any property line that abuts an R1 or more restrictive residential zoned property. The proposed project abuts an R1 zoned property to the rear and complies with the R4 rear yard requirements at the first residential level (2nd floor), providing a 17 foot rear yard setback.

There is not a required rear yard setback in the C4 zone for commercial uses; however, the applicant is providing a 5-foot setback for a Public Utilities Easement.

The front and side yards are consistent with the RAS3 yard incentive. The project is providing 5-foot side yards for the first residential level. The RAS3 Zone requires the front yard setback to be 5 feet or the average of adjoining buildings. The adjoining building has a setback of zero feet (consistent with POD Development Regulations) and the project is consistent.

- b. **Open Space.** A 25 percent reduction from the open space requirement, allowing 4,013 square feet in lieu of 5,350 square feet.
- c. **Height Incentives.** A 22-foot increase in the building height, allowing a maximum 67 feet in lieu of the 45 feet otherwise allowed by the C4-1VL-POD zone.

The table below provides a summary of the relevant and underlying LAMC provisions for the subject property and requested TOC Base and Additional Incentives:

Incentives	Otherwise Allowed/Required	TOC Guidelines	Proposed
Density	35 units	62 units	50 units
FAR	1.5	3.75	3.75
Residential Parking Spaces	67	25	25
Nonresidential Parking Spaces	62	44	46
Open Space	5,350 sf	4,013 sf	4,843 sf
Height	45' and 40' (along Front Lot Line)	67'	65'-1 ¼"

Yard Incentives	Otherwise Required	TOC Guidelines	Proposed
Commercial Front	0'	0'	0'
Commercial Rear	0'	0'	5'
Commercial Side	0'	0'	0'
Residential Front	15'	0'	0'
Residential Rear	17'	17'	17'
Residential Side	8'	5'	5'

Housing Replacement

The TOC Guidelines require a Housing Development to meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by the Department of Housing and Community Investment (HCIDLA) prior to the issuance of any building permit. California Government Code Section 65915(c)(3), as amended by Assembly Bill 2222 and 2556, requires applicants of Density Bonus projects to demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households. Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated November 26, 2018, AB 2556 does not apply to commercial properties and no AB 2556 affordable replacement units are required (provisional and subject to verification by HCIDLA's Rent Division). The project satisfies the TOC Affordable Housing requirement by providing five (5) units restricted to Extremely Low Income households. This is reflected in the Conditions of Approval.

Right-of-Way

Tennessee Avenue, adjoining the property to the northwest, is designated a Collector Street by Mobility Plan 2035 and has a designated Right-of-Way Width of 66 feet (33 feet half Right-of-way) and Roadway Width of 40 feet (20 feet half Roadway). The existing half Right-of-Way is improved to a width of 30 feet and the half Roadway is improved to a width of 15 feet.

Westwood Boulevard, adjoining the property to the northeast, is designated an Avenue II by Mobility Plan 2035 and has a designated Right-of-Way Width of 86 feet (43 feet half Right-of-way) and Roadway Width of 56 feet (28 feet half Roadway). The existing half Right-of-Way is improved to a width of 40 feet and the half Roadway is improved to a width of 30 feet.

FINDINGS

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

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

1. Pursuant to Section 12.22 A.25(g) of the LAMC, the Director shall approve a density bonus and requested incentive(s) unless the director finds that:
 - a. *The incentives are not required to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.*

The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate-income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed a predetermined percentage of income based on area median income thresholds dependent on affordability levels.

The list of on-menu incentives in the TOC Guidelines were pre-evaluated at the time the Transit Oriented Communities Affordable Housing Incentive Program Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project. Therefore, the site and project qualify for the TOC Affordable Housing Incentive Program as an Eligible Housing Development, and is eligible for the incentives granted therein.

Increased Height:

A restriction on height could limit the ability to construct the additional residential dwelling units, and specifically the Restricted Affordable Units. The project is financially feasible because of the increased flexibility the incentives allow the applicant in the building envelope.

Base Height + Incentive

The applicant has requested a Tier 3 Height Incentive, which allows for two additional stories up to 22 additional feet. The C4-1VL zone allows for a maximum height of 45 feet and three stories for mixed-use buildings. Therefore, the Tier 3 Height Incentive would allow a maximum height of 67 feet and five stories. The project is within that envelope at 65'-1 ¼" and 5-stories (the mezzanine does not qualify as a story per ZA 2019-2359(ZAI)) and is consistent with the TOC guidelines.

TOC Height Exception

The TOC Height Exception applies to projects located on lots with a height limit of 45 feet or less. The Exception requires any height increases in excess of the first 11 feet above the base height to be stepped-back a minimum of 15 feet from the exterior face of the Ground Floor building along any street frontage.

The project site is in a C4-1VL-POD Zone, with a height limit of 45 feet. In addition, the NOD and LAMC 13.07-E,5(a) limit the base height to 40 feet along the front lot line, and require additional height, including the roof and roof structure, to be set back from the front lot line at a 45 degree angle, for a horizontal distance of not less than 20 feet.

Therefore, along Westwood Blvd., the project is stepped back after the first 11 feet of height increase over the base height of 40 feet, beginning at 51 feet. The project complies with the required 15-foot setback from the exterior face of the building.

Along Tennessee Avenue, the subject site is only subject to the TOC Exception and not the NOD requirement, as the Tennessee Ave. frontage is not the front lot line. Therefore, the base height along Tennessee Ave. is 45 feet. The height along Tennessee may extend to 56 feet and is then required to step-back a minimum of 15 feet before utilizing the additional remaining height incentive. The project is consistent with the TOC Exception requirement.

Transitional Height

The project is also utilizing the Transitional Height Incentive. The rear of the building is stepped-back at a 45-degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in R1 Zone to the rear of the property. The provided Transitional Height is consistent with the TOC Guidelines.

Reduced Yard/Setback:

Per the TOC Guidelines, in any commercial zone, Eligible Housing Developments may utilize any or all of the yard requirements for the RAS3 zone per LAMC 12.10.5. However, the yard reduction cannot be applied along any property line that abuts an R1 or more restrictive residential zoned property. Because the proposed project abuts an R1 zoned property to the rear it cannot utilize a reduction in the rear yard and is therefore complying with the R4 rear yard requirements at the first residential level (2nd floor), and providing a 17 foot rear yard setback. The project is providing 5-foot side yards for the first residential level, consistent with the RAS3 yard incentive.

The requested incentive is necessary to provide the affordable housing costs as defined in California Health and Safety Code Section 50052.5, or Section 50053 for rents for the affordable units. The RAS3 yard setback is necessary to build the affordable housing units provided.

Reduced Open Space:

The applicant has requested a 25% reduction in the LAMC Code Section 12.21-G required open space of 5,350 sf, resulting in 4,013 sf of required open space. The project is providing 4,843 sf of open space, consistent with the TOC Incentives. Common open space will be provided in the form of a common roof deck with seating, a lounge area, outdoor dining area, and landscaping per Exhibit "A," and is conditioned to meet the requirements of LAMC Section 12.21 G to the satisfaction of the Department of Building and Safety. The requested incentive will allow the developer to reduce open space requirements so the affordable housing units reserved for Extremely Low Income Households can be constructed and the overall space dedicated to residential uses increased.

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

There is no evidence in the record that the proposed incentive will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). The finding that there is no evidence in the record that the proposed incentive(s) will have a specific adverse impact is further supported by the recommended CEQA finding. The findings to deny an incentive under Density Bonus Law are not equivalent to the findings for determining the existence of a significant unavoidable impact under CEQA. However, under a number of CEQA impact thresholds, the City is required to analyze whether any environmental changes caused by the project have the possibility to result in health and safety impacts. For example, CEQA Guidelines Section 15065(a)(4), provides that the City is required to find a project will have a significant impact on the environment and require an EIR if the environmental effects of a project will cause a substantial adverse effect on human beings. The proposed project and potential impacts were analyzed in accordance with the City's Environmental Quality Act (CEQA) Guidelines. Analysis of the proposed Project determined that it is Categorical Exempt from environmental review pursuant to Article 19, Class 32 of the CEQA Guidelines. The Categorical Exemption (CE) could be adopted, including, on the basis that none of the potential environmental effects of the proposed Project would cause substantial adverse effects on human beings, the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources. Based on all of the above, there is no basis to deny the requested incentives.

MANDATED FINDINGS (WAIVER OF DEDICATION AND/OR IMPROVEMENTS):

Pursuant to LAMC Section 12.37.1.2, the Director may waive, reduce, or modify the required dedication(s) or improvement(s) as appropriate after making any of the following findings, based on substantial evidence in the record that:

- a) The dedication or improvement requirement does not bear a reasonable relationship to any project impact;

or

- b) The dedication or improvement is not necessary to meet the City's mobility needs for the next 20 years based on the guidelines the Street Standards Committee has established;

or

- c) The dedication or improvement requirement is physically impractical.

2. The dedication or improvement requirement does not bear a reasonable relationship to any project impact.

The project site is a corner lot fronting Westwood Blvd. where it intersects with Tennessee Ave. The project site occupies two regularly shaped and flat lots, which are currently developed with a two-story partially, completed, commercial building.

Tennessee Avenue is designated a Collector Street by *Mobility Plan 2035* and has a standard Right-of-Way Width of 66 feet (33 feet half Right-of-Way) and standard Roadway Width of 40 feet (20 feet half Roadway). The apparent half Right-of-Way is improved to a width of 30 feet and the apparent half Roadway is improved to a width of 15 feet.

Westwood Boulevard is designated an Avenue II by *Mobility Plan 2035* and has a standard Right-of-Way Width of 86 feet (43 feet half Right-of-Way) and standard Roadway Width of 56 feet (28 feet half Roadway). The half Right-of-Way is improved to a width of 40 feet and the apparent half Roadway is improved to a width of 30 feet.

The Bureau of Engineering is requiring the dedication of a 20-ft corner radius or a 15-ft-by-15-ft corner cut at the intersection of Westwood Blvd and Tennessee Ave. In addition, BOE is requiring the repair and/or replacement of any broken or off-grade asphalt, sidewalk, or curb and gutter. On Westwood Blvd., the Bureau of Engineering is requiring a 3-ft dedication along the property street frontage to complete the 43-ft half right-of-way and the repair and/or replacement of any broken or off-grade asphalt, sidewalk, or curb and gutter. On Tennessee Ave., BOE is requiring the dedication of 3-ft along the property street frontage to complete the 33-ft half right-of-way. The existing 15-ft half roadway on Tennessee Ave. is required to be widened and improved to 20-ft along the property frontage with construction of new asphalt pavement, new integral concrete curb and a 2-ft gutter, and full width concrete sidewalk to abut the new property line in addition to the repair and/or replacement of any broken or off-grade asphalt, sidewalk or curb and gutter.

The applicant is seeking a waiver of the 3 ft. dedication and improvement along Tennessee Ave.

No Transportation/Traffic impacts were identified in relationship to the project. The March 19, 2019 Department of Transportation Referral Form determined the project did not meet the thresholds required for a Traffic Study Assessment. The Trip Generation Calculation determined a net increase of 23 PM trips, which is below the 25-trip threshold requiring a technical memorandum. The dedication does not bear a reasonable relationship to any project impact.

The properties to the West of the subject property are developed with single-family homes in a well-established and stable single-family neighborhood and are unlikely to be redeveloped in the future. Single-family homes run the length of Tennessee Ave. for a distance of approximately 1,646 feet until R3 Zoned properties on Bentley Ave. The existence of these single-family homes limits the possibility of future roadway widening along Tennessee Ave.

In addition, roadway widening could potentially increase cut-through traffic and speeding through residential neighborhoods, which is inconsistent with *Mobility 2035's* Complete Streets policy, "to design and operate streets in a way that enables safe access for all users, regardless of age, ability, or transportation mode choice." The property is located in the Westwood/Pico Neighborhood Overlay District, which encourages people in the surrounding neighborhoods to walk and shop within the NOD. The NOD's goals are consistent *Mobility 2035's* focus on increasing multimodal means of transportation and increased pedestrian activity and safety. *Mobility 2035's* Safety First policy stresses the

role engineering has in creating a safe environment for pedestrians as well as the significant factor vehicle speed has in traffic collisions. *Policy 1.4 Design Safe Speeds* encourages context-sensitive roadway designs with features including but not limited to, “a roadway with narrow travel lanes, a winding path, greenery, and pedestrian activity calls for slower travel speeds.” Waiving the dedication along Tennessee Avenue is consistent with the Westwood/Pico Neighborhood Oriented District’s encouragement of pedestrian activity and Mobility 2035’s focus on pedestrian safety.

The existing Right-of-Way along Tennessee Ave. is 60-feet for an approximate distance of 2,000 feet. The subject property is consistent with the existing Right-of-Way and Roadway width along Tennessee Avenue. Requiring the dedication and roadway widening along Tennessee would create an anomaly in the development pattern that would likely not be continued down the remainder of Tennessee for the aforementioned reasons. Based on the preceding findings the dedication and improvement requirement does not bear a reasonable relationship to any project impact.

CEQA FINDINGS

As the designee of the Director of Planning, I have determined, based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to State CEQA Guidelines, Article 19, Section 15332 (Class 32) and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

The project, located at 2301 S. Westwood Blvd., is for the demolition of an existing two-story commercial building and the construction of a new 5-story with mezzanine, 50,394 sf, maximum 67 feet in height, mixed-use apartment building consisting of fifty (50) units and 6,507 sf ground floor commercial space. Three levels of subterranean parking will be provided consisting of 71 parking spaces in conjunction with a Haul Route and the hauling of 16,357 cubic yards of dirt. The project is also seeking a Waiver of Street Dedication and Improvement of 3 feet on Tennessee Ave. The project is an in-fill development and qualifies for the Class 32 Categorical Exemption.

CEQA Determination – Class 32 Categorical Exemption Applies

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

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

The site is zoned C4-1VL-POD and has a General Plan Land Use Designation of Neighborhood Commercial. Ordinance 171,859, effective January 24, 1998, established the Westwood /Pico Neighborhood Overlay District. The Westwood/Pico Neighborhood Overlay District is a Supplemental Use District per LAMC Section 13.07 and requires a clearance from the Department of City Planning prior to the issuance of any permit for construction, relocation, addition, change of use, or exterior alteration of a building facade facing Westwood Boulevard, Pico Boulevard, or Overland Avenue (Z.I. NO. 2256).

The project site is located in the West Los Angeles Community Plan and the West Los Angeles Transportation Improvement and Mitigation Specific Plan (Ordinance 171,492). The Project is subject to Department of Transportation clearance of the WLA TIMP. In addition, the subject site is located within 2,640 feet from the Metro Expo Line-

Westwood/Rancho Park Station, and is therefore eligible as a Tier 3 development in the Transit Oriented Communities Affordable Housing Incentive Program Guidelines.

The project lots are 55 and 50 feet wide, for a cumulative width of 105 feet and a depth of 135 feet, consistent with the lot width requirements of the C4 Zone, which defaults to the R4 Zone requirements at the first residential level.

The project is a 5-story with mezzanine, 50,394 sf, maximum 67 feet in height, mixed-use apartment building consisting of fifty-units and 6,507 sf of ground floor commercial space. The C4 Zone allows for a maximum residential density consistent with the R4 Zone requirements of one dwelling unit per 400 sf of lot area. The combined subject lots total 14,189.4 sf, which results in a maximum Base density of 36 units. Los Angeles Municipal Code allows 35 Units by-right, however, the TOC Guidelines round Base Density up to the next whole number.

Under the TOC Guidelines, the applicant can utilize a Base Incentive of a 70% increase in the number of dwelling units, in exchange for the provision on-site restricted affordable units. The density increase allows a maximum of 62 units. The applicant is providing 50 residential units, consistent with the TOC Guidelines and Zoning regulations.

The Tier 3 FAR Incentive allows for a percentage increase resulting in at least a 3.75:1 FAR in commercial zones. Los Angeles Municipal Code provides for a maximum FAR of 1.5:1 in the C4 Zone. The applicant is utilizing the TOC FAR increase to 3.75:1. Per Los Angeles Municipal Codes Section 12.03, in commercial zones, the definition of "Buildable Area" has the same meaning as lot area. The project has a by-right floor area of 21,284.1 sf. The TOC Guidelines allow a maximum floor area of 53,210 sf and the project is proposing 50,394 sf, which is consistent with the TOC requirements.

The applicant is providing parking consistent with the TOC Guidelines with 25 residential spaces at .5 spaces per unit and 46 additional commercial spaces (calculated for small restaurant use, restaurant use, and studio use with a corresponding TOC Guideline incentive reduction of 30%). The project provides 71 spaces, consistent with the requirements of Los Angeles Municipal Code 12.22-A.31

Per the TOC Guidelines, in any commercial zone, Eligible Housing Developments may utilize any or all of the yard requirements for the RAS3 zone per LAMC 12.10.5. However, the yard reduction cannot be applied along any property line that abuts an R1 or more restrictive residential zoned property. The project abuts an R1 zoned property and cannot utilize a reduction in the rear yard and is therefore complying with the R4 rear yard requirements at the first residential level (2nd floor), and providing a 17 foot rear yard setback. The project is providing 5-foot side yards for the first residential level, consistent with the RAS3 yard incentive. The RAS3 Zone requires the front yard setback to be 5 feet or the average of adjoining buildings. The adjoining building has a setback of zero feet and the project is consistent.

The project is utilizing the TOC Incentive of a 25% reduction in the LAMC Code required Open Space of 5,350 sf, resulting in 4,013 sf of required open space. The project is providing 4,843 sf of Open Space., consistent with the Los Angeles Municipal Code and TOC Guidelines.

The TOC Guidelines allow for a maximum height of 67 feet (two additional stories up to 22 additional feet) and the project is 65'-1 ¼" in height and 5-stories. The mezzanine is not considered an additional story. The project is consistent with the TOC Guideline's Height Incentive and Exception requirements.

The current project is in an urbanized area and characterized as in-fill development, which qualifies for the Class 32 Categorical Exemption. As shown in the case file, the project is consistent with the applicable West Los Angeles Community Plan designation and policies and all applicable zoning designations and regulations.

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

The subject site is wholly within the City of Los Angeles, on a site that is approximately .32 acres (14,189.4 sf) acres. Lots adjacent to the subject site are developed with the following urban uses: two-story commercial businesses consistent with the C4-1VL zone and Neighborhood Commercial Land Use designation and single-family properties zoned R1-1. From Missouri Avenue to the northwest to Pico Blvd. to the southeast, the commercial buildings along Westwood Blvd. abut single-family properties zoned R1-1 to their rear.

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

The site is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. The original Certificate of Occupancy for the subject site (1946LA11056; 2303 S. Westwood Blvd.) was issued on June 18, 1947 for a two-story store and residence and additional residence. There is no parking indicated on the Certificate of Occupancy. There is an additional Certificate of Occupancy for 2301 S. Westwood Blvd. (1961WL35636) for the conversion of a gym from the existing commercial building. Again, no parking is indicated on the Certificate of Occupancy. There are zero (0) trees on the project site, this includes protected or significant trees, and therefore a tree report was not required. However, there is currently one significant City of Los Angeles Street Tree (Significant is considered an 8" trunk diameter and greater), a Podocarpus macrophyllus, located in the parkway perimeter of the site. The Podocarpus macrophyllus is scheduled for removal and will be replaced at a 1:1 ratio. All street trees shall be planted to the satisfaction of the City of Los Angeles Urban Forestry Division.

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

The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, storm water mitigations; and Best Management Practices for storm water runoff. More specifically, RCMs include but are not limited to:

- **Regulatory Compliance Measure RC-AQ-1(Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
 - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.

- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.
- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- **Regulatory Compliance Measure RC-GEO-6 (Expansive Soils Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil expansion and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

These RCMs will ensure the project will not have significant impacts on noise and water. Furthermore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study as noted in the *Department of Transportation Referral Form: Traffic Study Assessment*, dated March 19, 2019. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. These RCMs will ensure the project will not have significant impacts on noise, air quality, and water. The Project will also be governed by an approved haul route under City Code requirements, which will regulate the route hauling trucks will travel, and the times at which they may leave the site, thereby reducing any potential traffic impacts to less than significant. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report

Approval Letter (Log #107716) for the proposed project and as it may be subsequently amended or modified. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

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

The project site will be adequately served by all public utilities and services given that the project site is developed, surrounded by urban uses, served by existing infrastructure, and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32.

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

There are five (5) Exceptions, which must be considered in order to find a project exempt under Class 32: (a) Cumulative Impacts; (b) Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources.

