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**DIRECTOR'S DETERMINATION  
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM  
VERMONT/WESTERN SNAP  
PROJECT PERMIT COMPLIANCE REVIEW  
SITE PLAN REVIEW**

August 5, 2020

**Applicant/Owner**

Maubert LA VI, LLC (Attn: Will  
Cipes)  
429 Santa Monica Blvd, Unit  
700  
Santa Monica, CA 90401

**Representative**

Heather Waldstein  
Rosenheim & Associates  
21600 Oxnard St, Unit 630  
Woodland Hills, CA 91367

**Case No.** DIR-2019-3760-TOC-  
SPP-SPR

**Related Case:** VTT-82654

**CEQA:** ENV-2019-3761-SCPE

**Specific Plan Subarea:** C – Community Center

**Location:** 4629-4651 West Maubert  
Avenue

**Council District:** 13 – O'Farrell

**Neighborhood Council:** East Hollywood

**Community Plan Area:** Hollywood

**Land Use Designation:** Community Commercial

**Zone:** R4-1

**Legal Description:** Lots 24 (Arb 2), 25 (Arb  
1 & 2), 26 (Arb 1 & 2),  
Tract TR 2464

**Last Day to File an Appeal:** August 20, 2020

**DETERMINATION**

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

**Found** that at its January 14, 2020 hearing, Council File No. 19-1389, that the City Council, based on the whole of the administrative record, determined in their independent judgement that the Project is statutorily exempt from CEQA as a Sustainable Communities Project ("SCP") pursuant to PRC 21155.1;

**Approve with Conditions** a 80 percent increase in density, 45 percent increase in Floor Area Ratio (FAR), and no residential parking spaces, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program for a qualifying Tier 4 project totaling 153 dwelling units, reserving 17 units for Extremely Low Income Household occupancy for a period of 55 years, with the following one (1) Additional Incentive and the dismissal of one (1) Additional Incentive:

- a. **Open Space.** A 25 percent reduction to permit a minimum 12,769 square feet of overall usable open space in lieu of the minimum 17,025 square feet otherwise required;
- b. **Height.** Dismiss a request for an Additional Incentive for a height increase of 33 additional feet within the Tier 4; and

Pursuant to LAMC Section 11.5.7 C and the Vermont/Western Station Neighborhood Area (SNAP) Specific Plan Ordinance No. 184,888, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

**Approve with Conditions** a Project Permit Compliance Review for the demolition of three (3) existing multi-family buildings and accessory buildings; and the construction, use and maintenance of an eight-story apartment building, with two (2) levels of above grade parking and 143,785 square feet of floor area consisting of 153 dwelling units, within Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan; and

Pursuant to the LAMC Section 16.05, as the designee of the Director of Planning, I hereby:

**Approve** a **Site Plan Review** for a 100 percent residential development project that creates 153 dwelling units.

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

## CONDITIONS OF APPROVAL

### TOC Affordable Housing Incentive Program Conditions

1. **Residential Density.** The project shall be limited to a maximum density of 153 residential dwelling units, including On-Site Restricted Affordable Units.
2. **On-Site Restricted Affordable Units.** Seventeen (17) units shall be designated for Extremely Low Income Households, as defined by the Los Angeles Housing and Community Investment Department (HCIDLA) and California Government Code Section 65915(c)(2).
3. **Changes in On-Site Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.31.
4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 17 units available to Extremely Low Income Households for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with LAMC Section 12.22 A.31, to the satisfaction of HCIDLA, and in consideration of the project's AB 2556 Determination. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Transit Oriented Communities (TOC) Affordable Housing Incentive Program Background and Housing Replacement (AB 2556 Determination) sections of this determination.
5. **Rent Stabilization Ordinance (RSO).** Prior to the issuance of a Certificate of Occupancy, the owner shall obtain approval from the Los Angeles Housing and Community Investment Department (HCIDLA) regarding replacement of affordable units, provision of RSO Units, and qualification for the Exemption from the Rent Stabilization Ordinance with Replacement Affordable Units in compliance with Ordinance No. 184,873. In order for all the new units to be exempt from the Rent Stabilization Ordinance, the applicant will need to either replace all withdrawn RSO units with affordable units on a one-for-one basis or provide at least 20% of the total number of newly constructed rental units as affordable, whichever results in the greater number. The executed and recorded covenant and agreement submitted and approved by HCIDLA shall be provided.
6. **Floor Area Ratio (FAR).** The maximum FAR shall be limited to 4.35:1, or 143,785 square feet.
7. **Automobile Parking.** Automobile parking shall be provided consistent with LAMC Section 12.22 A.31, which permits no residential parking for a project located in Tier 4 TOC Affordable Housing Incentive Area and no more than 257 residential parking spaces and 77 guest parking spaces per the SNAP.
  - a. The number of guest parking spaces allowed on the project site are restricted to a maximum of 77 parking spaces.
8. **Open Space.** The project shall provide a minimum of 12,769 square feet of usable open space pursuant to the TOC Affordable Housing Incentive Program, of which 3,192 square

feet must be located at grade level or first habitable room level. The common open space shall be open to the sky, must be at least 600 square feet in size, and have a minimum dimension of 20 feet when measured perpendicular from any point on each of the boundaries of the open space area. Balconies shall have a minimum dimension of six feet. Common open space areas or balconies not meeting the minimum dimension requirements when measured perpendicular from any point on each of the boundaries of the open space area cannot be counted towards the square-footage allocated towards meeting the overall usable open space requirement.

## **SNAP Conditions**

9. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Central Project Planning 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 Municipal Code, the project conditions, or the project permit authorization.
10. **Parks First.** Prior to the issuance of a Certificate of Occupancy, the applicant shall complete the following:
  - a. Make a payment to the Department of Recreation and Parks (RAP) for the required Park Fee pursuant to LAMC Section 17.12. Contact RAP staff by email at [rap.parkfees@lacity.org](mailto:rap.parkfees@lacity.org), by phone at (213) 202-2682 or in person at the public counter at 221 N. Figueroa St., Suite 400 (4<sup>th</sup> Floor), Los Angeles, CA 90012 to arrange for payment.
  - b. Make a payment of \$597,700 to the Parks First Trust Fund for the net increase of 139 residential dwelling units. The calculation of a Parks First Trust Fund Fee to be paid pursuant to the Vermont/Western SNAP shall be off-set by the Park Fee paid pursuant to LAMC Section 17.12 as a result of the project.
  - c. The applicant shall provide proof of payment for the Park Fee to the Department of City Planning (DCP), Central Project Planning Division staff to determine the resulting amount of Parks First Trust Fund Fee to be paid. DCP staff shall sign off on the Certificate of Occupancy in the event there are no resulting Parks First Trust Fund Fee to be paid.
  - d. In the event there are remaining Parks First Trust Fund Fee to be paid, the applicant shall make a payment to the Office of the City Administrative Officer (CAO), Parks First Trust Fund. Contact Jennifer Shimatsu of the CAO directly at (213) 978-7628 or [Jennifer.Shimatsu@lacity.org](mailto:Jennifer.Shimatsu@lacity.org) to arrange for payment. The applicant shall submit proof of payment for the Parks First Trust Fund Fee to DCP staff, who will then sign off on the Certificate of Occupancy.
  - e. All residential units in a project containing units set aside as affordable for Very Low or Low Income Households that are subsidized with public funds and/or Federal or State Tax Credits with affordability covenants of at least 30 years are exempt from the Parks First Trust Fund.
11. **Use.** The proposed residential use shall be permitted on the subject property.

12. **Height.** The project shall comply with the underlying zone height provisions of the R4-1 Zone.
13. **Bicycle Parking.** The project shall provide a minimum of 77 bicycle parking spaces on site, as shown in Exhibit "A."
14. **Setback.** No front, side or rear yard setbacks shall be required.
15. **Streetscape Elements.**
  - a. **Street Trees.** Street trees must be installed and maintained prior to issuance of the building permit or suitably guaranteed through a bond and all improvements must be completed prior to the issuance of a Certificate of Occupancy.
    - i. Five (5), 36-inch box shade trees shall be provided in the public right-of-way along Maubert Avenue, subject to the Bureau of Street Services, Urban Forestry Division requirements.
    - ii. A tree well cover shall be provided for each new and existing tree in the public right-of-way adjacent to the subject property to the satisfaction of the Bureau of Street Services.
    - iii. The applicant shall be responsible for new street tree planting and pay fees for clerical, inspection, and maintenance per the Los Angeles Municipal Code Section 62.176 for each tree.
    - iv. An automatic irrigation system shall be provided.

Note: Contact the Urban Forestry Division, Subdivision staff, at (213) 847-3088 for site inspection prior to any street tree work.
  - b. **Bike Racks.** Three (3) simple black painted bike racks shall be provided in the public right-of-way along Maubert Avenue. Bike racks shall be installed three feet from the curb edge or per the City of Los Angeles Department of Transportation requirements.
16. **Utilities.** All new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made by the applicant for future underground service.
17. **Transparent Elements.** Transparent building elements as windows and doors shall occupy at least 50% of the exterior surface of the ground floor facades of the front and side elevations.
  - a. At least 840 square feet of the ground floor façade shall be constructed with transparent building materials along Maubert Avenue, consistent with Exhibit A, Sheet 16.
18. **Surface Mechanical Equipment.** All surface or ground-mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets, shall be screened from public view and treated to match the materials and colors of the building which they serve.
19. **Rooftop Appurtenances.** All rooftop equipment and building appurtenances shall be screened from any street, public right-of-way, or adjacent property with enclosures or

parapet walls constructed of materials complimentary to the materials and design of the main structure.

20. **Trash, Service Equipment and Satellite Dishes.** Trash, service equipment and satellite dishes, including transformer areas, shall be located away from streets and enclosed or screened by landscaping, fencing or other architectural means. The trash area shall be enclosed by a minimum six-foot high decorative masonry wall. Each trash enclosure shall have a separate area for recyclables. Any transformer area within the front yard shall be enclosed or screened.
21. **Design of Entrance.** The applicant shall submit detailed elevations of the ground floor illustrating that all pedestrian entrances, including entries to commercial and retail stores, residential lobby area, and the pedestrian throughways, are accented with architectural elements such as columns, overhanging roofs, or awnings. The location of Entrances shall be in the center of the façade or symmetrically spaced if there are more than one.
22. **Landscape Plan.** The applicant shall submit a final landscape plan prepared by a licensed landscape architect showing enhanced paving such as stamped concrete, permeable paved surfaces, tile and/or brick within paved areas in front, side and rear yards. All open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped.
23. **Irrigation Plan.** A final irrigation plan shall be prepared and included.
24. **On-Site Lighting.** The applicant shall install on-site lighting along all vehicular and pedestrian access ways. Installed lighting shall provide  $\frac{3}{4}$ -foot-candle of flood lighting intensity as measured from the ground. Lighting must also be shielded from projecting light higher than 15 feet above ground level and away from adjacent property windows. The maximum height of any installed lighting fixture shall not exceed 14 feet in height.
25. **Security Devices.** If at any time during the life of the project the property owner wishes to install security devices such as window grilles and/or gates, such security devices shall be designed so as to be fully concealed from public view. The applicant shall be required to acquire approval from the Department of City Planning, Central Project Planning Division for the installation of any security devices on the exterior or the structure through a building permit clearance sign off.
26. **Hours of Operation.** All parking lot cleaning activities and other similar maintenance activities shall take place between the hours of 7:00 a.m. to 8:00 p.m., Monday through Friday and 10:00 a.m. to 4:00 p.m. on Saturday and Sunday.
27. **Noise.** Any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley shall be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition.
28. **Future Signage.** All future signs shall be reviewed by Project Planning staff for compliance with the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan and Design Guidelines. Filing for a Project Permit shall not be necessary unless a Project Permit Adjustment, Exception, or Amendment is required. Any pole, roof or off-site sign, any sign containing flashing, mechanical or strobe lights are prohibited. Canned/Cabinet signs should not be used.

## Administrative Conditions

29. **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.
30. **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.
31. **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.
32. **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.
33. **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.
34. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
35. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
36. **Recording Covenant.** Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center at the time of Condition Clearance for attachment to the subject case file.
37. **Indemnification and Reimbursement of Litigation Costs.** The applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$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.

## PROJECT BACKGROUND

The subject site is comprised of five (5) contiguous parcels with 165 feet of frontage along the northerly side of Maubert Avenue between Vermont Avenue and Rodney Drive. The subject lot is 33,053 square feet in size, or 33,720.5 square feet (33,053 square feet plus 667.5 square feet with half of the alley). The project site is located within the Hollywood Community Plan and Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan. The site is zoned R4-1, designated for Community Commercial land uses and is currently improved with three (3) multi-family buildings and accessory buildings with X dwelling units, constructed in 1920, 1947 and 1975, respectively. All structures on-site will be demolished. According to the City's database, ZIMAS, all five (5) lots are subject to the Rent Stabilization Ordinance (RSO).

The applicant requests a Project Permit Compliance to permit for the demolition of three (3) existing multi-family buildings and accessory buildings; and the construction, use and maintenance of an eight-story apartment building, with two (2) levels of above grade parking, 143,785 square feet of floor area, 153 dwelling units, and measuring 92 feet, 6 ½ inches in height. The project consists of 12,993 square feet of open space and 84 residential parking spaces, with no guest parking spaces.

The applicant is seeking a discretionary approval of the TOC Housing Incentive Program with the following incentives for a Tier 4 project:

### Base Incentives:

1. 80 percent increase in density,
2. 45 percent increase in Floor Area Ratio (FAR); and
3. No residential parking

### Additional Incentives:

1. 25 percent reduction in the overall usable open space requirement.

The surrounding area is generally characterized by medium density residential and commercial uses. Parcels to the east and north are zoned R4-1 and C2-1, respectively, located within Subarea C of the SNAP, and developed with multi-family residential buildings and commercial uses. The parcels to the west are zoned R4-1 and C2-CSA1, located within Subarea C of the SNAP, and developed with multi-family residential buildings and a bank. The parcels to the south are zoned R4-2 and C2-CSA1, located within Subarea C of the SNAP, and developed with Children's Hospital Los Angeles.

On December 5, 2019, the proposed project was reviewed during the Urban Design Studio's (UDS) Project Review meeting. Project Review's function is to provide input directly to the design/development team at meetings. The Studio's feedback focuses on ways a project can be improved to comply more fully with the Studio's three (3) design approaches which are: 1) Pedestrian First Design, 2) 360 Degree Design, and 3) Climate Adaptive Design. At this meeting, UDS had comments relating to landscaping (tree sizes, irrigation, vine pockets), vehicle access and parking (EV stalls, curb cut width), future solar readiness, bike parking, and building design (façade breaks, natural lighting). Based on these comments, the project team updated their plans in order to address all comments to the extent feasible. The roof plan was updated to indicate space for future solar panels, landscape plans were updated to include tree information and irrigation plans, EV parking stalls were identified and bike parking was rearranged to update the path of travel, and reveals were added along the façade to further articulate the building. In terms of natural lighting being added to the stairwells, the project team identified that because the stairwells have a two (2)-hour fire rating, adding windows would be cost prohibitive, thus, were not revised.

## **TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND**

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

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

The project site is located within 310 feet from the Vermont/Sunset Metro Red Line Station and Metro Rapid Bus 754, which qualifies the site as Tier 4 of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Guidelines) according to the TOC Referral Form dated April 24, 2019.

Pursuant to the TOC Guidelines, the project is eligible for Base Incentives and up to three (3) Additional Incentives for setting aside 11 percent of the total 153 units and 11 percent of the base 85 units for Extremely Low Income Households. Base Incentives include: (1) an increase of the maximum allowable number of dwelling units permitted by 80 percent, (2) an increase of the maximum allowable FAR by 45 percent; and (3) a zero residential automobile parking requirement. The applicant requests one (1) Additional Incentives as follows: a 25 percent reduction to permit a minimum 12,769 square feet of overall usable open space in lieu of the minimum 17,025 square feet otherwise required.

The application included a request for an additional overall height incentive to allow a height increase of up to 33 feet within Tier 4. However, this height incentive is not necessary for the proposed project. Subarea C of the SNAP is silent on 100 percent residential buildings regarding height, therefore, the height is taken from the underlying zone of R4-1, which has no height limit. As such, the original height incentive that was requested has been dismissed.

The project site is zoned R4-1, which allows R4 density. This complies with Subarea C Section 9.A of the SNAP which states that only R4 density is allowed regardless of the underlying zone, and thus, limits residential density of the subject property to a maximum of one dwelling unit for each 400 square feet of lot area. The R4 density allows a maximum base density of 85 units on a 33,720.5 square feet (33,053 square feet and 667.5 square feet with half of the alley) lot. The project is permitted an 80 percent increase in density, which allows a maximum of 153 units. The project proposes a total of 153 units, which is within the maximum density permitted.

The TOC Guidelines allow a 45 percent increase in the maximum 3:1 FAR permitted for a 100% residential development per the SNAP Subarea C, thereby allowing a maximum 4.35:1 FAR. The project will consist of 143,785 square feet of floor area, which results in a maximum 4.35:1 FAR.

Per the TOC Guidelines, a project containing 153 dwelling units within Tier 4 has no residential parking space requirements. The project proposes 84 residential parking spaces, with no guest

parking spaces, which is within the TOC minimum requirement and SNAP maximum requirement, thereby satisfying this requirement.

## **HOUSING REPLACEMENT (AB 2556 DETERMINATION)**

On September 27, 2014, Governor Jerry Brown signed Assembly Bill (AB) 2222, as amended by AB 2556 on August 19, 2016, to amend sections of California's Density Bonus Law (Government Code Section 65915). AB 2556 requires applicants of Density Bonus projects filed as of January 1, 2015 to demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households.

Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated May 2, 2019, 10 units are subject to replacement under AB 2556. Pursuant to the HUD Comprehensive Housing Affordability Strategy (CHAS), 10 units must be equivalent type, with four (4) units restricted to Extremely Low Income Households, three (3) units restricted to Very Low Income household, and three (3) units restricted to Low Income household. In addition, there was a total of four (4) units presumed to have been occupied by an above-lower income person or household. These four (4) units must be replaced in compliance with the City's Rent Stabilization Ordinance. The proposed project is reserving 17 units for Extremely Low Income household. Refer to the TOC Affordable Housing Incentive Program Background section of this determination for additional information.

## **TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS**

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

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

The project site is located within a Tier 4 TOC Affordable Housing Incentive Area according to the TOC Referral Form dated April 24, 2019. As part of the proposed development, the project is required to reserve at least 11 percent, or 17 units, of the total 153 units for Extremely Low Income Households. The project proposes 17 units restricted to Extremely Low Income Households. As such, the project meets the eligibility requirement for On-Site Restricted Affordable Units.

2. **Major Transit Stop.** *A Housing Development shall be located on a lot, any portion of which must be located within 2,640 feet of a Major Transit Stop, as defined in Section II and according to the procedures in Section III.2 of the TOC Guidelines.*

A Major Transit Stop is a site containing a retail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The project site is located approximately 310 feet from the Vermont/Sunset Metro Red Line Station and Metro Rapid Bus 754. As such, the project meets the eligibility requirement for proximity to a Major Transit Stop.

3. **Housing Replacement.** *A Housing Development must meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by the Department of Housing and Community Investment (HCIDLA) prior to the issuance of any building permit. Replacement housing units required per this section may also count towards other On-Site Restricted Affordable Units requirements.*

Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated May 2, 2019, 10 units are subject to replacement under AB 2556. Pursuant to the HUD Comprehensive Housing Affordability Strategy (CHAS), 10 units must be equivalent type, with four (4) units restricted to Extremely Low Income Households, three (3) units restricted to Very Low Income household, and three (3) units restricted to Low Income household. In addition, there was a total of four (4) units presumed to have been occupied by an above-lower income person or household. These four (4) units must be replaced in compliance with the City's Rent Stabilization Ordinance. The proposed project is reserving 17 units for Extremely Low Income household. As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Section 65915(c)(3).

4. **Other Density or Development Bonus Provisions.** *A Housing Development shall not seek and receive a density or development bonus under the provisions of California Government Code Section 65915 (State Density Bonus law) or any other State or local program that provides development bonuses. This includes any development bonus or other incentive granting additional residential units or floor area provided through a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Plan Implementation Overlay (CPIO), Specific Plan, or overlay district.*

The project is not seeking any additional density or development bonuses under the provisions of the State Density Bonus Law or any other State or local program that provides development bonuses, including, but not limited to a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, CPIO, Specific Plan, or overlay district. As such, the project meets this eligibility requirement.

