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**ATTACHMENT “A”**  
**FINDINGS & SUPPLEMENTAL INFORMATION**

**Updated July 11, 2023**

*6136 W Manchester Avenue and 8651 S La Tijera Boulevard, Los Angeles, CA 90045*

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➤ **SITE INFORMATION:**

- Address: 6136 W. Manchester Avenue; 8651 S. La Tijera Boulevard, Los Angeles, CA 90045
- Lot area: 105,267.4<sup>1</sup> square feet / 2.42 acres
- APN(s): 4123-004-010 and 4123-004-011

➤ **ACTION(s) Requested:**

- **Conditional Use Permit (CUP)**, pursuant to LAMC Section 12.24 U.26, for a Conditional Use Permit for a 32 percent increase in density beyond the maximum 35 percent permitted in LAMC Section 12.22 A.25, for a total increase in density of 67% to provide a total of 441 residential dwelling units, including 25% of base units (66-units) for Very-Low Income Households.
- **Density Bonus (DB)**, pursuant to LAMC Section 12.22 A.25(g)(3), approval of a Density Bonus Application for a Project having 441 residential dwelling units, including 66 units reserved for Very Low Income households, with the following Off-Menu Incentives:
  - **Off-Menu Incentive**, for an increase in the Floor Area Ratio (FAR) to 4.0:1 in lieu of the otherwise allowable maximum of 1.5:1 in the C2-1 Zone;
  - **Off-Menu Incentive**, for a decrease in the required Side Yard to 5 feet in lieu of the otherwise required 11 feet in the C2-1 Zone along Truxton Avenue;
  - **Off-Menu Incentive**, for relief from the Downtown Westchester CDO standard 5a, to include residential units on the ground floor in the form of live/work units.
  - **Waiver of Development Standard**, for relief from Transitional Height requirements pursuant to LAMC Section 12.21.1 A.10 to permit 96 feet within 100-199 feet of an R1 zone instead of a maximum 61 feet; and,
  - **Waiver of Development Standard**, for relief from the Downtown Westchester CDO Standard 5c, to provide a 0-foot setback from the ground floor frontage for the residential floors facing Manchester Avenue in lieu of the otherwise required 5-foot setback.
- **Master Conditional Use Permit (MCUP)**, pursuant to LAMC Section 12.24 W.1 for a Master Conditional use Permit to allow the on-site sale and consumption of a full-line of alcoholic beverages within up to 16,120 square feet of commercial space.

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<sup>1</sup> Per ZIMAS

- **Site Plan Review (SPR)** pursuant to LAMC Section 16.05, for a development project that results in an increase of 50 or more dwelling units and/or guest rooms.
  - **Community Design Overlay Compliance (CDO)**, pursuant to LAMC 13.08, compliance with the design standards and guidelines of the Downtown Westchester CDO.
  - **Sustainable Communities Environmental Assessment (SCEA)**, pursuant to Sections 21155 and 21155.2 of the California Public Resources Code.
  - **Reduction of Required On-Site Trees**, pursuant to Ordinance No. 185,573 for an in-lieu fee for the provision of 32 trees to meet the required 111 trees, to allow 79 on-site trees in lieu of 111.
- **PROPERTY / ZONING INFORMATION:**

#### **SUBJECT PROPERTY**

The Property is a triangular-shaped site comprised of two legal parcels, measuring approximately 105,267.5 square feet<sup>2</sup> square feet (2.42 acres) of land area, and includes street addresses 6136 Manchester Avenue and 8651 La Tijera Boulevard, Los Angeles, CA 90045. See attached Legal Description. The Property is bounded by Manchester Avenue to the north, La Tijera Boulevard to the southeast, and Truxton Avenue to the southwest. The Property fronts approximately 274 feet along the southerly side of Manchester Avenue, 471 feet along Truxton Avenue, and 395 feet along La Tijera Boulevard. The site is currently improved with a Pep Boys Auto Shop and a Del Taco drive-through fast-food restaurant.

The site does not currently qualify as an eligible Transit Oriented Communities (TOC) site, and although is within one half mile of a High Quality Transit Corridor as defined by SCAG, does not have qualifying intersecting bus-lines to designate the property as a Transit Priority Area (TPA). The site previously qualified for TOC Tier 3. Despite a failure to qualify, the site is well served by transit including Metro Bus Lines 102 and 115 along Manchester Avenue with connections from the 102 to the Metro E Line (Expo Line) at Expo/Western, Expo/Vermont, and Expo Park/USC. Despite the technical disqualification of the Property as within a TPA, the site is still well served by public transit, including the Culver City Line 6 Bus, Culver City Rapid 6 Bus, and Santa Monica Big Blue Bus Route 3 along Sepulveda Boulevard.

#### **SURROUNDING LAND USES**

The Property is surrounded by commercial and residential uses. The immediately adjacent property to the east contains a Best Performance Tire & Service auto shop. The properties to the west across Truxton Avenue and to the north and south along La Tijera Boulevard are zoned [Q]C2-1-CDO and improved with various neighborhood-serving retail/commercial uses and parking with in the

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<sup>2</sup> Per ZIMAS

Westchester Town Center area. The properties to the north across Manchester Avenue and to the east, across La Tijera Boulevard are zoned R1-1, and are developed with single-family residences.

### **LAND USE DESIGNATION / ZONING CLASSIFICATION**

The Property is zoned [Q]C2-1-CDO and designated for Community Commercial Land Uses by the Westchester-Playa del Rey Community Plan. The Q condition was established in 2004 which changed the zone from C1-1 to C2-1. Height District 1 allows a base Floor Area Ratio (FAR) of 1.5:1 and unlimited height. The Property is located within the Westchester-Playa Del Rey Community Plan Area, the Los Angeles Coastal Transportation Corridor Specific Plan Area, a State Enterprise Zone, and the Downtown Westchester Community Design Overlay (CDO) District.

The C2-1 zone permits both commercial and residential uses. The corresponding zones for the Community Commercial land use designation include C2, C4, CR, RAS3, and RAS4. Residential uses are permitted at one dwelling unit per 400 square feet of lot area.

### **APPLICABLE ZONING OVERLAYS / SUPPLEMENTAL DISTRICTS**

- **WESTCHESTER – PLAYA DEL REY COMMUNITY PLAN**

The Westchester-Playa Del Rey Community Plan was adopted in 2004 and is currently being updated by the City as part of their *Planning the Westside* initiative. The Plan update includes a Westchester-Playa del Rey Concepts Summary for incorporation into future Plan update efforts. The Summary identifies the Property as part of a Mixed-Use Center for Downtown Westchester. The Summary specifies, "In the Mixed-Use Center: Downtown Westchester draft concept area, allow for medium mixed-use with heights up to 45 feet."

- **ZI-1874 - LOS ANGELES COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN**

Effective June 28, 2019, the City of Los Angeles updated the Coastal Transportation Corridor Specific Plan. The goal of the Specific Plan is to mitigate the cumulative impacts of development by requiring new development to contribute a fair share towards completing needed regional transportation improvements, in addition to completing required project specific mitigations. The Specific Plan assesses a one-time Transportation Impact Assessment (TIA) fee on qualifying new development and identifies a comprehensive set of transportation improvements that are funded in part by the fee revenue. Per the Specific Plan, affordable dwelling units and 100% affordable projects are exempt from the residential TIA fee.

- **ZI-2374 - LOS ANGELES STATE ENTERPRISE ZONE**

The site is located in a Los Angeles State Enterprise Zone, which according to the California Association of Enterprises Zones website, "targets economically distressed areas throughout California." Projects located within a State Enterprise Zone are afforded certain incentives for development related to reduced parking for commercial/retail uses at 2 spaces per 1,000 square feet. A redevelopment project is likely eligible for this incentive. Projects located in an

6136 Manchester Avenue / 8651 La Tijera Boulevard

DB | CUP | MCUP | SPR | CDO | SCEA

August 18, 2022

*Updated July 11, 2023*

Page 4 of 51

Enterprise Zone are also eligible for a waiver of Site Plan Review fees.

➤ **SUBJECT PROPERTY - RELATED CASES**

- Case No. CPC-2018-7549-CPU – On December 19, 2018, a case was filed for the Westchester Community Plan Update. The Community Plan is currently in an update process which is expected to continue into 2022.
- Case No. CPC-2017-4365-ZC – On March 8, 2018 the Planning Commission approved an ordinance which established the Westchester – Playa Del Rey Community Plan Implementation Overlay and created the Century/Aviation subarea. (Related Case No. CPC-2018-7549-CPU).
- Case No. CPC-2014-1456-SP – On March 8, 2019 the City Planning Commission approved amendments to the Coastal Transportation Corridor Specific Plan which included updates to the Transportation Impact Assessment (TIA) fee programs and the list of transportation improvements. (Related Case No. ORD-186-104)
- Case No. CPC-2007-3276-CDO-ZC – On January 24, 2008 the City Planning Commission approved the Downtown Westchester Community Design Overlay District (CDO), the ordinance establishing the proposed CDO boundaries, and the Downtown Westchester CDO District Design Guidelines. The City Council approved the CDO and associated documents on May 14, 2008.
- Case No. CPC-2005-8252-CA – On May 5, 2008, City Council passed the Mello Act Ordinance and Procedures to add sections 12.20.2.2 and 19.14 to the LAMC. The Ordinance established regulations to comply with the Mello Act, a California law enacted in 1982 to increase affordable housing in the Coastal Zone. (Related Case No. ENV-2005-8253-ND)
- Case No. CPC-1998-10-CPU - On January 23, 2004 the City Planning Commission approved an update to the Westchester – Playa Del Rey Community Plan.
- ORD-186104 – Effective June 28, 2019 the City Council adopted an ordinance amending Section 12.04 of the LAMC to update the Coastal Transportation Corridor Specific Plan. See Case Number CPC-2014-1456-SP.
- ORD-179907 – Effective July 1, 2008, the City Council adopted an ordinance to amend Section 12.04 of the LAMC, to change the zoning of properties in the Downtown Westchester Community Design Overlay District. See Case Number CPC-2007-3276-CDO-ZC.
- ORD-175981-SA1041 – Effective July 3, 2004, the City Council adopted an ordinance to amend Section 12.04 of the LMAC with an update to the Westchester-Playa Del Rey Community Plan’s zoning districts. The Ordinance changes the property’s zone from C1-1 to C2-1. See Case Number CPC-1998-10.