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

There is not a succession of known projects of the same type and in the same place as the subject project. As mentioned, the project proposes the demolition of an existing two-story commercial building and the construction of a new 5-story with mezzanine, 50,394 sf, maximum 67 feet in height, mixed-use apartment building consisting of fifty (50) units and 6,507 sf ground floor commercial space. Three levels of subterranean parking will be provided consisting of 71 parking spaces (Residential parking will be provided at a ratio of .5 spaces per unit, consistent with the TOC Guidelines) in conjunction with the export offsite of 16,357 cubic yards of dirt. The project is also seeking a Waiver of Street Dedication and Improvement of 3 feet on Tennessee Ave. The project is in an area zoned and designated for such development. Properties in the vicinity are developed with the following urban uses: two-story commercial businesses consistent with the C4-1VL zone and Neighborhood Commercial Land Use designation and single-family properties zoned R1-1 and the subject site is of a similar size and slope to nearby properties. According to Navigate LA, there are no other haul route approvals, and no other haul route applications being processed in conjunction with the 50-unit apartment complex, within 500 feet of the Subject Site. In addition, the haul route approval will be subject to recommended conditions prepared by LADOT to be considered by the Board of Building and Safety Commissioners that will reduce the impacts of construction related hauling activity, monitor the traffic effects of hauling, and reduce haul trips in response to congestion. The proposed Haul Route will utilize 14 cubic yard haul trucks and haul for a total of 15 days, with 80 trips per day. This equates to a total of 1,120 cubic yards per day and a total maximum export amount of 16,357 cubic yards (the 15th day is not anticipated to haul a full truck). The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter (Log #107716) for the proposed project and as it may be subsequently amended or modified. Therefore, in conjunction with citywide RCMs and compliance with other applicable regulations, no foreseeable cumulative impacts are expected.

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

The Project proposes to construct a 50-unit apartment building with 6,507 sf of commercial space in an area zoned and designated for commercial and residential development. The Subject Site is of a similar size and slope to nearby properties. The Floor Area, Density, Height, Yards, Open Space...etc. of the proposed project are consistent with the Zone and Transit Oriented Communities program.

Two-story commercial buildings are typical of the properties along Pico Blvd. and in the vicinity of the Subject Site. From Missouri Avenue to the northwest to Pico Blvd. to the southeast, the commercial buildings along both the east and west sides of Westwood Blvd. abut single-family properties zoned R1-1 to their rear.

The project site is not located within a Fault Zone, Liquefaction Zone, Landslide Area, Very High Fire Severity Zone, or a Methane Zone. The project site is located in a Special Grading Area (BOE Basic Grid Map A-13372). However, Regulatory Compliance Measures include the submittal of a Geology and Soils Report (provided by Applied Earth Sciences dated August 24, 2018) to the Los Angeles Department of Building and Safety (LADBS), and a Geology and Soils Report Approval Letter. The approval letter was granted on April 15, 2019 (Log #107716) and the letter details conditions of approval which must be followed.

Thus, there are no unusual circumstances which may lead to a significant effect on the environment, and this exception does not apply.

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

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. The project site is located approximately 11.2 miles from State Route 27. Therefore, the Project will not result in damage to any scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway, and this exception does not apply.

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

According to Envirostor, the State of California's database of Hazardous Waste Sites, neither the Subject Site, nor any site in the vicinity, is identified as a hazardous waste site. Furthermore, the building permit history for the Project Site does not indicate the Site may be hazardous or otherwise contaminated and this exception does not apply.

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

The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register; and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Finally, the City does not choose to treat the site as a historic resource. Based on this, the project will not result in a substantial

adverse change to the significance of a historic resource and this exception does not apply.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND

Measure JJJ was adopted by the Los Angeles City Council on December 13, 2016. Section 6 of the Measure instructed the Department of City Planning to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, a transit-based affordable housing incentive program. The measure required that the Department adopt a set of TOC Guidelines, which establish incentives for residential or mixed-use projects located within ½ mile of a major transit stop. Major transit stops are defined under existing State law.

The TOC Guidelines, adopted September 22, 2017 and amended on February 26, 2018 with technical clarifications, establish a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

UTILITY IMPROVEMENTS

In the instance that street work improvements are required, improvements to or the relocation of utilities may also be required. The granting of a Waiver of Dedication and/or Improvement, pursuant to LAMC Section 12.37.I, pertaining to roadway or sidewalk widening (street work) does not waive any requirements associated with utility and/or infrastructure improvements which may be required in order to satisfy the street work improvements. Satisfactory arrangements and/or easements shall be made with the appropriate Department(s) or Bureau(s), as required, for the improvement of utilities or infrastructure. The application of a Waiver of Dedication and/or Improvement shall not impose additional utility or infrastructure requirements than what would otherwise be required for a by-right project pursuant to LAMC Section 12.37.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES

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

TRANSFERABILITY

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

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

The Applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the Applicant or

his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code, or the approval may be revoked.

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

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

APPEAL PERIOD - EFFECTIVE DATE

The Determination in this matter will become effective and final fifteen (15) days after the date of mailing of the Notice of Director's Determination unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at <http://planning.lacity.org>.

Planning Department public offices are located at:

Downtown
Figueroa Plaza
201 North Figueroa Street,
4th Floor
Los Angeles, CA 90012
(213) 482-7052

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

West Los Angeles
West Los Angeles Development
Services Center
1828 Sawtelle Boulevard, 2nd Floor
Los Angeles, CA 90025
(310) 231-2598

*Please note the cashiers at the public counters close at 3:30 PM.

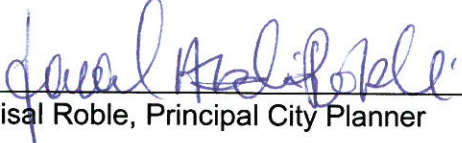
Only an applicant or any owner or tenant of a property abutting, across the street or alley from, or having a common corner with the subject property can appeal this Density Bonus Compliance Review Determination. Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Section 12.22 A.25 of the LAMC, appeals of Density Bonus Compliance Review cases are heard by the City Planning Commission.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles or the Marvin Braude Building in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either through the Department of City Planning website at <http://planning.lacity.org> or by calling (213) 482-7052 or (818) 374-5050. The applicant is further advised to notify any consultant representing you of this requirement as well.

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

VINCENT P. BERTONI, AICP
Director of Planning

Approved by:


Faisal Roble, Principal City Planner

Reviewed by:


Michelle Singh, Senior City Planner

Reviewed by:


Jason Chan, City Planner

Prepared by:

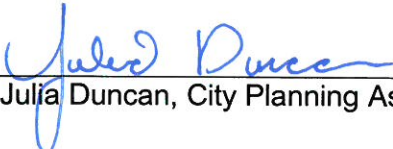

Julia Duncan, City Planning Assistant

EXHIBIT C

ENVIRONMENTAL CLEARANCE

DIR-2018-6719-TOC-WDI

THIS NOTICE WAS POSTED

ON August 01 2019

UNTIL September 03 2019

REGISTRAR - RECORDER/COUNTY CLERK

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE OF EXEMPTION
(PRC Section 21152; CEQA Guidelines Section 15062)

2019 210468



FILED
Aug 01 2019

Dean C. Logan, Registrar - Recorder/County Clerk

Electronically signed by ANNA MOVSIYAN

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152(b) and CEQA Guidelines Section 15062. Pursuant to Public Resources Code Section 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS

DIR-2018-6719-TOC-WDI; 12.22. A.31: TOC project with additional incentives requesting increase in height to 67', Open Space reductions, and RAS3 setbacks. Per 12.37 I.3: Waiver of dedication and improvements on Tennessee Ave. of 3'.

LEAD CITY AGENCY

City of Los Angeles (Department of City Planning)

CASE NUMBER

ENV-2018-6720-CE

PROJECT TITLE

2301 WESTWOOD

COUNCIL DISTRICT

5

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)

2301-2311 Westwood Blvd.

Map attached.

PROJECT DESCRIPTION:

Demolition of an existing two-story commercial building and the construction of a new 5-story with mezzanine, 50,394 sf, maximum 67 feet in height, mixed-use apartment building consisting of fifty (50) units and 6,507 sf ground floor commercial space. Three levels of subterranean parking will be provided consisting of 71 parking spaces in conjunction with a Haul Route and the hauling of 16,357 cubic yards of dirt. The project is also seeking a Waiver of Street Dedication and Improvement of 3 feet on Tennessee Avenue and the removal of one (1) City of Los Angeles Street Tree.

Additional page(s) attached.

NAME OF APPLICANT / OWNER:

The Westwood LLC/Alexis Golbahar Childs Trust, AMANDA Golbahar Childs Trust

CONTACT PERSON (If different from Applicant/Owner above)

Noah Riley

(AREA CODE) TELEPHONE NUMBER

(310) 935-1516

EXT.

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

STATE CEQA STATUTE & GUIDELINES

STATUTORY EXEMPTION(S)

Public Resources Code Section(s) _____

CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)

CEQA Guideline Section(s) / Class(es) 32

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

JUSTIFICATION FOR PROJECT EXEMPTION:

A Class 32 Categorical Exemption as authorized under CEQA Guidelines, Section 15332 for infill development in an urbanized area. The project fulfills the conditions of the section: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered, rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.

Additional page(s) attached

None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.

The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE

Julia Duncan

STAFF TITLE

Planning Assistant

ENTITLEMENTS APPROVED

APPROVE a Transit Oriented Communities Compliance Review for a project totaling 50 dwelling units and 6,507 sf of ground floor commercial space, reserving five (5) units for Extremely Low Income, with the following requested incentives:

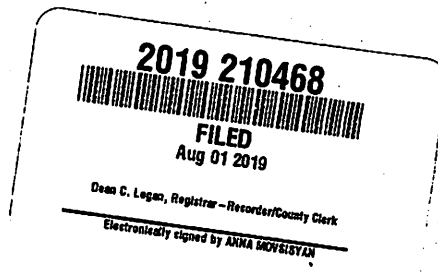
1. **Height.** A 22-foot increase in the building height, allowing 67 feet in lieu of the maximum 45 feet, and 2 additional stories, allowing 5 stories in lieu of the 3 stories otherwise allowed by the C4-1VL-POD Zone;
2. **Yard/Setback.** A reduction in the required side yards, allowing 5 feet per the RAS3 zone in lieu of the 8-foot side yard setbacks otherwise required; and
3. **Open Space.** A 25 percent reduction in the open space requirement, allowing 3,918 square feet in lieu of the 5,225 square feet otherwise required;

Pursuant to Los Angeles Municipal Code (LAMC) Section 12.37-1.3, I have reviewed the proposed Project and as the designee of Director of Planning, I hereby **APPROVE**:

A Waiver of Street Dedication and Improvement of three (3) feet on Tennessee Avenue.

FEE: 17,270.43	RECEIPT NO. 0302141225	REC'D. BY (DCP DSC STAFF NAME) Eric Claros
--------------------------	----------------------------------	--

DISTRIBUTION: County Clerk, Agency Record
Rev. 3-27-2019



DEPARTMENT OF
CITY PLANNING
COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

VAHID KHORSAND
VICE-PRESIDENT

DAVID H. J. AMBROZ

CAROLINE CHOE

HELEN LEUNG

KAREN MACK

MARC MITCHELL

VERONICA PADILLA-CAMPOS

DANA M. PERLMAN

CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR

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

VINCENT P. BERTONI, AICP
DIRECTOR

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

TRICIA KEANE
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

JUSTIFICATION FOR PROJECT EXEMPTION
CASE NO. ENV-2018-6720-CE

On August 1, 2019, the Planning Department determined that based on the whole of the administrative record, the Project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

The project, located at 2301 S. Westwood Blvd., is for the demolition of an existing two-story commercial building and the construction of a new 5-story with mezzanine, 50,394 sf, maximum 67 feet in height, mixed-use apartment building consisting of fifty (50) units and 6,507 sf ground floor commercial space. Three levels of subterranean parking will be provided consisting of 71 parking spaces in conjunction with a Haul Route and the hauling of 16,357 cubic yards of dirt. The project is also seeking a Waiver of Street Dedication and Improvement of 3 feet on Tennessee Ave. The project is an in-fill development and qualifies for the Class 32 Categorical Exemption.

CEQA Determination – Class 32 Categorical Exemption Applies

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

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

The site is zoned C4-1VL-POD and has a General Plan Land Use Designation of Neighborhood Commercial. Ordinance 171,859, effective January 24, 1998, established the Westwood /Pico Neighborhood Overlay District. The Westwood/Pico Neighborhood Overlay District is a Supplemental Use District per LAMC Section 13.07 and requires a clearance from the Department of City Planning prior to the issuance of any permit for construction, relocation, addition, change of use, or exterior alteration of a building facade facing Westwood Boulevard, Pico Boulevard, or Overland Avenue (Z.I. NO. 2256).

The project site is located in the West Los Angeles Community Plan and the West Los Angeles Transportation Improvement and Mitigation Specific Plan (Ordinance 171,492). The Project is subject to Department of Transportation clearance of the WLA TIMP. In addition, the subject site is located within 2,640 feet from the Metro Expo Line-Westwood/Rancho Park Station, and is therefore eligible as a Tier 3 development in the Transit Oriented Communities Affordable Housing Incentive Program Guidelines.

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Aug 01 2019

Deen C. Legas, Registrar - Recorder/County Clerk

Electronically signed by ANNA MOWBRAY

The project lots are 55 and 50 feet wide, for a cumulative width of 105 feet and a depth of 135 feet, consistent with the lot width requirements of the C4 Zone, which defaults to the R4 Zone requirements at the first residential level.

The project is a 5-story with mezzanine, 50,394 sf, maximum 67 feet in height, mixed-use apartment building consisting of fifty-units and 6,507 sf of ground floor commercial space. The C4 Zone allows for a maximum residential density consistent with the R4 Zone requirements of one dwelling unit per 400 sf of lot area. The combined subject lots total 14,189.4 sf, which results in a maximum Base density of 36 units. Los Angeles Municipal Code allows 35 Units by-right, however, the TOC Guidelines round Base Density up to the next whole number.

Under the TOC Guidelines, the applicant can utilize a Base Incentive of a 70% increase in the number of dwelling units, in exchange for the provision on-site restricted affordable units. The density increase allows a maximum of 62 units. The applicant is providing 50 residential units, consistent with the TOC Guidelines and Zoning regulations.

The Tier 3 FAR Incentive allows for a percentage increase resulting in at least a 3.75:1 FAR in commercial zones. Los Angeles Municipal Code provides for a maximum FAR of 1.5:1 in the C4 Zone. The applicant is utilizing the TOC FAR increase to 3.75:1. Per Los Angeles Municipal Codes Section 12.03, in commercial zones, the definition of "Buildable Area" has the same meaning as lot area. The project has a by-right floor area of 21,284.1 sf. The TOC Guidelines allow a maximum floor area of 53,210 sf and the project is proposing 50,394 sf, which is consistent with the TOC requirements.

The applicant is providing parking consistent with the TOC Guidelines with 25 residential spaces at .5 spaces per unit and 46 additional commercial spaces (calculated for small restaurant use, restaurant use, and studio use with a corresponding TOC Guideline incentive reduction of 30%). The project provides 71 spaces, consistent with the requirements of Los Angeles Municipal Code 12.22-A.31

Per the TOC Guidelines, in any commercial zone, Eligible Housing Developments may utilize any or all of the yard requirements for the RAS3 zone per LAMC 12.10.5. However, the yard reduction cannot be applied along any property line that abuts an R1 or more restrictive residential zoned property. The project abuts an R1 zoned property and cannot utilize a reduction in the rear yard and is therefore complying with the R4 rear yard requirements at the first residential level (2nd floor), and providing a 17 foot rear yard setback. The project is providing 5-foot side yards for the first residential level, consistent with the RAS3 yard incentive. The RAS3 Zone requires the front yard setback to be 5 feet or the average of adjoining buildings. The adjoining building has a setback of zero feet and the project is consistent.

The project is utilizing the TOC Incentive of a 25% reduction in the LAMC Code required Open Space of 5,350 sf, resulting in 4,013 sf of required open space. The project is providing 4,843 sf of Open Space., consistent with the Los Angeles Municipal Code and TOC Guidelines.

The TOC Guidelines allow for a maximum height of 67 feet (two additional stories up to 22 additional feet) and the project is 65'-1 ¼" in height and 5-stories. The mezzanine is not considered an additional story. The project is consistent with the TOC Guideline's Height Incentive and Exception requirements.

2019 210468



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Aug 01 2019

Dean C. Logan, Registrar - Recorder/County Clerk

Electronically signed by ANNA MONTGOMERY

The current project is in an urbanized area and characterized as in-fill development, which qualifies for the Class 32 Categorical Exemption. As shown in the case file, the project is consistent with the applicable West Los Angeles Community Plan designation and policies and all applicable zoning designations and regulations.

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

The subject site is wholly within the City of Los Angeles, on a site that is approximately .32 acres (14,189.4 sf) acres. Lots adjacent to the subject site are developed with the following urban uses: two-story commercial businesses consistent with the C4-1VL zone and Neighborhood Commercial Land Use designation and single-family properties zoned R1-1. From Missouri Avenue to the northwest to Pico Blvd. to the southeast, the commercial buildings along Westwood Blvd. abut single-family properties zoned R1-1 to their rear.

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

The site is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. The original Certificate of Occupancy for the subject site (1946LA11056; 2303 S. Westwood Blvd.) was issued on June 18, 1947 for a two-story store and residence and additional residence. There is no parking indicated on the Certificate of Occupancy. There is an additional Certificate of Occupancy for 2301 S. Westwood Blvd. (1961WL35636) for the conversion of a gym from the existing commercial building. Again, no parking is indicated on the Certificate of Occupancy. There are zero (0) trees on the project site, this includes protected or significant trees, and therefore a tree report was not required. However, there is currently one significant City of Los Angeles Street Tree (Significant is considered an 8" trunk diameter and greater), a Podocarpus macrophyllus, located in the parkway perimeter of the site. The Podocarpus macrophyllus is scheduled for removal and will be replaced at a 1:1 ratio. All street trees shall be planted to the satisfaction of the City of Los Angeles Urban Forestry Division.

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

The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, storm water mitigations; and Best Management Practices for storm water runoff. More specifically, RCMs include but are not limited to:

- **Regulatory Compliance Measure RC-AQ-1(Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:

All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.

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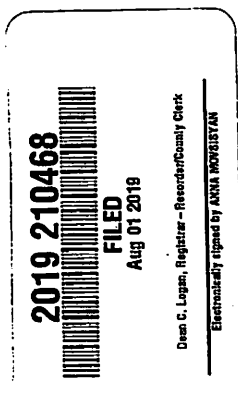
Aug 01 2019

Dean C. Logan, Registrar-Recorder/County Clerk

Electronically signed by ANNA MOVSESIAN

- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.
- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- **Regulatory Compliance Measure RC-GEO-6 (Expansive Soils Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil expansion and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

These RCMs will ensure the project will not have significant impacts on noise and water. Furthermore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study as noted in the *Department of Transportation Referral Form: Traffic Study Assessment*, dated March 19, 2019. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. These RCMs will ensure the project will not have significant impacts on noise, air quality, and water. The Project will also be governed by an approved haul route under City Code requirements, which will regulate the route hauling trucks will travel, and the times at which they may leave the site, thereby reducing any potential



traffic impacts to less than significant. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter (Log #107716) for the proposed project and as it may be subsequently amended or modified. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

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

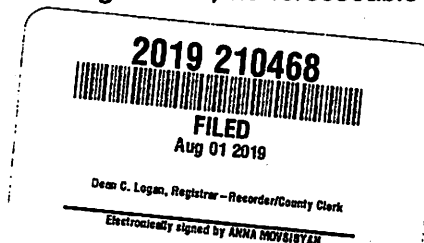
The project site will be adequately served by all public utilities and services given that the project site is developed, surrounded by urban uses, served by existing infrastructure, and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32.

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

There are five (5) Exceptions, which must be considered in order to find a project exempt under Class 32: (a) Cumulative Impacts; (b) Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources.