5. **Base Incentives and Additional Incentives.** *All Eligible Housing Developments are eligible to receive the Base Incentives listed in Section VI of the TOC Guidelines. Up to three Additional Incentives listed in Section VII of the TOC Guidelines may be granted based upon the affordability requirements described below. For the purposes of this section below, "base units" refers to the maximum allowable density allowed by the zoning, prior to any density increase provided through these Guidelines. The affordable housing units required per this section may also count towards the On-Site Restricted Affordable Units requirement in the Eligibility Requirement No. 1 above (except Moderate Income units).*

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

The project is seeking one (1) Additional Incentives as follows: a 25 percent reduction to permit a minimum 12,769 square feet of overall usable open space in lieu of the minimum 17,025 square feet otherwise required. The project would be required to set aside 11 percent, or 10 units, of the base 85 units for Extremely Low Income Households. The applicant is proposing to set aside an overall 17 units for Extremely Low Income households. As such, the project meets the eligibility requirement for Base and Additional Incentives.

6. ***Projects Adhering to Labor Standards.*** *Projects that adhere to the labor standards required in LAMC 11.5.11 may be granted two Additional Incentives from the menu in Section VII of these Guidelines (for a total of up to five Additional Incentives).*

The project is not seeking two (2) Additional Incentives beyond the three (3) permitted in exchange for reserving at least 11 percent of the base 85 units for Extremely Low Income Households. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11 and this eligibility requirement does not apply.

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

The project site consists of five (5) contiguous lots, which are all located within a Tier 4 TOC Affordable Housing Incentive Area according to the TOC Referral Form dated April 24, 2019. As such, this eligibility requirement does not apply.

8. ***Request for a Lower Tier.*** *Even though an applicant may be eligible for a certain Tier, they may choose to select a Lower Tier by providing the percentage of On-Site Restricted Affordable Housing units required for any Lower Tier and be limited to the Incentives available for the Lower Tier.*

The applicant has not selected a lower Tier and is not providing the percentage of On-Site Restricted Affordable Housing units required for any Lower Tier. As such, this eligibility requirement does not apply.

9. ***100% Affordable Housing Projects.*** *Buildings that are Eligible Housing Developments that consist of 100% On-Site Restricted Affordable units, exclusive of a building manager's*

*unit or units shall, for purposes of these Guidelines, be eligible for one increase in Tier than otherwise would be provided.*

The project does not consist of 100% On-Site Restricted Affordable units. As such, this eligibility requirement does not apply.

## **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 (TOC) 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 incentives 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 25 percent gross income based on area median income thresholds dependent on affordability levels.

The list of incentives in the TOC Guidelines were pre-evaluated at the time the TOC 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. The following incentive allows the developer to reduce open space requirements per the SNAP so that affordable housing units reserved for Extremely Low Income Households can be constructed and the overall space dedicated to residential uses is increased. An additional incentive request for height has been dismissed as further discussed in Finding No. 2.c. These incentives support the applicant's decision to reserve 17 units for Extremely Low Income Households.

**Open Space:** The applicant requests a 25 percent reduction of the required open space to permit a minimum 12,769 square feet of overall usable open space in lieu of the minimum 17,025 square feet otherwise required. The requested open space incentive is expressed in the Menu of Incentives in the TOC Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. The requested incentive allows the inclusion of affordable housing, while still providing usable open space as intended by the Code.

- b. The Incentive will not 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 substantial evidence in the record that the proposed incentives 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)). As required by Section 12.22 A.25 (e)(2), the project meets the eligibility criterion that is required for density bonus projects. The project also does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. Therefore, there is no substantial evidence that the proposed incentives will have a specific adverse impact on public health and safety.

## **VERMONT/WESTERN SNAP FINDINGS**

**2. The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.**

- A. Parks First.** Section 6.F of the Vermont/Western Specific Plan requires the applicant to pay a Parks First Trust Fund of \$4,300 for each new residential unit, prior to the issuance of a Certificate of Occupancy. The project proposes the demolition of three (3) existing multi-family buildings consisting of 14 units and accessory buildings and the construction, use and maintenance of a 153-unit residential building, resulting in a net increase of 139 residential units. The project is therefore required to pay a total of \$597,700 into the Parks First Trust Fund. The calculation of a Parks First Trust Fund fee to be paid or actual park space to be provided pursuant to the Parks First Ordinance shall be off-set by the amount of any fee pursuant to LAMC Section 17.12 or dwelling unit construction tax pursuant to LAMC Section 21.10.1, et seq. This requirement is reflected in the Condition of Approval. As conditioned, the project complies with Section 6.F of the Specific Plan.
- B. Use.** Section 9.A of the Vermont/Western Specific Plan states that residential uses permitted in the R4 Zone by LAMC Section 12.11 and commercial uses permitted in the C4 Commercial Zone by LAMC Section 12.16 shall be permitted by-right on any lot located within Subarea C of the Specific Plan area. The subject site is 33,053 square feet in size, or 33,720.5 square feet (33,053 sf + 667.5 square feet with half of the alley), allowing a maximum of 85 base dwelling units per the underlying zone. However, the applicant is seeking an 80 percent increase in the maximum allowable density permitted in the SNAP to allow 153 dwelling units in lieu of the otherwise permitted 85 dwelling units, in exchange for setting aside 11 percent, or 17 units, of the total 153 units for Extremely Low Income households per the TOC Affordable Housing Incentive Program. The project has been conditioned to record a covenant with the Los Angeles Housing and Community Investment Department (HCIDLA) to make 17 units available to Extremely Low Income Households to ensure the applicant sets aside the required number of units for affordable housing to be eligible for an 80 percent increase from the total density permitted by the SNAP. No commercial uses are proposed. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 9.A of the Specific Plan.
- C. Height and Floor Area.** Section 9.B of the Vermont/Western Specific Plan requires that mixed-use projects shall not exceed a maximum building height of 75 feet and 100 percent commercial projects shall not exceed a maximum building height of 35 feet; except that roofs and roof structures for the purposes specified in Section 12.21.1



B.3 of the Code, may be erected up to 10 feet above the height limit established in this section, if those structures and features are setback a minimum of 10 feet from the roof perimeter and are screened from view at street level by a parapet or a sloping roof. However, since the SNAP is silent on Height for 100 percent residential buildings within this Subarea, the Height is taken from the underlying zone of R4-1, which has no height limit. The application included a request for an additional overall height incentive to allow a height increase of up to 33 feet within Tier 4. However, this height incentive that was requested has been dismissed as it is not necessary. The project proposes the demolition of multi-family buildings, and the construction, use and maintenance of an eight-story, 153-unit residential building with a maximum height of 92 feet, 6 ½ inches when measured from grade to the highest point of the parapet wall.

Section 9.B. of the Vermont/Western Specific Plan limits the maximum FAR to 3:1 for the residential portion of the proposed building and 1.5:1 for the commercial section. Since the SNAP is silent on 100 percent residential buildings within this Subarea, the Height is taken from the underlying zone of R4-1, which has an FAR limit of 3:1. However, the applicant is seeking a 45 percent FAR increase to 4.35:1 in exchange for setting aside 11 percent, or 17 units, of the total 153 units for Extremely Low Income Households. The applicant is proposing to set aside an overall 17 units for Extremely Low Income households.

FAR Increase			
	Limit	With TOC Tier 4	Proposed
<b>SNAP FAR</b> 100% Residential	3:1	3:1 + 45% = <b>4.35:1</b>	3:1 + 45% = <b>4.35:1</b>

The project site contains 33,053 square feet, or 33,720.5 square feet (33,053 sf + 667.5 square feet with half of the alley) of lot area and the proposed building contains a combined floor area of 143,785 square feet, resulting in a FAR of 4.35:1 FAR which is within the maximum allowable 4.35:1 FAR per the TOC incentive. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 9.B of the Specific Plan.

- D. Transitional Height.** Section 9.C of the Vermont/Western Specific Plan states that portions of buildings on a lot located within Subarea C adjoining or abutting a lot within Subarea A shall not exceed 25 feet in height, 33 feet in height, and 61 feet in height when located within 0-49 feet, 50-99 feet, and 100-200 feet respectively. The project site does not abut any properties located within Subarea A. Therefore, Section 9.C. of the Specific Plan does not apply.
- E. Usable Open Space.** Section 9.D of the Vermont/Western Specific Plan states that residential projects with two or more dwelling units must provide specified amounts of common and private open space pursuant to the standards set forth in LAMC 12.21 G.2 of the Code. The Specific Plan further stipulates that up to 75 percent of the total open space may be located above the grade level or first habitable room level of the project, and that roof decks may be used in their entirety as common or private open space, excluding that portion of the roof within 20 feet of the roof perimeter. Units containing less than three (3) habitable rooms require 100 square feet of open space per unit. Units containing three (3) habitable rooms require 125 square feet of open space per unit. Units containing more than three (3) habitable rooms require 175 square feet of open space per unit. The Vermont/Western SNAP sets forth the minimum usable open space requirement, as shown in the table below:

<b>SNAP Minimum Usable Open Space</b>			
	<b>Units</b>	<b>Sq. Ft. Required</b>	<b>Usable Open Space (sq. ft.)</b>
Dwelling Units with Less than 3 Habitable Rooms	98	100	9,800
Dwelling Units with 3 Habitable Rooms	48	125	6,000
Dwelling Units with More than 3 Habitable Rooms	7	175	1,225
<b>Total Minimum Usable Open Space</b>			<b>17,025</b>
25% located at grade or first habitable room level			<b>4,256.25</b>

However, the applicant is seeking a 25 decrease in the minimum open space requirement in the SNAP in exchange for setting aside 11 percent, or 10 units, of the base 85 units for Extremely Low Income Households. The applicant is proposing to set aside an overall 17 units for Extremely Low Income households.

<b>Open Space reduction</b>			
	<b>Required</b>	<b>With TOC Tier 4</b>	<b>Proposed</b>
<b>Total</b>	17,025	17,025 – 25% = <b>12,769</b>	<b>12,993</b>
25% located at grade or first habitable room level			<b>3,192.25</b>

The project is therefore required to provide a total of 12,769 square feet of open space, of which 3,192.25 square feet must be located at grade level or first habitable room level. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 9.D of the Specific Plan.

- F. Project Parking Requirements.** Section 9.E of the Vermont/Western Specific Plan sets forth a minimum and maximum parking standard for residential projects, as shown in the tables below:

<b>SNAP Minimum Parking Spaces</b>			
	<b>Parking Space Per Square Feet / Unit</b>	<b>Units</b>	<b>Parking Spaces</b>
Dwelling Units with Less than 3 Habitable Rooms	1	0	0
Dwelling Units with 3 Habitable Rooms	1	98	98
Dwelling Units with More than 3 Habitable Rooms	1.5	55	82
<b>Total Residential Required Spaces</b>			<b>180</b>
Guest	.25	153	38
<b>Total Minimum Required Spaces (inclusive of guest parking)</b>			<b>218</b>

SNAP Maximum Parking Spaces			
	Parking Space Per Square Feet / Unit	Units	Parking Spaces
Dwelling Units with Less than 3 Habitable Rooms	1	0	0
Dwelling Units with 3 Habitable Rooms	1.5	98	147
Dwelling Units with More than 3 Habitable Rooms	2	55	110
<b>Total Residential Allowable Spaces</b>			<b>257</b>
Guest	.50	153	76
<b>Total Maximum Allowable Spaces (inclusive of guest parking)</b>			<b>333</b>

However, the applicant proposes to utilize the Automobile Parking Incentive under the TOC Housing Incentive Program, which allows zero (0) residential parking spaces in Tier 4 of TOC, in exchange for setting aside the required percentage of affordable units. The TOC Automobile Parking Incentive replaces the minimum parking requirement in the SNAP; however, the project is still subject to the maximum parking requirement per the SNAP. The SNAP limits the maximum number of automobile parking spaces to 333, inclusive of guest parking spaces. The project will provide 84 residential parking spaces without any guest parking spaces as permitted by TOC, which is within the minimum and maximum requirements. Therefore, as conditioned and in conjunction with the reduced residential parking spaces per TOC, the project complies with Section 9.E of the Specific Plan.

**Bicycles.** Section 9.E.2 of the Vermont/Western Specific Plan requires any residential project with two (2) or more dwelling units to provide one-half (0.5) bicycle parking space per residential unit. The proposed development consists of 153 residential units, thus, requiring 77 bicycle parking spaces. The applicant proposes 28 long-term bicycle parking spaces in a bicycle parking room located at the First Floor Level and 49 long-term bicycle parking spaces in a bicycle parking room located at the Second Floor Level.

**Commercial Parking.** Section 9.E.3 of the Vermont/Western Specific Plan requires two (2) parking spaces per 1,000 square feet of commercial floor area, which must be shared with any guest parking spaces being proposed. The project consists of a 100 percent residential building. As such, this standard does not apply.

Therefore, the project complies with Sections 9.E.1, 9.E.2, and 9.E.3 of the Specific Plan.

- G. Conversion Requirements.** Section 9.F of the Vermont/Western Specific Plan sets forth requirements pertaining to the conversion of existing structures to residential condominium uses. The project proposes the demolition of three (3) existing multi-family buildings and accessory buildings, and the construction, use and maintenance of a 153 unit residential building. The project does not include the conversion of existing commercial structures to residential condos. Therefore, Section 9.F of the Specific Plan does not apply.
- H. Pedestrian Throughways.** Section 9.G states that applicants shall provide one public pedestrian walkway, throughway, or path for every 250 feet of street frontage for the project. The pedestrian throughway shall be accessible to the public and have a

minimum vertical clearance of 12 feet and a minimum horizontal clearance of ten-feet. The proposed building will occupy 165 feet of frontage along the northerly side of Maubert Avenue. Therefore, Section 9.G of the Specific Plan does not apply.

- I. **Yards.** Section 9.H of the Vermont/Western Specific Plan specifies that no front, side or rear yard setbacks shall be required for the development of any project within Subarea C. The project proposes no yard setbacks. Therefore, the new development complies with Section 9.H of the Specific Plan.
- J. **Development Standards.** Section 9.I of the Vermont/Western Specific Plan requires that all projects with new development and extensive remodeling be in substantial conformance with the following Development Standards and Design Guidelines. The proposed project conforms to Development Standards and Design Guidelines as discussed in Findings below.

### Development Standards

- (1). **Landscape Plan.** The Development Standard for Subarea C requires that all open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by lawns and other ground coverings, allowing for convenient outdoor activity. All landscaped areas shall be landscaped in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or licensed landscape contractor. The landscape plan in Exhibit "A" shows that adequate landscaping will be provided throughout the project site. The project will provide six (6) street trees within the public right-of-way. The 3<sup>rd</sup> and 8<sup>th</sup> Floor will be landscaped with shrubbery, ground cover, and trees. The applicant has been conditioned to submit a final landscape plan prepared by a licensed landscape architect and a final irrigation plan. Therefore, as conditioned, the project complies with this Development Standard.
- (2). **Usable Open Space.** This Development Standard requires that common usable open space must have a dimension of 20 feet when measured perpendicular from any point on each of the boundaries of the open space area and a minimum common open space area of 400 square feet for projects with less than 10 dwelling units and 600 square feet for projects with 10 dwelling units or more. Balconies shall have a minimum dimension of six feet. Common open space areas or balconies not meeting the minimum dimension requirements when measured perpendicular from any point on each of the boundaries of the open space area cannot be counted towards the square-footage allocated towards meeting the overall usable open space requirement. The Development Standard further stipulates that private usable open space, such as balconies with a minimum dimension of six feet, may reduce the required usable open space directly commensurating with the amount of private open space provided. The applicant proposes multiple common open space areas throughout the building as seen in Exhibit A, Sheet 7, in forms of decks, courtyards, balconies, and recreation rooms for a total area of 6,642 square feet common open space and 6,351 square feet of private open space areas throughout the building. Therefore, the project complies with this Development Standard.
- (3). **Streetscape Elements.** The Development Standards require that any project along Vermont Avenue, Virgil Avenue, or Hollywood Boulevard between the Hollywood Freeway and Western Avenue, or referred to in the Barnsdall Park Master Plan, or projects along major and secondary highways, to conform to the standards and design intentions for improvement of the public right-of-way. The project site is located along

Maubert Avenue, which is considered a Local Street - Standard, therefore, only some of the following Development Standards apply.

- a) **Street Trees.** The Development Standards require that one 36-inch box shade tree be planted and maintained in the sidewalk for every 30 feet of street frontage. The project site has 165 feet of frontage along Maubert Avenue, thus requiring five (5) street trees along Maubert. The project proposes six (6) shade canopy street trees within the 165 feet of street frontage along Maubert Avenue. Therefore, as conditioned, the project complies with this Development Standard.
  - b) **Tree Well Covers.** The Development Standards require that a tree well cover be provided for each new and existing street tree in the project area. The project proposes six (6) new street trees in the public right-of-way which includes a tree well cover. Therefore, as conditioned, the project complies with this Development Standard.
  - c) **Bike Racks.** The Development Standards require one bike rack for every 50 feet of street frontage. The project site has 165 feet of frontage along Maubert Avenue, thus, requiring three (3) bike racks along the public right-of-way. The project proposes two (2) bike racks and must provide one additional bike rack. Therefore, as conditioned, the project complies with this Development Standard.
  - d) **Trash Receptacles.** The Development Standards require one trash receptacle be provided in the public right-of-way for every 100 feet of lot frontage along a Major or Secondary Highway. The project site has 165 feet of frontage along Maubert Avenue, which is not designated as a major or secondary street. As such, this Development Standard does not apply. However, as seen in Exhibit A, Sheet 21, the applicant team is proposing one (1) trash receptacle along the public right-of-way.
  - e) **Public Benches.** The Development Standards require that one public bench be provided in the public right-of-way for every 250 feet of lot frontage on a Major or Secondary Highway. The project site has 165 feet of frontage along Maubert Avenue, which is not designated as a major or secondary street. As such, this Development Standard does not apply. However, as seen in Exhibit A, Sheet 21, the applicant team is proposing two (2) bench seating located along the public right-of-way of the project site.
- (4). **Pedestrian/Vehicular Circulation.** The Development Standards require that all projects be oriented to a main commercial street and shall avoid pedestrian/vehicular conflicts by adhering to standards related to parking lot location, curb cuts, pedestrian entrances, pedestrian walkways and speed bumps. The subject property is oriented towards Maubert Avenue, which is considered the main commercial street. Therefore, the following Development Standards apply.
- a) **Parking Lot Location.** The Development Standards require that surface parking lots be placed at the rear of structures. The project does not propose a surface parking lot, but rather vehicle parking within two (2) levels of above grade parking which is enclosed. Therefore, this Development Standard does not apply.

- b) **Waiver.** The Director of Planning may authorize a waiver from the requirement to provide parking in the rear of the lot for mid-block lots that do not have through access to an alley or public street at the rear. The project lot does have access to an alley at the rear and is used as another parking entry. Therefore, this Development Standard does not apply.
  - c) **Curb Cuts.** The Development Standards allow one curb cut that is 20 feet in width for every 150 feet of street frontage when a project takes its access from a Major or Secondary Highway, unless otherwise required by the Departments of Public Works, Transportation or Building and Safety. The project proposes vehicle ingress and egress from an approximate 33-foot curb cut along Maubert Avenue, however, Maubert Avenue is identified as a Local Street - Standard. As such, this Development Standard does not apply.
  - d) **Pedestrian Entrance.** The Development Standards require that all buildings that front on a public street shall provide a pedestrian entrance at the front of the building. As shown on "Exhibit A" the project proposes a pedestrian entrance at the center of the street frontage, along Maubert Avenue. Therefore, the project complies with this Development Standard.
  - e) **Design of Entrances.** The Development Standards require that entrances be located in the center of the façade or symmetrically spaced if there are more than one and be accented by architectural elements such as columns, overhanging roofs or awnings. The residential lobby and fitness room along Maubert Avenue are evenly spaced on the façade. Therefore, as proposed, the project complies with this Development Standard.
  - f) **Inner Block Pedestrian Walkway.** The Development Standards require that applicants provide a pedestrian walkway, throughway or path for every 250 feet of street frontage for a project. The pedestrian path or throughway shall be provided from the rear property line or from the parking lot or public alley or street if located to the rear of the project, to the front property line. The pedestrian walkway shall be accessible to the public and have a minimum vertical clearance of 12 feet, and a minimum horizontal clearance of 10 feet. The street frontage for the proposed project is 165 feet along Maubert Avenue. Therefore, this Development Standard does not apply.
  - g) **Speed Bumps.** The Development Standards require speed bumps be provided at a distance of no more than 20 feet apart when a pedestrian walkway and driveway share the same path for more than 50 lineal feet. The proposed project does not contain a pedestrian walkway and driveway that share the same path for more than 50 lineal feet. Therefore, this Development Standard does not apply.
- (5). **Utilities.** The Development Standards require that when new utility service is installed in conjunction with new development or extensive remodeling, all proposed utilities on the project site shall be placed underground. The project does not propose any installation of new utility service at this time. However, in the event new utility lines are to be installed on the site, the Conditions of Approval require all new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made for future underground service. Therefore, as conditioned, the project complies with this Development Standard.