- ORD-168999 – The City Council adopted an ordinance to repeal ORD-160394, and establish the Los Angeles Coastal Transportation Corridor Specific Plan for the area of the Westchester-Playa Del Rey District Plan, the Palms-Mar Vista-Del Rey District Plan, the Venice Community Plan, and the Los Angeles International Airport Interim Plan. See Case Number ORD-168
- ORD-165865-SA1010 – Effective June 20, 1990, the City Council adopted an ordinance to amend Section 12.04 of the LAMC by changing the zones and zone boundaries of properties in Westchester – Playa Del Rey. The Ordinance adds Height District 1 to the property’s zoning requirements. See Related Case Number CPC-1986-787.
- DIR-2012-2221-CDO – On September 5, 2012, The Director of Planning approved with conditions a CDO Plan Approval for exterior renovations and installation of signs at the Property located at 8651 S La Tijera Blvd.
- ZA-1998-323-CUZ – On August 7, 1998, the Zoning Administrator approved a conditional use to permit the construction, use, and maintenance of a drive-through fast food restaurant in the C1 zone, and to allow for certain waivers from the Commercial Corner Ordinance, as set forth in Section 12.23-A,23 of the LAMC.
- ZA-1996-1070-CUZ-ZV – On March 28, 1997 the Zoning Administrator approved a conditional use permit and Commercial Corner Review to permit the remodeling and conversion of an existing vacant commercial building to an automotive repair and retail sales facility for the Property located at 6136 Manchester Blvd. Additionally, a variance was approved to allow an automotive repair use in the C1-1 zone for the Property. A correction letter was issued on April 23, 1997 to amend Condition 8 from the original determination letter to allow automotive repair activities to be conducted within a building enclosed by at least three sides.

## ➤ STREETS AND CIRCULATION

A Planning Case Referral Form (PCRF) was filed on behalf of the Property with the Bureau of Engineering (BOE) on January 5, 2022 (Reference Number 202100652).

- Manchester Avenue, adjoining the Property to the north, is designated as a Boulevard II, with an existing right-of-way dedicated for approximately 100 feet. A Boulevard II requires a right-of-way of 110 feet, therefore a 5-foot right-of-way dedication has been requested by BOE. In addition, the current sidewalk is not improved with a curb and gutter, and BOE has requested construction of new sidewalk or extension of the existing sidewalk to replace any broken or off-grade asphalt.<sup>3</sup>

<sup>3</sup> Per the recommendation of the Bureau of Engineering (BOE) and as documented in the enclosed Planning Case Referral Form (PCRF) dated January 5, 2022 and assigned Reference Number 202100652.

- La Tijera Boulevard, adjoining the Property to the southeast, is designated as Boulevard II, with an existing right-of-way of approximately 100 feet. A Boulevard II requires a right-of-way of 110 feet, therefore a 5 foot right-of-way dedication has been requested by BOE. In addition, the current half roadway width is 38 feet, and BOE has required an extension to 40 feet, with construction of new asphalt pavement, new integral concrete curb and 2-ft gutter, and full width concrete sidewalk (ADA) to abut the new property line.<sup>4</sup>
- Truxton Avenue, adjoining the Property to the southwest, is designated as a Local Street – Standard, and has an existing right-of-way of approximately 60 feet, meeting the requirement for a Local Street – Standard. Thus, no right-of-way dedication has been requested. In addition, the current sidewalk is not improved with a curb and gutter, and repair and/or replacement of any broken or off-grade asphalt, construction of a curb with integral 2-ft gutter, and sidewalk (to ADA standards) has been requested by BOE.<sup>5</sup>

In addition to the street specific modifications listed above, the BOE has also requested the following:

- Construction of a pedestrian access ramp at the intersection of Truxton Avenue and La Tijera Boulevard;
- Construction of a pedestrian access ramp at the intersection of Truxton Avenue and Manchester Avenue;
- Dedication of a 20-ft corner radius or a 15-ft by 15-ft corner cut at the intersection of Manchester Avenue and Truxton Avenue;
- Dedicate a 20-ft corner radius or a 15-ft by 15-ft corner cut at the intersection of Truxton Avenue and La Tijera Boulevard;
- Close all unused driveways (with full width sidewalk, new integral concrete curb and 2-ft gutter) for all streets.

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<sup>4</sup> Per the recommendation of the Bureau of Engineering (BOE) and as documented in the enclosed Planning Case Referral From (PCRF) dated January 5, 2022 and assigned Reference Number 202100652.

<sup>5</sup> Per the recommendation of the Bureau of Engineering (BOE) and as documented in the enclosed Planning Case Referral From (PCRF) dated January 5, 2022 and assigned Reference Number 202100652.

➤ PROJECT STATISTICS

	Required/Permitted	Proposed Project
<b>Gross Lot Area</b>		105,267 SF
<b>Buildable Area</b>		105,267 SF
<b>Floor Area Ratio</b>	1.5:1	4.0:1 <sup>6</sup>
<b>Allowable Floor Area</b>	157,901 SF	416,915 SF
<b>Density – 1 unit / 400 SF</b>	263 units	441 units <sup>7</sup>
- <b>Live-work</b>	-	6 units
- <b>Studio</b>	-	130 units
- <b>1-bedroom</b>	-	196 units
- <b>2-bedroom</b>	-	115 units
<b>Building Height</b>	Unlimited	96 ft
<b>Stories</b>	Unlimited	8
<b>Front Yard Setbacks (Manchester and La Tijera)</b>	0 ft	0 ft
<b>Side Yard Setbacks</b>	11 ft	11 ft (internal) 5 ft (Truxton) <sup>8</sup>
<b>Parking:</b>	533 spaces	549 spaces
- <b>Residential Parking</b>	None AB 2097	500 spaces
- <b>Commercial Parking</b>		49 spaces
<b>Bicycle Parking</b>	Short term: 27 Long Term: 193	Short term: 27 Long Term: 193
<b>Open Space</b>	47,100 SF	47,085 SF

<sup>6</sup> Project includes Density Bonus Off-Menu Incentive request to permit additional FAR.

<sup>7</sup> Project includes CUP for Density in Excess (LAMC 12.24.U.26) request to permit a 67% density bonus.

<sup>8</sup> Project includes a Density Bonus Off-Menu request to permit a 5-foot side yard in lieu of 11 feet along Truxton Avenue.



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## PROJECT DESCRIPTION

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The Applicant proposes to construct a new mixed-use building with multi-family residential units, live-work units, and ground floor commercial uses. The building is eight (8) stories, 96 feet high, with 441 residential apartment units and 16,120 square feet of commercial space. The Project sets aside 25% of the base units, resulting in 66 units for Very-Low Income households. The Project proposes 416,915 square feet of floor area, with a total FAR of 4.0:1.

Utilizing the State Density Bonus Program pursuant to LAMC Section 12.25.A.22, the Project is requesting three (3) Off-Menu Incentives for an FAR ratio of 4.0:1 in lieu of the otherwise allowed 1.5:1, a reduction in the side yard required for the Truxton Avenue frontage to permit a 5-foot yard in lieu of the otherwise required 11 feet and relief from the Downtown Westchester CDO standard 5a, to include residential units on the ground floor in the form of live/work units. The project is also requesting two (2) Waivers of Development Standards for relief from transitional height requirements, and relief from Downtown Westchester CDO Standard 5c to deviate from the five-foot setback requirement for residential floors facing Manchester Avenue.

The ground floor provides the Project's commercial space at the southern corner, as well as a residential lobby/leasing office and mail room at the northwest corner, and parking at the interior. There are also several two-level live-work units along Truxton Avenue and La Tijera Boulevard. The main residential entrance is located at the northwest corner, and the pedestrian plaza is included abutting the commercial space at the southern corner. There is additional commercial space along the Manchester Avenue street frontage on the second floor, as well as the second floor of the live work units along Truxton Avenue and La Tijera Boulevard and a mix of one and two bedroom units lining the corner of Truxton Avenue and La Tijera Boulevard. The second floor provides additional parking, a bike room, and electrical rooms, which are buffered by the commercial uses, residential units, and live-work units. Commercial spaces will be served by a mix of tenants including dining and retail. As such, a Master Conditional Use Permit for on-site sale and consumption of a full-line of alcoholic beverages has been included with this request. The Project's parking is provided at two subterranean levels and at the interior of the Project on the ground and second floor buffered by exterior uses.