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

There is not a succession of known projects of the same type and in the same place as the subject project. As mentioned, the project proposes the demolition of an existing two-story commercial building and the construction of a new 5-story with mezzanine, 50,394 sf, maximum 67 feet in height, mixed-use apartment building consisting of fifty (50) units and 6,507 sf ground floor commercial space. Three levels of subterranean parking will be provided consisting of 71 parking spaces (Residential parking will be provided at a ratio of .5 spaces per unit, consistent with the TOC Guidelines) in conjunction with the export offsite of 16,357 cubic yards of dirt. The project is also seeking a Waiver of Street Dedication and Improvement of 3 feet on Tennessee Ave. The project is in an area zoned and designated for such development. Properties in the vicinity are developed with the following urban uses: two-story commercial businesses consistent with the C4-1VL zone and Neighborhood Commercial Land Use designation and single-family properties zoned R1-1 and the subject site is of a similar size and slope to nearby properties. According to Navigate LA, there are no other haul route approvals, and no other haul route applications being processed in conjunction with the 50-unit apartment complex, within 500 feet of the Subject Site. In addition, the haul route approval will be subject to recommended conditions prepared by LADOT to be considered by the Board of Building and Safety Commissioners that will reduce the impacts of construction related hauling activity, monitor the traffic effects of hauling, and reduce haul trips in response to congestion. The proposed Haul Route will utilize 14 cubic yard haul trucks and haul for a total of 15 days, with 80 trips per day. This equates to a total of 1,120 cubic yards per day and a total maximum export amount of 16,357 cubic yards (the 15th day is not anticipated to haul a full truck). The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter (Log #107716) for the proposed project and as it may be subsequently amended or modified. Therefore, in conjunction with citywide RCMs and compliance with other applicable regulations, no foreseeable cumulative impacts are expected.



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

The Project proposes to construct a 50-unit apartment building with 6,507 sf of commercial space in an area zoned and designated for commercial and residential development. The Subject Site is of a similar size and slope to nearby properties. The Floor Area, Density, Height, Yards, Open Space...etc. of the proposed project are consistent with the Zone and Transit Oriented Communities program.

Two-story commercial buildings are typical of the properties along Pico Blvd. and in the vicinity of the Subject Site. From Missouri Avenue to the northwest to Pico Blvd. to the southeast, the commercial buildings along both the east and west sides of Westwood Blvd. abut single-family properties zoned R1-1 to their rear.

The project site is not located within a Fault Zone, Liquefaction Zone, Landslide Area, Very High Fire Severity Zone, or a Methane Zone. The project site is located in a Special Grading Area (BOE Basic Grid Map A-13372). However, Regulatory Compliance Measures include the submittal of a Geology and Soils Report (provided by Applied Earth Sciences dated August 24, 2018) to the Los Angeles Department of Building and Safety (LADBS), and a Geology and Soils Report Approval Letter. The approval letter was granted on April 15, 2019 (Log #107716) and the letter details conditions of approval which must be followed.

Thus, there are no unusual circumstances which may lead to a significant effect on the environment, and this exception does not apply.

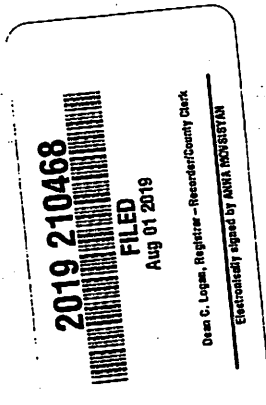
- c) **Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. The project site is located approximately 11.2 miles from State Route 27. Therefore, the Project will not result in damage to any scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway, and this exception does not apply.


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

According to Envirostor, the State of California's database of Hazardous Waste Sites, neither the Subject Site, nor any site in the vicinity, is identified as a hazardous waste site. Furthermore, the building permit history for the Project Site does not indicate the Site may be hazardous or otherwise contaminated and this exception does not apply.

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



The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register; and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Finally, the City does not choose to treat the site as a historic resource. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

2019 210468

FILED
Aug 01 2019
Dean C. Logan, Registrar - Recorder/County Clerk
Electronically signed by ANNA MOWSIYAN

This is a true and certified copy of the record
if it bears the seal, imprinted in purple ink,
of the Registrar-Recorder/County Clerk

AUG 01 2019

Deane C. Lynn REGISTRAR-RECORDER/COUNTY CLERK
LOS ANGELES COUNTY, CALIFORNIA

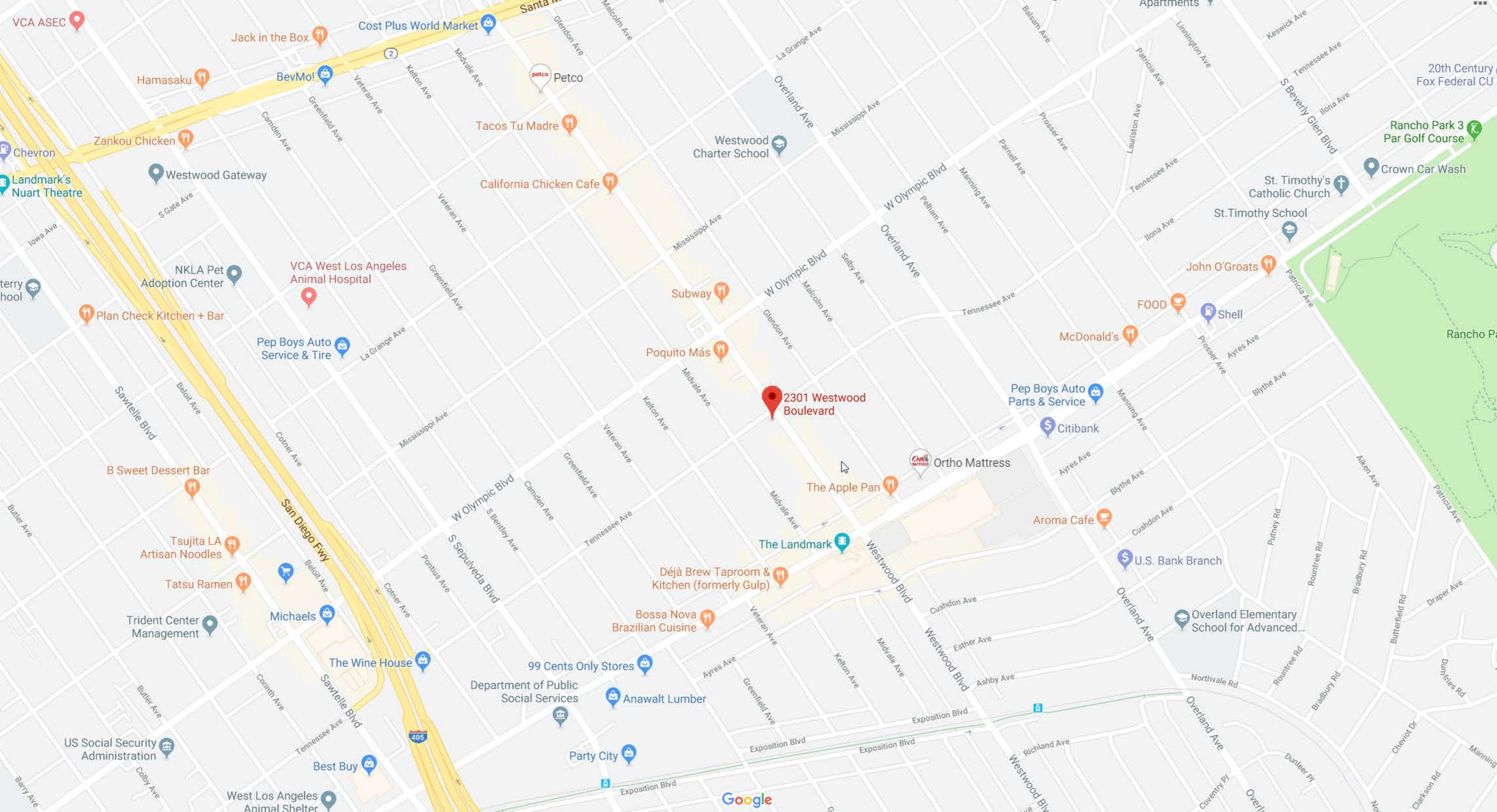


EXHIBIT D

MAPS

SITE PHOTOS

ZIMAS PARCEL PROFILE REPORT



2301 Westwood Boulevard

The Apple Pan

Ortho Mattress

The Landmark

Déjà Brew Taproom & Kitchen (formerly Gulp)

Bossa Nova Brazilian Cuisine

99 Cents Only Stores

Anawalt Lumber

Party City

VCA West Los Angeles Animal Hospital

Pep Boys Auto Service & Tire

NKLA Pet Adoption Center

Plan Check Kitchen + Bar

B Sweet Dessert Bar

Tsujita LA Artisan Noodles

Tatsu Ramen

Trident Center Management

Michaels

The Wine House

US Social Security Administration

Best Buy

West Los Angeles Animal Shelter

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Tennessee Ave

Oldies





City of Los Angeles Department of City Planning

9/5/2019 PARCEL PROFILE REPORT

PROPERTY ADDRESSES

2303 S WESTWOOD BLVD
2305 S WESTWOOD BLVD
2307 S WESTWOOD BLVD
2301 S WESTWOOD BLVD

ZIP CODES

90064

RECENT ACTIVITY

ADM-2018-3938-TOC
PAR-2018-5082-TOC

CASE NUMBERS

CPC-2018-7546-CPU
CPC-2014-1457-SP
CPC-2013-621-ZC-GPA-SP
CPC-1992-41-HD
CPC-1992-40-ZC
CPC-1992-39-SUD
CPC-1978-27677
CPC-1974-25468
CPC-12653
ORD-186108
ORD-183497
ORD-171859
ORD-171492
ORD-171227
ORD-160340
ORD-152046
ORD-147820
ORD-129279
ORD-121731
DIR-2018-6719-TOC-WDI
ENV-2018-6720-CE
ENV-2014-1458-EIR-SE-CE
ENV-2013-622-EIR
ENV-2005-8253-ND
ENV-2002-478-CE
ED-75-154-ZC-HD
ND-93-12-ZC

Address/Legal Information

PIN Number	126B157 657
Lot/Parcel Area (Calculated)	7,432.5 (sq ft)
Thomas Brothers Grid	PAGE 632 - GRID C5
Assessor Parcel No. (APN)	4322003019
Tract	TR 5609
Map Reference	M B 65-72/73 (SHTS 5-6)
Block	45
Lot	1
Arb (Lot Cut Reference)	None
Map Sheet	126B157

Jurisdictional Information

Community Plan Area	West Los Angeles
Area Planning Commission	West Los Angeles
Neighborhood Council	Westside
Council District	CD 5 - Paul Koretz
Census Tract #	2678.00
LADBS District Office	West Los Angeles

Planning and Zoning Information

Special Notes	None
Zoning	C4-1VL-POD
Zoning Information (ZI)	ZI-2192 West Los Angeles Transportation Improvement and Mitigation ZI-2452 Transit Priority Area in the City of Los Angeles ZI-2256 Westwood / Pico
General Plan Land Use	Neighborhood Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	West Los Angeles Transportation Improvement and Mitigation
Subarea	None
Special Land Use / Zoning	None
Design Review Board	No
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	None
Subarea	None
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	Westwood / Pico
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
Streetscape	No

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(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	High
Non-Residential Market Area	High
Transit Oriented Communities (TOC)	Tier 3
CRA - Community Redevelopment Agency	None
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No
Assessor Information	
Assessor Parcel No. (APN)	4322003019
Ownership (Assessor)	
Owner1	GOLBAHAR,ROBERT TR A GOLBAHAR CHILDS TRUST AND C/O C/O TWENTY TWENTY WINE MERCHANTS
Owner2	GOLBAHAR,R TR A G CHILDS TRUST
Address	2020 COTNER AVE LOS ANGELES CA 90025
Ownership (Bureau of Engineering, Land Records)	
Owner	GOLBAHAR, ROBERT THE LEXIS GOLBAHAR CHILDS TRUST
Address	
APN Area (Co. Public Works)*	0.325 (ac)
Use Code	1210 - Commercial - Store Combination - Store and Residential Combination - One Story
Assessed Land Val.	\$3,953,520
Assessed Improvement Val.	\$1,090,859
Last Owner Change	09/21/2016
Last Sale Amount	\$4,848,548
Tax Rate Area	67
Deed Ref No. (City Clerk)	570934 537435 4-380 387858 2055749 1144178 1132094 1082968-9
Building 1	
Year Built	1941
Building Class	CX
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	14,923.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Additional Information	
Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES

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Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	None
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	None
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	Yes
Wells	None

Seismic Hazards

Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	1.24629672
Nearest Fault (Name)	Santa Monica Fault
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	1.00000000
Slip Geometry	Left Lateral - Reverse - Oblique
Slip Type	Moderately / Poorly Constrained
Down Dip Width (km)	13.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	-75.00000000
Maximum Magnitude	6.60000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	No
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No

Economic Development Areas

Business Improvement District	None
Hubzone	Not Qualified
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	None

Housing

Direct all Inquiries to	Housing+Community Investment Department
Telephone	(866) 557-7368
Website	http://hcidla.lacity.org
Rent Stabilization Ordinance (RSO)	No
Ellis Act Property	No

Public Safety

Police Information	
Bureau	West
Division / Station	West Los Angeles
Reporting District	884
Fire Information	
Bureau	South
Batallion	18
District / Fire Station	92
Red Flag Restricted Parking	No

CASE SUMMARIES

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

Case Number:	CPC-2018-7546-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	ADOPT COMMUNITY PLAN POLICY DOCUMENT, GENERAL PLAN AMENDMENTS, AND ZONE CHANGES TO APPLY RE-CODE LA ZONING.
Case Number:	CPC-2014-1457-SP
Required Action(s):	SP-SPECIFIC PLAN (INCLUDING AMENDMENTS)
Project Descriptions(s):	SPECIFIC PLAN AMENDMENT
Case Number:	CPC-2013-621-ZC-GPA-SP
Required Action(s):	SP-SPECIFIC PLAN (INCLUDING AMENDMENTS) GPA-GENERAL PLAN AMENDMENT ZC-ZONE CHANGE
Project Descriptions(s):	ZONE CHANGE AND PLAN AMENDMENT FOR THE IMPLEMENTATION OF THE EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN.
Case Number:	CPC-1992-41-HD
Required Action(s):	HD-HEIGHT DISTRICT
Project Descriptions(s):	HEIGHT DISTRICT CHANGE TO (Q)C4-2D-POD TO ENCOURAGE USE OF URBAN DESIGN TECHNIQUES IN NEW PROJECTS & GRANTING OF MAXIMUM FLOOR-AREA RATIO OF 1.65:1 FOR PROPERTIES WHICH INCORPORATE SPECIFIED PEDESTRIAN-ORIENTED EMENITIES BOTH SIDES WESTWOOD BET SANTA MONICA & PICO BOTH SIDES OVERLAND FROM PICO TO ASHBY THE NLY/S PICO FROM BENTLEY TO FOX HILLS & SLY/S PICO FROM MILITARY TO PATRICIA
Case Number:	CPC-1992-40-ZC
Required Action(s):	ZC-ZONE CHANGE
Project Descriptions(s):	ZONE CHANGE TO (Q)C4-2D-POD INCLUDING PROVISIONS TO ENCOURAGE USE OF URBAN DESIGN TECHNIQUES IN NEW PROJECTS & GRANTING OF MAX FLOOR-AREA RATIO OF 1.65:1 FOR THOSE PROJECTS WHICH INCORPORATE SPECIFIED PEDESTRIAN-ORIENTED AMENITIES BOTH SIDES WESTWOOD BET SANTA MONICA & PICO BOTH SIDES OVERLAND FROM PICO TO ASHBY THE NLY/S PICO FROM BENTLEY TO FOX HILLS DR & SLY/S PICO FROM MILITARY TO PATRICIA
Case Number:	CPC-1992-39-SUD
Required Action(s):	SUD-SUPPLEMENTAL USE DISTRICT ("K" DIST., "O" DISTRICT, ETC.)
Project Descriptions(s):	AMENDMENT TO "WESTWOOD-PICO NOD" (PEDESTRIAN ORIENTED DISTRICT) TO PROHIBIT NEON SIGNS, IN THE WEST LOS ANGELES COMMUNITY PLAN AREA, BOTH SIDES WESTWOOD BL BETWEEN SANTA MONICA BL & PICO BL, BOTH SIDES OFOVERLAND AV FROM PICO BL TO ASHBY AV., THE NORTHERLY SIDE OF PICO BL FROM BENTLEY AV TO FOX HILLS DR & THE SOUTHERLY SIDE OF PICO BL FROM MILITARY AV TO PATRICIA AV
Case Number:	CPC-1978-27677
Required Action(s):	Data Not Available
Project Descriptions(s):	
Case Number:	CPC-1974-25468
Required Action(s):	Data Not Available
Project Descriptions(s):	
Case Number:	DIR-2018-6719-TOC-WDI
Required Action(s):	WDI-WAIVER OF DEDICATIONS AND IMPROVEMENTS TOC-TRANSIT ORIENTED COMMUNITIES
Project Descriptions(s):	PER LAMC 12.22 A.31, A TRANSIT ORIENTED COMMUNITIES PROJECT REQUESTING ADDITIONAL INCENTIVES TO UTILIZE RAS 3 YARD SETBACKS AND INCREASE HEIGHT. PER LAMC 12.37.1.3, A WAIVER OF STREET DEDICATION TO NOT PROVIDE A 3 FOOT STREET DEDICATION.
Case Number:	ENV-2018-6720-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	PER LAMC 12.22 A.31, A TRANSIT ORIENTED COMMUNITIES PROJECT REQUESTING ADDITIONAL INCENTIVES TO UTILIZE RAS 3 YARD SETBACKS AND INCREASE HEIGHT. PER LAMC 12.37.1.3, A WAIVER OF STREET DEDICATION TO NOT PROVIDE A 3 FOOT STREET DEDICATION.
Case Number:	ENV-2014-1458-EIR-SE-CE
Required Action(s):	SE-STATUTORY EXEMPTIONS CE-CATEGORICAL EXEMPTION EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	ENVIRONMENTAL IMPACT REPORT
Case Number:	ENV-2013-622-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT

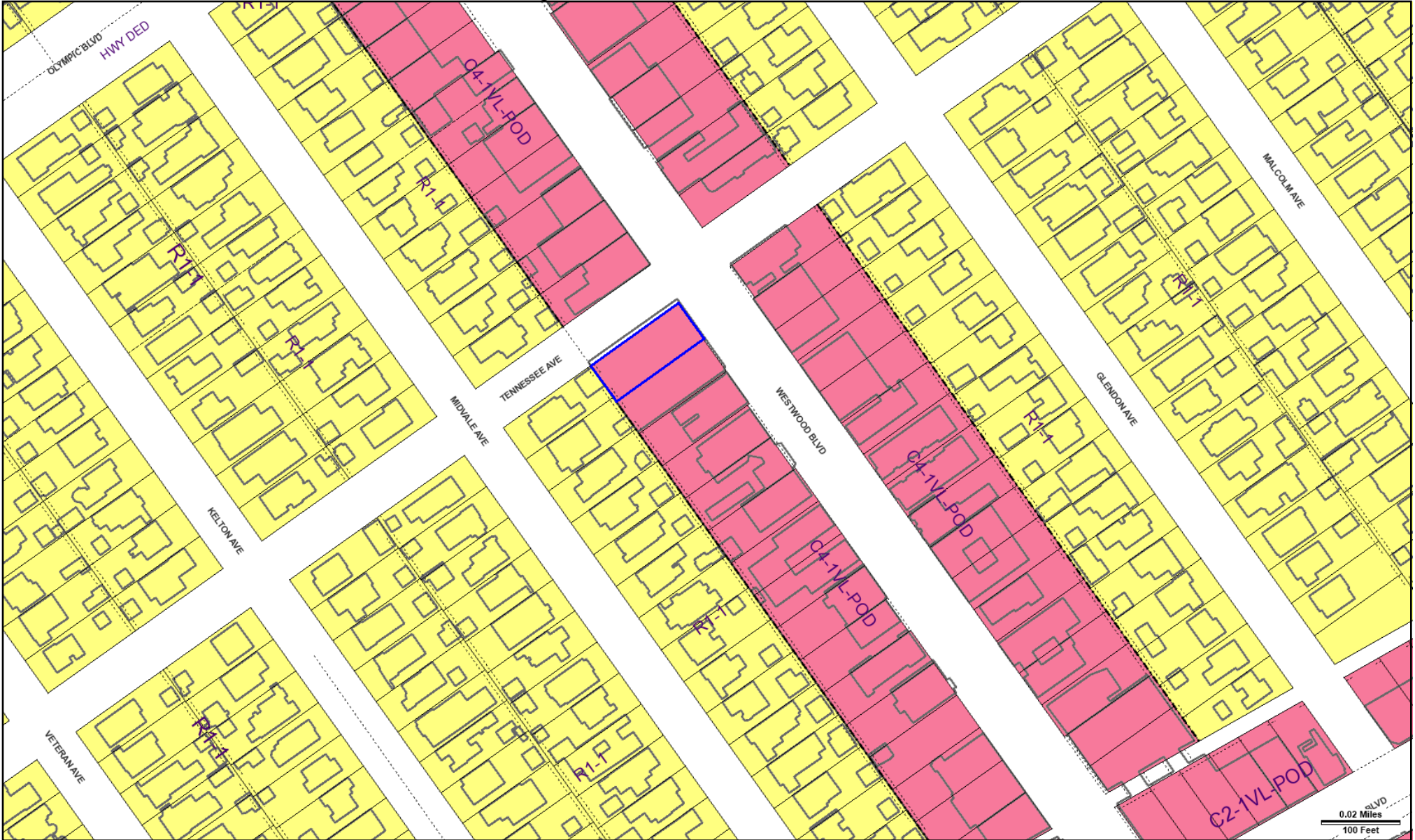
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Project Descriptions(s):	ZONE CHANGE AND PLAN AMENDMENT FOR THE IMPLEMENTATION OF THE EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN.
Case Number:	ENV-2005-8253-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.
Case Number:	ENV-2002-478-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	AMENDMENT TO "WESTWOOD-PICO NOD" (PEDESTRIAN ORIENTED DISTRICT) TO PROHIBIT NEON SIGNS, IN THE WEST LOS ANGELES COMMUNITY PLAN AREA, BOTH SIDES WESTWOOD BL BETWEEN SANTA MONICA BL & PICO BL, BOTH SIDES OF OVERLAND AV FROM PICO BL TO ASHBY AV., THE NORTHERLY SIDE OF PICO BL FROM BENTLEY AV TO FOX HILLS DR & THE SOUTHERLY SIDE OF PICO BL FROM MILITARY AV TO PATRICIA AV
Case Number:	ED-75-154-ZC-HD
Required Action(s):	HD-HEIGHT DISTRICT ZC-ZONE CHANGE
Project Descriptions(s):	Data Not Available
Case Number:	ND-93-12-ZC
Required Action(s):	ZC-ZONE CHANGE
Project Descriptions(s):	Data Not Available