(6). **Building Design.** The purpose of the following provisions is to ensure that a project avoids large blank expenses of building walls, is designed in harmony with the surrounding neighborhood, and contributes to a lively pedestrian friendly atmosphere. Accordingly, the following standards shall be met:

- a) **Stepbacks.** The Development Standards require that 1) no portion of any structure exceed more than 30 feet in height within 15 feet of the front property line, and 2) that all buildings with a property line fronting on a Major Highway, including Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard, and Vermont Avenue, shall set the second floor back from the first floor frontage at least 10 feet. The proposed building has a front property line along Maubert Avenue, which is classified as a Local Street - Standard. As such, the proposed project is only subject to the first stepback requirement. As seen in Exhibit A, Sheet 11, the project provides a 15-foot stepback prior to the 30-foot maximum height restriction along the front property line. Therefore, the project complies with this Development Standard.
- b) **Transparent Building Elements.** The Development Standards require that transparent building elements such as windows and doors occupy at least 50 percent of the ground floor facades on the front and side elevations and 20 percent of the surface area of the rear elevation of the ground floor portion which has surface parking in the rear of the structure. Moreover, a “side elevation ground floor façade” has been interpreted by Staff to only mean those facades which face a street or alley and not facades along interior lot lines that face other buildings. The subject site currently has a south elevation that faces Maubert Avenue. The remaining north, east, and west facades are along interior lot lines that face other buildings or alley. Per Exhibit A, Sheet 16, the project has a ground floor elevation area of 1,674 square feet, thus, requiring a minimum transparency of 837 square feet along Maubert Avenue. The project proposes 840 square feet of transparent building elements along Maubert Avenue, which is more than the minimum required. Therefore, as conditioned, the project complies with this Development Standard.
- c) **Façade Relief.** The Development Standards require that exterior walls provide a break in plane for every 20 feet horizontally and every 30 feet vertically. As seen in “Exhibit A” the project proposes horizontal and vertical plane breaks through the use of the façade incrementally stepped away from the street, projecting balconies, change in material, and lineal orientation of the façade construction. Therefore, the project complies with this Development Standard.
- d) **Building Materials.** The Development Standards require that building facades be comprised of at least two types of complimentary building materials. The project proposes the use of metal, vinyl, plaster, and glass on all elevations of the structure. Therefore, the project complies with this Development Standard.
- e) **Surface Mechanical Equipment.** The Development Standards require that all surface or ground mounted mechanical equipment be screened from public view and treated to match the materials and colors of the building which they serve. The plans indicate a transformer located at the northeast corner of the first level parking area. The transformer will be screened from view. In the event surface mechanical equipment is constructed in the future,

the Conditions of Approval require surface mechanical equipment to match the colors and materials of the building which they serve. Therefore, as conditioned, the project complies with this Development Standard.

- f) **Roof Lines.** The Development Standards require that all rooflines in excess of 40 feet are broken up through the use of gables, dormers, plant-ons, cutouts, or other appropriate means. As seen in Exhibit A, Sheets 14-17, all roof lines are broken up to not exceed a horizontal roof line of 40 feet or greater. Therefore, the project complies with this Development Standard.
- (7). **Rooftop Appurtenances.** The Development Standards require that all rooftop equipment and building appurtenances shall be screened from public view or architecturally integrated into the design of the building. In the event that rooftop mechanical equipment is constructed, a Condition of Approval has been included requiring said equipment and ducts be screened from view from any street, public right-of-way or adjacent property and the screening shall be solid and match the exterior materials, design and color of the building. Therefore, as conditioned, the project complies with this Development Standard.
- (8). **Trash and Recycling Areas.** The Development Standards require that trash storage bins be located within a gated, covered enclosure constructed of identical building materials, be a minimum of six feet high, and have a separate area for recyclables. The proposed project provides a minimum six-foot trash and recycle enclosure located within the first parking level. Therefore, the project complies with this Development Standard.
- (9). **Pavement.** The Development Standards require that paved areas not used as parking and driveway areas consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile, and/or brick pavers. The project is built up to the property lines and does not have paved areas not used as driveway areas. Therefore, this Development Standard does not apply.
- (10). **Freestanding Walls.** The Development Standards require that all freestanding walls contain an architectural element at intervals of no more than 20 feet and be set back from the property line adjacent to a public street. The project does not propose any freestanding walls. Therefore, Development Standard does not apply.
- (11). **Parking Structures – Required Commercial Frontage.** The Development Standards require that all of the building frontage along major or secondary highways, for a parking structure shall be for commercial, community facilities, or other non-residential uses to a minimum depth of 25 feet. This Development Standard applies to standalone parking structures, which the project does not propose. Therefore, this Development Standard does not apply.
- (12). **Parking Structures – Façade Treatments.** The Development Standards require parking structures be designed to match the style, materials and colors of the main building. This Development Standard applies to standalone parking structures, which the project does not propose. Therefore, this Development Standard does not apply.
- (13). **Parking Structures Across from Residential Uses.** The Development Standards require parking structures abutting or directly across an alley or public street from any residential use or zone conform to standards regarding the façade facing the residential use or zone. This Development Standard applies to standalone parking



structures, which the project does not propose. Therefore, this Development Standard does not apply.

- (14). **Surface Parking Lots.** The Development Standards require at least 10 percent of the surface parking lot to be landscaped with: one (1) 24-inch box shade tree for every four parking spaces, spaced evenly to create an orchard-like effect; a landscaped buffer around the property line; and a three and a half foot solid decorative masonry wall behind a three-foot landscaped buffer. The trees shall be located so that an overhead canopy effect is anticipated to cover at least 50 percent of the parking area after 10 years of growth. The project does not propose a surface parking lot. The parking for the project is located within two (2) levels of above grade parking which is enclosed. Therefore, this Development Standard does not apply.
- (15). **Surface Parking Abutting Residential.** The Development Standards require surface parking abutting or directly across an alley or public street from any residential use or zone conform to standards regarding a decorative wall and landscaping buffer. The project does not propose a surface parking lot. The parking for the project is located within two (2) levels of above grade parking which is enclosed. Therefore, this Development Standard does not apply.
- (16). **On-Site Lighting.** The Development Standards require that the project include on-site lighting along all vehicular and pedestrian access ways. The Development Standards specify that the acceptable level of lighting intensity is  $\frac{3}{4}$  foot-candle of flood lighting measured from the ground, a maximum mounting height of light sources shall be 14 feet, and "white" color corrected lamp color shall be used for ground level illumination. A Condition of Approval has been included to ensure that any lighting shall meet the on-site lighting standards mentioned above. Therefore, as conditioned, the project complies with this Development Standard.
- (17). **Security Devices.** The Development Standards require security devices to be screened from public view. The proposed project does not contain any type of security devices at this time. In the event that additional security devices are installed in the future, a Condition of Approval has been included requiring all proposed devices to be integrated into the design of the building, concealed and retractable. Therefore, the project complies with this Development Standard.
- (18). **Privacy.** The Development Standards require that buildings be arranged to avoid windows facing windows across property lines, or the private open space of other residential units. The applicant has provided elevations, which depict the windows of the existing adjacent structures to the east superimposed onto the proposed project. The elevations show that none of the windows of adjacent residential properties will be marginally effected by the new construction. Therefore, the project complies with this Development Standard.
- (19). **Hours of Operation.** The Development Standards require that parking lot cleaning and sweeping, trash collection and deliveries be limited between 7:00 a.m. - 8:00 p.m. Monday through Friday, and 10:00 a.m. - 4:00 p.m. on Saturdays and Sundays. The applicant has been required in the Conditions of Approval to comply with this Development Standard. Therefore, as conditioned, the project complies with this Development Standard.
- (20). **Noise Control.** The Development Standards require that any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the

Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition. The proposed building has multiple windows in the front façade with a line of sight directly to Maubert Avenue. A Condition of Approval has been included requiring any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley to be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition. Therefore, as conditioned, the project complies with this Development Standard.

- (21). **Required Ground Floor Uses.** The Development Standards states that 100 percent of street level uses within Subarea C must be commercial uses up to a depth of 25 feet. However, this Development Standard has been interpreted by Staff to only apply to Mixed-Use projects, not 100 percent residential projects. The applicant proposes a 100 percent residential building. Therefore, this Development Standard does not apply.

### **Design Guidelines**

- (22). **Urban Form.** The Design Guidelines encourage transforming commercial streets away from a highway oriented, suburban format into a distinctly urban, pedestrian oriented and enlivened atmosphere by providing outdoor seating areas, informal gathering of chairs, and mid-block pedestrian walkways. The Guidelines also indicate that streets should begin to function for the surrounding community like an outdoor public living room and that transparency should exist between what is happening on the street and on the ground floor level of the buildings. The project is designed to enhance the pedestrian experience along Maubert Avenue by providing 50 percent transparency increasing visibility into the ground floor from the street. The project will also include bike racks, shade trees, and trash receptacles on the public right-of-way. Therefore, as proposed, the project complies with this Design Guideline.
- (23). **Building Form.** The Design Guidelines encourage every building to have a clearly defined ground plane, roof expression and middle or shaft that relates the two. The ground plane of the project is defined by facades that consist of aluminum, glass, and textured metal panel. The upper floors are defined by balconies and various planes that consist of different material, windows, building cantilever, and building fur-out. The roof plane provides cutouts and adds articulation to the building. Therefore, as proposed, the project complies with this Design Guideline.
- (24). **Architectural Features.** The Design Guidelines encourage courtyards, balconies, arbors, roof gardens, water features, and trellises. Appropriate visual references to historic building forms – especially Mediterranean traditions – are encouraged in new construction. The proposed project provides private balconies and contains an open courtyard on the third floor level. Furthermore, the street-facing elevation employs a variety of building materials and articulation by way of recessed balconies, changes in building plane, building materials, and transparency. Therefore, the project complies with this Design Guideline.
- (25). **Building Color.** The Design Guidelines encourage buildings be painted three colors: a dominant color, a subordinate color and a “grace note” color. The proposed project includes multiple colors such as beige as its dominant color, light brown as its subordinate façade color, and black as its grace note. Therefore, the project complies with this Design Guideline.
- (26). **Signs.** The Design Guidelines provide extensive guidance related to the placement, type, and style of signage to be used for projects. The Guidelines identify appropriate

signs for the Specific Plan area to include: wall signs, small projecting hanging signs, awnings or canopy signs, small directory signs, and window signs. Any pole, roof or off-site sign, any sign containing flashing, mechanical or strobe lights are prohibited. The applicant does not propose signs as part of this application. However, all future signs shall be reviewed by Project Planning staff for compliance with the Vermont/Western SNAP and Design Guidelines. Filing for a Project Permit shall not be necessary unless a Project Permit Adjustment, Exception, or Amendment is required. Therefore, as conditioned, the project complies with this Development Standard.

**(27). Plant Materials on Facades.** The Design Guidelines encourage facade plant materials in addition to permanent landscaping. Plants can be arranged in planters, containers, hanging baskets, flower boxes, etc. The applicant does not propose any plant materials on facades. Therefore, this Design Guideline does not apply.

**3. The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review, which would mitigate the negative environmental effects of the project, to the extent physically feasible.**

At its meeting on January 14, 2020, the City Council determined that the project, Council File No. 19-1389, is exempt from CEQA pursuant to PRC 21155.1 as a Transit Priority Project and Sustainable Communities Project. The project is not anticipated to have a negative effect on the environment and no mitigation measures are required to be incorporated. Pursuant to Senate Bill (SB) 375 and Public Resources Code (PRC) Section 21155.1, a project that qualifies as a Transit Priority Project and is declared by a legislative body to be a Sustainable Communities Project is statutorily exempt from the California Environmental Quality Act (CEQA). These SB 375 clearances are intended to meet the goals of the Sustainable Communities Strategy to encourage higher density, infill development located near transit. In order to qualify as a Transit Priority Project, the project must be consistent with general land use policies of an adopted Sustainable Communities Strategy per PRC Section 21155(a) and meet the criteria in PRC Section 21155(b) related to minimum density, residential uses, and distance from a major transit stop or high-quality transit corridor.

In order to qualify as a Sustainable Communities Project, the project must meet all environmental criteria in PRC Section 21155.1(a), all land use criteria in PRC Section 21155.1(b), and one public benefit criteria in PRC Section 21155.1(c). A public hearing must be held by City Council prior to declaring a project to be a Sustainable Communities Project and the City Council is required to find the necessary criteria are met in Subsections (a), (b) and (c) of PRC Section 21155.1. Unlike other CEQA clearances, the SCP Exemption must be approved by the City Council, even if the initial decisionmaker or appellate body is a lower decision-making body or officer. A public hearing was held before the Planning and Land Use Management Committee (PLUM) on November 26, 2019. The City Council adopted PLUM's recommendation to find that the project was a Transit Priority Project and that it qualified for a SCP Exemption at its meeting on January 24, 2020.

## **SITE PLAN REVIEW FINDINGS**

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

The General Plan sets forth goals, objectives, and programs that serve as the foundation for all land use decisions. The City of Los Angeles' General Plan consists of the Framework

Element, seven State-mandated Elements including Land Use, Mobility, Housing, Conservation, Noise, Safety, and Open Space, and optional Elements including Air Quality, Service Systems and Plan for a Healthy Los Angeles. The Land Use Element is comprised of 35 community plans that establish parameters for land use decisions within those communities of the City.

The proposed project meets the following objectives and policies contained in the Framework Element, Chapter 3 – Land Use:

#### Distribution of Land

**Objective 3.1** *Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*

**Objective 3.4** *Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.*

#### Multi-Family Residential

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

**Objective 3.7** *Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.*

#### Community Centers

**GOAL 3** *Pedestrian-oriented, high activity, multi- and mixed-use centers that support and provide identity for Los Angeles' communities.*

**Policy 3.9.7** *Provide for the development of public streetscape improvements, where appropriate.*

Figure 3-1 Metro Long Range Land Use Diagram of the Framework Element indicates that the project site is located within a Community Center, which is described as a focal point for surrounding residential neighborhoods and containing a diversity of uses such as small offices and cultural and entertainment facilities, in addition to neighborhood oriented services. Generally, community centers range from FAR of 1.5:1 to 3:1. Physically, the scale and density of community centers would be greater than the neighborhood districts, generally with building heights ranging from two to six stories depending on the character of the surrounding area.

The project proposes a 100 percent development that will provide 153 dwelling units with a total residential floor area of 143,785 square feet. The residential project will provide a use that is compatible with the surrounding residential neighborhoods and commercial corridors. Furthermore, the proposed project meets the type of ideal use envisioned for a Community Center. As a 100 percent residential development, the project reverts to the underlying zone for maximum height allowed and FAR. The project is limited to an FAR of 3:1 with no height limit. However, the applicant is seeking a FAR increase to 4.35:1 in exchange for setting aside 11 percent, or 17 units, of the total 153 units for Extremely Low Income Households, consistent with the TOC Guidelines. The applicant is proposing to set aside an overall 17 units for Extremely Low Income households.

The proposed FAR for the residential development is 4.35:1. The building height is 92 feet, 6 ½ inches for an eight-story project, with two (2) levels of above grade parking. As such, in conjunction with the TOC Affordable Housing Incentive Program the project is consistent with the physical scale and density, as well as ideal uses that are envisioned in a Community Center of the Framework Element.

#### Land Use Element – Hollywood Community Plan

The project site is located within the boundaries of the Hollywood Community Plan, which was adopted by the Los Angeles City Council on December 13, 1988. The proposed mixed-use development advances the following objectives and policies contained in the Community Plan:

**Objective 1** *To further the development of Hollywood as a major center of population, employment, retail services, and entertainment [...].*

**Standards and Criteria** *New apartments should be soundproofed and should be provided with adequate usable open space at a minimum ratio of 100 square feet per dwelling unit excluding parking areas, driveways and the required front yard setback.*

**Standards and Criteria** *The intensity of residential land use in this Plan and the density of the population which can be accommodated thereon, shall be limited in accordance with the following criteria: The adequacy of the existing and assured circulation and public transportation systems within the area [...].*

The project proposes a 100% residential development in an area that is close to a major transit station (Metro Vermont/Sunset Station) and various bus routes, connecting the project site to other regional and local destinations as well as employment centers and retail services. The project will contribute to the Hollywood area as a medium- to high-density residential development that provides housing. Furthermore, the project has been conditioned to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition, for any dwelling units with their exterior wall having a line of sight to a public street or alley. This will meet the Standards and Criteria of the Hollywood Community Plan to soundproof new apartments. In addition, the project provides adequate usable open space by providing a total of 12,993 square feet of open space, made up of a courtyard, recreational room, and private balconies.

#### Vermont/Western Station Neighborhood Plan Area (SNAP)

The Vermont/Western SNAP was adopted by the Los Angeles City Council and became effective on March 1, 2001. The proposed project meets the following purposes of the SNAP as outlined in Section 2 of the Specific Plan:

- C. Establish a clean, safe, comfortable and pedestrian oriented community environment for residents to shop in and use the public community services in the neighborhood.*
- E. Guide all development, including use, location, height and density, to assure compatibility of uses and to provide for the consideration of transportation and public facilities, aesthetics, landscaping, open space and the economic and social well-being of area residents.*
- H. Promote increased flexibility in the regulation of the height and bulk of buildings as well as the design of sites and public streets in order to ensure a well-planned combination of commercial and residential uses with adequate open space.*

- R. Facilitate the provision of studio and one bedroom apartments for adult students and senior citizens located near colleges, subway stations and along commercial corridors.*

As demonstrated in Finding Number 2, the project is in substantial conformance with the Specific Plan regulations as well as the Development Standards and Design Guidelines required to achieve a pedestrian-oriented design. The project provides attractively landscaped areas with street and canopy trees, shrubs, and ground covers, in addition to bike racks and trash receptacles. Furthermore, the ground floor façades are designed with highly transparent materials, which further contribute to a pedestrian-friendly environment around the project site. The proposed height and density of the residential development comply with the underlying zone and Specific Plan in conjunction with the TOC Affordable Housing Incentive Program. The project also proposes a wide range of open space areas and amenities, including exterior open spaces and courtyard areas and a recreation room, which would contribute to the social well-being of its residents. Façade relief and articulation are achieved through the use of various materials including plaster, vinyl, metal, and cement. Lastly, the project proposes a unit mix that consists of one- to three-bedrooms, within close proximity to the Metro's Vermont/Sunset Station and bus stations along major commercial corridors.

#### Mobility Element

The Mobility Element was adopted by the Los Angeles City Council on January 20, 2016. The proposed development supports the following policies of the Mobility Plan.

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

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

***Policy 3.4*** *Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.*

***Policy 3.8*** *Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.*

The proposed project contains the qualities of a transit-oriented development that complies with the policies stated above. The project site is located within 310 feet of the Vermont/Sunset Station. This station serves the Metro Red Line, which runs between North Hollywood and Union Station and connects to the Orange Line in North Hollywood to the Purple Line in Koreatown and the Blue Line in Downtown Los Angeles. The line also connects to the Metro Gold Line and the Metrolink commuter rail lines at Union Station. The project site is also located in close proximity to various public transit routes, including but not limited to Metro Local Line 2, 175 and 217 which provides access to Downtown Los Angeles, Westwood, and Silverlake; Metro Local Lines 754 and 204, providing access to Hollywood, Westlake, Koreatown, and Athens. The project proposes the construction of a medium- to high-density residential development containing 153 dwelling units. The Mobility Plan encourages the development of residential units near transit stops to provide greater access to employment centers, neighborhood services, as well as other regional and local destinations. The public right-of-way around the site will incorporate landscaping as well as street furniture to provide a more interesting and walkable environment, and the project will provide a safe and secure bicycle parking storage area within the building.

## Housing Element

The City's Housing Element for 2013-2021 was adopted by City Council on December 3, 2013. The project is consistent with the following objectives, policies and programs:

### **GOAL 1** Housing Production and Preservation

**Objective 1.1** Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

### **GOAL 2** Safe, Livable, and Sustainable Neighborhoods

**Objective 2.4** Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City.

These goals, objectives and policies are to ensure that growth is directed toward centers and transit. Strategically directing long-range growth is consistent with the approach established by the Framework Element of the General Plan. The use of various Subareas, allowing for different densities within the SNAP, ensure that existing neighborhood character is preserved and that the appropriate amount of density is placed in a location that has been deemed to be desirable and consistent with the various planning policies. The additional 153 dwelling units will not change the neighborhood character and are within the allowed 400 square feet per dwelling unit per the underlying R4 Zone, in conjunction with the provisions of TOC, and the SNAP permits under Subarea C, which are consistent.

## Plan for a Healthy Los Angeles Element

The Plan for a Healthy Los Angeles lays the foundation to create healthier communities for all Angelenos, and provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. On May 23, 2018, the City Planning Commission imposed several Conditions of Approval, which implements the following program of the Plan for a Health Los Angeles Element.