The building has been thoughtfully designed to be responsive to the surrounding community and enhance the existing commercial nature of this pivotal location in Downtown Westchester. The building is appropriately oriented toward each respective street frontage and provides ample roof decks that create a visually compelling narrative for the Project on this triangular site. In addition, the Project is requesting a waiver from transitional height requirements, but has been designed to minimize impact on the single-family residential neighborhood across La Tijera Boulevard and Manchester Avenue. This includes a stepped back building envelope resulting in the equivalent of a four-story building at the frontage along La Tijera Boulevard, and a six-story building along the Manchester frontage with the majority of the building's height oriented toward commercial uses across Truxton Avenue.

#### UNIT MIX:

The Project consists of 441 total dwelling units including six (6) live-work, 130 studio, 196 one-bedroom, and 115 two-bedroom units. There are six live-work units located as multi-level units between the first and second floors along Truxton Avenue and La Tijera Boulevard. The second floor also contains three studios along Truxton Avenue as well as a mix of one and two bedroom units located at the corner of Truxton Avenue and La Tijera Boulevard. Floors three (3) through eight (8) each propose combination of studio, one-bedroom, and two-bedroom units. There are 66 units reserved for Very Low Income households (25% of base density).

#### ACCESS AND PARKING:

The Project provides 549 total parking spaces, with 500 residential spaces and 49 commercial spaces. The building includes four parking levels, with two subterranean levels and parking on the first and second floors that is buffered on the interior of the project by commercial and residential uses. Parking can be access from driveways along Truxton Avenue and La Tijera Boulevard. An access gate between commercial and residential will be provided to ensure security for resident parking.

#### OPEN SPACE:

The Project provides a total of 47,035 square feet of open space, including indoor and outdoor amenities for residents and the surrounding community. The Project provides a 2,345 square foot pedestrian plaza at the southern end of the Project to complement the commercial uses at the ground level and integrate the Project with the surrounding community. Open space accessible to residents includes a 17,425 square foot courtyard on the third floor, as well as open-air terraces on the fifth, though eighth floors. The eighth floor also includes private patios along Manchester Boulevard for use by residents of individual units along the frontage. There is also a recreation room on the third floor, a multi-floor recreation room on the third and fourth floors, as well as an additional recreation room on the fourth floor.

Additionally, the Project proposes 79 new on-site trees to be accommodated throughout the project, and the subject request includes the utilization of Ordinance No. 185,573 for an in-lieu fee for the provision of the remainder of the 32 trees to meet the required 111 trees.

#### BUILDING DESIGN FEATURES:

In accordance with the spirit and intent of the Westchester-Play Del Rey Community Plan, Downtown Westchester Community Design Overlay, and Citywide Design Guidelines, the building uses a variety of architectural materials and building planes to create a human-scaled project at the street level and activate the frontages along Truxton Avenue and La Tijera in proximity to the existing commercial neighborhood. The design alternates different textures, colors, materials, and distinctive architectural treatments to add visual interest while avoiding dull and repetitive facades. Landscaping will also be included throughout the ground level pedestrian plaza, and the Project's roof decks to complement the architecture. Plant material has been selected for temperature hardiness and low water use.

6136 Manchester Avenue / 8651 La Tijera Boulevard

DB | CUP | MCUP | SPR | CDO | SCEA

August 18, 2022

*Updated July 11, 2023*

Page 11 of 51

The building will be sustainably designed to meet and/or exceed all City of Los Angeles current building code and Title 24 requirements. As such, the project will incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving/low flow fixtures, non-VOC paints/adhesives, drought tolerant planting, and high-performance building envelopment. The Project will also be certified LEED Silver.

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### OFF MENU DENSITY BONUS – ADDITIONAL FINDINGS

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The Applicant is proposing new construction of a mixed-use building with 441 residential apartment units and 16,120 square feet of ground floor commercial space, utilizing the State Density Bonus Affordable Housing Incentive Program, otherwise known as SB1818, pursuant to LAMC 12.22. A25, with 25% (66 units) of the base units designated for Very Low Income households.

The Project's location in downtown Westchester in close proximity to the intersection of Sepulveda Boulevard and Manchester Avenue makes the Project a prime candidate for higher density, transit-oriented development, utilized through SB1818's Off-Menu incentives and Waivers of Development standards. The Project provides connections to the greater Los Angeles area and is in close proximity to the Los Angeles International Airport (LAX) which is a major regional employer with numerous transit connections. As such, the Applicant proposes a Project comparable with a TOC Tier 3 project with requests for three (3) Off-Menu Incentives and for two (2) Waivers of Development Standards:

- Off-Menu Incentive, for a decrease in the required Side Yard to 5 feet in lieu of the otherwise required 11 feet for the [Q]C2-1-CDO Zone along Truxton Avenue;
- Off-Menu Incentive, for an increase in the Floor Area Ratio (FAR) to 4.0:1 in lieu of the otherwise allowable maximum of 1.5:1 in the [Q]C2-1-CDO Zone;
- Off Menu Incentive, for relief from the Downtown Westchester CDO Standard 5a, to include residential units on the ground floor in the form of live-work units.
- Waiver of Development Standards, for relief from Transitional Height requirements pursuant to LAMC Section 12.21.1 A.10 to permit 96 feet within 100-199 feet of an R1 zone instead of a maximum 61 feet; and,
- Waiver of Development Standards, for relief from the Downtown Westchester CDO Standard 5c, to provide a 0-foot setback from the ground floor frontage for the residential floors facing Manchester Avenue in lieu of the otherwise required 5-foot setback.

The incentives produce actual and identifiable cost reductions that allow for the provision of the project's deed restricted affordable units. The requested waivers of development standards are necessary to physically accommodate the project's 67% density bonus and requested incentives. The Project supports the goals and policies of the Westchester – Playa Del Rey Community Plan. The Project is consistent with mixed-use housing goals for the area, such as the Community Plan's aim to accommodate new residential development near major employment and activity centers, as well as mixed-use development and enhancement of the Downtown Westchester commercial district.

The Project is eligible to provide parking pursuant to AB 2345, which permits residential parking at 1 space for 0-1 bedroom units, 1.5 spaces for 2-3 bedroom units, and 2.5 spaces for 4 or more

bedroom units. This results in a requirement of 500 parking spaces, which the project is meeting. In addition, the project is eligible to park its commercial space in accordance with the California State Enterprise zone requirement of 2 spaces per 1,000 square feet of floor area. This results in a requirement of 32 spaces, and the project is providing 49 spaces as additional parking for commercial uses is a demonstrated community need. This results in a total parking requirement of 533 spaces, with 549 total parking spaces provided by the project.

Pursuant to LAMC Section 12.22 A.25(e)(2), in order to be eligible for any incentives, a Housing Development Project shall comply with the following criteria:

**1. *The Project complies with the following criteria required by Section 12.22.A.25(e)(2) of the LAMC for Housing Development Projects requesting on-menu incentives:***

***A. The façade of any portion of a building that abuts a street shall be articulated with a change of material or a break in plane, so that the façade is not a flat surface.***

The City of Los Angeles Residential Design Guidelines indicate that projects should alternate different textures, colors, materials, and distinctive architectural treatments to add visual interest while avoiding dull and repetitive facades. The Project abuts public streets on three of the four building elevations at Manchester Avenue, La Tijera Boulevard, and Truxton Avenue. Along each of these street frontages, there is a variation between the ground floor commercial and live-work space and upper residential floors. In addition, the project is stepped back along the La Tijera Boulevard frontage and has roof decks alternating floors at the intersection of La Tijera Boulevard and Truxton Avenue, and a roof deck at the corner of Manchester Avenue and Truxton Avenue. In addition, alternating grays and white have been used throughout each street frontage to accentuate the shape of the building, and breaks in the plane are provided throughout each frontage to complement the pedestrian entrances. Window openings and balconies punctuate the building's façade and activate the building's elevation at the upper floor levels.

***B. All buildings must be oriented to the street by providing entrances, windows, architectural features and/or balconies on the front and along any street facing elevation.***

As noted above, the Project abuts a public street on three of the four building elevations, at Manchester Avenue, La Tijera Boulevard, and Truxton Avenue. Three pedestrian entrances are provided, one at the intersection of Manchester Avenue and Truxton Avenue, one mid-way along the Truxton Avenue frontage, and from the pedestrian plaza into the interior of the project at the intersection of Truxton Avenue and La Tijera Boulevard. Windows and balconies are provided along the street facing elevations and are accentuated with architectural detailing including overhangs and perforated metal fins.

The primary building entrances for public patrons is located at the pedestrian plaza at the south of the building with access from Truxton Avenue and La Tijera Boulevard.

Commercial uses are located along Truxton Avenue and La Tijera Boulevard, as well as on Manchester on the first and second level. There is a smaller pedestrian plaza entrance for residents at the entrance of Manchester Avenue and Truxton Avenue. There will also be individual entrances to the commercial spaces fronting Truxton Avenue and La Tijera Boulevard, as well as the live-work units along these frontages to activate the street.

The vehicular entry and exit for the building are located an appropriate distance from pedestrian entrances with access from Truxton Avenue and La Tijera Boulevard, and not along Manchester Boulevard, as restricted by the CDO.

- C. *The Housing Development Project shall not involve a contributing structure in a designated Historic Preservation Overlay Zone (HPOZ) and shall not involve a structure that is a City of Los Angeles designated Historic-Cultural Monument (HCM).***

The Project is not located within a designated Historic Preservation Overlay Zone, nor does it involve a structure or property that is designated as a City Historic-Cultural Monument.