DATA NOT AVAILABLE

- CPC-12653
- ORD-186108
- ORD-183497
- ORD-171859
- ORD-171492
- ORD-171227
- ORD-160340
- ORD-152046
- ORD-147820
- ORD-129279
- ORD-121731

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Address: 2301 S WESTWOOD BLVD

APN: 4322003019

PIN #: 126B157 657

Tract: TR 5609

Block: 45

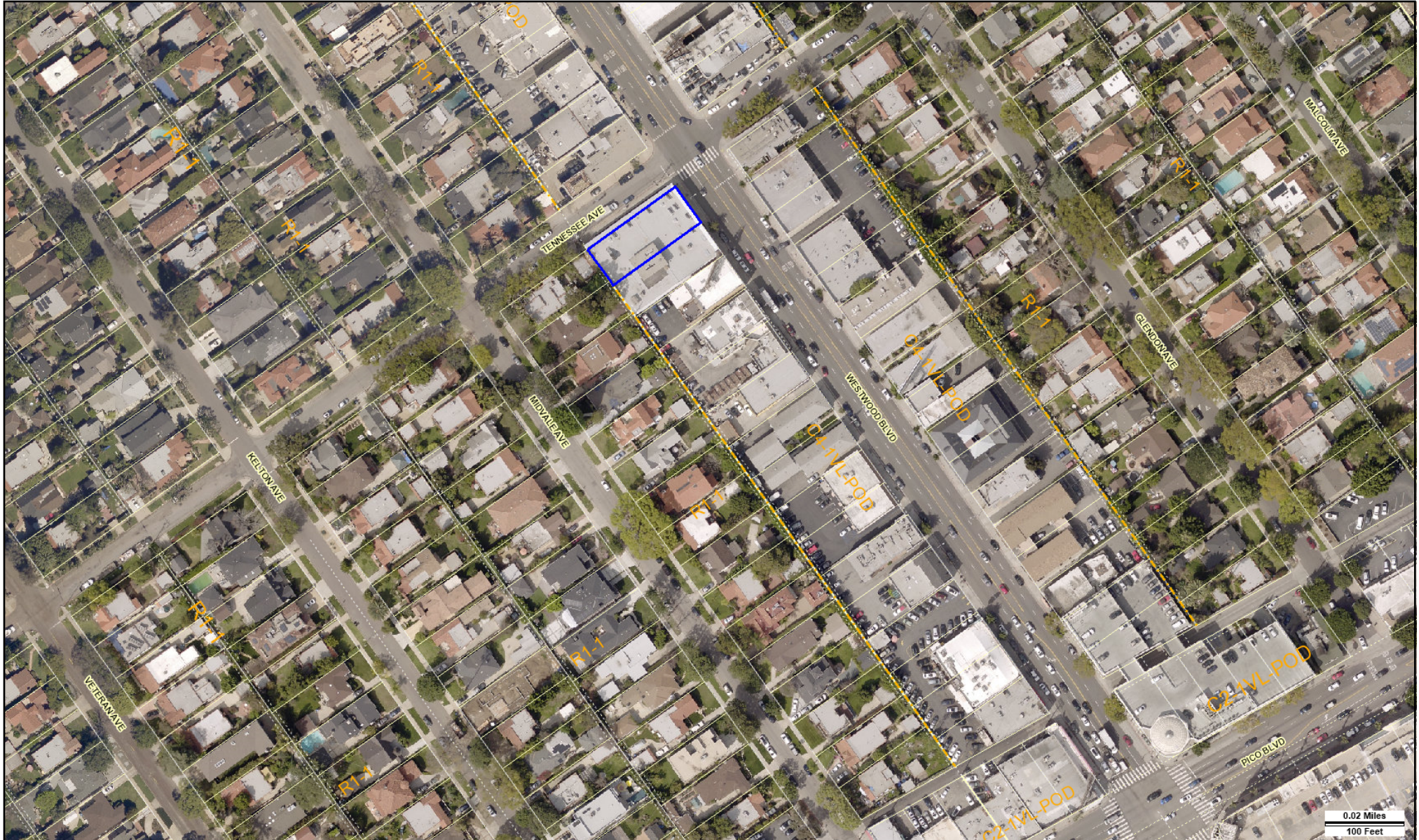
Lot: 1

Arb: None

Zoning: C4-1VL-POD

General Plan: Neighborhood Commercial





Address: 2301 S WESTWOOD BLVD

APN: 4322003019

PIN #: 126B157 657

Tract: TR 5609

Block: 45

Lot: 1

Arb: None









Zoning: C4-1VL-POD

General Plan: Neighborhood Commercial



LEGEND

GENERALIZED ZONING

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

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL





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

COMMERCIAL






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

FRAMEWORK

COMMERCIAL

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






INDUSTRIAL

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




PARKING

-  Parking Buffer






PORT OF LOS ANGELES

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



LOS ANGELES INTERNATIONAL AIRPORT

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

OPEN SPACE / PUBLIC FACILITIES
















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

















INDUSTRIAL

-  Limited Industrial
-  Light Industrial






CIRCULATION

STREET





































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

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

FREEWAYS

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


























MISC. LINES

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





POINTS OF INTEREST

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



SCHOOLS/PARKS WITH 500 FT. BUFFER

 Existing School/Park Site	 Planned School/Park Site	 Inside 500 Ft. Buffer
 Aquatic Facilities	 Other Facilities	 Opportunity School
 Beaches	 Park / Recreation Centers	 Charter School
 Child Care Centers	 Parks	 Elementary School
 Dog Parks	 Performing / Visual Arts Centers	 Span School
 Golf Course	 Recreation Centers	 Special Education School
 Historic Sites	 Senior Citizen Centers	 High School
 Horticulture/Gardens		 Middle School
 Skate Parks		 Early Education Center

COASTAL ZONE



 Coastal Zone Commission Authority
 Calvo Exclusion Area
 Not in Coastal Zone
 Dual Jurisdictional Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)




 Tier 1	 Tier 3
 Tier 2	 Tier 4

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





























WAIVER OF DEDICATION OR IMPROVEMENT

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

LAMC SECTION 85.02 (VEHICLE DWELLING)









 No vehicle dwelling anytime
 No vehicle dwelling overnight between 9:00 PM - 6:00 AM. Must comply with all posted parking restrictions
 Vehicle dwelling allowed. Must comply with all posted parking restrictions

OTHER SYMBOLS

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

LEGEND

GENERALIZED ZONING

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

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL





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

COMMERCIAL






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

FRAMEWORK

COMMERCIAL

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






INDUSTRIAL

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




PARKING

-  Parking Buffer





PORT OF LOS ANGELES

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



LOS ANGELES INTERNATIONAL AIRPORT

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

OPEN SPACE / PUBLIC FACILITIES
















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

















INDUSTRIAL

-  Limited Industrial
-  Light Industrial






CIRCULATION

STREET





































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

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

FREEWAYS

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


























MISC. LINES

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





POINTS OF INTEREST

 Alternative Youth Hostel (Proposed)	 Horticultural Center	 Public Elementary School
 Animal Shelter	 Hospital	 Public Elementary School (Proposed)
 Area Library	 Hospital (Proposed)	 Public Golf Course
 Area Library (Proposed)	HW House of Worship	 Public Golf Course (Proposed)
 Bridge	e Important Ecological Area	 Public Housing
 Campground	 Important Ecological Area (Proposed)	 Public Housing (Proposed Expansion)
 Campground (Proposed)	 Interpretive Center (Proposed)	 Public Junior High School
 Cemetery	 Junior College	 Public Junior High School (Proposed)
HW Church	 MTA / Metrolink Station	 Public Middle School
 City Hall	 MTA Station	 Public Senior High School
 Community Center	 MTA Stop	 Public Senior High School (Proposed)
 Community Library	MWD MWD Headquarters	 Pumping Station
 Community Library (Proposed Expansion)	 Maintenance Yard	 Pumping Station (Proposed)
 Community Library (Proposed)	 Municipal Office Building	 Refuse Collection Center
 Community Park	P Municipal Parking lot	 Regional Library
 Community Park (Proposed Expansion)	 Neighborhood Park	 Regional Library (Proposed Expansion)
 Community Park (Proposed)	 Neighborhood Park (Proposed Expansion)	 Regional Library (Proposed)
 Community Transit Center	 Neighborhood Park (Proposed)	 Regional Park
 Convalescent Hospital	 Oil Collection Center	 Regional Park (Proposed)
 Correctional Facility	 Parking Enforcement	RPD Residential Plan Development
 Cultural / Historic Site (Proposed)	 Police Headquarters	 Scenic View Site
 Cultural / Historical Site	 Police Station	 Scenic View Site (Proposed)
 Cultural Arts Center	 Police Station (Proposed Expansion)	 School District Headquarters
DMV DMV Office	 Police Station (Proposed)	 School Unspecified Loc/Type (Proposed)
DWP DWP	 Police Training site	 Skill Center
 DWP Pumping Station	PO Post Office	 Social Services
 Equestrian Center	 Power Distribution Station	 Special Feature
 Fire Department Headquarters	 Power Distribution Station (Proposed)	 Special Recreation (a)
 Fire Station	 Power Receiving Station	 Special School Facility
 Fire Station (Proposed Expansion)	 Power Receiving Station (Proposed)	 Special School Facility (Proposed)
 Fire Station (Proposed)	C Private College	 Steam Plant
 Fire Supply & Maintenance	E Private Elementary School	 Surface Mining
 Fire Training Site	 Private Golf Course	 Trail & Assembly Area
 Fireboat Station	 Private Golf Course (Proposed)	 Trail & Assembly Area (Proposed)
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 Building Outlines 2008	 Parcel Map	

EXHIBIT E
APPEAL DOCUMENTS



APPLICATIONS:

APPEAL APPLICATION

This application is to be used for any appeals authorized by the Los Angeles Municipal Code (LAMC) for discretionary actions administered by the Department of City Planning.

1. APPELLANT BODY/CASE INFORMATION

Appellant Body:

- Area Planning Commission, City Planning Commission, City Council, Director of Planning

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

Project Address: 2301 S. Westwood Boulevard, Los Angeles, CA 90064

Final Date to Appeal: 08/16/2019

- Type of Appeal: Appeal by Applicant/Owner, Appeal by a person, other than the Applicant/Owner, Appeal from a determination made by the Department of Building and Safety

2. APPELLANT INFORMATION

Appellant's name (print): RUBEN SAIDIAN

Company:

Mailing Address: 2300 Midvale Avenue

City: Los Angeles State: CA Zip: 90064

Telephone: (310) 801-4341 E-mail: rosita@rosita3793@yahoo.com

- Is the appeal being filed on your behalf or on behalf of another party, organization or company? Self, Other
Is the appeal being filed to support the original applicant's position? Yes, No

3. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): ROSITA SAIDIAN

Company:

Mailing Address: 2300 Midvale Avenue

City: Los Angeles State: CA Zip: 90064

Telephone: (310) 801-4341 E-mail: rosita3793@yahoo.com

DIR-2019-0719

4. JUSTIFICATION/REASON FOR APPEAL

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

Are specific conditions of approval being appealed? Yes No

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

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

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

5. APPLICANT'S AFFIDAVIT

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

Appellant Signature: RUBEN

Date: 08/15/2019

6. FILING REQUIREMENTS/ADDITIONAL INFORMATION

- Eight (8) sets of the following documents are required for each appeal filed (1 original and 7 duplicates):
 - o Appeal Application (form CP-7769)
 - o Justification/Reason for Appeal
 - o Copies of Original Determination Letter
- A Filing Fee must be paid at the time of filing the appeal per LAMC Section 19.01 B.
 - o Original applicants must provide a copy of the original application receipt(s) (required to calculate their 85% appeal filing fee).
- All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of the receipt.
- Appellants filing an appeal from a determination made by the Department of Building and Safety per LAMC 12.26 K are considered Original Applicants and must provide noticing per LAMC 12.26 K.7, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt.
- A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.
- Appeals of Density Bonus cases can only be filed by adjacent owners or tenants (must have documentation).
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (ZA, APC, CPC, etc.) makes a determination for a project that is not further appealable. [CA Public Resources Code ' 21151 (c)].

This Section for City Planning Staff Use Only		
Base Fee: <u>89</u>	Reviewed & Accepted by (DSC Planner): <u>NOAH MCCOY</u>	Date: <u>8/16/2019</u>
Receipt No: <u>0302161756</u>	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified	<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)	

Project Address: 2301 S. Westwood Boulevard, Los Angeles, CA 90064

Reasons for Appeal:

- The proposed project is too tall, too wide and too deep. It is incompatible with surrounding uses, particularly the single-family homes on Midvale Avenue.
- My home at 2300 Midvale Avenue is immediately adjacent to the project site. There is no alley or other physical separation between the two properties. My family will be impacted by loss of light and privacy, as well as noise from the proposed rooftop uses and traffic entering/leaving the building.
- According to the Letter of Determination (LOD) 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 incorrect 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 applies to both the Westwood Boulevard and Tennessee Avenue sides of the project.
- 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%, which qualifies the project for two additional incentives under TOC rules. The Applicant has requested - and Planning Department has approved - three additional incentives (height, yard/setback and open space). This is incorrect. The project as described in the LOD is allowed only two additional incentives.
- The Waiver of Street Dedication and Improvement of 3-feet on Tennessee Avenue conflicts with the designation of this street as part of the City's Mobility 2035 Plan and, specifically, Tennessee's important role as part of the Neighborhood and Bicycle Enhanced Network system. The proposed parking structure entrance on Tennessee Avenue creates an additional safety concern for cyclists.
- The cumulative effect of increased density in this project and other similar Transit Oriented Communities (TOC) projects cannot be supported by the already-strained infrastructure in West Los Angeles. Response times of emergency services are already way too long and the increased population resulting from TOC projects in our area will increase response times even further. In this way, the health, safety and wellbeing of my family will be negatively impacted by this project.
- 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 and Glendon Avenues. This will not only affect residents, but also harm our local businesses.

Project Address: **2301 S. Westwood Boulevard, Los Angeles, CA 90064**

Reasons for Appeal (continued):

- The cumulative effect of increased density allowed by this project and other similar TOC projects will only worsen existing problems with street traffic and congestion. Transit ridership is falling in Los Angeles. A big part of the reason is that residents of luxury apartment buildings - like the proposed project - tend not to be transit riders; they will either drive themselves or use a ride-hailing app like Uber or Lyft. Either way, more cars and pollution would be forced onto our already over-crowded streets.
- Further localized traffic congestion and pollution from exhaust fumes will be caused by vehicles circling the surrounding residential streets in search of parking, creating additional health and quality-of-life impacts for my family.
- The Letter of Determination I received in the mail refers to "Exhibit A", which I assume to be a description of the project. However, Exhibit A was not included in the envelope I received. I cannot fully understand the implications and impacts of the project without an opportunity to review this important information. The appeal deadline should be extended until the city demonstrates that all interested parties have received the missing Exhibit A. I reserve all my rights to add to or amend this appeal after the city distributes the missing document, which is critical for review.

DIR-2018-6719

ORIGINAL

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

VAHID KHORSAND
VICE-PRESIDENT

DAVID H. J. AMBROZ
CAROLINE CHOE
HELEN LEUNG
KAREN MACK
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN



ERIC GARCETTI
MAYOR

VINCENT P. BERTONI, AICP
DIRECTOR

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

TRICIA KEANE
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

**DIRECTOR'S DETERMINATION
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM
WAIVER OF STREET DEDICATION AND IMPROVEMENTS**

August 1, 2019

Applicant

The Westwood LLC
2020 Cotner Ave.
Los Angeles, CA 90025

Case No. DIR-2018-6719-TOC-WDI

CEQA: ENV-2018-6720-CE

Location: 2301 S. Westwood Blvd.

Council District: 5 - Koretz

Community Plan Area: West Los Angeles

Land Use Designation: Neighborhood Commercial

Zone: C4-1VL-POD

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

Owner

Alexis Golbahar Childs Trust,
Amanda Golbahar Childs Trust
2020 Cotner Avenue
Los Angeles, CA 90025

Last Day to File an Appeal: August 16, 2019

Representative

Noah Riley
Riley Projects 8800 Venice Blvd.
Suite 302
Los Angeles, CA 90034

DETERMINATION – Transit Oriented Communities Affordable Housing Incentive Program

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

DETERMINE, based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

APPROVE a **Transit Oriented Communities Compliance Review** for a project totaling 50 dwelling units and 6,507 sf of ground floor commercial space, reserving five (5) units for Extremely Low Income, with the following requested incentives:

1. **Height.** A 22-foot increase in the building height, allowing 67 feet in lieu of the maximum 45 feet, and 2 additional stories, allowing 5 stories in lieu of the 3 stories otherwise allowed by the C4-1VL-POD Zone;

ORIGINAL

DIR-2018-6719

2. **Yard/Setback.** A reduction in the required side yards, allowing 5 feet per the RAS3 zone in lieu of the 8-foot side yard setbacks otherwise required; and
3. **Open Space.** A 25 percent reduction in the open space requirement, allowing 4,013 square feet in lieu of the 5,350 square feet otherwise required;

Pursuant to Los Angeles Municipal Code (LAMC) Section 12.37-1.3, I have reviewed the proposed Project and as the designee of the Director of Planning, I hereby APPROVE:

A Waiver of Street Dedication and Improvement of three (3) feet on Tennessee Avenue.

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

ORIGINAL

CONDITIONS OF APPROVAL

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, West/South/Coastal Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
2. **Residential Density.** The project shall be limited to a maximum density of 50 residential units per Exhibit "A."
3. **Affordable Units.** A minimum of five (5) units, that is 10 percent On-Site Restricted Affordable Units, shall be reserved for Extremely Low Income Households as defined in Section 50106 of the California Health and Safety Code. The Transit Oriented Communities Affordable Housing Incentive Program Guidelines also requires a Housing Development to meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by the Department of Housing and Community Investment (HCIDLA) prior to the issuance of any building permit. Replacement housing units required per this section may also count towards other On-Site Restricted Affordable Units requirements.
4. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A.31 and comply with the Transit Oriented Communities Affordable Housing Incentive Program Guidelines adopted by the City Planning Commission.
5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make five (5) units for Extremely Low Income Households for rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The Applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with any monitoring requirements established by the HCIDLA. Refer to the Transit Oriented Communities Affordable Housing Incentive Program Background section of this determination.
6. **Floor Area Ratio (FAR).** The project shall be limited to a floor area ratio of 3.75:1 per Exhibit "A."
7. **Height.** The project shall be limited to five (5) stories (includes Mezzanine level, which is not considered a story per ZA 2019-2359(ZAI)) and a maximum 67 feet in height. Per Exhibit "A":
 - a. Any portion of the building along the Westwood Boulevard frontage above 51 feet in height, including the roof and roof structure, shall be set back from the front lot line at a 45-degree angle, for a horizontal distance of not less than 15 feet from the exterior façade of the Ground Floor.