**Program 1** *Energy efficiencies, weatherization, proper positioning of trees to shade buildings, alternative energy and solar generation systems, explore the feasibility of building designs that incorporate facile systems to charge electric vehicles, and use of rainwater, storm water, greywater and recycled water.*

The proposed development will be designed as to incorporate as much weatherization of the proposed building as possible. The building will implement elements throughout the interior to reduce energy consumption and optimize energy efficiency. As such, the proposed project is in conformance with the Plan for a Healthy Los Angeles Element.

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

Development of the project site into a residential building would be consistent and compatible with existing and future development on neighboring and other properties within close proximity, which is generally developed with commercial and residential uses. Furthermore, the project provides architectural features that vary and articulate the building façade and incorporates a variety of colors and materials. The project also employs a variety

of architectural elements such as projecting balconies, changes in building plane, and vertical and horizontal bands.

#### Building Arrangement (Height, Bulk, and Setbacks)

The subject site is located within Subarea C of the Vermont/Western SNAP, which contains provisions for building height, FAR, and setbacks. Per Section 3 of the SNAP, the Specific Plan prevails and supersedes the applicable provisions of the Municipal Code, wherever the Specific Plan contains provisions on development.

The surrounding area is generally characterized by medium density residential and commercial uses. Parcels to the east and north are zoned R4-1 and C2-1, respectively, located within Subarea C of the SNAP, and developed with multi-family residential developments and commercial uses. The parcels to the west are zoned R4-1 and C2-CAS1, located within Subarea C of the SNAP, and developed with multi-family residential buildings and a bank. The parcels to the south are zoned R4-2 and C2-CSA1, located within Subarea C of the SNAP, and developed with Children's Hospital Los Angeles.

The project proposes a maximum of 92 feet, 6 ½ inches in building height when measure from grade to the highest point of the parapet and consist of 143,785 square feet of floor area. The surrounding buildings are developed to a lower density ranging up to 4 units compared to the proposed development containing 153 dwelling units. Although the proposed 92-foot tall residential building with two levels of above grade parking is not currently consistent with the height of some of the existing surrounding residential or commercial developments that range in height from one to four stories, the project will be consistent with any future development that will have a height limit of 75 feet for mixed-use projects or no height limit for a 100 percent residential project, no setback requirements, and allow for a similar bulk in conjunction with the TOC Affordable Housing Incentive Program.

The building has one stepback along Maubert Avenue that helps redistribute the height and massing of the building. This will allow for a better pedestrian experience along Maubert Avenue by not having a structure reach the proposed 92-foot height along the front property line along the entirety of the 165 feet of street frontage. Furthermore, the surrounding residential properties are located within Subarea C, and designated for similar land uses. Future developments in the area are subject to the same height, bulk and density requirements of the Vermont/Western SNAP and land use designation. Therefore, the proposed development will be compatible with future developments in the area.

The SNAP does not require front, side, and rear yards for projects that are located in Subarea C. In addition to meeting the height and FAR per the underlying zone, and setback requirements per the Specific Plan, the project proposes various articulation and architectural elements that reduce the effect of a large-scale development in the neighborhood. The ground plane of the project is defined by facades that consist of glass. The upper floors are defined by balconies and various planes that consist of plaster, vinyl windows, and metal. The roof plane varies with cutouts and adds articulation to the building. The changes in the plane as well as materials also further articulates the building and increases the visual interest from public streets. Furthermore, balconies and fenestration that orient toward the streets contribute to public safety by maintaining the "eyes on the street" concept within their design. The proposed development will not degrade the existing visual character of the site and its surroundings.

#### Off-Street Parking Facilities and Loading Areas

The proposed project is a 100 percent residential building containing 153 dwelling units with parking for the project located within a two-level above grade parking garage. The parking



will be accessible by an ingress and egress driveway located on Maubert Avenue and the rear alley. The project proposes 84 residential parking spaces for residential units and no guest parking. The project will also provide 77 bicycle parking spaces on-site and two (2) bike racks along the public right-of-way.

#### Lighting

The plans for this project do not specify lighting details at this time. However, the Development Standards specify that the acceptable level of lighting intensity is  $\frac{3}{4}$  foot-candle of flood lighting measured from the ground, a maximum mounting height of light sources shall be 14 feet, and “white” color corrected lamp color shall be used for ground level illumination. As such, the project has been conditioned to comply with the lighting regulations of the Specific Plan.

#### Landscaping

The landscape plan in Exhibit “A” shows that adequate landscaping will be provided throughout the project site. The public right away will be landscaped with street trees. The 3<sup>rd</sup> floor level contains a courtyard and private balconies with landscaping. The proposed plant palette shows that the landscaping will include trees such as Evergreen shade trees and flowering shade trees, along with ground cover. The applicant is also required to submit a final landscape plan prepared by a licensed landscape architect showing a combination of shrubs, trees, clinging vines, ground cover, lawns, planter boxes, flower and/or fountains incorporated into all landscaped areas on the project site as well as a final irrigation plan.

#### Trash Collection

The Vermont/Western SNAP Development Standards specify requirements for the location and design of trash storage and recycling areas. The project proposes an enclosed trash and recycling area within the parking garage on the ground floor. The trash collection will be provided via Maubert Avenue.

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

The project will provide a total of 12,993 square feet of open space, including a 3,450 square feet of courtyard at the 3<sup>rd</sup> floor level, 1,495 feet of recreation room, and 6,351 square feet of balconies. As shown in the open space diagram in Exhibit “A,” all common open space areas, including the courtyard and amenity/recreational rooms will be conditioned to maintain a minimum dimension of 20 feet when measured perpendicular from any point on each of the boundaries of the open space area, and all balconies will have a minimum dimension of six (6) feet. Common open space areas not meeting the minimum dimension of 20 feet when measured perpendicular from any point on each of the boundaries of the open space area cannot be counted towards the overall usable open space requirement. Therefore, the open space on-site provides appropriate amenities and recreational facilities for the project’s residents and are expected to minimize impacts on neighboring properties.

## **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**

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 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.

**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:

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

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


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

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, the Marvin Braude Building in the Valley, or West LA office. 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) 482-7077, (818) 374-5050, or (310) 231-2901. 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:

  
\_\_\_\_\_  
Jane Choi, AICP, Principal City Planner

Reviewed by:

  
\_\_\_\_\_  
May Sirinopwongsagon, City Planner

Prepared by:

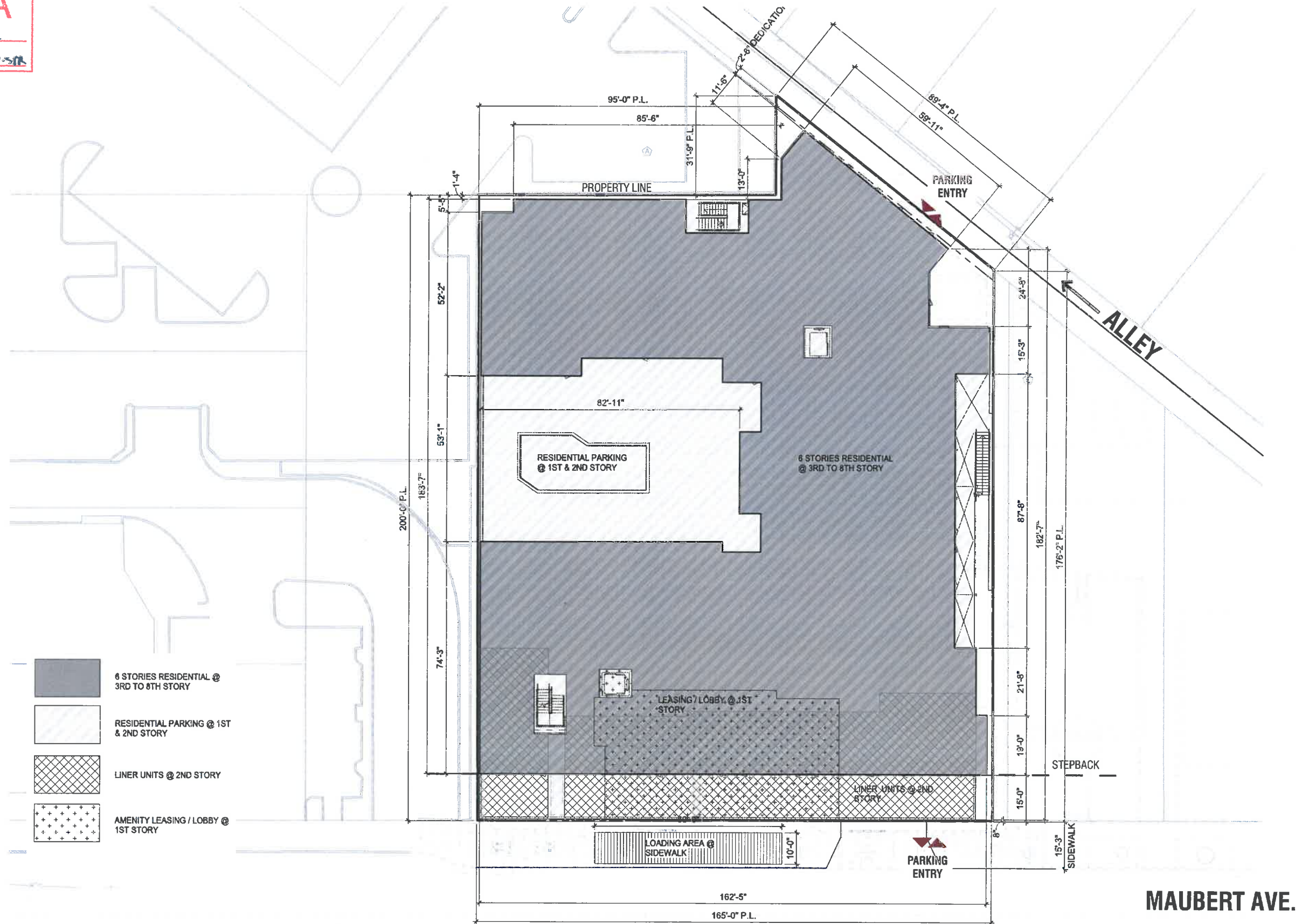
  
\_\_\_\_\_  
Jason Hernández, City Planning Associate  
jason.hernandez@lacity.org



**EXHIBIT "A"**

Page No. 2 of 12

Case No. 18-19-3760-100-511-518



**4643 MAUBERT AVE.**  
LOS ANGELES, CA



CARMEL  
TCA # 2018-001-01

ENTITLEMENT SUBMITTAL, REV. 4  
JANUARY 16, 2019

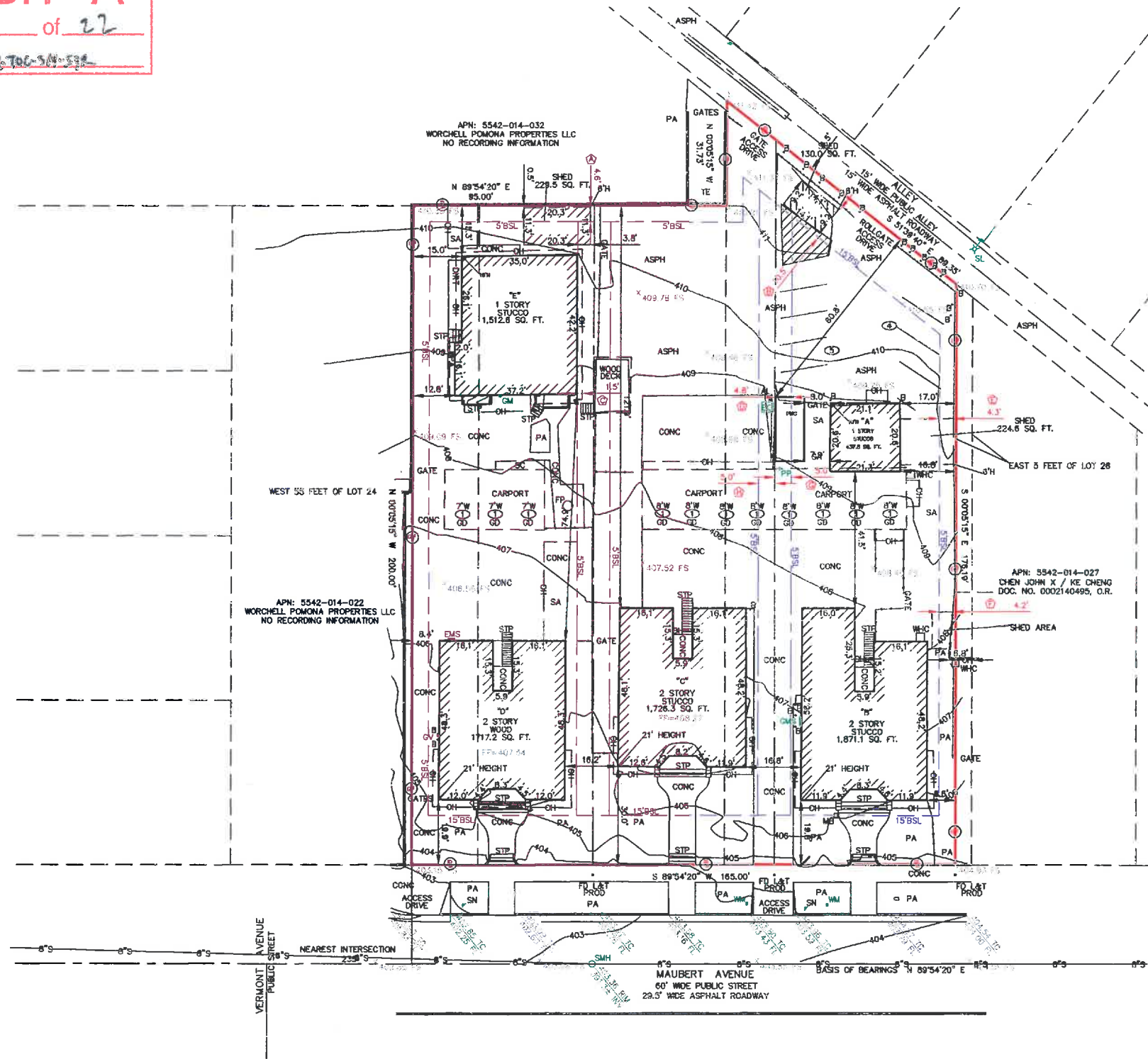


PLOT PLAN - PROPOSED PROJECT

# EXHIBIT "A"

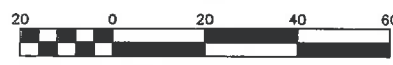
Page No. 3 of 22

Case No. 218-208-TOL-518-518



9 LEGEND	
	AL AREA LIGHT
	APN ASSESSOR'S PARCEL NUMBER
	ASPH ASPHALT
	B BOLLARD
	BPA BRICK PAVER AREA
	BSL BUILDING SETBACK LINE
	DOC. DOCUMENT
	EC ELECTRIC UTILITY CABINET
	EMS ELECTRIC UTILITY METERS
	CONC CONCRETE
	FD FOUND MONUMENT - AS NOTED
	FH FIRE HYDRANT
	FP FIRE PIT
	GD GARAGE DOOR
	GM GAS METER
	GMS GAS METERS
	GV GV
	H H
	L&T LEAD & TAG
	LS LIGHT STANDARD
	MB MAIL BOX
	NO. NUMBER
	O.R. OFFICIAL RECORDS
	OH OVERHANG
	PA PLANTER AREA
	PL PROPERTY LINE
	PWC PORTABLE METAL CONTAINER
	PROD PRODUCED
	SA STORAGE AREA
	SL STREET LIGHT
	SMH SEWER MANHOLE
	SN SIGN
	SQ. FT. SQUARE FEET
	STP STEP
	W WITH
	WHC WATER HEATER CABINET
	WM WATER METER
	BLOCK WALL - TYPICAL
	FENCE WROUGHT IRON - TYPICAL
	FENCE - TYPICAL
	PARKING SPACE COUNTER
	HATCHED AREA - PAINTED
	BUILDING SETBACK LINES
	CONTOURS

17 NORTH ARROW / SCALE



SCALE: 1"=20'

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Approved CDS Surveyor

**SITE TECH INC.**

8081 Church Street  
 Suite 200  
 Los Angeles, CA 90048  
 Phone: (310) 484-3100 Fax: (310) 484-0850  
 E-mail: jreyer@sitetechnic.com

18 ALTA/NSPS Land Title Survey

This survey prepared in accordance with the Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys (Effective February 23, 2018)

This Work Coordinated By:  
 FA Commercial Due Diligence Services Co.

**CDS COMMERCIAL DUE DILIGENCE SERVICES**

3550 W. Robinson Street, Third Floor  
 Norman, Oklahoma 73072  
 Office: 405-253-2444  
 website: www.firstmcds.com  
 Toll Free: 888.322.7371

Prepared For:

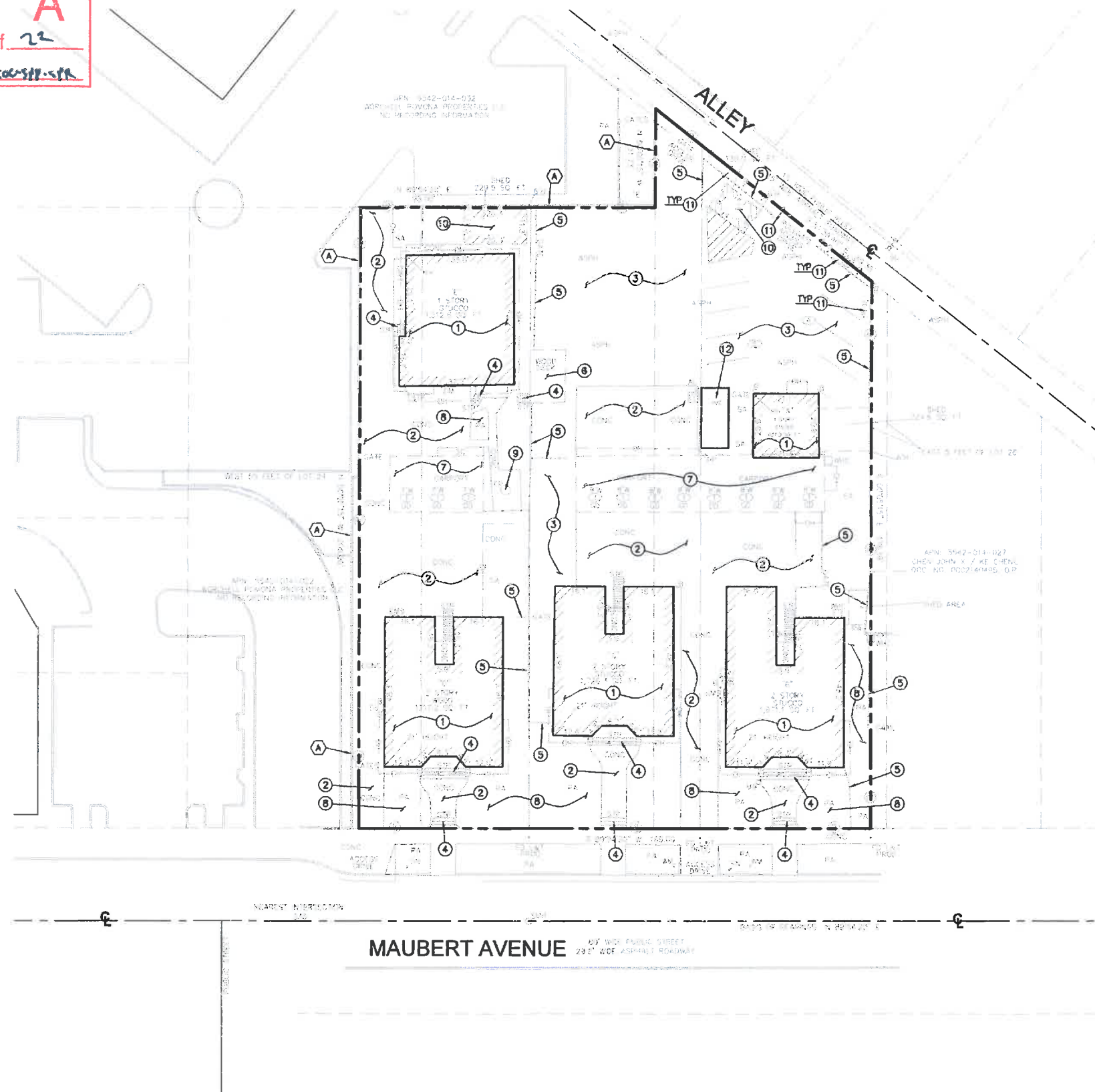
20 PROJECT ADDRESS

4629, 4637 & 4645 Maubert Avenue  
 Los Angeles, CA

Project Name:  
 Maubert Ave Los Angeles II

CDS Project Number:  
 18-11-0484





**DEMOLITION NOTES:**

- ① REMOVE EXISTING BUILDING IN ITS ENTIRETY.
- ② REMOVE EXISTING CONCRETE PAVEMENT AND ITS BASE.
- ③ REMOVE EXISTING ASPHALT PAVEMENT AND ITS BASE.
- ④ REMOVE EXISTING STEPS/STAIRS.
- ⑤ REMOVE EXISTING FENCE/GATE.
- ⑥ REMOVE EXISTING WOOD DECK.
- ⑦ REMOVE EXISTING CARPORT IN ITS ENTIRETY.
- ⑧ REMOVE EXISTING PLANTER.
- ⑨ REMOVE EXISTING FIRE PIT.
- ⑩ REMOVE EXISTING SHED.
- ⑪ REMOVE EXISTING BOLLARD.
- ⑫ REMOVE EXISTING CONTAINER/STORAGE.