- D. *The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.25.07 of the LAMC.***

The Project is not located on a substandard street in a Hillside Area or in a Very High Fire Severity Zone.

**Findings – Off-Menu Incentives:** The Director shall approve a Density Bonus and requested Off-Menu Incentives unless the Director finds that:

- 1. *The Incentive is not required in order 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; or***

The Project is eligible for the requested Off-Menu Incentives by dedicating 25% of the base density for Very Low-Income households, resulting in the provision of 66 of its total 441 units reserved for affordable households. The City has previously determined that potential incentives may be requested by an applicant in order to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053.

In order to achieve cost reductions that allow for the provision of the 66 deed restricted affordable very low income units, the Applicant is requesting a Density Bonus approval with three (3) Off-Menu Incentives for: 1) FAR increase for a maximum of 4.0:1 in lieu of 1.5:1, and 2) a reduction in the side yard requirement along Truxton Avenue to provide 5 feet in lieu of the 11 feet otherwise required. These incentives are necessary in order to incorporate the highest-quality new housing in this neighborhood and to provide six (66) residential units (25% of the base density) dedicated to Very Low Income households, and 3) to allow the provision of

live-work units at the ground floor as a deviation from Downtown Westchester CDO Standard 5a.

1. Off-Menu Incentive for an Increase in FAR: The Project includes an off-menu incentive request to permit an increase in FAR resulting in 4.0:1, in lieu of the otherwise maximum 1.5:1 permitted in the [Q]C2-1VL zone. The increase in FAR resulting in 4.0:1 is more representative of what the Project would have been eligible for under the TOC Guidelines, and the subject request of 4.0:1 FAR is suitable for a site of this size in such a prominent activity center, and to provide the substantial affordable housing component in this Project, with 66 affordable units. Granting the subject request for the increase in FAR will allow for the provision of additional market rate units that will offset the cost of the inclusion of restricted affordable units. Additionally, the increase in allowable Floor Area would allow for the construction of units in varying sizes and inclusion of multi-bedroom units to accommodate larger households, thus more marketable to a wider population. Without this requested increase, the FAR restriction would limit the Project to a 1.5:1 FAR, and prohibit the Applicant from providing a mixed-income housing project with such a substantial set-aside for Very Low Income Households. The underlying 1.5:1 FAR limitation is also prohibitive to a property granted unlimited height, thus preventing appropriate utilization of the Property for residential development consistent with R4 zoning standards. Therefore, this incentive for an increase of FAR is necessary to provide the building envelope and floor area needed for the Applicant to produce the cost reductions necessary to accommodate the project's 66 units dedicated to Very Low Income households.
2. Off-Menu Incentive for a Decrease in Side Yard: The Project includes an off-menu incentive request for a decrease in the required side yard along Truxton Avenue to five (5) feet in lieu of the otherwise required 11 feet in the [Q]C2-1VL zone. Granting the subject request for a decrease in this side yard will allow for an expanded building envelope and the provision of additional market rate units and much needed live-work units in the town center area, which will offset the cost of the inclusion of restricted affordable units. Additionally, the decrease in the required side yard will allow for a more consistent building edge along the street, which activates the Truxton Avenue frontage with a stronger pedestrian environment, and make the provision of additional affordable units feasible by enabling more leasable live-work units to be located at the ground floor, and larger more accessible units on the upper residential floors of the building. The side-yard decrease is necessary to provide the additional units which creates cost reductions enabling the Applicant to construct a housing project with 25% of the base density set aside for Very Low Income households. Additionally, the decrease in yard will allow the project to accommodate street activating commercial uses that ensure the project will be compatible with community goals and future development in the area, making the Project economically feasible in the long-term.
3. Off-Menu Incentive for a Ground Floor Residential, for relief from the Downtown Westchester CDO Standard 5a, to include residential units on the ground floor in the form of live-work units. The commercially oriented work-space of the live-work units will be located on the ground floor, with the living space located on the second floor in spirit with this standard. The live-work units at the ground floor are necessary to accommodate 25% of the base units as



affordable units for Very Low Income households. Granting these units will allow for much needed live-work units in the town center area, and increase the number of market rate units at varying scales to off-set the cost of 66 units for Very Low Income households. These units will also enhance the economic feasibility of the Project in the long-term by cultivating a unique residential community with ties to the commercial community in this area, and as such the provision of these units will provide necessary cost reductions to the Project to allow the 66 units, or 25% of base units for affordable households at Very Low Income levels.

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

The Project is surrounded by urban uses, primarily commercial and residential uses, including both local retail, national retail chains, sit-down and fast-casual dining, and single-family residential. The Project is situated in an established, fully-developed mixed-use corridor along Manchester Avenue, and is proximate to the major commercial corridor along Sepulveda Boulevard. Manchester Avenue and Sepulveda Boulevard are designated as Boulevard II and Boulevard I respectively. In addition, Truxton Avenue and 87<sup>th</sup> Street have historically and continue to operate commercial spaces such as local retail shops and family-oriented dining. A change in use on the Property to a mixed-use building with commercial space will complement this existing focal point of the Westchester community. The properties across the street along both Truxton Avenue and Manchester Avenue are commercial in nature, with the Kittyhawk single-family neighborhood located across La Tijera Boulevard. As previously noted, the project is stepped back and places the majority of its mass along Truxton Avenue and Manchester Avenue so as not to adversely impact the single-family neighborhood across La Tijera Boulevard.

There is no evidence in the record indicating that the Project will not have a specific adverse impact upon public health and safety or the physical environment.

- 3. The incentives are contrary to state or federal law.***

The requested incentives are solely related to the modification of Floor Area, the side yard along Truxton Avenue, and ground-floor residential units. These modifications are within the purview of local and state density bonus law. There is no evidence to show that the proposed waivers are contrary to state or federal law.

**Findings – Waivers of Development Standards:** Pursuant to Government Code Section 65915, the decision maker shall approve a Density Bonus and requested Waivers of Development Standards unless the decision maker finds that:



- 1. The waiver[s] or reduction[s] of development standards will not have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(1)).**

The project is requesting two (2) Waivers of Development Standards in order to allow a building envelope that accommodates the density necessary to provide 25% of base units for Very Low Income households, resulting in a 441 unit building with 66 units for Very Low Income households. Without the requested waivers, the developer would be physically precluded from constructing a building of appropriate scale for this community focal point and that includes 66 units for Very Low Income Households. The following waivers have been requested:

1. A Waiver of Development Standards for relief from Transitional Height requirements pursuant to LAMC Section 12.21.1 A.10 to permit a building that is 96-feet within 100-199 feet of an R1 or more restrictive zone, in lieu of the maximum 61-feet permitted by the LAMC.

The Waiver of Development Standard requested for relief from Transitional Height requirements pursuant to LAMC Section 12.21.1 A.10 for an 8-story, 96-foot building located across Manchester Avenue from the R1 Zone is necessary to allow a building envelope that accommodates such a large provision of affordable units. The proposed relief from transitional height allows the Applicant to develop a building of a scale appropriate for such a pivotal corner in Westchester. Without relief from these requirements, the Project would be limited to a maximum height of 61 feet within 199 feet of the R1 zone.

The Property is approximately 100 feet from the R-1 zone across the street on La Tijera Boulevard, which subjects a significant portion of the site to a 61 foot height limit without the requested waiver. In lieu of strictly adhering to the LAMC transitional height limit, but consistent with the goal of providing height relief facing the low density residential neighborhood, the project has been stepped back to provide the majority of the building mass along Truxton Avenue and Manchester Avenue, and provides a stepped back height along Truxton Avenue.. The proposed modifications to this transitional height requirement allow for a larger building envelope and full utilization of the requested 67% density bonus as well as the additional floor area obtained through a density bonus off-menu incentive. Of note, the project is fully compliant with the building as designed with transitional height consistent with that permitted by the Transit Oriented Communities Guidelines (TOC), that permits a building to be "...stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive zone or Specific Plan subarea."

Strict compliance with this provision would limit the building height along Manchester Avenue, which is the largest commercial boulevard abutting the site, and place additional height and mass along Truxton Avenue in-lieu, where the scale of the Westchester Town Center is smaller, and a more gradual height transition and lower building height is more appropriate. As such, the Applicant is seeking to place the bulk of the building mass toward Manchester Avenue in order to best protect and compliment lower-scale development to the south and east. Therefore, this incentive for relief from the transitional height requirement in LAMC Section 12.21.1.A.10 is necessary to provide the building envelope and floor area needed for the Applicant to construct a housing project with 25% of the base density dedicated to Very Low Income households.

2. Waiver of Development Standards for relief from the Downtown Westchester CDO Standard 5c, to provide a 0-foot setback from the ground floor frontage for the residential floors facing Manchester Avenue in lieu of the otherwise required 5-foot setback.