- b. Any portion of the building along the Tennessee Avenue frontage above 56 feet in height shall be set back at least 15 feet from the exterior face of the Ground Floor.
8. **Transitional Height.** The building height limit shall be stepped-back at a 45-degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the R1-1 Zone.
9. **Yard/Setback.** The northerly and southerly side yard setbacks shall be no less than five (5) feet at the first residential level per Exhibit "A." The commercial front yard shall be zero (0) feet and the commercial rear yard shall be five (5) feet per Exhibit "A." The rear yard at the first residential level shall be no less than 17 feet.
10. **Open Space.** The project qualifies for a 25 percent reduction in the required amount of open space. The project shall provide a minimum of 4,013 square feet of open space per Exhibit "A." The common open space shall meet the requirements of LAMC Section 12.21 G per the satisfaction of the Department of Building and Safety.
11. **Automobile Parking.**
 - a. **Residential Parking.** Based upon the number of dwelling units proposed, a minimum of twenty-five (25) residential automobile parking spaces shall be provided for the project. Automobile parking shall be provided consistent with TOC Guidelines. Parking for all residential units in an Eligible Housing Development for a Tier 3 project shall not be required to exceed one-half (.5) space per unit.
 - b. **Nonresidential Parking.** Parking for the Ground-floor Nonresidential uses shall be provided consistent with Los Angeles Municipal Code and TOC Guidelines for a Tier 3 project, which may be reduced up to 30%.
12. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21 A.16.
13. **Landscaping.** The landscape plan shall indicate landscape points for the project equivalent to 10% more than otherwise required by LAMC 12.40 and Landscape Ordinance "Guidelines O." All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.
14. **Street Trees.** Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. Parkway tree removals shall be replanted at a 2: 1 ratio All street tree plantings shall be brought up to current standards.
15. **Westwood/Pico Neighborhood Overlay District (POD).** The Department of Building and Safety shall not issue a building permit for the Project unless the Project conforms to all of the applicable provisions of the Westwood/Pico Neighborhood Overlay District, Ordinance No. 171,859.

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STREET STANDARDS

16. **Waiver of Dedication and Improvement.** A three-foot dedication and half-roadway widening shall not be required for the length of Tennessee Ave. adjoining the project site to the northwest. No other waivers of the Bureau of Engineering required dedications or improvements have been requested or approved.

Administrative Conditions

17. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved." A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.
18. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
19. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
20. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
21. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

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22. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

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BACKGROUND

Subject Property

The project site, located at 2301 S. Westwood Boulevard, is a corner lot fronting Westwood Blvd. at the intersection of Tennessee Avenue. The project site occupies two regularly shaped and flat lots developed with a two-story, partially completed, commercial building. The project lots are 55 and 50 feet wide, for a cumulative width of 105 feet and a depth of 135 feet, consistent with the lot width requirements of the C4 Zone. The project site is not located within a Fault Zone, Liquefaction Zone, Landslide Area, Very High Fire Severity Zone, or a Methane Zone. The project site is in a Special Grading Area (BOE Basic Grid Map A-13372), is proposing to haul 16,357 cubic yards of dirt, and will require a Haul Route. There are no known designated historic resources or cultural monuments on the subject site.

The project abuts R1-1 zoned properties to the rear, which are developed with one-story single-family residences. The existing two-story commercial property maintains a zero foot rear yard setback along the abutting R1-1 zone. The properties adjoining the project site along Westwood Blvd. are developed with two-story commercial businesses, retail, and offices.

The project proposes the demolition of the existing two-story commercial building and the construction of a new 5-story with mezzanine, 50,394 sf, maximum 67 feet in height, mixed-use apartment building consisting of fifty (50) units and 6,507 sf ground floor commercial space. Three levels of subterranean parking are proposed consisting of 71 parking spaces. Residential parking will be provided at a ratio of .5 spaces per unit, consistent with the TOC Guidelines.

There are zero (0) trees on the project site, this includes protected or significant trees, and therefore a tree report was not required. However, there is currently one significant City of Los Angeles Street Tree, a Podocarpus macrophyllus, located in the parkway perimeter of the site. Significant is considered an 8" trunk diameter and greater. The Podocarpus macrophyllus is scheduled for removal and is conditioned to be replaced to the satisfaction of the Urban Forestry Division of the Bureau of Street Services.

The project was reviewed as required under Section 12.37 of the Los Angeles Municipal Code and the Bureau of Engineering R3 Investigation letter, dated May 10, 2019, requires dedications and improvements on Westwood Blvd. and Tennessee Ave. The project is seeking a partial waiver of dedication and improvement of 3 feet on Tennessee Ave. through the authorizing Los Angeles Municipal Code Section 12.37.

Zoning and Land Use Designation

The site is zoned C4-1VL-POD and has a General Plan Land Use Designation of Neighborhood Commercial. The C4 Zone allows residential density of the R4 Zone and area requirements at the first residential level. The project site is located in the West Los Angeles Community Plan area and the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP, Ordinance 171,492). The Project is subject to Department of Transportation clearance of the WLA TIMP.

The Westwood/Pico Neighborhood Overlay District (NOD) was enacted through Ordinance 171,859, effective January 24, 1998. The NOD established the POD suffix on the project site. The NOD is a Supplemental Use District per LAMC Section 13.07. Projects in the NOD require a clearance from the Department of City Planning prior to the issuance of any permit for construction, relocation, addition, change of use, or exterior alteration of a building facade facing Westwood Boulevard, Pico Boulevard or Overland Avenue (Z.I. NO. 2256).

LAMC Section 13.07-E,5(a) limits the base height of projects in the NOD to 40 feet. If the underlying zone otherwise permits a height in excess of 40 feet, then any portion of the building

above 40 feet in height, including the roof and roof structure, shall be set back from the front lot line at a 45 degree angle, for a horizontal distance of not less than 20 feet. Therefore, the project's base height along Westwood Blvd. is limited to 40 feet and along Tennessee Ave. is limited to 45 feet. The TOC Height Incentive allows an additional 22 feet in height, over the base height, for a Tier 3 project. This increase in height is applicable over the entire parcel regardless of the number of underlying height limits. The additional 22 feet would allow the subject site a maximum height of 62 feet along the front lot line and maximum height of 67 feet for the remainder of the site. However, the TOC Height Exception applies to projects located on lots with a height limit of 45 feet or less, and requires any height increases over 11 feet to be stepped-back at least 15 feet from the exterior face of the Ground Floor of the building located along any street frontage. The project is on a corner lot and will comply with the TOC Height Exception on Westwood Blvd. with a height of 51 feet and a 15 foot step back from the exterior face of the building's ground floor and on Tennessee Ave. with a height of 56 feet and a 15 foot step back from the exterior face of the building's ground floor.

Transit Oriented Communities

The project qualifies for the Transit Oriented Communities ("TOC") Affordable Housing Incentive Program, which allows a variety of incentives for increased density, height, and floor area, among others, for Eligible Housing Projects. Measure JJJ was adopted by the Los Angeles City Council and established the TOC Affordable Housing Incentive Program. The measure required that the Department adopt a set of TOC Guidelines, which establish incentives for residential or mixed use projects located within ½ mile of a major transit stop, as defined under existing State law.

The TOC Guidelines, adopted September 22, 2017 and amended on February 26, 2018, establish a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

The subject site is located within 2,640 feet from the Metro Expo Line-Westwood/Rancho Park Station, and is eligible as a Tier 3 development in the Transit Oriented Communities Affordable Housing Incentive Program Guidelines, as indicated on the revised TOC Referral Form dated March 11, 2019.

Tier 3 Base Incentives require On-Site Restricted Affordable Units at the rate of 10% for Extremely Low Income, 14% for Very Low Income, or 23% for Lower Income, of the total number of units. Three Additional Incentives may be granted for projects that include at least 11% of the base units for Extremely Low Income Households. The applicant is proposing five (5) Extremely Low Income units, consistent with the Base Incentive requirements, and which make the project eligible for three Additional Incentives.

The project is eligible for the following Tier 3 Base Incentives, which are granted by-right for eligible TOC projects:

- a. **Density.** Increase the maximum allowable number of dwelling units permitted by up to 70 percent.

The C4 Zone allows for a maximum residential density consistent with the R4 Zone requirements of one dwelling unit per 400 sf of lot area. The combined subject lots total 14,189.4 sf, for a maximum base density of 36 units. Los Angeles Municipal Code allows 35 units by-right, however, the TOC Guidelines round base density up to the next whole

number. The maximum allowed density for the subject site under the Tier 3 Density Incentive would be 62 units. The project is proposing 50 units.

- b. **Floor Area Ratio.** Percentage increase in commercial zones resulting in at least a 3.75:1 FAR.

In commercial zones in Height District 1, the Los Angeles Municipal Code provides for a maximum FAR of 1.5:1. Los Angeles Municipal Code Section 12.03 states that "Buildable Area" in commercial zones has the same meaning as lot area. The project has a by-right floor area of 21,284.1 sf. The TOC Guideline allows a maximum floor area of 53,210 sf, and the project is proposing 50,394 sf, which is consistent with the TOC requirements.

- c. **Residential Parking.** Parking for all residential units in an Eligible Housing Development for a Tier 3 project shall not be required to exceed one-half space per unit.
- d. **Nonresidential Parking.** Up to a 30% reduction in the nonresidential parking requirement

Pursuant to the TOC Guidelines, the project is eligible for, and has been granted three (3) Tier 3 Additional Incentives to construct the proposed project:

- a. **Yard/Setback.** Any or all of the yard requirements for the RAS3 zone per LAMC 12.10.5 with the exception that yard reductions cannot be applied along any property line that abuts an R1 or more restrictive residential zoned property. The proposed project abuts an R1 zoned property to the rear and complies with the R4 rear yard requirements at the first residential level (2nd floor), providing a 17 foot rear yard setback.

There is not a required rear yard setback in the C4 zone for commercial uses; however, the applicant is providing a 5-foot setback for a Public Utilities Easement.

The front and side yards are consistent with the RAS3 yard incentive. The project is providing 5-foot side yards for the first residential level. The RAS3 Zone requires the front yard setback to be 5 feet or the average of adjoining buildings. The adjoining building has a setback of zero feet (consistent with POD Development Regulations) and the project is consistent.

- b. **Open Space.** A 25 percent reduction from the open space requirement, allowing 4,013 square feet in lieu of 5,350 square feet.
- c. **Height Incentives.** A 22-foot increase in the building height, allowing a maximum 67 feet in lieu of the 45 feet otherwise allowed by the C4-1VL-POD zone.

The table below provides a summary of the relevant and underlying LAMC provisions for the subject property and requested TOC Base and Additional Incentives:

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Incentives	Otherwise Allowed/Required	TOC Guidelines	Proposed
Density	35 units	62 units	50 units
FAR	1.5	3.75	3.75
Residential Parking Spaces	67	25	25
Nonresidential Parking Spaces	62	44	46
Open Space	5,350 sf	4,013 sf	4,843 sf
Height	45' and 40' (along Front Lot Line)	67'	65'-1 ¼"

Yard Incentives	Otherwise Required	TOC Guidelines	Proposed
Commercial Front	0'	0'	0'
Commercial Rear	0'	0'	5'
Commercial Side	0'	0'	0'
Residential Front	15'	0'	0'
Residential Rear	17'	17'	17'
Residential Side	8'	5'	5'

Housing Replacement

The TOC Guidelines require a Housing Development to meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by the Department of Housing and Community Investment (HCIDLA) prior to the issuance of any building permit. California Government Code Section 65915(c)(3), as amended by Assembly Bill 2222 and 2556, requires applicants of Density Bonus projects to demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households. Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated November 26, 2018, AB 2556 does not apply to commercial properties and no AB 2556 affordable replacement units are required (provisional and subject to verification by HCIDLA's Rent Division). The project satisfies the TOC Affordable Housing requirement by providing five (5) units restricted to Extremely Low Income households. This is reflected in the Conditions of Approval.

Right-of-Way

Tennessee Avenue, adjoining the property to the northwest, is designated a Collector Street by Mobility Plan 2035 and has a designated Right-of-Way Width of 66 feet (33 feet half Right-of-way) and Roadway Width of 40 feet (20 feet half Roadway). The existing half Right-of-Way is improved to a width of 30 feet and the half Roadway is improved to a width of 15 feet.

Westwood Boulevard, adjoining the property to the northeast, is designated an Avenue II by Mobility Plan 2035 and has a designated Right-of-Way Width of 86 feet (43 feet half Right-of-way) and Roadway Width of 56 feet (28 feet half Roadway). The existing half Right-of-Way is improved to a width of 40 feet and the half Roadway is improved to a width of 30 feet.

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FINDINGS

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

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

1. Pursuant to Section 12.22 A.25(g) of the LAMC, the Director shall approve a density bonus and requested incentive(s) unless the director finds that:
 - a. *The incentives are **not required** to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.*

The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate-income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed a predetermined percentage of income based on area median income thresholds dependent on affordability levels.

The list of on-menu incentives in the TOC Guidelines were pre-evaluated at the time the Transit Oriented Communities Affordable Housing Incentive Program Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project. Therefore, the site and project qualify for the TOC Affordable Housing Incentive Program as an Eligible Housing Development, and is eligible for the incentives granted therein.

Increased Height:

A restriction on height could limit the ability to construct the additional residential dwelling units, and specifically the Restricted Affordable Units. The project is financially feasible because of the increased flexibility the incentives allow the applicant in the building envelope.

Base Height + Incentive

The applicant has requested a Tier 3 Height Incentive, which allows for two additional stories up to 22 additional feet. The C4-1VL zone allows for a maximum height of 45 feet and three stories for mixed-use buildings. Therefore, the Tier 3 Height Incentive would allow a maximum height of 67 feet and five stories. The project is within that envelope at 65'-1 ¼" and 5-stories (the mezzanine does not qualify as a story per ZA 2019-2359(ZAI)) and is consistent with the TOC guidelines.

TOC Height Exception

The TOC Height Exception applies to projects located on lots with a height limit of 45 feet or less. The Exception requires any height increases in excess of the first 11 feet above the base height to be stepped-back a minimum of 15 feet from the exterior face of the Ground Floor building along any street frontage.

The project site is in a C4-1VL-POD Zone, with a height limit of 45 feet. In addition, the NOD and LAMC 13.07-E,5(a) limit the base height to 40 feet along the front lot line, and require additional height, including the roof and roof structure, to be set back from the front lot line at a 45 degree angle, for a horizontal distance of not less than 20 feet.

Therefore, along Westwood Blvd., the project is stepped back after the first 11 feet of height increase over the base height of 40 feet, beginning at 51 feet. The project complies with the required 15-foot setback from the exterior face of the building.

Along Tennessee Avenue, the subject site is only subject to the TOC Exception and not the NOD requirement, as the Tennessee Ave. frontage is not the front lot line. Therefore, the base height along Tennessee Ave. is 45 feet. The height along Tennessee may extend to 56 feet and is then required to step-back a minimum of 15 feet before utilizing the additional remaining height incentive. The project is consistent with the TOC Exception requirement.

Transitional Height

The project is also utilizing the Transitional Height Incentive. The rear of the building is stepped-back at a 45-degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in R1 Zone to the rear of the property. The provided Transitional Height is consistent with the TOC Guidelines.

Reduced Yard/Setback:

Per the TOC Guidelines, in any commercial zone, Eligible Housing Developments may utilize any or all of the yard requirements for the RAS3 zone per LAMC 12.10.5. However, the yard reduction cannot be applied along any property line that abuts an R1 or more restrictive residential zoned property. Because the proposed project abuts an R1 zoned property to the rear it cannot utilize a reduction in the rear yard and is therefore complying with the R4 rear yard requirements at the first residential level (2nd floor), and providing a 17 foot rear yard setback. The project is providing 5-foot side yards for the first residential level, consistent with the RAS3 yard incentive.

The requested incentive is necessary to provide the affordable housing costs as defined in California Health and Safety Code Section 50052.5, or Section 50053 for rents for the affordable units. The RAS3 yard setback is necessary to build the affordable housing units provided.

Reduced Open Space:

The applicant has requested a 25% reduction in the LAMC Code Section 12.21-G required open space of 5,350 sf, resulting in 4,013 sf of required open space. The project is providing 4,843 sf of open space, consistent with the TOC Incentives. Common open space will be provided in the form of a common roof deck with seating, a lounge area, outdoor dining area, and landscaping per Exhibit "A," and is conditioned to meet the requirements of LAMC Section 12.21 G to the satisfaction of the Department of Building and Safety. The requested incentive will allow the developer to reduce open space requirements so the affordable housing units reserved for Extremely Low Income Households can be constructed and the overall space dedicated to residential uses increased.

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

There is no evidence in the record that the proposed incentive will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). The finding that there is no evidence in the record that the proposed incentive(s) will have a specific adverse impact is further supported by the recommended CEQA finding. The findings to deny an incentive under Density Bonus Law are not equivalent to the findings for determining the existence of a significant unavoidable impact under CEQA. However, under a number of CEQA impact thresholds, the City is required to analyze whether any environmental changes caused by the project have the possibility to result in health and safety impacts. For example, CEQA Guidelines Section 15065(a)(4), provides that the City is required to find a project will have a significant impact on the environment and require an EIR if the environmental effects of a project will cause a substantial adverse effect on human beings. The proposed project and potential impacts were analyzed in accordance with the City's Environmental Quality Act (CEQA) Guidelines. Analysis of the proposed Project determined that it is Categorically Exempt from environmental review pursuant to Article 19, Class 32 of the CEQA Guidelines. The Categorical Exemption (CE) could be adopted, including, on the basis that none of the potential environmental effects of the proposed Project would cause substantial adverse effects on human beings, the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources. Based on all of the above, there is no basis to deny the requested incentives.

MANDATED FINDINGS (WAIVER OF DEDICATION AND/OR IMPROVEMENTS):

Pursuant to LAMC Section 12.37.I.2, the Director may waive, reduce, or modify the required dedication(s) or improvement(s) as appropriate after making any of the following findings, based on substantial evidence in the record that:

- a) The dedication or improvement requirement does not bear a reasonable relationship to any project impact;

or

- b) The dedication or improvement is not necessary to meet the City's mobility needs for the next 20 years based on the guidelines the Street Standards Committee has established;

or

- c) The dedication or improvement requirement is physically impractical.

2. **The dedication or improvement requirement does not bear a reasonable relationship to any project impact.**

The project site is a corner lot fronting Westwood Blvd. where it intersects with Tennessee Ave. The project site occupies two regularly shaped and flat lots, which are currently developed with a two-story partially, completed, commercial building.

Tennessee Avenue is designated a Collector Street by *Mobility Plan 2035* and has a standard Right-of-Way Width of 66 feet (33 feet half Right-of-Way) and standard Roadway Width of 40 feet (20 feet half Roadway). The apparent half Right-of-Way is improved to a width of 30 feet and the apparent half Roadway is improved to a width of 15 feet.

Westwood Boulevard is designated an Avenue II by *Mobility Plan 2035* and has a standard Right-of-Way Width of 86 feet (43 feet half Right-of-Way) and standard Roadway Width of 56 feet (28 feet half Roadway). The half Right-of-Way is improved to a width of 40 feet and the apparent half Roadway is improved to a width of 30 feet.

The Bureau of Engineering is requiring the dedication of a 20-ft corner radius or a 15-ft-by-15-ft corner cut at the intersection of Westwood Blvd and Tennessee Ave. In addition, BOE is requiring the repair and/or replacement of any broken or off-grade asphalt, sidewalk, or curb and gutter. On Westwood Blvd., the Bureau of Engineering is requiring a 3-ft dedication along the property street frontage to complete the 43-ft half right-of-way and the repair and/or replacement of any broken or off-grade asphalt, sidewalk, or curb and gutter. On Tennessee Ave., BOE is requiring the dedication of 3-ft along the property street frontage to complete the 33-ft half right-of-way. The existing 15-ft half roadway on Tennessee Ave. is required to be widened and improved to 20-ft along the property frontage with construction of new asphalt pavement, new integral concrete curb and a 2-ft gutter, and full width concrete sidewalk to abut the new property line in addition to the repair and/or replacement of any broken or off-grade asphalt, sidewalk or curb and gutter.

The applicant is seeking a waiver of the 3 ft. dedication and improvement along Tennessee Ave.

No Transportation/Traffic impacts were identified in relationship to the project. The March 19, 2019 Department of Transportation Referral Form determined the project did not meet the thresholds required for a Traffic Study Assessment. The Trip Generation Calculation determined a net increase of 23 PM trips, which is below the 25-trip threshold requiring a technical memorandum. The dedication does not bear a reasonable relationship to any project impact.