**SALVAGE NOTES:**

- (A) PROTECT IN PLACE EXISTING WALL.
- (B) PROTECT IN PLACE EXISTING PAVEMENT.

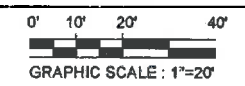
**LEGEND**

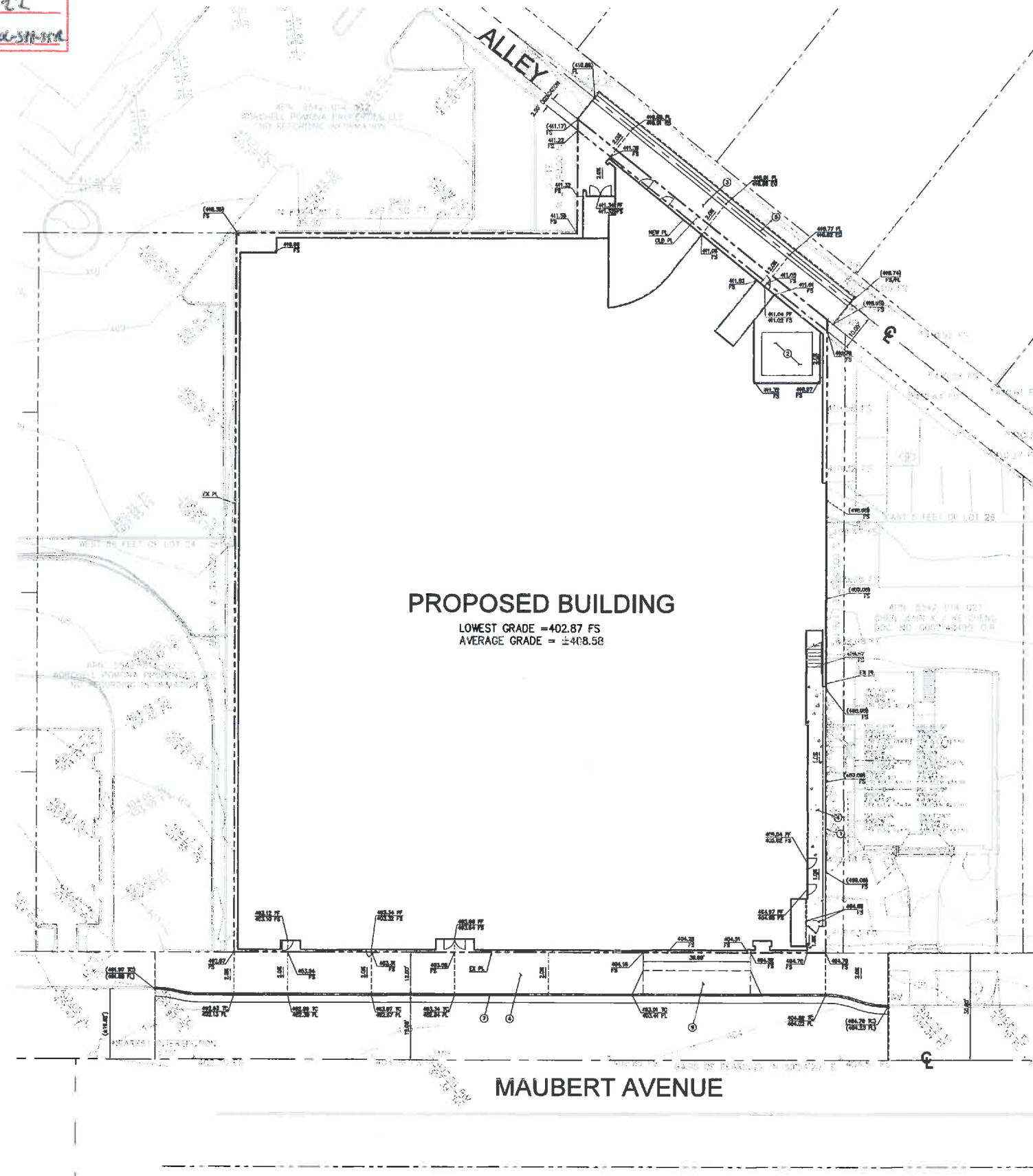
- EXISTING BUILDING OUTLINE
- PROPERTY LINE

NOTE:  
 PRIOR TO EXISTING SITE WALL AND FENCE  
 REMOVAL, VERIFY OWNERSHIP.



**DEMOLITION PLAN**





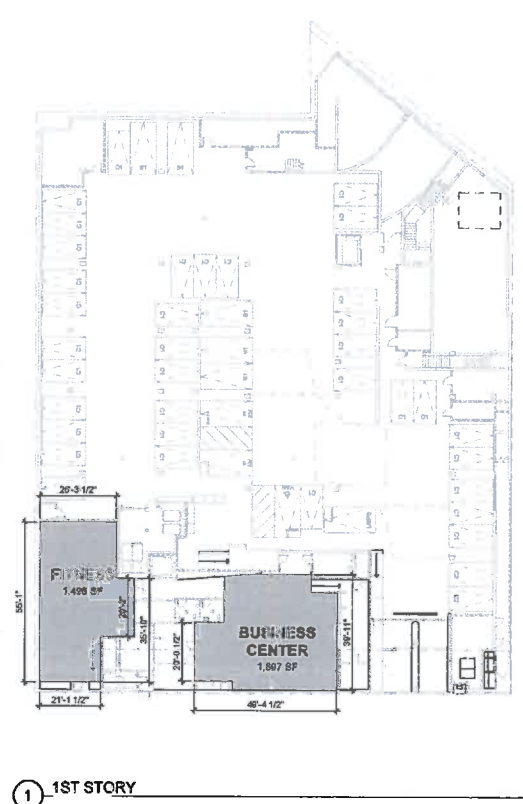
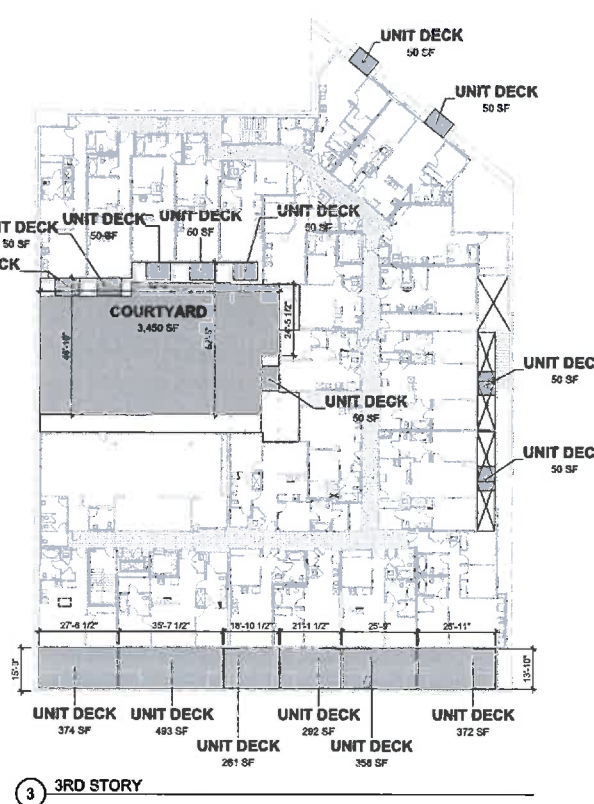
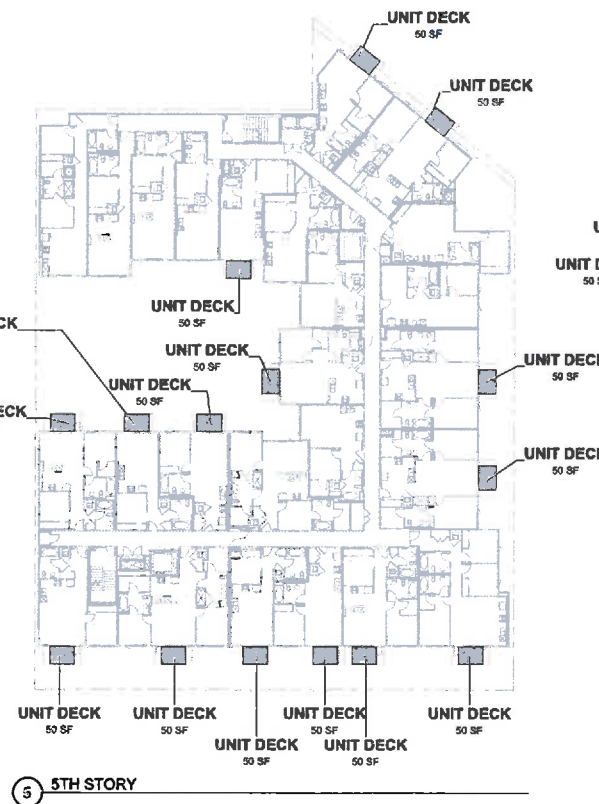
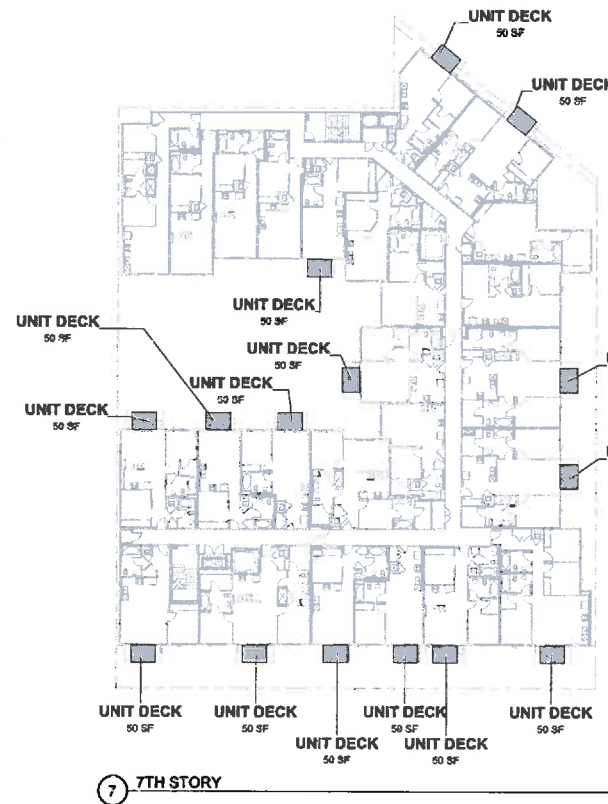
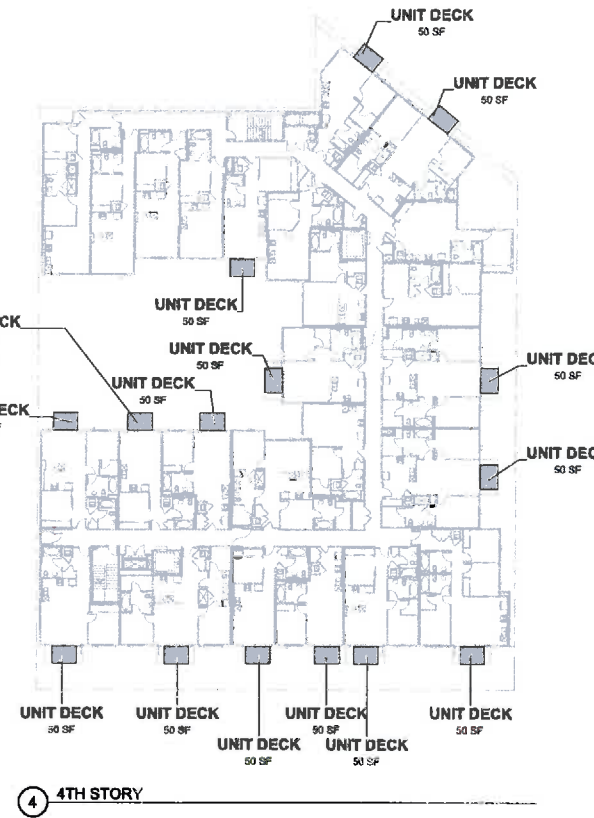
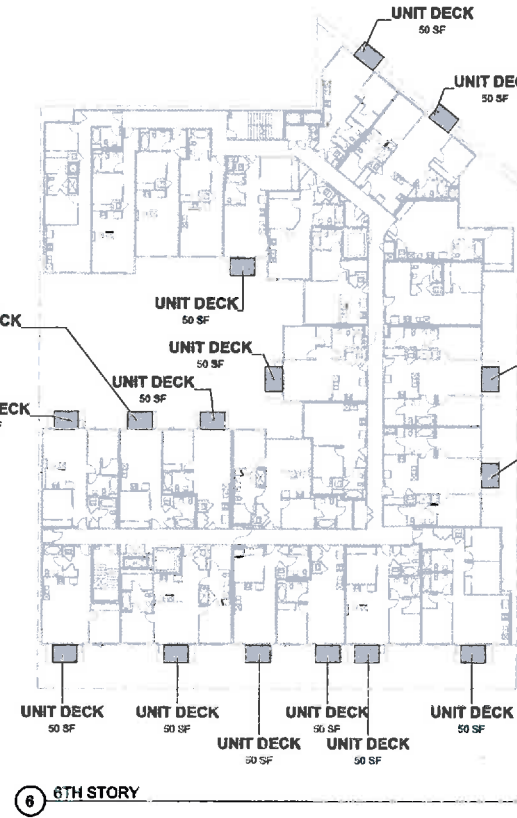
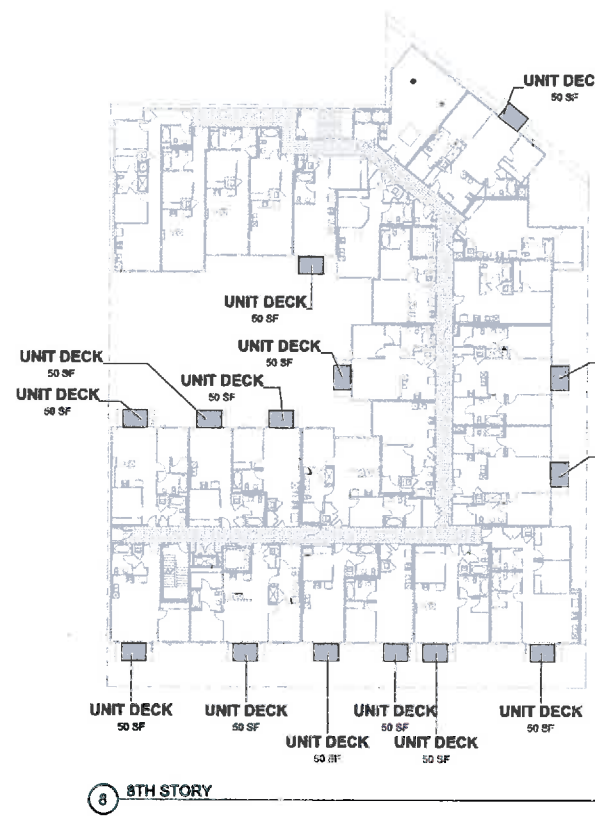
- CONSTRUCTION NOTES:**
- ① WALL PER STRUCTURAL PLANS.
  - ② TRANSFORMER HATCH PER ELECTRICAL PLANS.
  - ③ ASPHALT PAVEMENT PER S-PERMIT PLANS.
  - ④ CONCRETE PAVEMENT PER DETAIL 1 ON SHEET C01.
  - ⑤ CONCRETE GUTTER PER S-PERMIT PLANS.
  - ⑥ NEW DRIVEWAY PER S-PERMIT PLANS.
  - ⑦ NEW CURB AND GUTTER PER S-PERMIT PLANS.
  - ⑧ FENCE AND GATE PER ARCHITECTURAL PLANS.

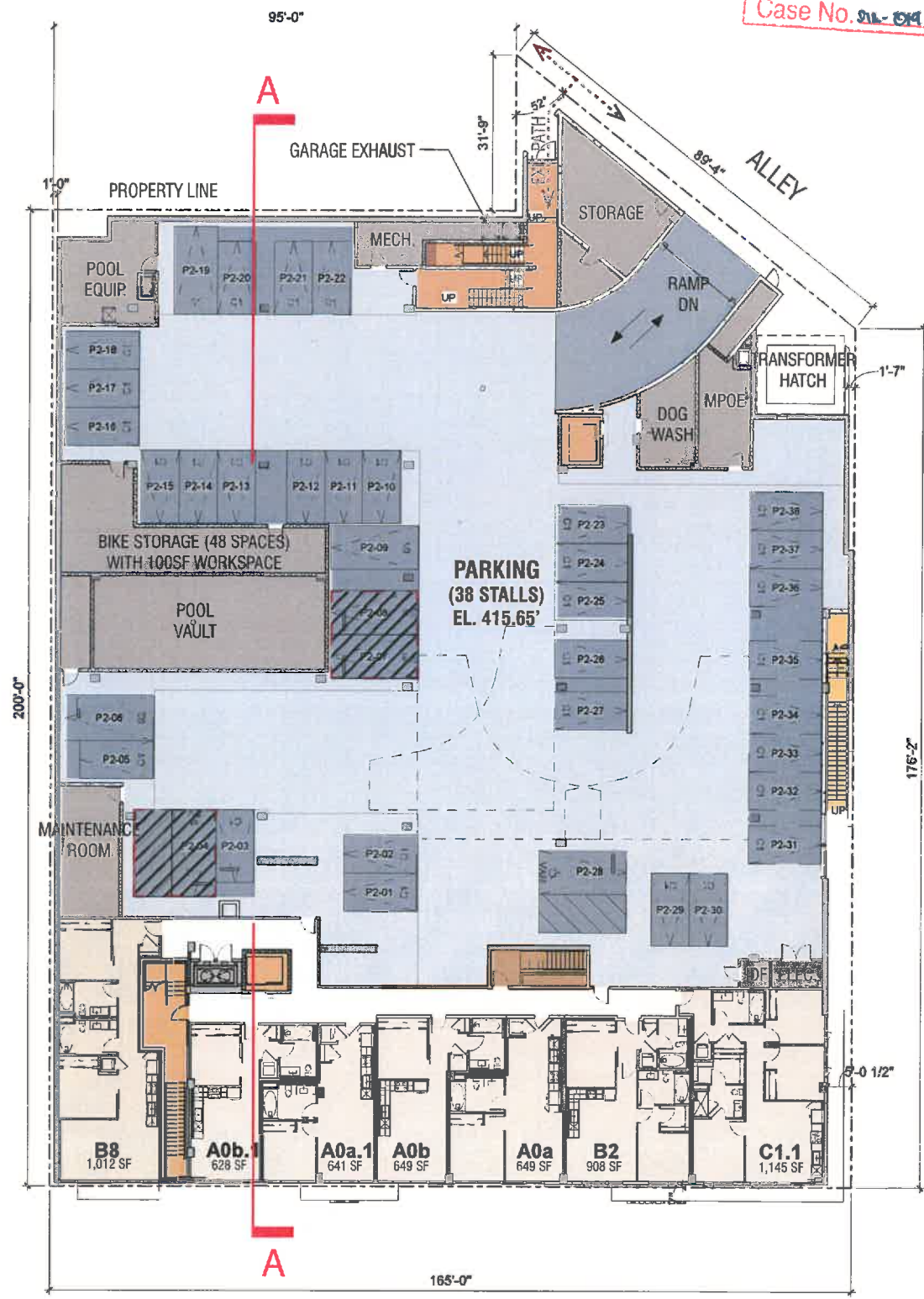
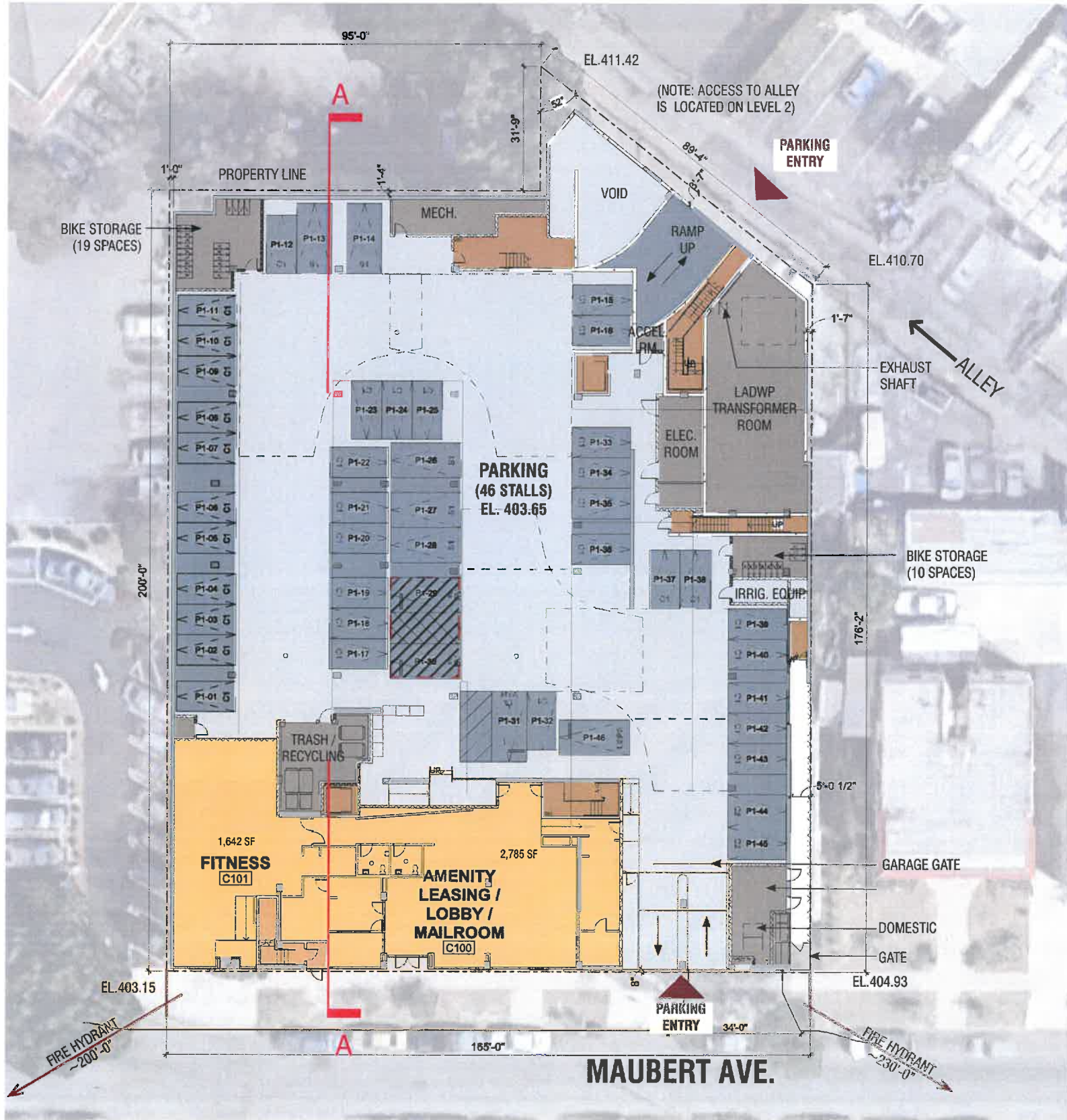
- LEGEND**
- BUILDING OUTLINE
  - NEW CONCRETE PAVEMENT
  - STRUCTURAL SLAB
  - NEW PAVEMENT AREA
  - ASPHALT PAVEMENT
  - NEW DECOMPOSED GRANITE SURFACE
  - PROPOSED SPOT ELEVATION
  - EXISTING SPOT ELEVATION
  - PRECIP. CONTOUR (1' INTERVAL)
  - SPOT CONTOUR (1' INTERVAL)
  - PROPERTY LINE
  - ROAD
  - GRADE BREAK LINE
  - FLOW LINE
  - EXIST. FENCE
  - PROPOSED FENCE