The Waiver of Development Standard to allow a zero (0) foot setback for the residential floor along Manchester Avenue in lieu of the five (5) foot setback otherwise required by the Downtown Westchester CDO Standard 5c is necessary to ensure the building is not physically limited as to scale along the Manchester Avenue frontage. A reduction in this setback allows the project to provide an appropriate building mass along Manchester Avenue to buffer the residential area across La Tijera Boulevard from the height and mass of the project. Additionally, Manchester Avenue is a major commercial corridor and is a suitable location for density which extends to the property line. Granting the subject request will allow for the provision of additional market rate units. Additionally, the proposed deviation from the setback would allow for a larger building envelope and utilization of the full amount of floor area requested as an off menu incentive as well as the density bonus to allow for additional residential units. Without a zero (0) foot residential setback on Manchester Avenue, the Project would not be able to achieve the appropriate scale for the Applicant to provide a mixed-income housing project with such a significant set-aside of affordable units. Therefore, this incentive to permit a zero (0) foot residential setback along Manchester Avenue is necessary to provide the building envelope and floor area needed for the Applicant to achieve the requested 67% density bonus and to utilize the full 4:1 FAR.

2. ***The waivers or reductions of development standards would have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low-income and moderate-income households.***

The site is not located in proximity to a property that is listed on the California Register of Historical Resources. Additionally, allowing a waiver from the transitional height requirement along La Tijera Boulevard will not have a specific, adverse impact on the public health and safety because a mixed-use building of this scale is appropriate for this focal point in Downtown Westchester. The building will provide needed housing for the area and is appropriately stepped back to be responsive to the residential neighborhood across La Tijera Boulevard, while providing such a large amount of housing including 66 affordable units for Very Low Income households. The waiver from the CDO standard requiring a five foot setback along Manchester Avenue for residential uses is appropriate for the surrounding context and a building of this scale. As such, these units have been designed in the spirit of this requirement. Thus, the requested waivers are appropriate for a building of this scale in this area, allow the provision of 25% of base units for Very Low Income households, and do not have any specific, adverse impacts on the public healthy and safety, or on any property listed in the California Register of Historical Resources.

**3. *The waivers or reductions of development standards are contrary to state or federal law.***

The requested waivers of development standards are solely related to the modification of required transitional height, and location of residential units in proximity to the ground floor and Manchester Avenue. These modifications are within the purview of local and state density bonus law. There is no evidence to show that the proposed waivers are contrary to state or federal law.

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**CONDITIONAL USE PERMIT – ADDITIONAL FINDINGS**

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Pursuant to LAMC 12.24 E and 12.24 U.26, Density Bonus for a housing development project in which the density increase is greater than the maximum permitted in LAMC 12.22 A.25, shall also find that:

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

The Site is currently improved with two (2) one-story commercial buildings at a major focal point of the Westchester community, identified in the Westchester – Playa Del Rey community plan as the “downtown center.” The existing buildings on site are a Pep Boys Auto Shop and Del Taco drive-through restaurant. The Property is proposed to be redeveloped as a mixed-use building with 441 residential units including 66 affordable housing units, and 16,120 square feet of ground floor commercial space. As such, the Project will enhance the neighborhood through the addition of much needed housing in the City with a variety of unit sizes, as well as ground floor retail and dining space that will enhance the existing community center and support local businesses along Truxton Avenue and 87<sup>th</sup> street.

The Project will serve the neighborhood and maintain commercial uses, a goal of the Community Plan, while being sensitive to the surrounding environment. In addition, the Community Plan cites “Develop a distinctive character and cohesive visual identity for the community through the upgrade of commercial areas on La Tijera Boulevard, Lincoln Boulevard, Manchester Avenue” as an opportunity for the community. The Project will provide this cohesive visual identity for the site and further develop the character of this community center. The architectural design is thoughtfully executed to be responsive to the surrounding buildings and activate the street frontages along Truxton Avenue, Manchester Avenue, and La Tijera Boulevard.

The project provides a publicly accessible outdoor space at the termination point of 87<sup>th</sup> Street at Truxton Avenue, which will create a community focal point and expand the existing commercial hub. The Project will beautify the street frontages with thoughtfully designed landscaping and architectural design features, and include pedestrian amenities and street activating uses like outdoor dining. The Project is thus providing an essential community and regional benefit by contributing to the supply of affordable housing and fostering the long-term stability of downtown Westchester.

The proposed Project designates 25% of the base density for Very Low Income households. As discussed above, the Project will help to alleviate the growing housing crisis in Los Angeles and will address the critical demand for affordable housing in the City, thereby providing a service and performing a function that is essential and beneficial to the City. Finally, providing 66 units of affordable housing in such close proximity to the Los Angeles

International Airport will be a much needed addition to the region's housing supply, allowing opportunities for airport employees to seek housing in proximity to work.

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

**Neighborhood Scale.** The Subject Property is located in the [Q]-C2-1VL Zone and is designated for Community Commercial uses by the Westchester – Playa Del Rey Community Plan. The traditional land use pattern of this section of Manchester Boulevard includes mixed-use buildings, strictly commercial and residential, and institutional uses ranging from one to thirteen stories. The block immediately east of the Project at the intersection of La Tijera Boulevard and Manchester Avenue includes a six-story and five-story building. At the intersection of Manchester Avenue and Sepulveda Boulevard, there is an office building ranging from six to thirteen stories, as well as a recently approved TOC project containing 87 residential units at a height of 83 feet within a five-story building.

The proposed Project is eight (8) stories and 96 feet at its tallest, and thus fits in with the context of these taller buildings along Manchester Avenue, and appropriate as a gateway project into the Westchester Town Center. The building is mindful of the nearby residential neighborhood by providing a step-back from the R-1 Zone across La Tijera Boulevard. Given that the Project site is within an established community center as designated by the Community Plan, it is clear that the intent for this area is to achieve density and scale more consistent with that of the Project than of the existing environment. Furthermore, an eight-story building is appropriate for this corridor of Los Angeles which is located proximate to the Los Angeles International Airport, Loyola Marymount University, and numerous west-side residential communities.

The underling zoning for the Property does not restrict height or stories, and the waiver from transitional height is necessary to provide the additional units needed to make the Project financially feasible for the Applicant to construct a housing project with 25% of the base density set aside for Very Low Income households.

**Lighting.** The Project will provide illumination at street level for security. All lighting on the upper levels will be shielded and focused on the project site and directed away from the neighboring land uses. As such, the Project will not result in a substantial amount of light that would adversely affect the day- or night-time views in the project vicinity, while providing better lighting for pedestrians along the building's street-facing facades that improves the experience and sense of safety for this commercial area.

**Trash Collection.** The Project will provide trash collection within the building and has designed the trash enclosure to be accessible from both the parking garage and circulation hallway for the residential lobby and retail space, thus not adversely affecting adjacent properties or degrading public health.

**Landscaping.** The Project proposes to provide a robust landscaping plan along all of the street frontage of the project, as well as within two new pedestrian plazas at the intersection of Truxton Avenue and La Tijera Boulevard, as well as at the corner of Manchester Avenue and Truxton Avenue. There is also a dog park provided along the interior side-yard for residents. The project will contain 79 trees provided on-site and surrounding the Property along all three street frontages. The Project provides a plaza designed with landscaping and hardscaping features to activate the street corner and pedestrian entrances at the intersection of Truxton Avenue and 87<sup>th</sup> Street. All landscaping is intended to be native, drought-tolerant planting which is compatible with the climate of the surrounding area. Additionally, the project provides a variety of outdoor amenity spaces for residents.

Thus, the Project will enhance the built environment and is consistent with the location, size, height, operations, and other significant features of the neighborhood and will not degrade adjacent properties, surrounding neighborhood, or the public's health, safety, and welfare.

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

The proposed Project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and applicable specific plan.

#### **FRAMEWORK ELEMENT**

The Framework Element is a strategy for long-term growth which sets a citywide context to guide the update of the Community Plan and Citywide Elements. The Framework Element is a comprehensive, long range document containing purposes, policies and programs for the development of the City of Los Angeles. The Citywide General Plan Framework text defines policies related to growth and includes policies for land use, housing, urban form/neighborhood design, open space/conservation, economic development, transportation, and infrastructure/public services.

#### General Plan Framework Element Chapter 3 - Land Use:

The primary objectives of the policies in the Framework Element's Land Use Chapter are to support the viability of the City's residential neighborhoods and commercial districts, and when growth occurs, to encourage sustainable growth in a number of higher-intensity commercial and mixed-use districts, centers and boulevards and industrial districts particularly in proximity to transportation corridors and transit stations. The project is consistent with and advances the following objectives and policies of the General Plan Framework:

**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.*

**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.*

General Plan Framework Element Chapter 4 - Housing:

**GOAL 4A.** *An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.*

**Objective 4.1.** *Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City sub region to meet the projected housing needs by income level of the future population to the year 2010.*

**Objective 4.2.** *Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.*

**Objective 4.3.** *Conserve scale and character of residential neighborhoods.*

The Project will provide 441 apartment units, including 66 units set aside for Very Low Income households. This will supplement the existing housing stock in the Westchester – Playa Del Rey Community Plan area with diversity and contribute to the affordable housing supply. The Property is located within downtown Westchester in an established community center as designated by the Community Plan. A project of this scale is appropriate for such a prominent location within the community and will provide an increase in housing diversity for this area, specifically in multi-family housing to complement existing single-family neighborhoods. The project will also complement a recently approved TOC project at the nearby intersection of Sepulveda Boulevard and Manchester Avenue that was approved prior to the COVID-19 pandemic reduction in bus services. As the City transitions into a post-pandemic world, transit opportunities are expected to grow in this area.