The properties to the West of the subject property are developed with single-family homes in a well-established and stable single-family neighborhood and are unlikely to be redeveloped in the future. Single-family homes run the length of Tennessee Ave. for a distance of approximately 1,646 feet until R3 Zoned properties on Bentley Ave. The existence of these single-family homes limits the possibility of future roadway widening along Tennessee Ave.

In addition, roadway widening could potentially increase cut-through traffic and speeding through residential neighborhoods, which is inconsistent with *Mobility 2035's* Complete Streets policy, "to design and operate streets in a way that enables safe access for all users, regardless of age, ability, or transportation mode choice." The property is located in the Westwood/Pico Neighborhood Overlay District, which encourages people in the surrounding neighborhoods to walk and shop within the NOD. The NOD's goals are consistent *Mobility 2035's* focus on increasing multimodal means of transportation and increased pedestrian activity and safety. *Mobility 2035's* Safety First policy stresses the

role engineering has in creating a safe environment for pedestrians as well as the significant factor vehicle speed has in traffic collisions. *Policy 1.4 Design Safe Speeds* encourages context-sensitive roadway designs with features including but not limited to, "a roadway with narrow travel lanes, a winding path, greenery, and pedestrian activity calls for slower travel speeds." Waiving the dedication along Tennessee Avenue is consistent with the Westwood/Pico Neighborhood Oriented District's encouragement of pedestrian activity and Mobility 2035's focus on pedestrian safety.

The existing Right-of-Way along Tennessee Ave. is 60-feet for an approximate distance of 2,000 feet. The subject property is consistent with the existing Right-of-Way and Roadway width along Tennessee Avenue. Requiring the dedication and roadway widening along Tennessee would create an anomaly in the development pattern that would likely not be continued down the remainder of Tennessee for the aforementioned reasons. Based on the preceding findings the dedication and improvement requirement does not bear a reasonable relationship to any project impact.

CEQA FINDINGS

As the designee of the Director of Planning, I have determined, based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to State CEQA Guidelines, Article 19, Section 15332 (Class 32) and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

The project, located at 2301 S. Westwood Blvd., is for the demolition of an existing two-story commercial building and the construction of a new 5-story with mezzanine, 50,394 sf, maximum 67 feet in height, mixed-use apartment building consisting of fifty (50) units and 6,507 sf ground floor commercial space. Three levels of subterranean parking will be provided consisting of 71 parking spaces in conjunction with a Haul Route and the hauling of 16,357 cubic yards of dirt. The project is also seeking a Waiver of Street Dedication and Improvement of 3 feet on Tennessee Ave. The project is an in-fill development and qualifies for the Class 32 Categorical Exemption.

CEQA Determination – Class 32 Categorical Exemption Applies

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

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

The site is zoned C4-1VL-POD and has a General Plan Land Use Designation of Neighborhood Commercial. Ordinance 171,859, effective January 24, 1998, established the Westwood /Pico Neighborhood Overlay District. The Westwood/Pico Neighborhood Overlay District is a Supplemental Use District per LAMC Section 13.07 and requires a clearance from the Department of City Planning prior to the issuance of any permit for construction, relocation, addition, change of use, or exterior alteration of a building facade facing Westwood Boulevard, Pico Boulevard, or Overland Avenue (Z.I. NO. 2256).

The project site is located in the West Los Angeles Community Plan and the West Los Angeles Transportation Improvement and Mitigation Specific Plan (Ordinance 171,492). The Project is subject to Department of Transportation clearance of the WLA TIMP. In addition, the subject site is located within 2,640 feet from the Metro Expo Line-

Westwood/Rancho Park Station, and is therefore eligible as a Tier 3 development in the Transit Oriented Communities Affordable Housing Incentive Program Guidelines.

The project lots are 55 and 50 feet wide, for a cumulative width of 105 feet and a depth of 135 feet, consistent with the lot width requirements of the C4 Zone, which defaults to the R4 Zone requirements at the first residential level.

The project is a 5-story with mezzanine, 50,394 sf, maximum 67 feet in height, mixed-use apartment building consisting of fifty-units and 6,507 sf of ground floor commercial space. The C4 Zone allows for a maximum residential density consistent with the R4 Zone requirements of one dwelling unit per 400 sf of lot area. The combined subject lots total 14,189.4 sf, which results in a maximum Base density of 36 units. Los Angeles Municipal Code allows 35 Units by-right, however, the TOC Guidelines round Base Density up to the next whole number.

Under the TOC Guidelines, the applicant can utilize a Base Incentive of a 70% increase in the number of dwelling units, in exchange for the provision on-site restricted affordable units. The density increase allows a maximum of 62 units. The applicant is providing 50 residential units, consistent with the TOC Guidelines and Zoning regulations.

The Tier 3 FAR Incentive allows for a percentage increase resulting in at least a 3.75:1 FAR in commercial zones. Los Angeles Municipal Code provides for a maximum FAR of 1.5:1 in the C4 Zone. The applicant is utilizing the TOC FAR increase to 3.75:1. Per Los Angeles Municipal Codes Section 12.03, in commercial zones, the definition of "Buildable Area" has the same meaning as lot area. The project has a by-right floor area of 21,284.1 sf. The TOC Guidelines allow a maximum floor area of 53,210 sf and the project is proposing 50,394 sf, which is consistent with the TOC requirements.

The applicant is providing parking consistent with the TOC Guidelines with 25 residential spaces at .5 spaces per unit and 46 additional commercial spaces (calculated for small restaurant use, restaurant use, and studio use with a corresponding TOC Guideline incentive reduction of 30%). The project provides 71 spaces, consistent with the requirements of Los Angeles Municipal Code 12.22-A.31

Per the TOC Guidelines, in any commercial zone, Eligible Housing Developments may utilize any or all of the yard requirements for the RAS3 zone per LAMC 12.10.5. However, the yard reduction cannot be applied along any property line that abuts an R1 or more restrictive residential zoned property. The project abuts an R1 zoned property and cannot utilize a reduction in the rear yard and is therefore complying with the R4 rear yard requirements at the first residential level (2nd floor), and providing a 17 foot rear yard setback. The project is providing 5-foot side yards for the first residential level, consistent with the RAS3 yard incentive. The RAS3 Zone requires the front yard setback to be 5 feet or the average of adjoining buildings. The adjoining building has a setback of zero feet and the project is consistent.

The project is utilizing the TOC Incentive of a 25% reduction in the LAMC Code required Open Space of 5,350 sf, resulting in 4,013 sf of required open space. The project is providing 4,843 sf of Open Space., consistent with the Los Angeles Municipal Code and TOC Guidelines.

The TOC Guidelines allow for a maximum height of 67 feet (two additional stories up to 22 additional feet) and the project is 65'-1 ¼" in height and 5-stories. The mezzanine is not considered an additional story. The project is consistent with the TOC Guideline's Height Incentive and Exception requirements.

The current project is in an urbanized area and characterized as in-fill development, which qualifies for the Class 32 Categorical Exemption. As shown in the case file, the project is consistent with the applicable West Los Angeles Community Plan designation and policies and all applicable zoning designations and regulations.

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

The subject site is wholly within the City of Los Angeles, on a site that is approximately .32 acres (14,189.4 sf) acres. Lots adjacent to the subject site are developed with the following urban uses: two-story commercial businesses consistent with the C4-1VL zone and Neighborhood Commercial Land Use designation and single-family properties zoned R1-1. From Missouri Avenue to the northwest to Pico Blvd. to the southeast, the commercial buildings along Westwood Blvd. abut single-family properties zoned R1-1 to their rear.

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

The site is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. The original Certificate of Occupancy for the subject site (1946LA11056; 2303 S. Westwood Blvd.) was issued on June 18, 1947 for a two-story store and residence and additional residence. There is no parking indicated on the Certificate of Occupancy. There is an additional Certificate of Occupancy for 2301 S. Westwood Blvd. (1961WL35636) for the conversion of a gym from the existing commercial building. Again, no parking is indicated on the Certificate of Occupancy. There are zero (0) trees on the project site, this includes protected or significant trees, and therefore a tree report was not required. However, there is currently one significant City of Los Angeles Street Tree (Significant is considered an 8" trunk diameter and greater), a Podocarpus macrophyllus, located in the parkway perimeter of the site. The Podocarpus macrophyllus is scheduled for removal and will be replaced at a 1:1 ratio. All street trees shall be planted to the satisfaction of the City of Los Angeles Urban Forestry Division.

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

The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, storm water mitigations; and Best Management Practices for storm water runoff. More specifically, RCMs include but are not limited to:

- **Regulatory Compliance Measure RC-AQ-1(Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
 - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.

- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.
- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- **Regulatory Compliance Measure RC-GEO-6 (Expansive Soils Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil expansion and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

These RCMs will ensure the project will not have significant impacts on noise and water. Furthermore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study as noted in the *Department of Transportation Referral Form: Traffic Study Assessment*, dated March 19, 2019. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. These RCMs will ensure the project will not have significant impacts on noise, air quality, and water. The Project will also be governed by an approved haul route under City Code requirements, which will regulate the route hauling trucks will travel, and the times at which they may leave the site, thereby reducing any potential traffic impacts to less than significant. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report

Approval Letter (Log #107716) for the proposed project and as it may be subsequently amended or modified. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

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

The project site will be adequately served by all public utilities and services given that the project site is developed, surrounded by urban uses, served by existing infrastructure, and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32.

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

There are five (5) Exceptions, which must be considered in order to find a project exempt under Class 32: (a) Cumulative Impacts; (b) Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources.

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

There is not a succession of known projects of the same type and in the same place as the subject project. As mentioned, the project proposes the demolition of an existing two-story commercial building and the construction of a new 5-story with mezzanine, 50,394 sf, maximum 67 feet in height, mixed-use apartment building consisting of fifty (50) units and 6,507 sf ground floor commercial space. Three levels of subterranean parking will be provided consisting of 71 parking spaces (Residential parking will be provided at a ratio of .5 spaces per unit, consistent with the TOC Guidelines) in conjunction with the export offsite of 16,357 cubic yards of dirt. The project is also seeking a Waiver of Street Dedication and Improvement of 3 feet on Tennessee Ave. The project is in an area zoned and designated for such development. Properties in the vicinity are developed with the following urban uses: two-story commercial businesses consistent with the C4-1VL zone and Neighborhood Commercial Land Use designation and single-family properties zoned R1-1 and the subject site is of a similar size and slope to nearby properties. According to Navigate LA, there are no other haul route approvals, and no other haul route applications being processed in conjunction with the 50-unit apartment complex, within 500 feet of the Subject Site. In addition, the haul route approval will be subject to recommended conditions prepared by LADOT to be considered by the Board of Building and Safety Commissioners that will reduce the impacts of construction related hauling activity, monitor the traffic effects of hauling, and reduce haul trips in response to congestion. The proposed Haul Route will utilize 14 cubic yard haul trucks and haul for a total of 15 days, with 80 trips per day. This equates to a total of 1,120 cubic yards per day and a total maximum export amount of 16,357 cubic yards (the 15th day is not anticipated to haul a full truck). The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter (Log #107716) for the proposed project and as it may be subsequently amended or modified. Therefore, in conjunction with citywide RCMs and compliance with other applicable regulations, no foreseeable cumulative impacts are expected.

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

The Project proposes to construct a 50-unit apartment building with 6,507 sf of commercial space in an area zoned and designated for commercial and residential development. The Subject Site is of a similar size and slope to nearby properties. The Floor Area, Density, Height, Yards, Open Space...etc. of the proposed project are consistent with the Zone and Transit Oriented Communities program.

Two-story commercial buildings are typical of the properties along Pico Blvd. and in the vicinity of the Subject Site. From Missouri Avenue to the northwest to Pico Blvd. to the southeast, the commercial buildings along both the east and west sides of Westwood Blvd. abut single-family properties zoned R1-1 to their rear.

The project site is not located within a Fault Zone, Liquefaction Zone, Landslide Area, Very High Fire Severity Zone, or a Methane Zone. The project site is located in a Special Grading Area (BOE Basic Grid Map A-13372). However, Regulatory Compliance Measures include the submittal of a Geology and Soils Report (provided by Applied Earth Sciences dated August 24, 2018) to the Los Angeles Department of Building and Safety (LADBS), and a Geology and Soils Report Approval Letter. The approval letter was granted on April 15, 2019 (Log #107716) and the letter details conditions of approval which must be followed.

Thus, there are no unusual circumstances which may lead to a significant effect on the environment, and this exception does not apply.

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

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. The project site is located approximately 11.2 miles from State Route 27. Therefore, the Project will not result in damage to any scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway, and this exception does not apply.

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

According to Envirostor, the State of California's database of Hazardous Waste Sites, neither the Subject Site, nor any site in the vicinity, is identified as a hazardous waste site. Furthermore, the building permit history for the Project Site does not indicate the Site may be hazardous or otherwise contaminated and this exception does not apply.

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

The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register; and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Finally, the City does not choose to treat the site as a historic resource. Based on this, the project will not result in a substantial

adverse change to the significance of a historic resource and this exception does not apply.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND

Measure JJJ was adopted by the Los Angeles City Council on December 13, 2016. Section 6 of the Measure instructed the Department of City Planning to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, a transit-based affordable housing incentive program. The measure required that the Department adopt a set of TOC Guidelines, which establish incentives for residential or mixed-use projects located within ½ mile of a major transit stop. Major transit stops are defined under existing State law.

The TOC Guidelines, adopted September 22, 2017 and amended on February 26, 2018 with technical clarifications, establish a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

UTILITY IMPROVEMENTS

In the instance that street work improvements are required, improvements to or the relocation of utilities may also be required. The granting of a Waiver of Dedication and/or Improvement, pursuant to LAMC Section 12.37.I, pertaining to roadway or sidewalk widening (street work) does not waive any requirements associated with utility and/or infrastructure improvements which may be required in order to satisfy the street work improvements. Satisfactory arrangements and/or easements shall be made with the appropriate Department(s) or Bureau(s), as required, for the improvement of utilities or infrastructure. The application of a Waiver of Dedication and/or Improvement shall not impose additional utility or infrastructure requirements than what would otherwise be required for a by-right project pursuant to LAMC Section 12.37.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES

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

TRANSFERABILITY

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

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

The Applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the Applicant or

his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code, or the approval may be revoked.

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

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

APPEAL PERIOD - EFFECTIVE DATE

The Determination in this matter will become effective and final fifteen (15) days after the date of mailing of the Notice of Director's Determination unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at <http://planning.lacity.org>.

Planning Department public offices are located at:

Downtown
Figueroa Plaza
201 North Figueroa Street,
4th Floor
Los Angeles, CA 90012
(213) 482-7052

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

West Los Angeles
West Los Angeles Development
Services Center
1828 Sawtelle Boulevard, 2nd Floor
Los Angeles, CA 90025
(310) 231-2598

*Please note the cashiers at the public counters close at 3:30 PM.

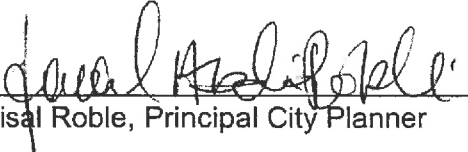
Only an applicant or any owner or tenant of a property abutting, across the street or alley from, or having a common corner with the subject property can appeal this Density Bonus Compliance Review Determination. Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Section 12.22 A.25 of the LAMC, appeals of Density Bonus Compliance Review cases are heard by the City Planning Commission.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles or the Marvin Braude Building in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either through the Department of City Planning website at <http://planning.lacity.org> or by calling (213) 482-7052 or (818) 374-5050. The applicant is further advised to notify any consultant representing you of this requirement as well.


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

VINCENT P. BERTONI, AICP
Director of Planning

Approved by:


Faisal Roble, Principal City Planner


Reviewed by:


Michelle Singh, Senior City Planner

Reviewed by:


Jason Chan, City Planner

Prepared by:


Julia Duncan, City Planning Assistant

Office: West LA
Applicant Copy
 Application Invoice No: 58348

City of Los Angeles
 Department of City Planning



Scan this QR Code® with a barcode reading app on your Smartphone. Bookmark page for future reference.

City Planning Request

NOTICE: The staff of the Planning Department will analyze your request and accord the same full and impartial consideration to your application, regardless of whether or not you obtain the services of anyone to represent you.

This filing fee is required by Chapter 1, Article 9, L.A.M.C.

Applicant: SAIDIAN, RUBEN (310-8014341)
Representative: SAIDIAN, ROSITA (310-8014341)
Project Address: 2301 S WESTWOOD BLVD, LOS ANGELES, CA 90064

NOTES: APPEAL OF THE ENTIRE ACTION DECISION DIR-2018-6719-TOC-WDI BY AN AGGRIEVED PERSON(S), OTHER THAN THE APPLICANT/OWNER, CLAIMING TO BE AGGRIEVED.

Item	Fee	%	Charged Fee
Appeal by Aggrieved Parties Other than the Original Applicant *	\$89.00	100%	\$89.00
Case Total			\$89.00

Item	Charged Fee
*Fees Subject to Surcharges	\$89.00
Fees Not Subject to Surcharges	\$0.00
Plan & Land Use Fees Total	\$89.00
Expediting Fee	\$0.00
Development Services Center Surcharge (3%)	\$2.67
City Planning Systems Development Surcharge (6%)	\$5.34
Operating Surcharge (7%)	\$6.23
General Plan Maintenance Surcharge (7%)	\$6.23
Grand Total	\$109.47
Total Invoice	\$109.47
Total Overpayment Amount	\$0.00
Total Paid (this amount must equal the sum of all checks)	\$109.47

LA Department of Building and Safety
 WL M CA 302081308 8/16/2019 12:39:44 PM
 PLAN & LAND USE \$106.80
 DEV SERV CENTER SURCH-PLANNING \$2.67
 Sub Total: \$109.47
 Receipt #: 0302161756

Council District: 5
 Plan Area: West Los Angeles
 Processed by MCCOY, NOAH on 08/16/2019

2301 S WESTWOOD BL

Signature: *[Handwritten Signature]*



LA Department of Building and Safety
 WL M CA 302081308 8/16/2019 12:39:44 PM
 PLAN & LAND USE \$106.80
 DEV SERV CENTER SURCH-PLANNING \$2.67

EXHIBIT F
CORRESPONDENCE

FIX THE CITY

Laura@FixTheCity.org, Laura.Lake@gmail.com

Messages 310-317-7400

Via Email: Vincent.Bertoni.lacity.org

February 6, 2019

Vincent Bertoni, Director, Department of Los Angeles City Planning

RE: 2301 Westwood Blvd. TOC Project Approval Would Be Unlawful

Dear Mr. Bertoni:

Before you issue your Determination for the above requested "Additional TOC Incentives," Fix the City requests that our comment letter be included in the record for this item, and that we receive all notices, hearings and staff reports prepared on this matter. We request that communications be sent electronically to the above addresses.

The approval of this TOC project for requested "Additional Incentives" under the TOC Guidelines is unlawful for the following reasons:

1. The TOC Guidelines were never lawfully adopted as required by California Govt. Code Section 65915(d)(C)(3);
2. The project as proposed violates the Transitional Height Ordinance 161,684, LAMC 12.21.1 A10. An administrative guideline cannot override an adopted ordinance. This commercially-zoned site shares a property line with property zoned R-1 and is therefore subject to transitional height as defined by the ordinance. A variance is required to obtain relief from Transitional Height.
3. The TOC Guidelines exceed the authority of JJJ per Section 5.A and therefore require additional voter approval; and
4. Implementation of the TOC Guidelines absent adequate infrastructure and city services, including first-responder response times, fails to comply with General Plan Framework mandatory mitigation measures. They mandate that "allowable increases in density ... would not occur until infrastructure and its funding was available," and that "...type, amount, and location of development be correlated with the provision of adequate supporting infrastructure and services."

Thank you in advance for your consideration. Fix the City is available to discuss these issues with you and your staff.

Sincerely,

Laura Lake

Laura Lake, Ph.D.

Secretary



WESTSIDE NEIGHBORHOOD COUNCIL

P.O. Box 64370 Los Angeles, CA 90064

www.wncla.org (310) 474-2326



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Lisa Morocco, Vice-Chair
Aaron Rosenfield, Recording Secretary
Mary Kusnic, Corresponding Secretary
Shannon Burns, Treasurer

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Wendy Dox
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Jeff Hronek
Brendan Kotler
Sean McMillan
Elnie Vannatim
Jane Wishon
Jae Wu

April 2, 2019

Ms. Julia Duncan
Los Angeles Dept. of Building and Safety
Via email: Julia.duncan@lacity.org

RE: 2301 Westwood Blvd., LA 90064 / DIR-2018-6719-TOC-WDI
ENV-2018-6720-EAF

Dear Ms. Duncan:

At the March meeting of the Westside Neighborhood Council (WNC) there was discussion about a TOC project proposed to be located at 2301 Westwood Blvd., which lies within the WNC's boundaries.