**NOTE TO CONTRACTOR:**  
REFER TO S-PERMIT PLANS FOR THE PROPOSED WORK WITHIN THE PUBLIC RIGHT OF WAY.











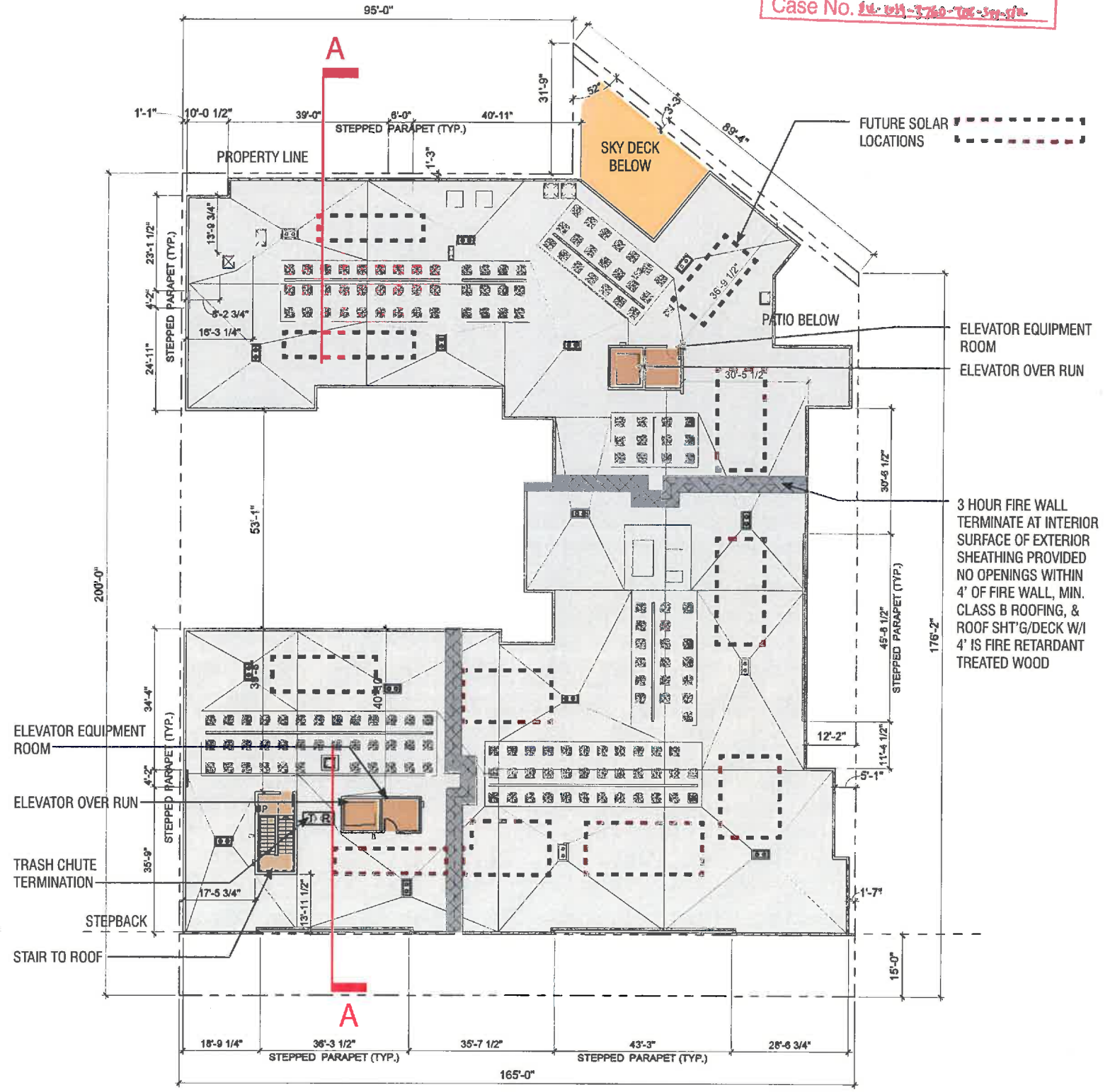
**1 THIRD FLOOR PLAN**



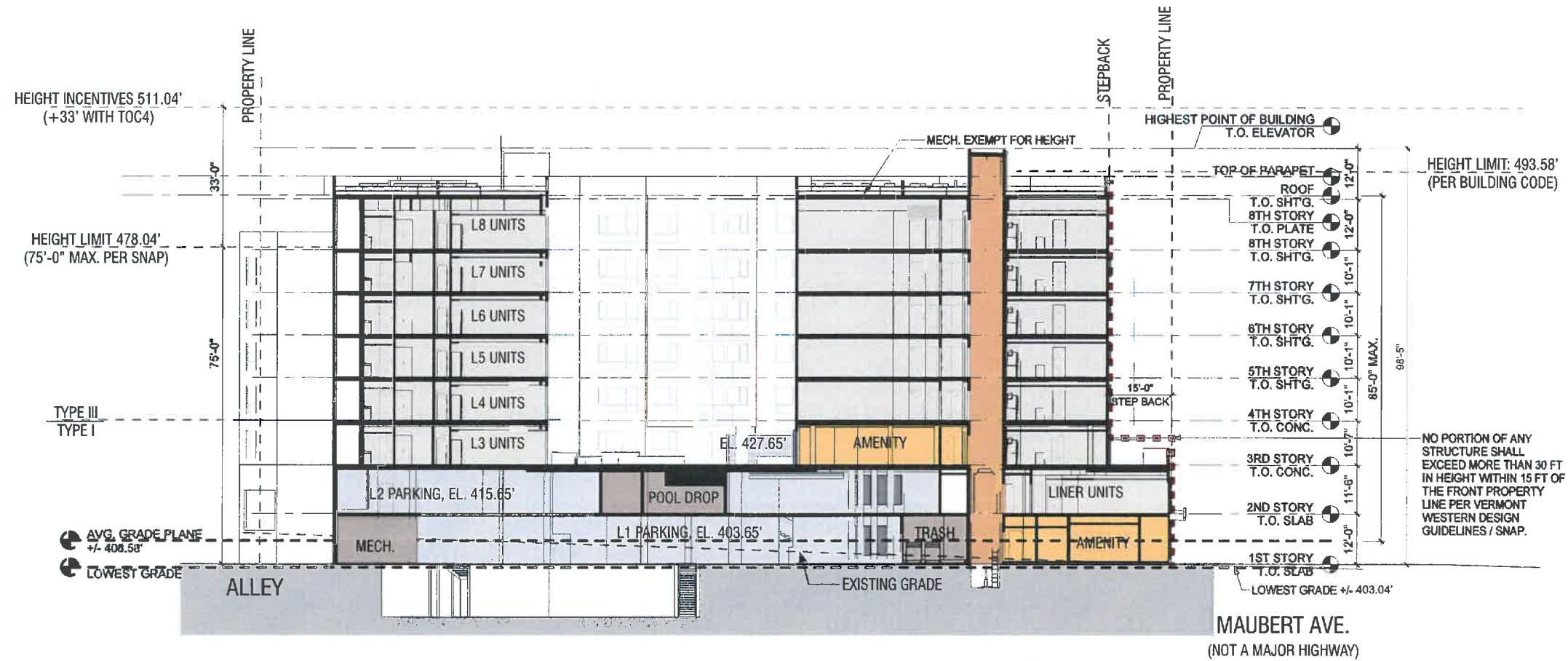
**2 FOURTH - SEVENTH FLOOR PLAN**



**1 EIGHTH FLOOR PLAN**



**2 ROOF PLAN**



**1 SECTION A**



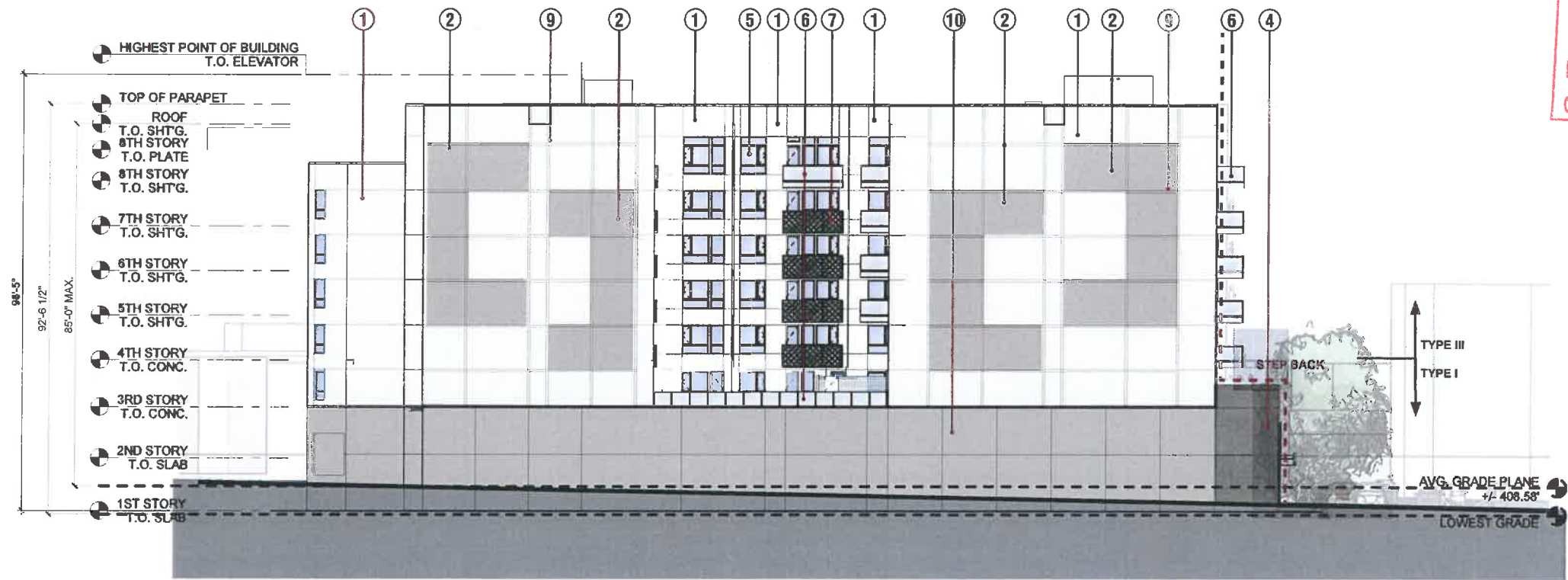
# KEYNOTES

## MATERIAL:

1. MAIN EXTERIOR PLASTER
2. ACCENT LIGHT TEXTURE PLASTER
3. METAL SHROUD
4. SMOOTH PLASTER
5. VINYL WINDOWS
6. GLASS GUARDRAILS
7. DECORATIVE METAL SCREEN
8. STOREFRONT
9. 6" WIDE REVEAL
10. CONCRETE / CMU
11. FIBER CEMENT PANEL
12. SPANDREL PANEL
13. METAL PANEL
14. METAL CANOPY

EXHIBIT "A"

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 Case No. 2018-2019-7760-DC-SH-02



**1 WEST ELEVATION**

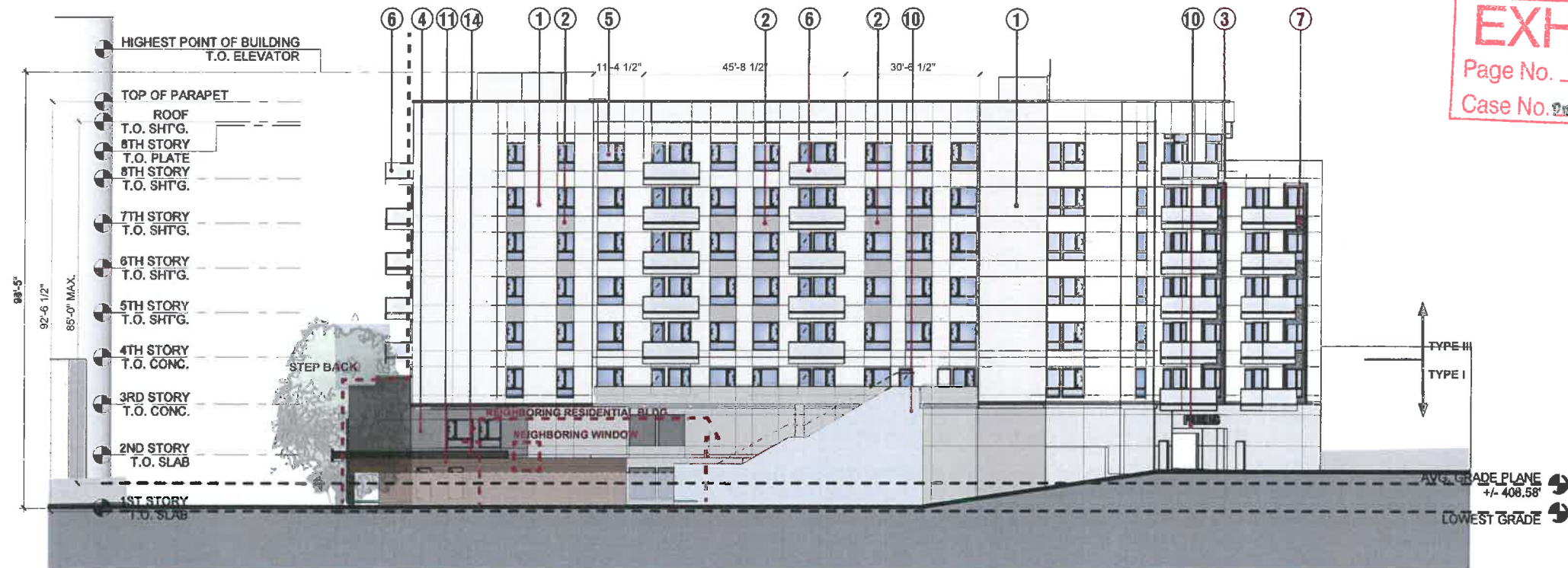


**2 SOUTH ELEVATION**

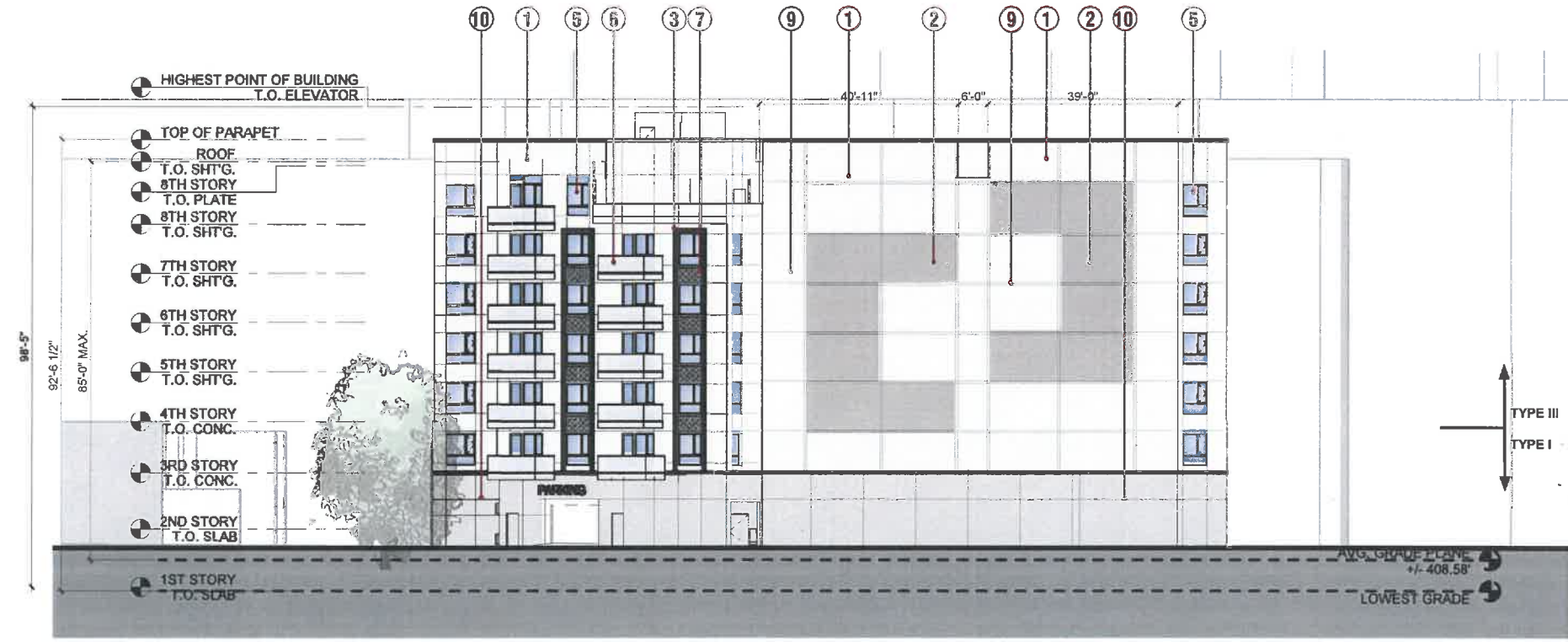


**KEYNOTES**

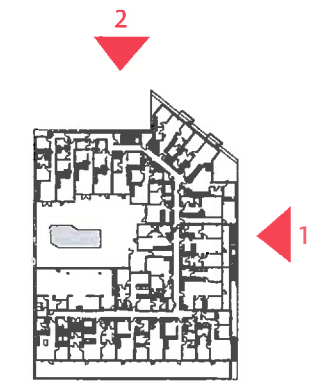
- MATERIAL:**
1. MAIN EXTERIOR PLASTER
  2. ACCENT LIGHT TEXTURE PLASTER
  3. METAL SHROUD
  4. SMOOTH PLASTER
  5. VINYL WINDOWS
  6. GLASS GUARDRAILS
  7. DECORATIVE METAL SCREEN
  8. STOREFRONT
  9. 6" WIDE REVEAL
  10. CMU/ CONCRETE
  11. FIBER CEMENT PANEL
  12. ACCENT ROUGH TEXTURE PLASTER
  13. METAL PANEL
  14. METAL CANOPY