This section of Manchester Avenue is improved with a mix of commercial and institutional uses that range from one to thirteen stories. The Proposed Project has a maximum height of 96', which is appropriate in scale to be compatible with existing and future development. Additionally, the site is located proximate to ample bus options such as the Culver City 6 and Rapid 6 bus lines, Santa Monica Big Blue Bus 3 bus line at the intersection



of Manchester Avenue and Sepulveda Boulevard (approximately 800 feet away), and Metro Bus Routes 102 and 115 at the intersection of Manchester Avenue and La Tijera Boulevard. The Project is thus in close proximity and access to bus options that provide robust connections to the greater Los Angeles metropolitan area, including regional connectivity from the South Bay cities, through Inglewood, and to Downtown Los Angeles and the larger Los Angeles Region, including the Los Angeles International Airport (LAX). Furthermore, the Project Site is served by the Westchester YMCA to the north and various neighborhood schools. Therefore, the Project is consistent with the General Plan as it supports the addition of residential units near commercial districts with transit options.

### **WESTCHESTER – PLAYA DEL REY COMMUNITY PLAN**

The Westchester – Playa Del Rey Community Plan (“Community Plan”) is one of 35 Community Plans for the City of Los Angeles which constitute the Land Use Element of the General Plan, “guide the location and intensity of private and public uses of land; direct the arrangement of land uses, streets, and services; and encourage the economic, social, and physical health, safety, welfare and convenience of people who live and work in the community,” (page 3-3). The Subject Property is designated for Community Commercial uses by the Westchester – Playa Del Rey Community Plan.

The Community Plan encourages a variety of housing options in order to meet the housing demands of the area. The Project is consistent with the following goals, objectives, and policies of the Community Plan:

- Goal 1:** *Provide a safe, secure, and high quality residential environment for all economic, age, and ethnic Segments of the Westchester-Playa Del Rey community.*
  
- Policy 1-1.3** *Provide for adequate Multiple Family residential development.*
  
- Policy 1-1.4** *Provide for housing along mixed-use boulevards where appropriate.*
  
- Policy 1-2.1** *Locate higher residential densities near commercial centers, public facilities, bus routes and other transit services.*
  
- Policy 1-4.1** *Promote greater individual choice in type, quality, price and location of housing.*
  
- Policy 1-4.2** *Promote the development of housing for persons of low to moderate income within the community.*



**Policy 1-4.4** *Encourage multiple family residential and mixed use development in commercial zones, pedestrian oriented areas, and near transit corridors.*

Consistent with the Goal and Policies noted above, the Project proposes to develop a mixed-use development with 441 residential apartment units and 16,120 square feet of commercial space, including 25% of base units (66 units) set aside for Very Low Income households. As such, the Project is providing needed multi-family residential development, appropriate housing along a mixed-use boulevard, and increasing the choice of housing type for the area. In addition, the Project's substantial set aside of Very Low Income units will increase access to housing in the community for lower income people and families. The Project contains a range of units from studio to two-bedroom units, which are intended to accommodate families of all types, as well as 66 units of which will be set aside for Very Low Income households, in order to generate a mixed-income project where families can support each other's stability and growth. As discussed above, the Project will help to alleviate the ongoing housing crisis in Los Angeles and will address the critical demand for affordable housing in the City without displacing existing residential tenants.

Additionally, the Project is thoughtfully designed with a pedestrian plaza at the intersection of Truxton Avenue and 87<sup>th</sup> Street, and a pedestrian entrance and residential lobby at the corner of Manchester Avenue and Truxton Avenue. Due to its proximity to the transit corridors along Sepulveda Boulevard and Manchester Avenue, as well as the Los Angeles International Airport, the Project will help reduce reliance on the demand for automobile vehicles and will reduce the number of trips to and from the site due to its location in proximity to neighborhood-serving amenities, employment opportunities and public transit options.

**Goal 2:** *Encourage a strong and competitive commercial sector that promotes economic vitality and serves the needs of the Westchester-Playa del Rey community through safe, accessible, and well-designed commercial districts, while preserving the historic and cultural character of the community.*

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

**Policy 2-1.2** *Protect existing and planned commercially zoned areas, particularly within designated Commercial Centers, from encroachment by stand alone residential development.*

**Policy 2-1.3** *Enhance the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.*

**Policy 2-2.1** *Encourage pedestrian-oriented development in appropriate areas, to include Downtown Westchester, Loyola Village, Playa Del Rey and Playa Vista.*

**Policy 2-2.2** *In appropriate areas, encourage the incorporation of retail, restaurant, and other commercial uses in the ground floor street frontage of structures to promote a more lively and pedestrian oriented commercial environment.*

**Policy 2-2.3** *Encourage mixed-use development in appropriate commercial areas to stimulate pedestrian activity and provide housing near employment, shopping, and other services.*

Consistent with the Goal and Policies noted above, the Project proposes to develop a mixed-use building with ground floor commercial uses for both retail and dining, including a focus on pedestrian oriented outdoor dining to activate the street frontage along Truxton Avenue, and enhance the existing commercial area along 87<sup>th</sup> Street. A development at the Property of this type and scale will ensure the existing commercial neighborhood in Downtown Westchester remains a viable focal point for the community, and will add numerous residents to patron businesses in the area. The Project has been thoughtfully designed to be community oriented and outward facing, with ample public space including a public plaza and internal courtyard that is accessible to the public and activated by outward facing commercial uses on the ground floor. As such, the Project will help facilitate the Goal and Policies listed above through its creative use of space and much needed redevelopment of low intensity, undesirable commercial uses for this focal point and activity center in Downtown Westchester.

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

The City's Housing Element for 2021-2029 was adopted by City Council on November 24, 2021. The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides an array of programs the City intends to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element aims to provide affordable housing and amenity-rich, sustainable neighborhoods for its residents, answering the variety of housing needs of its growing population. Specifically, the Housing Element encourages affordable units to accommodate all income groups that need assistance.

The Housing Element includes the following goals, policies, objectives:

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

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

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

*Policy 1.2.2: Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households.*

*Policy 1.2.4: Strengthen the capacity of housing providers to build Affordable Housing.*

*Objective 1.3: Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.*

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

*GOAL 3: A City creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.*

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

*Policy 3.2.1: Promote the integration of housing with other compatible land uses at both the building and neighborhood level.*

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

*GOAL 4: A City that fosters racially and socially inclusive neighborhoods and corrects the harms of historic racial, ethnic, and social discrimination of the past and present.*

*Objective 4.1: Ensure that housing opportunities are accessible to all residents without discrimination on the basis of race, color, ancestry, sex, national origin, color, religion, sexual orientation, gender identity, marital status, immigration status, family status, age, intellectual, developmental, and physical disability, source of income and student status or other arbitrary reason.*

*Policy 4.1.1: Promote and facilitate equal opportunity practices in the construction, provision, sale and rental of housing.*

*Objective 4.3: Affirmatively further fair housing in all housing and land use programs by taking proactive measures to promote diverse, inclusive communities that grant all Angelenos access to housing, particularly in Higher Opportunity Areas, increase place-based strategies to encourage community revitalization and protect existing residents from displacement.*

*Policy 4.3.1: Increase access and transparency in the lease-up process for restricted Affordable Housing units, particularly for those who have experienced or are at-risk of displacement and those who may not be aware of Affordable Housing choices.*

*Policy 4.3.2: Ensure that all neighborhoods have a range of housing typologies to provide housing options for residents to remain in the same community, when and if their needs change.*

The proposed Project is mixed-use with 441 residential apartment units and ground floor retail, with 25% of the base density (66 units) dedicated to Very Low Income households with a range of unit types from studios to two-bedrooms. As such, the Project is directly consistent with the goals, objectives, and policies of the Housing Element of the General Plan.

- e. The project contains the requisite number of Restricted Affordable Units, based on the number of units permitted by the maximum allowable density on the date of application.***

The Project is permitted 357 units including a 35% density bonus. However, the Project proposes an additional 84 units for a total of 441 units, with a 67% density bonus and a total of 66 units set aside for Very Low Income households pursuant to a Conditional Use per LAMC Section 12.24.U.26. This is a ratio of 1% set aside as affordable for every 2.5% density bonus (unit) above the 35%; which results in 25% of the base density set aside as affordable units.

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

6136 Manchester Avenue / 8651 La Tijera Boulevard

DB | CUP | MCUP | SPR | CDO | SCEA

August 18, 2022

*Updated July 11, 2023*

Page 29 of 51

The Property is currently improved with two (2) commercial buildings and no housing is being demolished, and thus no replacement units are required and the Project is compliant with California Government Code Section 65915(c)(3).

- g. The project's Restricted Affordable Units are subject to a recorded affordability restriction of 55 years from the issuance of the Certificate of Occupancy, recorded in a covenant acceptable to the Los Angeles Housing Department, and subject to fees as set forth in Section 19.14 of the Los Angeles Municipal Code; and (Amended by Ord. No. 187,122, Eff. 8/8/21.)***

Per the Conditions of Approval, the owner will be required to execute a covenant to the satisfaction of LAHD to reserve 66 units for Very Low Income households for a period of 55 years. The Applicant is required to present a copy of the recorded covenant to the Department of Building and Safety and the proposed Project shall comply with any monitoring requirements established by LAHD. Therefore, as conditioned, the project satisfies this finding in regard to the subject restricted affordable per LAHD.

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

The Project is in full compliance with the following policies and standards contained within the City Planning Commissions Affordable Housing Incentives Guidelines:

***Design of Affordable Units in Mixed-Income Projects***

All units meet or exceed the design standards for affordable dwelling units in the City Planning Commission Affordable Housing Incentives Guidelines. All Very Low Income (VLI) units are directly comparable to market rate housing in the area in terms of square footage, amenities, and finishes. All units come with a full bathroom and kitchen as well as adequate closet space.