The nature of our discussion focused on the relationship between our community's adopted Westwood/Pico Neighborhood Oriented District (NOD) and projects we are now seeing that seek entitlement under the TOC program guidelines.

The purpose of the NOD has always been to foster a vibrant pedestrian oriented experience on both Pico and Westwood Blvds. in our community. You could say that we were ahead of our time – long before the Mayor's Great Streets program and well in advance of efforts to create pedestrian friendly arterials. Our NOD Ordinance dates back to January 1998. That ordinance described street level uses to be prohibited and, in doing so, sought to create an environment friendly for neighborhood serving businesses.

Moving forward to today's business environment, we realize that it may not be realistic to have the full ground floor of each property include retailing. However, we believe it is vital for some portion of a property to include some active ground floor uses. We do not want to see all residential properties consume vital street level frontages thus killing off a pedestrian friendly vibe. Blocks can be easily "killed" if they do not offer some visual stimulation and an opportunity for the passer-by to interact with their surroundings.

When presented with the plans for 2301 Westwood Blvd. our community was given two possible project configurations – one was for an all-residential project, and the second was for a residential project with a retail/mixed use component on the ground floor. While there is significant community interest in the second option, we were told that the ability to pursue that option rests with the Department of Building and Safety and its interpretation as to how mezzanines are counted (in terms of the numbers of floors in a project and perhaps also in how the ground floor height is calculated given that retail space requires a slightly higher ground floor height allowance).

In the particular project in question, the height of the building remains exactly the same in the proposals with the retail uses and without. The impact on adjacent properties would remain unchanged. However, the manner in which the DBS accounts for a mezzanine would need to be clarified to permit the top level to be classified as a mezzanine. The developer/owner cannot formally present or offer the second option to the community without a written interpretation from the City that would provide him with the guidance needed to allow for further action on that configuration.

We would like to lend our support to an interpretation that provides an incentive for the placement of ground-floor retail in TOC projects within our community. We hope that such a determination can be issued in time to allow for its application to the project currently undergoing entitlement review.

In the conveyance of this request for a favorable interpretation that would allow for a retail option to be considered, I must make clear that neither the WSSM Board or the WNC have voted to support this project at this point in time. In fact, our community remains strongly opposed to the TOC Guidelines that allow for 67 foot tall buildings to be constructed without adequate required tiering at the rear of buildings directly adjacent to residential properties. In this specific case, the project has no alley separation between it and the R1 properties to the rear.

We would be happy to answer any questions that you may have.

Thank you.

Sincerely,

Terri Tippit, Chair

Cc: Hagu Solomon-Cary, CD 5
Barbara Broide & Kim Christensen, WNC Land Use Co-Chairs
Noah Riley

----- Forwarded message -----

From: **Jay Jacoby** <jay@aaafag.com>

Date: Fri, Oct 4, 2019 at 4:04 PM

Subject: Re: 2301 Westwood - Exhibit "A"

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

Cc: marcrobbins68@gmail.com <marcrobbins68@gmail.com>, Paifei Chen <mrs.pchen@gmail.com>, Denson G. Fujikawa <dfujikaw@ucla.edu>, olavviking@aol.com <olavviking@aol.com>, Stambaugh Dave <dcbsbaugh@hotmail.com>, Kathy Whooley <whooleypt@me.com>, thehealyfamily1@verizon.net <thehealyfamily1@verizon.net>, steve.wssm@gmail.com <steve.wssm@gmail.com>, dfujikaw@g.ucla.edu <dfujikaw@g.ucla.edu>, Irene Olavarria <ireneolav@gmail.com>

On Oct 4, 2019, at 4:00 PM, Jay Jacoby <jay@aaafag.com> wrote:

Julia,

I am writing this as I live within a block of the proposed building. Simply put, this will not only ruin a neighborhood we have lived in for 33 years but it will become the biggest gridlock this city has seen in some time (it already is most times).

In addition it will put out of business several small businesses and become a nightmare to visit any of them.

Come on — six stories in an area that is zoned for three and butts up directly to our back yards? And all of this to get five low income housing units?

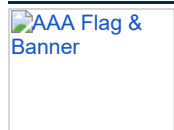
By circumventing protocol this illegal building is due to break ground shortly. Please come and see the traffic mess it already is on Westwood. And Google is on the way.

We understand progress is inevitable but please don't allow a neighborhood where single story businesses are now the norm to be blown up by a building of insane height with little city value.

Thank you.

Regards, Jay

JAY JACOBY | EVP SPORTS



office [310.836.3200](tel:310.836.3200)
mobile [310.505.3600](tel:310.505.3600)
fax [310.276.0467](tel:310.276.0467)

8954 West Pico Blvd
Los Angeles, CA 90035

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Julia Duncan <julia.duncan@lacity.org>

Objection to 2301 S. Westwood Blvd

1 message

alanasrou@gmail.com <alanasrou@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



Julia Duncan <julia.duncan@lacity.org>

TOC issues/ 2301 Westwood planned development

1 message

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



Julia Duncan <julia.duncan@lacity.org>

2301 S. Westwood Blvd./DIR-2018-6719-TOC-WDI; ENV-2018-6720-CE

1 message

Margret <thehealyfamily1@verizon.net>
To: Julia Duncan <julia.duncan@lacity.org>, CPC <cpc@lacity.org>
Cc: paul.koretz@lacity.org

Mon, Oct 14, 2019 at 2:48 PM

Case Number: DIR-2018-6719-TOC-WDI;ENV-2018-6720-CE
Project Address: 2301 Westwood Boulevard, Los Angeles, CA 90064

Dear CPC members and Julia Duncan,

I live on the 2300 block of Midvale Avenue, the block directly adjacent to Westwood Boulevard. The lots on Westwood Boulevard are narrow and there is no alley. Constructing buildings nearly 70 ft. tall towering over our single family homes is an example of how one-size-fits-all zoning will upset the balance of a stable neighborhood.

The height incentive should not be granted here. The developer is already granted the reduction in the side yards and open space. It appears that you are permitting the homes at the base of these buildings to be completely overwhelmed, removing their access to light, privacy, and quiet surroundings.

This project provides a mere 5 affordable units; yet TOC is purported to be about affordable housing.

You are also incentivizing placing these projects near light rail. Here the Expo line is already filled to capacity, and commuters are left on the platform at rush hours. This cannot be mitigated because the platforms are of limited length and frequency of trains cannot be increased due to traffic on Westwood. In addition, those living in luxury housing, which this project is, don't typically use public transportation.

Simply put, you are allowing TOC buildings without a supporting infrastructure in place. In permitting 2301 Westwood, you are opening the door to more such projects. Such an outcome is unsustainable. Furthermore, it is removing now-affordable units by razing them to be replaced by a luxury high rise. This is already happening a few doors from 2301, on the east side of Westwood.

We are not opposed to more housing; it is sorely need, but in building more housing we should not permit predatory zoning policies.

Thank you for your attention to my comments. I know it reflects the opinions of my neighbors as well.

Sincerely,
Margaret and Charlie Healy

Sent from my iPad

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

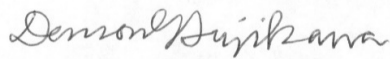
Denson G. Fujikawa, M.D.
2254 S. Midvale Avenue
Los Angeles, CA 90064

October 14, 2019

Dear Ms. Duncan,

My wife and I are very concerned about the proposed 62-unit apartment building at 2301 Westwood Blvd. My understanding is that there would be parking space for half the number of apartment units, which would not be adequate, since couples usually have two cars. My understanding is that tenants will be given Number 26 parking permits in order to park on our street and adjacent streets, which will make it impossible for visitors to park near our house. My wife and I live in a house on the corner of Tennessee and Midvale Avenues (2254 Midvale Avenue). The proposed entry and exit space for the garage of the building is on Tennessee Avenue, just around the corner from Westwood Blvd and right across the street from us. The cross-traffic on Tennessee Avenue between Westwood Blvd and Tennessee Avenue is already quite heavy, and the added amount of traffic is of great concern to us and to our neighbors. Our neighborhood is zoned for single-unit houses and if the proposed six-story apartment building is built, it will be as if our neighborhood has been re-zoned to include multi-unit dwellings. Moreover, there is no alley way between the commercial buildings on Westwood Blvd. and our homes, so that, for example, the apartment complex would abut directly on the house at 2300 Midvale Avenue! Also, only 10% of the apartments are earmarked for affordable housing. How can this help us reach the goal of hugely more affordable housing in L.A.? We ask that you take our concerns into account in deciding how to proceed.

Sincerely,

A handwritten signature in cursive script that reads "Denson G. Fujikawa". The signature is written in dark ink on a light-colored background.

Denson ("Denny") Fujikawa and Bonita Weavingearth



Julia Duncan <julia.duncan@lacity.org>

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

1 message

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



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,


Barbara Broide, *President*


Steve Rogers, *Land-Use Chair*

ATTACHMENT A

Aerial View
of Project Site



View from
Tennessee Avenue
(Facing Southeast)



ATTACHMENT B

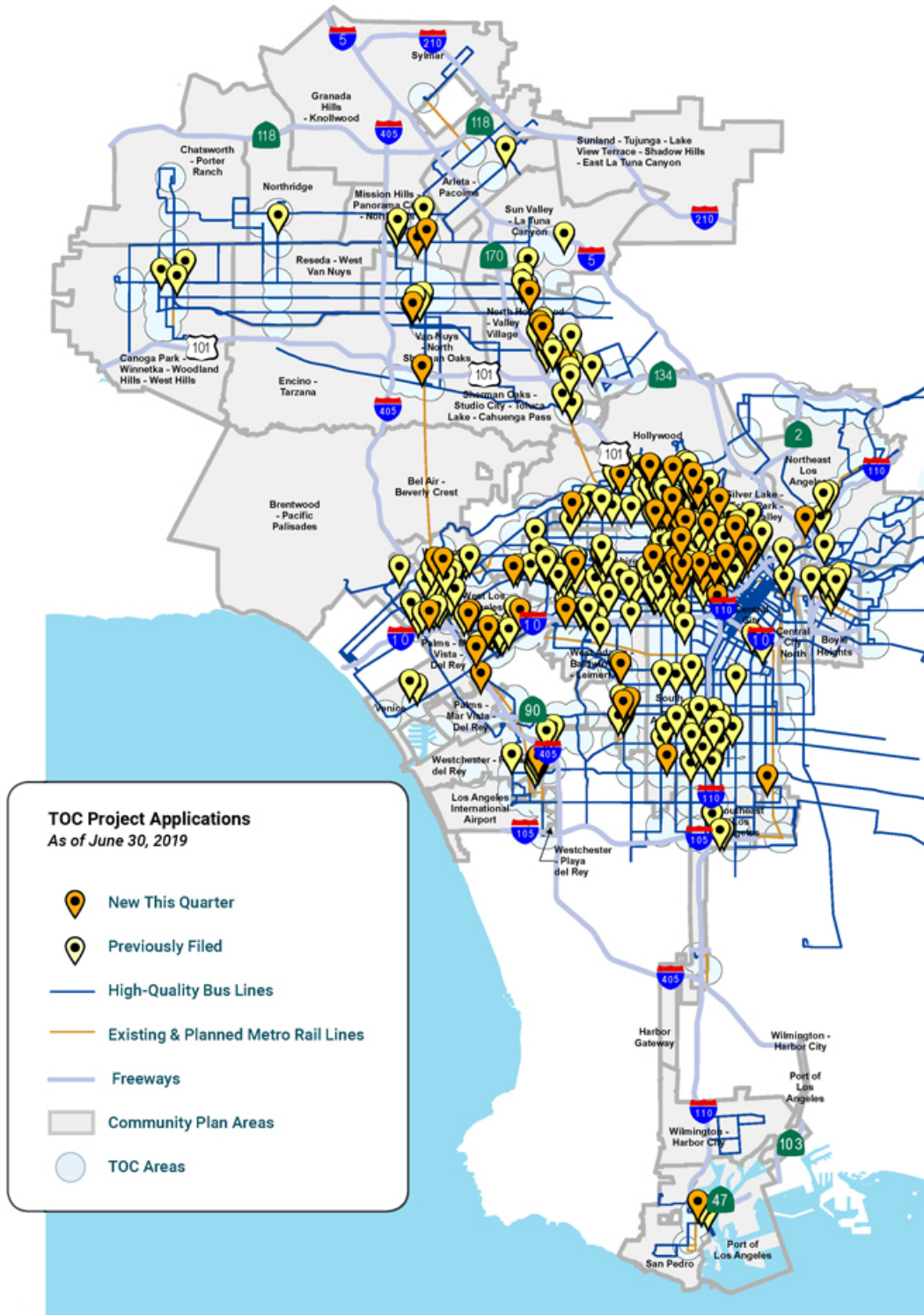


Image from page 5 of the Los Angeles Department of City Planning
 Housing Progress Report: April - June 2019



Julia Duncan <julia.duncan@lacity.org>

Fwd: 2301 Westwood 6 story building !

1 message

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

EXHIBIT G

DCP HOUSING UNIT

**TRANSIT ORIENTED COMMUNITIES REFERRAL
FORM**



REFERRAL FORMS:

TRANSIT-ORIENTED COMMUNITIES - REFERRAL FORM
LOS ANGELES CITY PLANNING DEPARTMENT

This form is to serve as a referral to the Department of City Planning Development Services Center for Affordable Housing case filing purposes (in addition to the required Department of City Planning Application and any other necessary documentation) and as a referral to HCIDLA, CRA, Building and Safety, or other City agency for project status and entitlement need purposes. This form shall be completed by the applicant and reviewed and signed by Department of City Planning staff prior to filing an application for a case or building permit. Any modifications to the content(s) of this form after its authorization by the Department of City Planning staff is prohibited. The Department of City Planning reserves the right to require an updated form for the project if more than 180 days have transpired since the approval date, or as necessary, to reflect project modifications, policy changes and/or amendments to the LAMC, local laws, and State laws.

CITY STAFF USE ONLY

Referral To: <input type="checkbox"/> Planning DSC - Filing <input type="checkbox"/> HCIDLA <input type="checkbox"/> DBS <input type="checkbox"/> Funding <input type="checkbox"/> SB35 <input checked="" type="checkbox"/> Other: <u>revision</u>	
NOTES:	
Planning Staff Name and Title <u>Eric Claros - City Planner</u>	Planning Staff Signature
Date Approved <u>09/11/2019</u>	Expiration Date <u>N/A</u>

I. Project Information – To be completed by applicant

1. PROJECT LOCATION/ ZONING

Project Address: 2301, 2303, 2305, 2307, 2311 Westwood Blvd., Los Angeles, CA 90064
 Applicant Name and Phone/Email: Karen Shiue 310-733-9360 karen@rileyprojects.com
 Assessor Parcel Number(s): 4322003019
 Community Plan: West Los Angeles Number of Lots: 2 Lot Size: 14,189 s.f.
 Existing Zone: C4-1VL-POD Land Use Designation: Neighborhood Commercial
 Specific Plan HPOZ DRB Enterprise Zone CRA CPIO
 Q-condition/ D-limitation/ T-classification (please specify): _____
 Other pertinent zoning information (please specify): _____
 Location of Major Transit Stop (please specify the intersection or metro stop): Expo Line - Westwood / Rancho Park

II. Project Eligibility – To be completed by DCP Housing Services Unit Staff

2. TRANSPORTATION QUALIFIERS

Qualifier #1 (rail name & stop, ferry terminal or bus #): Metro Expo Line - Westwood/Rancho Park Station
 Service Interval # 1: N/A [420 min / # of trips]²
 Service Interval # 2: N/A [420 min / # of trips]

 Qualifier #2 (rail name & stop, ferry terminal or bus #): _____
 Service Interval # 1: _____ [420 min / # of trips]
 Service Interval # 2: _____ [420 min / # of trips]

TOC Tier³: Tier 1 Tier 2 Tier 3 Tier 4 Planning Staff Initials: EAC

¹ Per AB 744, A Major Transit Stop means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. It also includes major transit stops that are included in the applicable regional transportation plan.
² This figure (420 minutes) is based on the total number of minutes during the peak hours of 6 am to 9 am as well as 3 pm to 7 pm.
³ If project is 100% affordable, it is eligible for the designated Tier to be increased by one.

III. Project Information (If applicant is requesting additional incentives) = To be completed by applicant

3. DESCRIPTION OF PROPOSED PROJECT

Demolish existing commercial building with penthouse and construct new 50,394 SF, 5-story, 50-unit multi-family residential building with 6,507 SF of commercial space on the ground floor over 3 levels of subterranean parking garage providing 71 total parking spaces. Total building height is 65'-1 1/4". Project intends to utilize Tier 3 TOC incentives and provide 5 affordable housing units at Extremely Low Income (ELI). FAR is 3.75.

4. EXISTING USE

A. Describe Existing Development: Existing single story commercial building with penthouse.

Characteristic of existing use Dwelling Unit (DU), Commercial/ Industrial, or Other	Existing # of Units or Non-Residential SF	Existing # of Units or Non-Residential SF To Be Demolished	Proposed ⁴ # of Units or Non-Residential SF
Guest Rooms			
Studio			18
One Bedroom			18
Two Bedrooms			14
Three Bedrooms			
_____ Bedrooms			
Non-Residential Square Feet	14,923	14,923	6,507
Other:			

B. Previous Cases Filed

	(1)	(2)	(3)
Case Number(s):	DIR-2018-6719-TOC-WDI		
Date Filed:	11/15/2018		
Date Approved:	08/01/2019		
End of Appeal Period:	08/16/2019		
Environmental No.	ENV-2018-6720-EAF		

5. TYPE OF APPLICATION

- Transit-Oriented Communities (per TOC Guidelines) with **Base Incentives** filed in conjunction with another discretionary approval.
- Transit-Oriented Communities (per TOC Guidelines) with **Additional Incentives** (please specify, max of three):
 - 1) Height - additional 2 stories up to 22' in height, Transitional Height
 - 2) Yard/Setback - using RAS3 side yard setbacks for C zones
 - 3) Open Space - 25% Reduction
- If applicable, projects adhering to the Labor Standards in LAMC 11.5.11 may be granted two more **Additional Incentives** as listed in the TOC Guidelines (please specify):
 - 4)
 - 5)
- Site Plan Review per LAMC Sec. 16.05
- Specific Plan Project Permit Compliance per LAMC Sec. 11.5.7.C
- Community Design Overlay per LAMC Sec. 13.08
- Coastal Development Permit per LAMC Sec. 12.20.2 or 12.20.2.1
- Tract or Parcel Map per LAMC Sec. 17.00 or 17.50
- Other entitlements requested (please specify): Waiver of Dedication and Improvement

⁴ Replacement units, per AB 2556, shall be equivalent to the number of units and number of bedrooms of the existing development.

6. ENVIRONMENTAL REVIEW

- Environmental Review Not Required – Project is Ministerial.⁵ Please Explain: _____
- Not filed
- Filed (indicate case number): ENV-2018-6720-EAF

7. HOUSING DEVELOPMENT PROJECT TYPE (please check all that apply):

- For Sale
- For Rent
- Extremely Low Income
- Very Low Income
- Low Income
- Moderate Income
- Market Rate
- Mixed Use
- Senior
- Chronically Homeless
- Other (please describe): _____

8. DENSITY CALCULATION

A. Base Density: Maximum density allowable per zoning

Lot size	<u>14,189</u>	s.f. (a)
Minimum area per dwelling unit	<u>400</u>	s.f. of lot area per unit (b)
Units allowed by right (per LAMC)	<u>35</u>	units (c) [c = a/b, round down to whole number]
Base Density	<u>36</u>	units (d) [d = a/b, round up to whole number]

B. Maximum Allowable Density Bonus:

62 units (e)
 [e = d x 1.5 (Tier 1), 1.6 (Tier 2), 1.7 (Tier 3), or 1.8 (Tier 4);
 in RD Zones d x 1.35 (Tiers 1 and 2), 1.4 (Tier 3) or 1.45 (Tier 4);
 round up to whole number]

C. Proposed Project: Please indicate total number of Units requested as well as breakdown by levels of affordability set by each category (HCD or HUD). For information on HCD and HUD levels of affordability please contact the Housing and Community Investment Department of Los Angeles (HCIDLA) at (213) 808-8843 or hcidla.lacity.org.⁶

	<u>Total</u>	<u>HCD (State)</u>	<u>HUD (TCAC)</u>
Market Rate	<u>45</u>	<u>N/A</u>	<u>N/A</u>
Managers Unit(s) - Market Rate	<u> </u>	<u>N/A</u>	<u>N/A</u>
Extremely Low Income	<u>5</u>	<u>5</u>	<u> </u>
Very Low Income	<u> </u>	<u> </u>	<u> </u>
Low Income	<u> </u>	<u> </u>	<u> </u>
Moderate Income	<u> </u>	<u> </u>	<u> </u>
TOTAL # of Units Proposed	<u>50</u> (f)		
TOTAL # of Affordable Housing Units	<u>5</u> (g)		
Number of Density Increase Units	<u>15</u> (h) [If f>c, then h=f-c; if f<c, then h= 0]		
Percent Density Increase Requested	<u>39%</u> (i) [i = 100 x (f/d - 1)]		
Percent of Affordable Set Aside	<u>10%</u> (j) [g/f, round down to a whole number]		

Other Notes on Units: _____

⁵ Ministerial Projects (aka, "By-Right") do not require any discretionary Planning approvals.