**1 EAST ELEVATION**



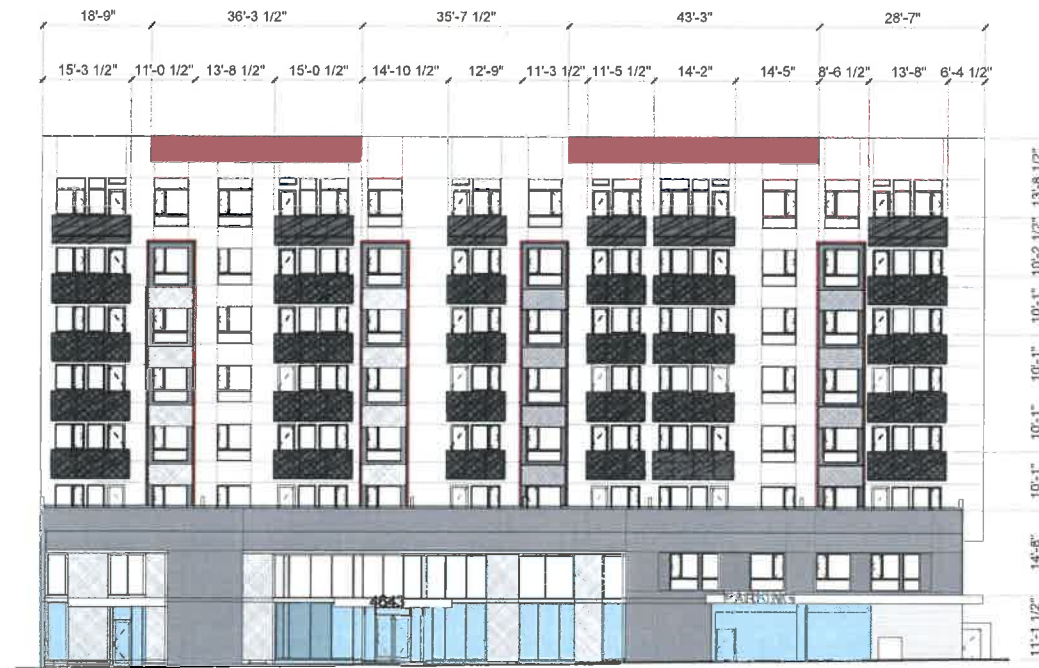
**2 NORTH ELEVATION**





- LEGEND**
- TEXTURE BREAK AT FACADE WITH 6" REVEAL
  - CONCRETE BASE WITH 6" REVEALS
  - PARAPET OR FACADE BREAK
  - INDICATION OF BALCONY EXTENTS (NOT PROPOSING COLORED GLASS)
- (AREAS NOT INDICATED ARE LESS THAN THE REQUIRED DIMENSIONS)

**1 WEST ELEVATION**



- LEGEND**
- TEXTURE BREAK AT FACADE WITH 6" REVEAL
  - PARAPET OR FACADE BREAK
  - INDICATION OF BALCONY EXTENTS (NOT PROPOSING COLORED GLASS)
  - PROVIDED TRANSPARENCY AT GROUND LEVEL
- SUMMARY**
- GROUND LEVEL ELEVATION SF = 1,674 SF
  - 50% REQUIRED TRANSPARENCY = 837 SF
  - PROVIDED TRANSPARENCY = 840 SF
- (AREAS NOT INDICATED ARE LESS THAN THE REQUIRED DIMENSIONS)

**2 SOUTH ELEVATION**

**4643 MAUBERT AVE.**  
 LOS ANGELES, CA



CARMEL  
 TCA # 2018-001-01

ENTITLEMENT SUBMITTAL, REV. 4  
 JANUARY 16, 2019








DESIGN GUIDELINE EXHIBIT








LEGEND

-  MATERIAL BREAK AT FACADE
  -  TEXTURE BREAK AT FACADE WITH 6" REVEAL
  -  CONCRETE BASE WITH 6" REVEALS
  -  PARAPET OR FACADE BREAK
  -  INDICATION OF BALCONY EXTENTS (NOT PROPOSING COLORED GLASS)
- (AREAS NOT INDICATED ARE LESS THAN THE REQUIRED DIMENSIONS)

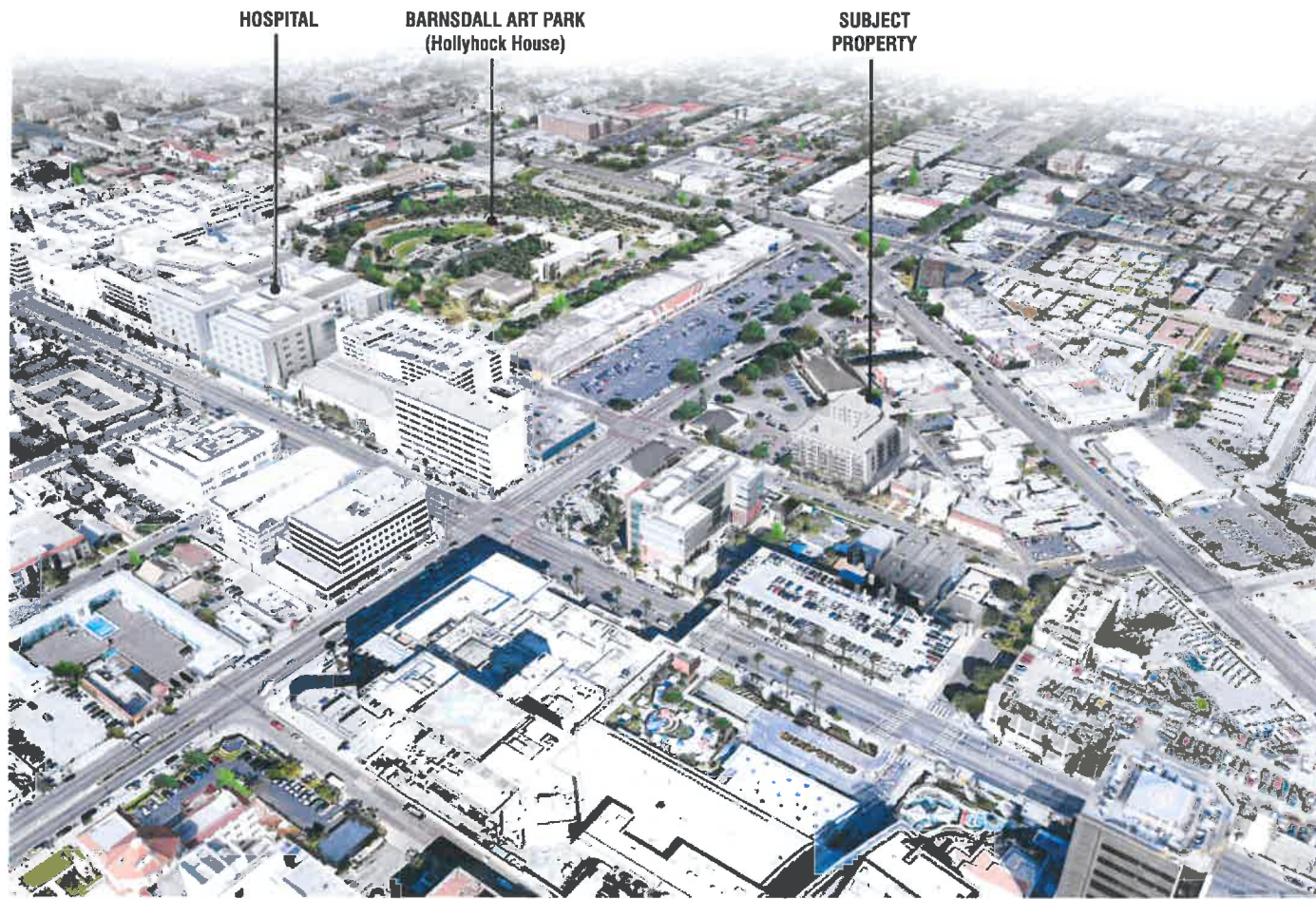
1 EAST ELEVATION



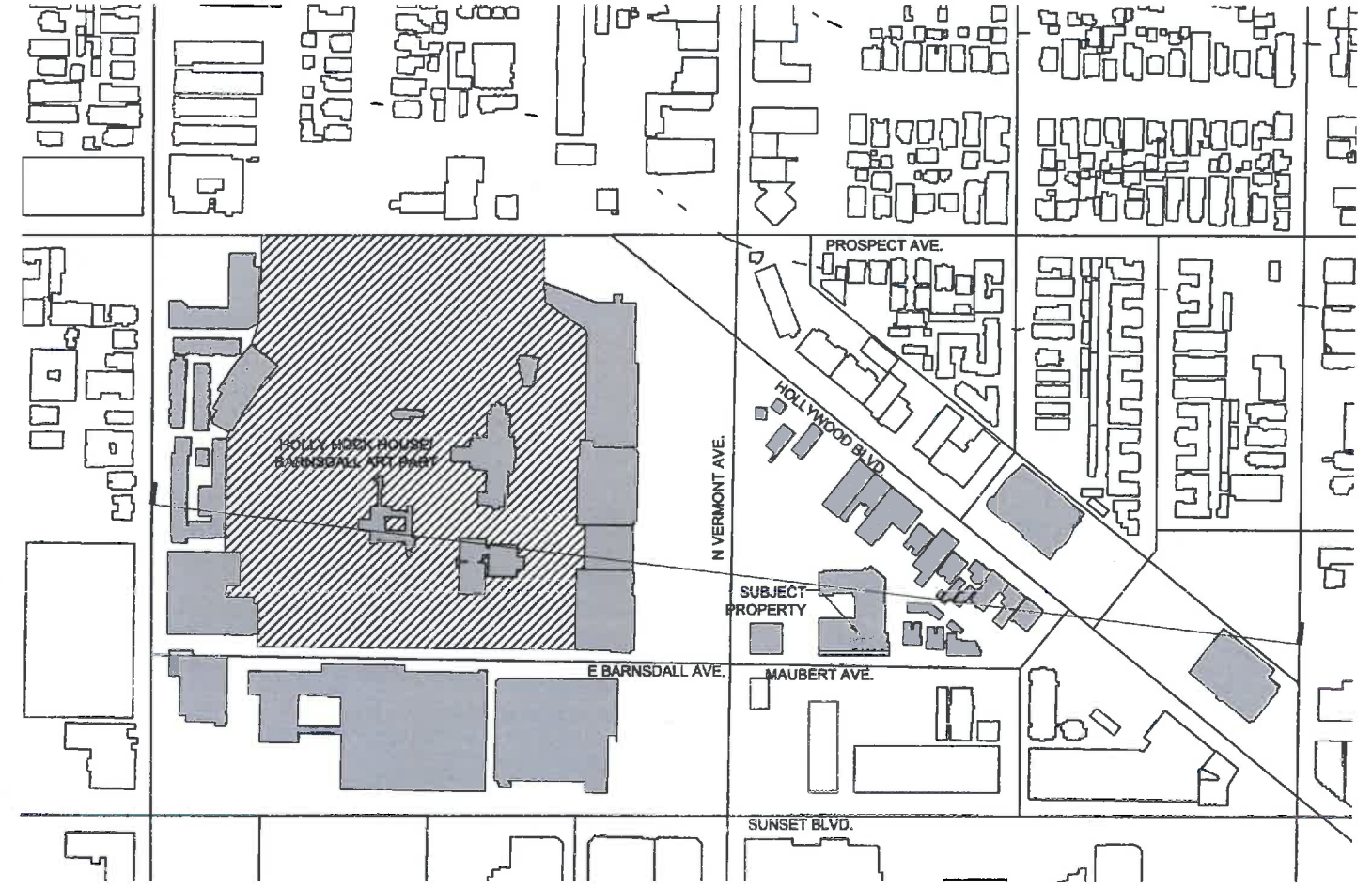
LEGEND

-  TEXTURE BREAK AT FACADE WITH 6" REVEAL
  -  CONCRETE BASE WITH 6" REVEALS
  -  PARAPET OR FACADE BREAK
- (AREAS NOT INDICATED ARE LESS THAN THE REQUIRED DIMENSIONS)

2 NORTH ELEVATION

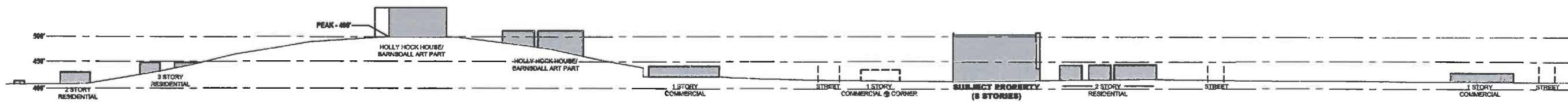


VIEW SHED - AERIAL VIEW

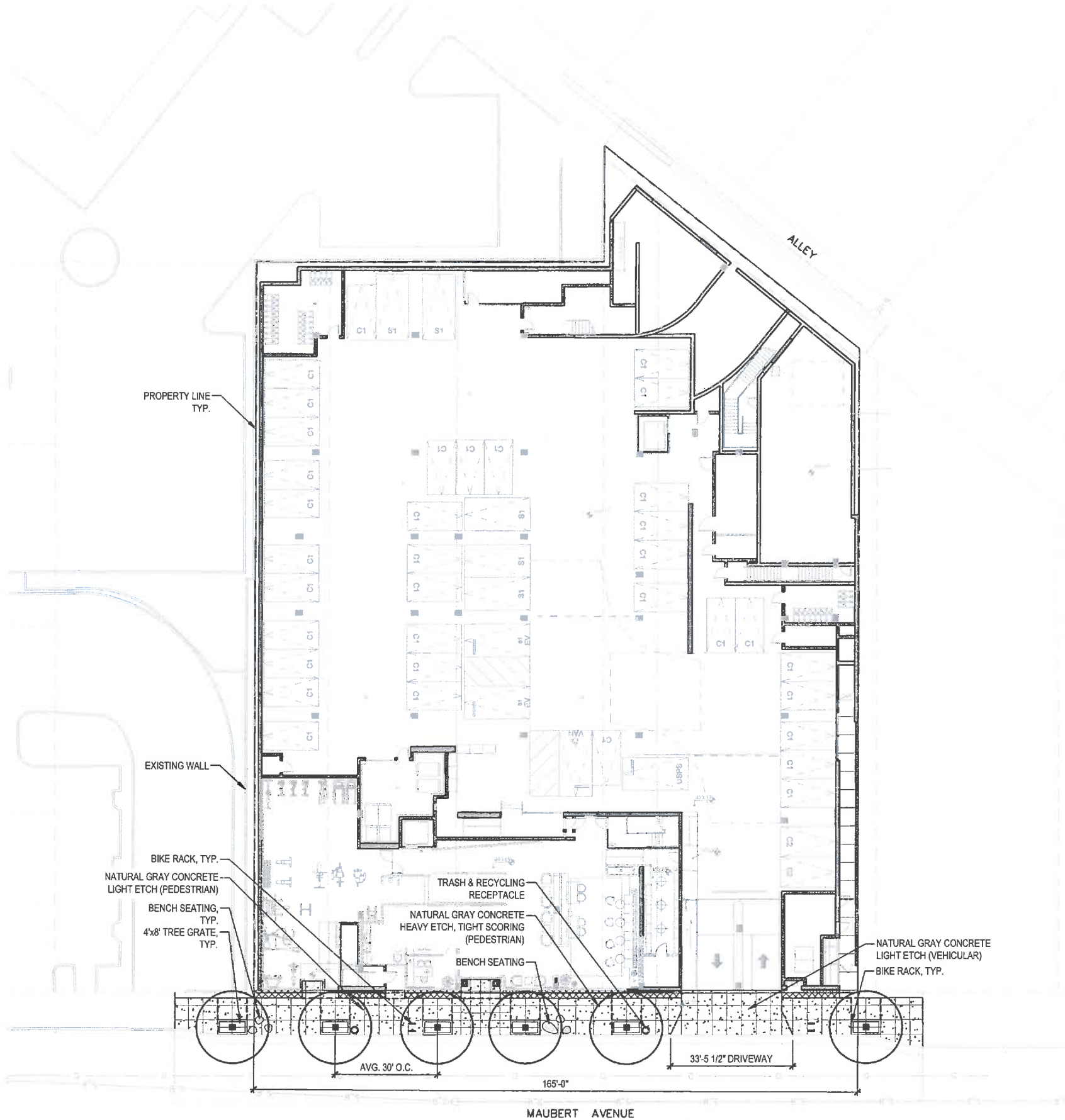


VIEW SHED - PLAN (1" = 400')

**EXHIBIT "A"**  
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 Case No. 52-168-7160-CC-19-518



VIEW SHED - SECTION (1" = 200')



SITE AMENITIES LEGEND (1ST FLOOR)				
SYMBOL	AREA DESCRIPTION	AREA(SQ. FT.)	QTY.	REMARKS
	HARDSCAPE	2079	N/A	HARDSCAPE SUCH AS: CONCRETE PAVING, CONCRETE PAVERS, PERMEABLE PAVERS, OR SYNTHETIC WOOD DECK ON PEDESTAL
	PLANTING AREA	209	N/A	SHRUBS & GROUNDCOVER, 1 GALLON MINIMUM SIZE
	STREET TREE	N/A	6	36" BOX MINIMUM SIZE
	LARGE SPECIMEN TREE	N/A	0	48" BOX MINIMUM SIZE
	EVERGREEN SHADE TREE	N/A	0	24" BOX MINIMUM
	FLOWERING SHADE TREE / PALM	N/A	0	24" BOX MINIMUM
	VERTICAL ACCENT TREE / PALM	N/A	0	24" BOX MINIMUM
	BIKE RACK	N/A	4	EACH RACK PROVIDES (2) SPACES
	TREE GRATE	N/A	5	4' X 8', SHALL MEET ADA REQUIREMENTS
	TRASH / RECYCLING RECEPTACLE	N/A	1	
	SEATING	N/A	6	A VARIETY OF COMMON AREA EXTERIOR SEATING PROVIDED