***Location of Affordable Units within Mixed-Income Projects***

The Project proposes 441 residential apartment units in the mixed-use building. 66 Very Low Income units will be proportionally and equally distributed across the residential floors, stacks, and location within the building, as well as be proportional to the unit types, which range from studios to two-bedrooms.

***Equal Distribution of Amenities***

All amenities in the building are open to all residents of the building. There is no difference between units based on affordability and all units come with a full bathroom and kitchen that include identical appliances. Furthermore, all residents have equal access to open space and residential amenities.

Furthermore, the project is required to record a Covenant and Agreement with the LAHD to make 66 units affordable per the Conditions of Approval. Therefore, the Project complies with the City Planning Commission's Affordable Housing Incentives Guidelines.

6136 Manchester Avenue / 8651 La Tijera Boulevard  
DB | CUP | MCUP | SPR | CDO | SCEA  
August 18, 2022  
*Updated July 11, 2023*  
Page 31 of 51

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**MASTER CONDITIONAL USE PERMIT (BEVERAGE) – ADDITIONAL FINDINGS**

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Pursuant to LAMC Section 12.24 W.1, the Applicant is requesting a Conditional Use Permit for Alcohol to permit the sale and dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with approximately 16,120 square feet of commercial space.

A Conditional Use Permit requires the following findings from the Zoning Administrator, pursuant to LAMC Section 12.24 E:

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

See “Site Plan Review—Additional Findings”

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

See “Site Plan Review—Additional Findings”

- 3. The Proposed Project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.***

See “Conditional Use —Additional Findings”

*A Conditional Use Permit for the sale of alcoholic beverages additionally requires the following findings from the Zoning Administrator, pursuant to LAMC Section 12.24 W 1 (a):*

- 4. The Proposed use will not adversely affect the welfare of the pertinent community.***

The approval of the subject request for a Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages in conjunction with an approximately 16,120 square feet will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity in which the Property is located. The establishments serving alcoholic beverages will be part of a carefully controlled mixed-use residential development consisting of a multi-story residential building with 441 units and a public facing plaza and courtyard space with room for outdoor dining.

The area surrounding the site is a mix of office, residential buildings and commercial uses. The request for on-site alcohol sales will be compatible with the surrounding uses, providing a place for residents, guests, visitors, office workers, and shoppers to eat, drink, and socialize,



contributing to the continued economic vitality of the neighborhood. The Project will upgrade the neighborhood physically through the enhanced use of an underutilized site that currently contains a fast-food drive-through restaurant and a Pep Boys Auto Services. The roof decks located throughout the project, plaza at the ground level, and outdoor dining opportunities will create an active street presence along the building's primary street frontages. However, this activity will be buffered from the residences across La Tijera Boulevard as they will be primarily located along Truxton Avenue. The proposed Project will provide a positive contribution to the area's adjacent amenities and will not adversely affect the pertinent community

Alcoholic beverage service is an expected amenity with meal service for many patrons. Approval of the Conditional Use will contribute to the success and vitality of the proposed Project, and reinvigoration of the site and vicinity. Approval of alcohol sales will increase the leasability of potential restaurant space for prospective tenants, as well as availability of desirable dining for patrons. The Project location is easily accessible with transit connections to downtown and greater Los Angeles. Finally, the establishment will benefit the City through the generation of additional sales tax revenue, and business license and other fees, and by providing additional short-term and long-term employment opportunities.

**5. *The approval of the application will not result in or contribute to an undue concentration of such establishments.***

The Subject Property is located within Census Tract 2780.01. According to the California Department of Alcoholic Beverage Control ("ABC") licensing criteria, two on-site and one offsite alcoholic beverage licenses are allocated to subject Census Tract 2780.01. Data provided on the ABC's License Query System indicates that there are currently three (3) existing type 47 ("on and off-site") beverage licenses within the subject Census Tract.

Based strictly on state licensing criteria, there is a minor over-concentration of licenses in the census tract and therefore, the proposed alcohol-serving establishment will result in an overconcentration of alcohol establishments in the area. However, the subject site is located at the gateway to the Westchester Town Center, which is a mixed-use community with a high concentration of housing as well as a regional destination for business, residents, education, culture and entertainment in close proximity to Los Angeles International Airport (LAX). As a high activity entertainment, and commercial center, a high concentration of licenses is anticipated given the range and density of uses permitted. Within this urban context, the proposed establishments, permitted to sell and dispense a full line of alcoholic beverages, is generally expected and will be consistent with the character of development in the area.

**6. *The use will not detrimentally affect nearby residential zones or uses.***

The proposed Project will not detrimentally affect nearby residential zones or uses. The Property is currently zoned [Q]C2-1-CDO, which allows restaurant and retail uses. Properties to the north, west, and south are similarly zoned [Q]C2-1-CDO. Properties to the east are

6136 Manchester Avenue / 8651 La Tijera Boulevard

DB | CUP | MCUP | SPR | CDO | SCEA

August 18, 2022

*Updated July 11, 2023*

Page 34 of 51

zoned R1-1 and contain single-family residential homes. These residences are oriented away from La Tijera Boulevard.

The Project is located within an established commercial area and is recognized by the Community Plan as a location appropriate for mixed-use development. No detrimental effects should be expected from the proposed project on the residences across La Tijera Boulevard. The establishment will be part of a high-quality, mixed-use development and all alcohol service will be within a carefully controlled environment served by responsible operators.

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## CONDITIONAL USE PERMIT FOR ALCOHOL – SUPPLEMENTAL QUESTIONS

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Please refer to the attached Department of City Planning Form CP-7773, “Special Instructions For Alcohol (Cub) & Adult Entertainment Establishments (CUX) LAMC 12.24 W.1 & 12.24 W.18” for additional information. The following additional findings must be made in order to approve a CUB:

**1. The proposed use will not adversely affect the welfare of the pertinent community.**

The proposed project is part of an established commercial corridor with other existing restaurants that provide alcoholic beverage service including Paco’s Taco’s Cantina and Truxton’s American Bistro, and throughout downtown Westchester. Alcoholic beverage service will be provided in contained restaurant spaces and outdoor dining, and will not adversely affect the welfare of the surrounding community. Allowing on-site sale and consumption is appropriate for a mixed-use development of this scale at a neighborhood focal point. On-site sale and consumption is typical of sit-down restaurants in this community, and thus its inclusion in this development will allow future restaurant tenants to provide service that is consistent with other neighborhood businesses and for which there is a clear demand in this in this area. As such, this is an appropriate request for this area and the allowance of this Master Conditional Use Permit will not adversely affect the welfare of the pertinent community.

**2. The granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control’s guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.**

The Subject Property is located within Census Tract 2780.01. According to the California Department of Alcoholic Beverage Control (“ABC”) licensing criteria, two on-site and one offsite alcoholic beverage licenses are allocated to subject Census Tract 2780.01. Data provided on the ABC’s License Query System indicates that there are currently three (3) existing type 47 (“on and off-site”) beverage licenses within the subject Census Tract.

Based strictly on state licensing criteria, there is a minor over-concentration of licenses in the census tract and therefore, the proposed alcohol-serving establishment will result in an overconcentration of alcohol establishments in the area. However, the subject site is located within Downtown Westchester, which is a mixed-use community with a high concentration of housing as well as a regional destination for business, residents, education, culture and entertainment in close proximity to Los Angeles International Airport (LAX). As a high activity entertainment, and commercial center, a high

concentration of licenses is anticipated given the range and density of uses permitted. Within this urban context, the proposed establishments, permitted to sell and dispense a full line of alcoholic beverages, is generally expected and will be consistent with the character of development in the area.

- 3. The proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.**

The majority of the restaurant establishments and commercial activity included on site will be oriented toward the Truxton Avenue frontage and its intersection with 87<sup>th</sup> Street, which is an established commercial neighborhood that serves the existing residential community. Additional restaurants providing alcoholic beverage service at this location will not have a detrimental affect on nearby residential communities or the other establishments dispensing alcoholic beverages, because it will help create a more robust dining district that can serve a community need. Feedback from the Downtown Westchester Business Improvement District (BID) indicated the community and business district interest in additional dining options in this area, specifically for outdoor dining. This interest includes restaurants that serve alcoholic beverages, which is typical of most sit-down restaurants. Thus, allowing alcoholic beverage service will allow a mix of dining options at the site and ensure high quality establishments may take advantage of the commercial spaces offered by the building.

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## SITE PLAN REVIEW – ADDITIONAL FINDINGS

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Pursuant to LAMC Section 16.05, a project which creates 50 or more dwelling units requires Site Plan Review. In granting an approval, the Director, or the Area Planning Commission on appeal, shall find:

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

See “Conditional Use Permit – Additional Findings” above.

- 2. That 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.***

The Project consists of an eight-story, 96-foot high mixed-use building containing 441 dwelling units with 66, or 25% of the total units, reserved for Very Low Income households, and approximately 16,120 square feet of ground floor commercial uses. The total floor area of the building is approximately 416,915 square feet, with a Floor Area Ratio (FAR) of 4.0:1.

The proposed building design for the Project (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, will be consistent and compatible with existing and future development on the neighboring properties. Additionally, the Project has been designed in compliance with the City’s recently Citywide Design Guidelines.