⁶ HCD (State) = Published affordability levels per California Department of Housing and Community Development. HUD (TCAC) = Published affordability levels per the United States Department of Housing and Urban Development.

11. COVENANT:

All Transit Oriented Communities projects are required to prepare and record an Affordability Covenant to the satisfaction of the Los Angeles Housing and Community Investment Department's Occupancy Monitoring Unit **before** a building permit can be issued. Please contact the Housing and Community Investment Department of Los Angeles (HCIDLA) at (213) 808-8843 or hcidla.lacity.org

12. REPLACEMENT UNITS:

AB 2222, as amended by AB 2556, requires that density bonus eligible projects replace any pre-existing affordable housing units on the project site. Replacement units include the following: *(Answer the following with "yes" if any of these items apply to what is **currently existing** on the site or "no" if they do not. Write in N/A if the item is not applicable to your project)*

- A. Units subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income? No
- B. Units occupied by lower or very low income households below 80% AMI per California Department of Housing and Community Development Department levels not already listed above? No
- C. Units subject to the Rent Stabilization Ordinance not already listed above? No
- D. Units that have been vacated or demolished in the last 5 years? No
- E. Per AB 2556, are the number of replacement units and number of bedrooms equivalent to that being demolished (as shown on Existing Development Table on page 2 above)? No

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

EXHIBIT H

HCIDLA AB 2556 DETERMINATION



Eric Garcetti, Mayor
Rushmore D. Cervantes, General Manager

DATE: November 26, 2018

TO: The Alexis Golbahar Childs Trust dated January 28, 2010, a trust
The Amanda Golbahar Childs Trust dated January 28, 2010, a trust

FROM: *for* Robert Manford, Environmental Affairs Officer *Applera*
Los Angeles Housing and Community Investment Department

SUBJECT: **AB 2556 (TOC) Determination for**
2301 S. Westwood Blvd., Los Angeles, CA 90064
2303 S. Westwood Blvd., Los Angeles, CA 90064
2305 S. Westwood Blvd., Los Angeles, CA 90064
2307 S. Westwood Blvd., Los Angeles, CA 90064
2309 S. Westwood Blvd., Los Angeles, CA 90064
2311 S. Westwood Blvd., Los Angeles, CA 90064

Based on the Affordable Unit Determination Application submitted by The Alexis Golbahar Childs Trust dated January 28, 2010, a trust and The Amanda Golbahar Childs Trust dated January 28, 2010, a trust (hereinafter collectively referred to as "Owner"), the Los Angeles Housing + Community Investment Department (HCIDLA) has determined that no units are subject to replacement under California Government Code §65915, as amended by AB 2556 (formerly AB 2222).

Information about the existing property for five years prior to the date of application is required to make a determination. HCIDLA received the Affordable Unit Determination Application on or about October 29, 2018, so HCIDLA must collect data from October 2013 through October 2018.

Owner acquired the property commonly known as 2301 S. Westwood Blvd., sits on lots 1 and 2, APN 4322-003-019, on June 4, 2016 per the Grant Deed.

Per the Los Angeles County Assessor Parcel Information (LUPAMS), Department of City Planning (ZIMAS), Real Quest, Code, Compliance and Rent Information System database (CRIS) and Internet search, the use code for the property "1210 – Commercial – Store Combination – Store and Residential Combination – One Story." Google Earth images five-year historical look back show what appears to be a commercial structure.

Per the statement provided by the Owner and received on October 29, 2018, the project includes a new, six (6)-story multifamily residential building containing sixty-two (62) dwelling units using the Transit Oriented Communities Affordable Housing Incentive Program (TOC). The Owner has not applied for a new building permit or demolition permit with the Los Angeles Department of Building and Safety (LADBS).

AB 2556 does not apply to commercial properties, therefore, no AB 2556 affordable replacement units are required.

NOTE: This determination is provisional and subject to the verification by HCIDLA'S Rent Division and applies only to rental only apartments

AB 2556 Determination HIMS #18-125493

cc: Los Angeles Housing and Community Investment Department File
The Alexis Golbahar Childs Trust dated January 28, 2010, a trust
The Amanda Golbahar Childs Trust dated January 28, 2010, a trust
Ulises Gonzalez, Case Management Section, City Planning Department

RM:MAC:rt

EXHIBIT I
LADOT REFERRAL FORM



REFERRAL FORMS:

**DEPARTMENT OF TRANSPORTATION REFERRAL FORM:
TRAFFIC STUDY ASSESSMENT**

The Department of Transportation (DOT) Referral Form serves as an initial assessment to determine whether a project requires a traffic Study.

Prior to the submittal of a referral form with DOT, a Planning case must have been filed with the Department of City Planning, and:

- The referral form must be accompanied by a proof of filing of an Environmental Assessment Form (EAF) or Environmental Impact Report (EIR) for a project with new floor area, change of use, new construction; and
- Project exceeds a threshold as listed in the "Traffic Study Exemption Thresholds"

NOTES:

1. All new school projects, including by-right projects, must contact DOT for an assessment of the school's proposed drop-off/pick-up scheme and to determine if any traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.
2. Unless exempted, projects located within a transportation specific plan area may be required to pay a traffic impact assessment fee regardless of the need to prepare a traffic study.
3. Pursuant to LAMC Section 19.15, a review fee payable to DOT may be required to process this form. The applicant should contact the appropriate DOT Development Services Office to arrange payment.
4. DOT's Traffic Study Policies and Procedures can be found at <http://ladot.lacity.org>, under "B-Permit & Traffic Studies."

RELATED CODE SECTION/ORDINANCE: LAMC Section 16.05; various ordinances

SPECIALIZED REQUIREMENTS: When submitting this referral form to DOT, include the documents listed below:

- Copy of completed Planning Department Master Land Use Permit Application (CP-7771)
- Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation.
- If filing for purposes of Site Plan Review, a copy of the completed Site Plan Review Supplemental Application (CP-2150)

DOT DEVELOPMENT SERVICES DIVISION OFFICES: Please route this form for processing to the appropriate DOT Office as follows:

Metro

213-972-8482
100 S Main St, 9th Floor
Los Angeles, CA 90012

West LA

213-485-1062
7166 W Manchester Blvd
Los Angeles, CA 90045

Valley

818-374-4699
6262 Van Nuys Blvd, 3rd Floor
Van Nuys, CA 91401

TO BE VERIFIED BY CITY PLANNING STAFF PRIOR TO DOT REVIEW
PROJECT INFORMATION

Case Number: DIR-2018-6719-TOC-WDI, ENV-2018-6720-EAF

Project Address: 2301-2311 Westwood Blvd, Los Angeles, CA 90064

Project Description: Demolish existing commercial building with penthouse, construct new 5-story, 48,774 SF mixed use building with 6,782 SF of commercial space and 50 residential units, over 3 levels of subterranean parking garage with 71 spaces.

TO BE COMPLETED BY DOT STAFF:
TRIP GENERATION CALCULATION

	Land Use (list each use)	Size / Unit	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
Proposed					
	<i>Total new trips:</i>				
Existing					
	<i>Total existing trips:</i>				
<i>Net Increase / Decrease (+ or -)</i>					

DOT Comments: (See Table in Attachment A.) Note that +23 net PM Trips < 25 trip threshold for a technical memorandum (No Traffic Study Required).

Please note that this form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, etc. These items require separate review and approval by DOT.

Transportation Specific Plan Area: Yes No
 Fee Calculation:

Traffic Study Required: Yes No

Prepared by DOT Staff: Name: Clive Grawe Phone: 213-485-1062
 Signature: *Clive S. Grawe* Date: 03/19/19

DOT Case No. WLA19-107978

ATTACHMENT A

PRELIMINARY Trip Generation Calculations

<i>Proposed Use</i>	<i>Land Use</i>	<i>Size</i>	<i>Trip Generation</i>		
			<i>Daily</i>	<i>AM Peak Hour</i>	<i>PM Peak Hour</i>
Mid-Rise Apartments (221)		50 DU	272	18	24.5
Health Club		1,566 SF	51.6	2.05	6.7
Quality Restaurant (931)		4,580 SF	384	3.34	33.8
Hi-Turnover Restaurant (Coffee Shop)		620 SF	69.6	6.16	8.0
<i>Previous Use (Existing Use)</i>					
Health Club		6,775 SF	-223.1	-8.9	-29.13
Shopping Center/Specialty Retail (820)		3,420 SF	-129.1	-3.2	-17.1
Small Office Building (712)		1,226 SF	-19.8	-2.4	-3.4
<u>NET TRIPS</u>			+405	+15	+23

EXHIBIT J
R3 INVESTIGATION

BOARD OF PUBLIC WORKS
MEMBERS

KEVIN JAMES
PRESIDENT

HEATHER MARIE REPENNING
VICE PRESIDENT

MICHAEL R. DAVIS
PRESIDENT PRO TEMPORE

JOEL F. JACINTO
COMMISSIONER

VACANT
COMMISSIONER

DR. FERNANDO CAMPOS
EXECUTIVE OFFICER

CITY OF LOS ANGELES

CALIFORNIA



ERIC GARCETTI
MAYOR

DEPARTMENT OF
PUBLIC WORKS

BUREAU OF
ENGINEERING

GARY LEE MOORE, PE, ENV SP
CITY ENGINEER

1149 S. BROADWAY, SUITE 700
LOS ANGELES, CA 90015-2213

<http://eng.lacity.org>

May 10, 2019

Noah Riley
8800 Venice Blvd Suite 302
Los Angeles, CA 90034

BUILDING PERMIT APPLICATION NO.: N/A
JOB ADDRESS: **2301 Westwood Blvd**

Dear Applicant:

Your building permit application has been referred to my office for review as required under Section 12.37 of the Los Angeles Municipal Code (LAMC). Since the building site adjoins **Westwood Blvd** designated as a **Avenue II**, and **Tennessee**, designated as a **Collector Street** on the City's General Plan, it is subject to the provisions of this section. Per Los Angeles Municipal Code Section 91.109.3, your Certificate of Occupancy will not be cleared by the City Engineer until the following public improvements and/or dedications are completed, and all the required fees are paid. Any improvements to be done are listed below and to be performed as described in the public right-of-way fronting your property. If you have already complied with the following requirements, please accept this letter for your record.

1. Dedicate **three (3) feet** along **Westwood Blvd** to complete the **fourth-three (43) foot** half right-of-way width.
2. Dedicate **three (3) feet** along **Tennessee Ave** to complete the **thirty-three (33) foot** half right-of-way width.
3. Dedicate a twenty (20) foot corner radius at the intersection of **Westwood Blvd** and **Tennessee Ave**.
4. Additional dedication and improvements, such as street widening, may be required per Los Angeles Department of Transportation's West Los Angeles Transportation Improvement and Mitigation (LADOT's WLA-TIMP) Specific Plan. Please contact the Westchester Development Review Section at (213) 485-1062.
5. Remove and reconstruct damaged or off-grade asphalt cement pavement, sidewalk, curb and gutter along the property frontage. Obtain an A-Permit prior to any construction in the public right-of-way.



6. Repair Broken curb and gutter. Broken curb and/or gutter includes segments within existing score lines that are depressed or upraised by more than 1/4" from the surrounding concrete work or are separated from the main body of the concrete piece by a crack through the entire vertical segment and greater than 1/8" at the surface of the section. (This requirement is based upon 62.104, excluding the sidewalk component and should be included when curb or gutter is cracked, missing or offset)
7. Remove and replace non-ADA compliant sidewalk adjacent to the property with new sidewalk to achieve ADA compliance. Non-ADA compliant sidewalk shall include any sidewalk that has a cross slope that exceeds 1:48 (2/08%), and/or, is depressed or upraised by more than 1/4" from the surrounding concrete work or has full concrete depth cracks that have separations greater than 1/8" at the surface. The sidewalk also includes that portion of the pedestrian path of travel across a driveway. (this section applies based upon 12.37 A9 asking for improvements for ADA compliance)
8. Construct a pedestrian access ramp at the intersection of **Westwood Blvd** and **Tennessee Ave** to current ADA standards.
9. Close any unused driveways..
10. Remove any unpermitted encroachment from the public right-of-way or obtain an R-Permit for said encroachments.
11. All items listed above are required to be completed to the satisfaction of the City Engineer.

If you have questions, you may contact Jose Cruz Rodriguez of the Highway Dedication Section via email at jose.c.rodriguez@lacity.org.

LAMC Section 12.37 provides for minimum dedication and improvement requirements which do not preclude conditions established by the City Planning actions.

Sincerely,



Michael Patonai, P.E.
West L.A. District Engineer

EXHIBIT K
ZA-2019-2359-ZAI
Mezzanine

ESTINEH MAILIAN
INTERIM CHIEF ZONING ADMINISTRATOR

ASSOCIATE ZONING ADMINISTRATORS

JACK CHIANG
HENRY CHU
THEODORE L. IRVING
FRANKLIN N. QUON
CHARLES J. RAUSCH JR.
FERNANDO TOVAR
DAVID S. WEINTRAUB
MAYA E. ZAITZEVSKY

CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR

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

VINCENT P. BERTONI, AICP
DIRECTOR

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

TRICIA KEANE
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

<http://planning.lacity.org>

May 31, 2019

Public Counters

Department of Building and Safety

Other Interested Parties

CASE NO. ZA 2019-2359(ZAI)
ZONING ADMINISTRATOR'S
INTERPRETATION

Mezzanines in Dwelling Units

CITYWIDE

A mezzanine level shall not be considered a Story for Zoning Code purposes, provided that the mezzanine meets the standards in this interpretation.

AUTHORITY OF THE ZONING ADMINISTRATOR TO INTERPRET ZONING REGULATIONS

Section 12.21-A,2 of the Code provides, in pertinent part, as follows:

"2. Other Use and Yard Determinations by the Zoning Administrator. (Amended by Ord. No. 177,103, Eff. 12/18/05.) The Zoning Administrator shall have authority to determine other uses, in addition to those specifically listed in this article, which may be permitted in each of the various zones, when in his or her judgment, the other uses are similar to and no more objectionable to the public welfare than those listed.

The Zoning Administrator shall also have authority to interpret zoning regulations when the meaning of the regulation is not clear, either in general or as it applies to a specific property or situation.

These provisions have also been interpreted to permit resolution of conflicts between disparate sections of the Code and to provide clarity where ambiguity exists.

BACKGROUND

Mezzanines have been ubiquitous, character-defining features within many residential buildings throughout the city. A mezzanine is a common building form on the interior of a building that often appears to be a subordinate, upper-level extension of the room in which it is located. Webster's Dictionary defines a mezzanine as a "low ceiling story between two main stories of a building; esp.: an intermediate story that projects in the form of a balcony." Mezzanines can include a wide range of functions in all building types. In residential buildings, they could be used as bedrooms or recreation rooms, for example, and often provide natural light to the lower portion of a room and additional space for the flow of air.

In the course of project permitting and code enforcement, the Department of Building and Safety determines whether proposals for new buildings and alterations to existing buildings conform to the area and height requirements in Chapter 1 of the Los Angeles Municipal Code (Zoning Code). That determination partially depends on the number of stories in a building. A "Story" is defined in the Zoning Code, in part, as "[t]he space in a Building between two vertically adjacent finished floor levels [...]." While commercial buildings in some areas are limited in the number of stories allowed, residential buildings generally are not. For residential buildings, the number of stories is used to determine required yards, passageways or spaces between buildings. So an increase in stories in a building results in an increase in the required yard space. The intent of these regulations is to help define neighborhood character by providing increased open areas commensurate with an increase in building scale. However, the Zoning Code does not distinguish between a Story and a mezzanine, it does not provide guidance on where to measure a Story, and includes few provisions for the treatment of mezzanines, outside of Adaptive Reuse projects and buildings in the Hybrid Industrial Zone.

DISCUSSION

Contrary to the intent of these Story limitations to help define the character of neighborhoods, a small mezzanine open to the room it is in would be considered a Story without necessarily functioning that way. Using the Zoning Code's definition of Story, a small, open, interior mezzanine in a room and the Story above it may both be construed as another Story, depending on where the measurement between "vertically adjacent finished floors" is taken. As such, ambiguity exists in the enforcement of Story limits, Yards, Space between Buildings, and Passageway requirements in buildings with a mezzanine level.

The 2017 Los Angeles Building Code (LABC) defines Mezzanine as, in part, "[a]n intermediate level or levels between the floor and ceiling of any story [...]." The LABC has recognized mezzanines, and has included separate provisions for the treatment of mezzanines. In 2008, the LABC defined "Mezzanine" and "Story" separately and acknowledged that a mezzanine may be a level in a Story as opposed to a separate Story. However, changes in the LABC in 2008 allow the common mezzanine form to function as or appear to be an additional Story.

Under certain circumstances, the LABC allows a mezzanine to be fully enclosed to the interior of the building and take up two-thirds of the floor area of a room. For these types of mezzanines, such levels should be considered as a Story for Zoning Code purposes.

DETERMINATION

A mezzanine level shall not be treated as a Story in a dwelling unit, provided that the following are met:

- 1) A mezzanine shall not exceed one-third of the floor area of the room in which it is located. The remaining two-thirds minimum of the floor area of the room shall be open to the ceiling of the room.
 - a) The stairs need not to be considered as part of the mezzanine floor area, but may be considered as part of the room in which it is located.
 - b) Any roofed or unroofed portion of a deck, balcony, porch, landing or platform that is accessible from a mezzanine level shall be included as part of the one-third allowed mezzanine area.
- 2) A mezzanine level shall be open to the interior of the room in which it is located, with the following exceptions:
 - a) A maximum 42-inch-high wall, counter or guard rail, measured vertically from the top of the mezzanine finished floor, may be allowed along a mezzanine perimeter.
 - b) A maximum of ten percent of the floor area of the mezzanine level may be fully enclosed with walls.
- 3) A room shall have only a single mezzanine with one mezzanine level.
- 4) A mezzanine level shall fully comply with all applicable provisions in the Zoning Code and the LABC.

A mezzanine level shall be treated as an additional Story in a single-family dwelling, an Accessory Building associated with a single-family dwelling, a Guest Room, Accessory Living Quarters, an Accessory Dwelling Unit, and any portion of a building used for commercial, industrial, or institutional purposes.

Yards, Passageway, Space between Buildings

A mezzanine that meets the standards in this interpretation shall not result in an increase in Yards, Passageways or Space between Buildings in any zone where additional feet are required for each additional Story.

Floor Area

The area of a mezzanine within a building shall be counted as Floor Area, except where the Zoning Code provides an exception or exemption.

Habitable Rooms, Parking, Open Space

A mezzanine shall be considered a separate Habitable Room or Rooms for the purpose of determining required parking and Open Space, except where the Zoning Code provides an exception or exemption.

This interpretation does not supersede the provisions of any Specific Plan, Zoning Overlay, LAMC Sections 12.04.06 (Hybrid Industrial Live Work Zone) and 12.22-A.26 (Downtown Adaptive Reuse), Q condition (permanent or temporary), or D limitation to the contrary.

For the reasons set forth above, a mezzanine level shall not be treated as a Story in a dwelling unit provided that the aforementioned criteria are met.

This interpretation shall be published pursuant to the Los Angeles Municipal Code and administrative practice of the Office of Zoning Administration.

APPEAL PERIOD – EFFECTIVE DATE

The Zoning Administrator's determination in this matter will become effective after JUNE 17, 2019, unless an appeal therefrom is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of the Zoning Administrator's action, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available online at <http://planning.lacity.org>. Public offices are located at:

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

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

West Los Angeles
 West Los Angeles
 Development Services
 Center
 1828 Sawtelle Boulevard,
 2nd Floor
 Los Angeles, CA 90025
 (310) 231-2598

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

A handwritten signature in black ink, appearing to read 'Estineh Mailian', written in a cursive style.

ESTINEH MAILIAN
Interim Chief Zoning Administrator

EM:SMP:JB