STREET TREE CALCULATIONS

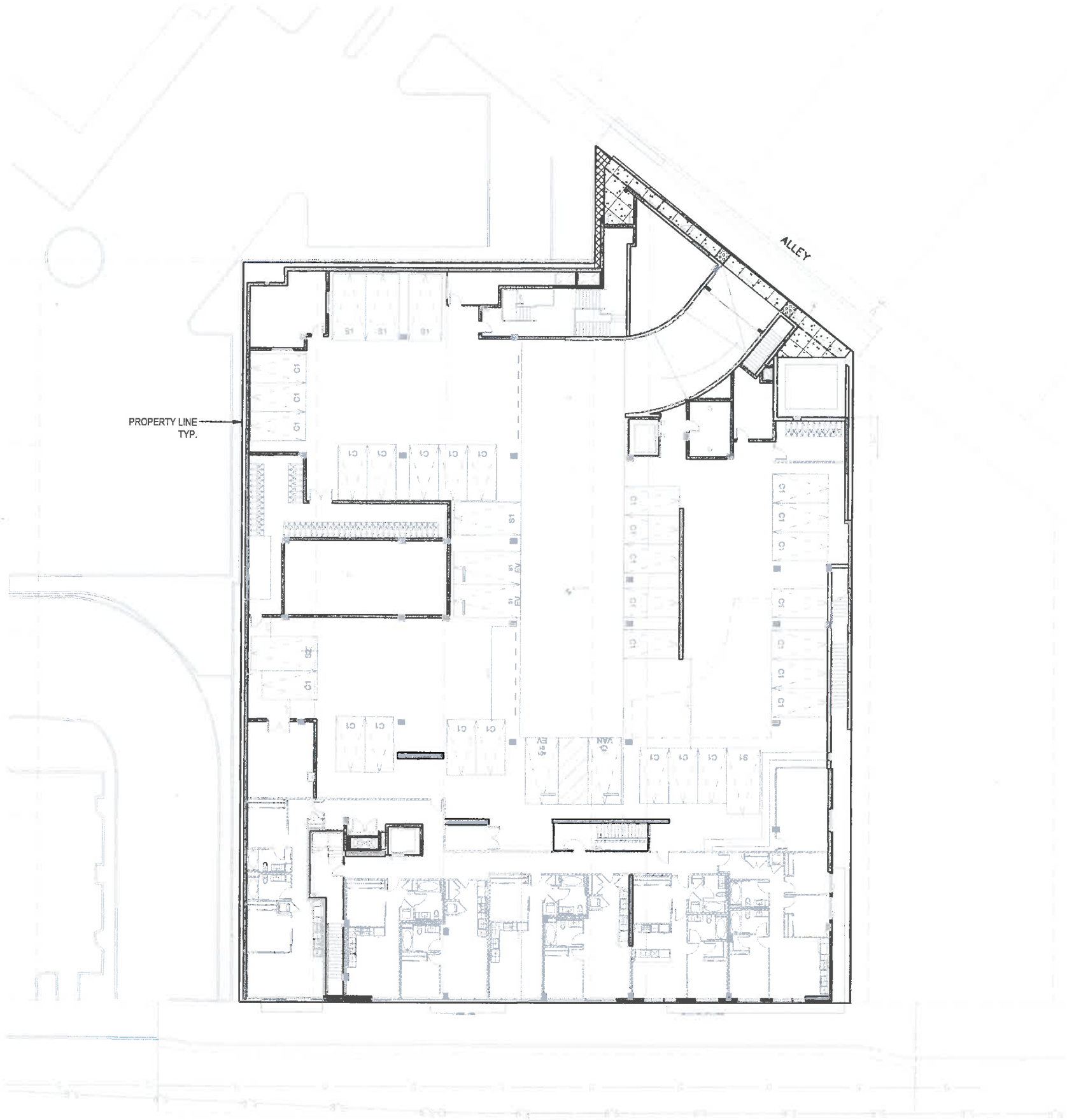
**MAUBERT AVENUE**

STREET FRONTAGE (LN. FT.) = 165  
 DRIVEWAY (LN. FT.) = 33

REQUIRED TREES =  $\frac{\text{STREET FRONTAGE (165)} - \text{DRIVEWAY (33)}}{30}$  = 5 TREES

PROPOSED TREES = 6 TREES

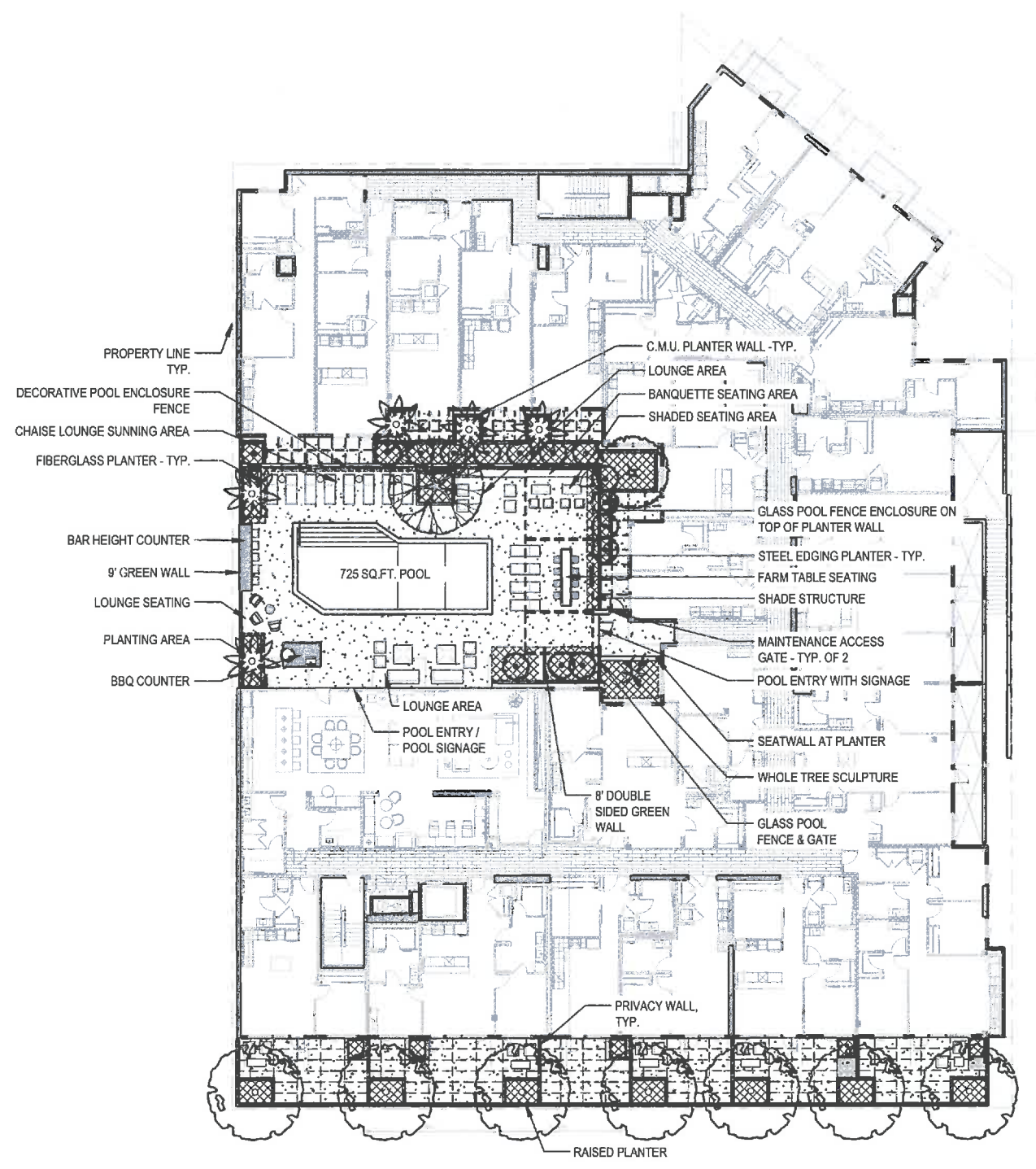
**EXHIBIT "A"**  
 Page No. 16 of 22  
 Case No. 04-2018-0760-700-1P-1A2



SITE AMENITIES LEGEND (2ND FLOOR)				
SYMBOL	AREA DESCRIPTION	AREA(SQ.FT.)	QTY.	REMARKS
	HARDSCAPE	458	N/A	HARDSCAPE SUCH AS: CONCRETE PAVING, CONCRETE PAVERS, PERMEABLE PAVERS, OR SYNTHETIC WOOD DECK ON PEDESTAL
	PLANTING AREA	70	N/A	SHRUBS & GROUND COVER, 1 GALLON MINIMUM SIZE
	STREET TREE	N/A	0	36" BOX MINIMUM SIZE
	LARGE SPECIMEN TREE	N/A	0	48" BOX MINIMUM SIZE
	EVERGREEN SHADE TREE	N/A	0	24" BOX MINIMUM
	FLOWERING SHADE TREE / PALM	N/A	0	24" BOX MINIMUM
	VERTICAL ACCENT TREE / PALM	N/A	0	24" BOX MINIMUM
	BIKE RACK	N/A	0	EACH RACK PROVIDES (2) SPACES
	TREE GRATE	N/A	0	4' X 8', SHALL MEET ADA REQUIREMENTS
	TRASH / RECYCLING RECEPTACLE	N/A	0	-
	SEATING	N/A	0	A VARIETY OF COMMON AREA EXTERIOR SEATING PROVIDED (65 PERSONS)

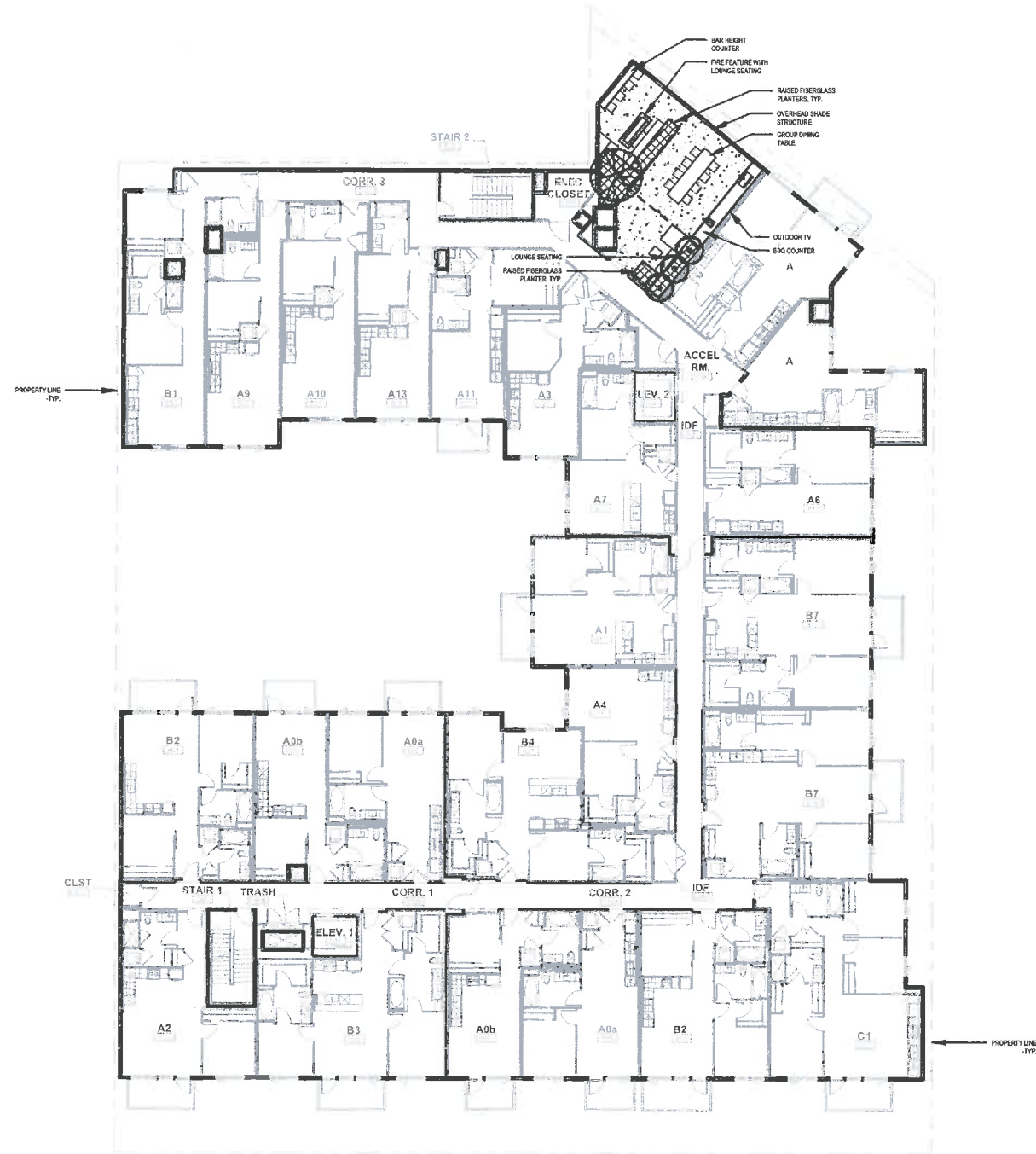
EXHIBIT "A"

Page No. 17 of 22  
 Case No. DIA 2018-3760-704-511-51A



SITE AMENITIES LEGEND (3RD FLOOR)				
SYMBOL	AREA DESCRIPTION	AREA(SQ. FT.)	QTY.	REMARKS
[Grid Pattern]	HARDSCAPE	5304	N/A	HARDSCAPE SUCH AS: CONCRETE PAVING, CONCRETE PAVERS, PERMEABLE PAVERS, OR SYNTHETIC WOOD DECK ON PEDESTAL
[Cross-hatch Pattern]	PLANTING AREA	880	N/A	SHRUBS & GROUND COVER, 1 GALLON MINIMUM SIZE, GREEN WALL PLANTINGS
[Circle with dot]	STREET TREE	N/A	0	36" BOX MINIMUM SIZE
[Circle with radial lines]	LARGE SPECIMEN TREE	N/A	1	48" BOX MINIMUM SIZE
[Circle with star]	EVERGREEN SHADE TREE	N/A	8	24" BOX MINIMUM
[Starburst]	FLOWERING SHADE TREE / PALM	N/A	5	24" BOX MINIMUM
[Circle with vertical line]	VERTICAL ACCENT TREE / PALM	N/A	15	24" BOX MINIMUM
[Horizontal line]	BIKE RACK	N/A	0	EACH RACK PROVIDES (2) SPACES
[Rectangular box]	TREE GRATE	N/A	0	4' X 8', SHALL MEET ADA REQUIREMENTS
[Circle]	TRASH / RECYCLING RECEPTACLE	N/A	0	
[Various shapes]	SEATING	N/A	56	A VARIETY OF COMMON AREA EXTERIOR SEATING PROVIDED

**EXHIBIT "A"**  
 Page No. 18 of 22  
 Case No. DIR-2019-3760-706-SP-31A

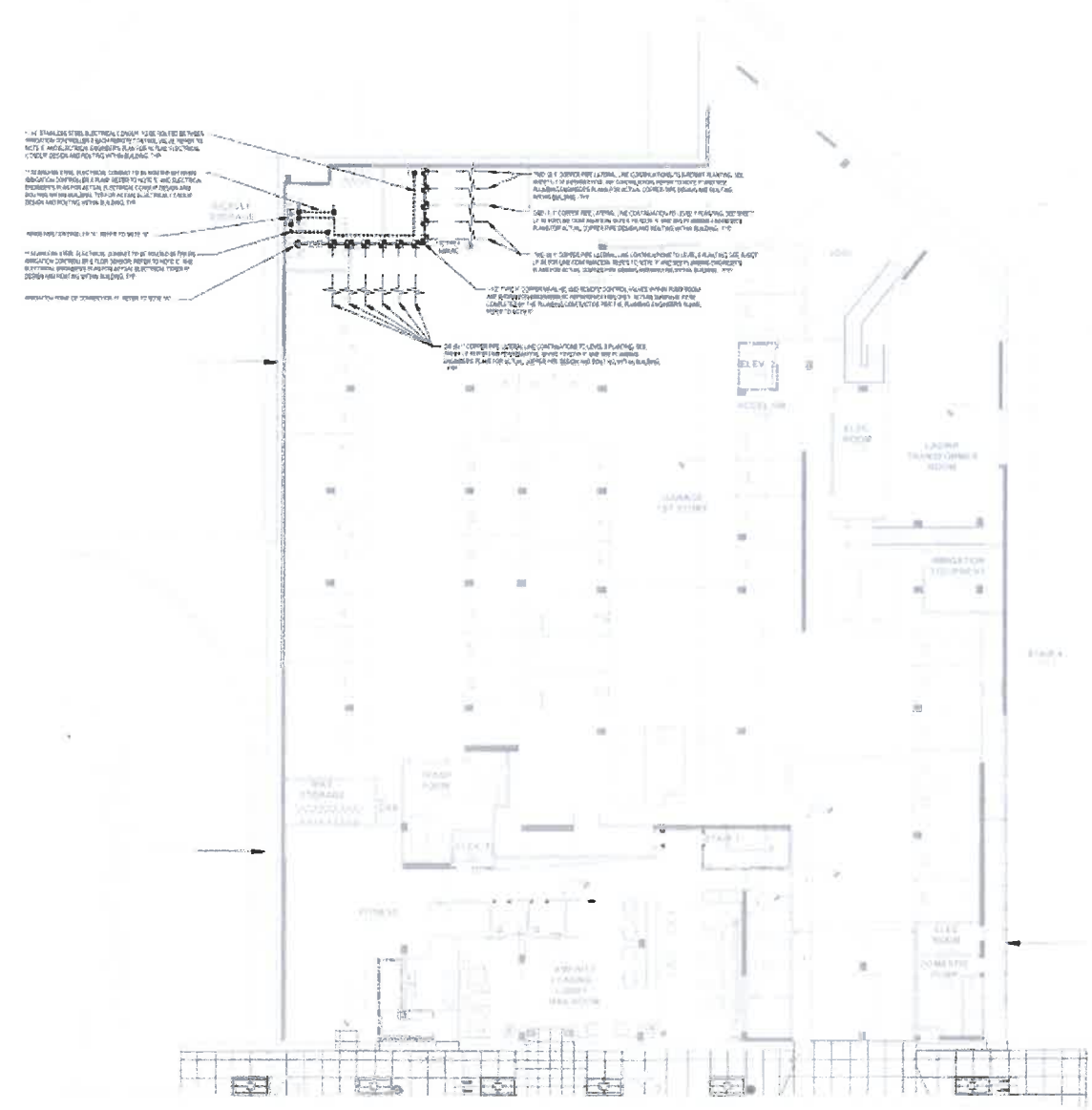


SITE AMENITIES LEGEND (8TH FLOOR)				
SYMBOL	AREA DESCRIPTION	AREA(SQ.FT.)	QTY.	REMARKS
	HARDSCAPE	705	N/A	HARDSCAPE SUCH AS: CONCRETE PAVING, CONCRETE PAVERS, PERMEABLE PAVERS, OR SYNTHETIC WOOD DECK ON PEDESTAL
	PLANTING AREA	138	N/A	SHRUBS & GROUND COVER, 1 GALLON MINIMUM SIZE, GREEN WALL PLANTINGS
	STREET TREE	N/A	0	36" BOX MINIMUM SIZE
	LARGE SPECIMEN TREE	N/A	1	48" BOX MINIMUM SIZE
	EVERGREEN SHADE TREE	N/A	0	24" BOX MINIMUM
	FLOWERING SHADE TREE / PALM	N/A	0	24" BOX MINIMUM
	VERTICAL ACCENT TREE / PALM	N/A	3	24" BOX MINIMUM
	BIKE RACK	N/A	0	EACH RACK PROVIDES (2) SPACES
	TREE GRATE	N/A	0	4' X 8', SHALL MEET ADA REQUIREMENTS
	TRASH / RECYCLING RECEPTACLE	N/A	2	-
	SEATING	N/A	24	A VARIETY OF COMMON AREA EXTERIOR SEATING PROVIDED (65 PERSONS)

EXHIBIT "A"

Page No. 19 of 22

Case No. 24-2019-0760-TAC-511-512



### IRRIGATION MATERIAL LEGEND

SYMBOL	DESCRIPTION	NOTES
(Symbol)	1\"/>	...
(Symbol)	2\"/>	...
(Symbol)	3\"/>	...
(Symbol)	4\"/>	...
(Symbol)	5\"/>	...
(Symbol)	6\"/>	...
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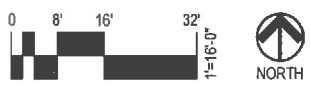
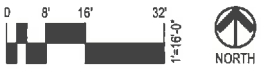
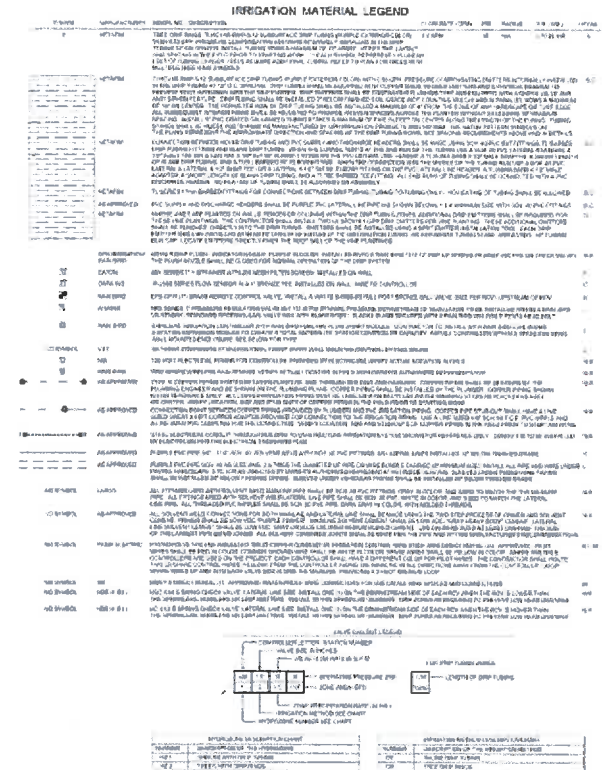


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