### Height and Bulk

The scale, massing and location of the Project will respond to the unique shape of the site and the surrounding urban context. The Project occupies a triangular site bounded by Manchester Avenue, Truxton Avenue, and La Tijera Boulevard, and is an eight-story building at a maximum building height of 96 feet (exclusive of rooftop railings/guardrails, stair and elevator shafts and/or allowable roof projections), over two levels of subterranean parking. The proposed building’s mixture of height, material and color will create articulation and visual interest that is appropriately scaled to the surrounding commercial and residential neighborhoods. The Project’s footprint lines the perimeter of the Property activating the street frontages with a particular focus on the frontage along Truxton Avenue and the intersections with 87<sup>th</sup> Street and La Tijera Boulevard to enhance the existing community center. Parking and service uses are buffered by habitable portions of the building and commercial spaces, and the open space provided by the building on various roof levels creates a compelling visual narrative with a community facing element and plaza focal point at the ground level.

### Setbacks

The site is compliant with the setbacks for the [Q]-C2-1VL Zone, including requested incentives and waivers, and takes advantage of the mixed-use building setbacks in LAMC 13.09 which allows for

zero (0) setbacks for residential uses along street facing frontages. As such, the project has a zero (0) foot setback along Manchester Avenue a zero (0) foot setback along La Tijera Avenue as front yards in the C2 zone. The Property has a 5-foot setback along Truxton Avenue (the project is requesting a density bonus incentive to deviate from the otherwise required 11 feet), and an 11 feet setback at the interior side yard.

#### Lighting

All pedestrian walkways and parking entrances will be illuminated with ambient night lighting for safety and access. Lighting will complement and highlight the architectural details, while being shielded from the adjacent residences. As the majority of the common open space is located at the interior or on upper roof levels of the site, residents may utilize these common spaces after typical daytime hours without disturbing nearby residences or other uses. All on-site common open space lighting will be oriented inward, while ambient lighting will gently illuminate spaces along the street.

#### Landscaping

As noted above, the Project provides over an acre of common and private open space areas, with 47,085 total square feet of on-site Open Space. The project provides 29,280 square feet of Common Exterior Open Space Areas, and 11,775 of Common Interior Open Space Areas. The Project is providing approximately 6,333 square feet of landscaped exterior open space, exceeding the 5,872 square feet requirement. This landscaping is provided on the first, third, fifth, sixth, and eighth levels, at the ground floor plaza and for the interior courtyard and roof decks. As noted, the Project exceeds the minimum requirement for 25% of the exterior common open space to be landscaped in accordance with provisions of the LAMC. Additionally, street trees will be provided per Bureau of Engineering standards. Additionally, there is 7,250 square feet of private Open Space provided on balconies and decks throughout the project. The landscape design has been developed in a manner which includes a variety of drought-tolerant and native species appropriate for the Southern California climate.

The Project will provide 79 new on-site trees to be accommodated at the ground floor and on various building levels of the project. As this is less than the required 111 on-site trees, the subject request includes the utilization of Ordinance No. 185,573 for an in-lieu fee for the provision of the remainder of the 32 trees to meet the required 111 trees. There are 18 existing street trees to remain.

#### Off Street Parking

As noted above, the Project includes a total of 49 automobile parking spaces for commercial uses, which is in excess of the 32 spaces required for commercial uses within a State Enterprise Zone. Subterranean parking is accessible from entrances on Truxton Avenue and La Tijera Boulevard, and entrances will be constructed to the satisfaction of the Los Angeles Department of Transportation (LADOT) and the Los Angeles Department of Building and Safety (LADBS).

Required bicycle parking is provided pursuant to the City's Bicycle Ordinance. Bicycle parking is located on the first and second levels within two rooms accessible from the parking spaces.

Trash Collection

A centralized trash and recycling chute is provided at each floor level for residents, and a dedicated, secure trash and recycling room is located at the interior on the ground floor level of the building.

Thus, the Project consists of an arrangement of buildings and structures and other such pertinent improvements that will be compatible with existing and future development on adjacent properties and neighboring properties.

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

As outlined in the table below, the Project provides both recreational and service amenities which improve habitability for residents while minimizing impacts on neighboring properties. The lobby and mailroom are located at the intersection of Manchester Avenue and Truxton Avenue, and bike rooms are provided on both the first and second floor garage levels. The building provides ample residential amenities, including a club room, fitness center, and living room on the third floor. The third floor also contains a garden courtyard and a courtyard with a swimming pool. There are amenity roof decks on the fifth, sixth, and eight floors. The majority of these spaces are located along the interior of the building with access from the Manchester Avenue and Truxton Avenue frontages to shield these uses from the residential neighborhoods across La Tijera Boulevard and blend with the existing activity along Manchester Avenue and Truxton Avenue.

Additionally, as demonstrated on the Project's landscape plan, the Project provides substantial greenery and on-site as well as street trees to provide shading and privacy, and to improve habitability for residents.

Floor	Amenity	Square Footage	Open Space Type
Level 1	Plaza	2,345 sq ft	Exterior common (public)
Level 1	Mail	1,390 sq ft	Interior common
Level 1	Co-Working	1,840 sq ft	Interior common
Level 2	Lobby	955 sq ft	Interior common
Level 3	Courtyard with Pool	17,495 sq ft	Exterior common
Level 3	Club Room	2,240 sq ft	Interior common
Level 3	Covered Exterior	1,660 sq ft	Interior common
Level 3/4	Recreational Room	3,485 sq ft	Interior common
Level 4	Recreation Room	1,280 sq ft	Interior common
Level 5	Terrace	4,575 sq ft	Exterior common
Level 6	Terrace	600 sq ft	Exterior common
Level 6	Lounge	1,000 sq ft	Interior common
Level 8	Terrace	3,335 sq ft	Exterior common
Levels 3-8	Balconies	7,250 sq ft	Private

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**DOWNTOWN WESTCHESTER COMMUNITY DESIGN OVERLAY (CDO) – ADDITIONAL FINDINGS**

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Pursuant to LAMC 13.08, the Project complies with the following standards as established by the Downtown Westchester Community Design Overlay (CDO).

<b>DOWNTOWN WESTCHESTER CDO COMPLIANCE TABLE</b>	
<b>SETBACKS</b>	
<b>Standard 1a:</b> For all projects with ground-floor commercial uses, the ground-level exterior streetwall shall be located not more than 2 feet from any property line abutting the front yard	<b>Complies:</b> The project’s front yard is along La Tijera Boulevard, and the building’s ground-level exterior street wall is located 0 feet from the property line.
<b>Standard 1b:</b> Buildings shall form common and semi-continuous building walls along Sepulveda Boulevard and Manchester Avenue.	<b>Complies:</b> The project provides a continuous building line along Manchester Avenue.
<b>PARKING &amp; ACCESS</b>	
<b>Standard 2a:</b> Parking for all new buildings should be located underground, when possible.	<b>Complies:</b> The parking provides two levels of subterranean parking, at-grade parking, and one level of above grade parking. The above grade parking is entirely screened by active uses on all levels of the project, and thus there is no above-grade parking that will be visible from any public street or surrounding properties. This above grade parking is necessary to meet the parking requirement for the site, and to provide enough parking to serve the community.
<b>Standard 2b:</b> Surface parking lots shall not be located between the front property line and the primary building/storefront but rather to the rear of all structures, provided there is vehicular access from side streets or alleys to the rear of the lot. Drive-through establishments are prohibited.	<b>Complies:</b> Parking is provided within the interior of the building footprint due to its frontage on three streets and the triangular nature of the site.
<b>Standard 2c:</b> Free-standing parking structures (meaning those structures that contain only parking and no retail, housing, or other non-parking uses) shall be located to the rear of lots, not directly abutting Sepulveda Boulevard or Manchester Avenue. Such parking structures shall be visually compatible with other structures associated with the project, in terms of material, color, and design.	<b>Complies:</b> There are no freestanding parking structures proposed with the project.



<p><b>Standard 2d:</b> Rear parking structures, structures with retail on the ground floor or other pooled parking alternatives shall be included, where feasible, to promote fewer surface parking lots and greater buildable area for retail space.</p>	<p><b>Complies:</b> The building provides ample retail space and a combined parking lot for commercial and residential uses to comply.</p>
<p><b>Standard 2e:</b> New driveways or curb cuts along Sepulveda Boulevard and Manchester Avenue are prohibited. Sepulveda Boulevard and Manchester Avenue shall be maintained and improved to promote pedestrian activity and walkability.</p>	<p><b>Complies:</b> There are no driveways or curb cuts along Sepulveda Boulevard and Manchester Avenue.</p>
<p><b>Standard 2f:</b> Adequate lighting shall be provided along all pedestrian walkways and vehicular access ways. Lighting shall be designed to prevent spill-over and glare.</p>	<p><b>Complies:</b> The Project will provide adequate lighting along pedestrian walkways and vehicular access ways that is oriented toward the site and minimizes impacts toward the residential neighborhood.</p>
<p><b>Standard 2g:</b> No new project, change-of-use or building modification shall result in the reconfiguration, separation, division, walling, fencing or otherwise impede existing shared parking facilities and lots.</p>	<p><b>Complies:</b> The Project does not affect an existing shared parking facility or lot.</p>
<p><b>ARCHITECTURAL DETAILING AND ARTICULATION</b></p>	
<p><b>Standard 3a:</b> For commercial buildings, at least 60 percent of the building façade at ground level shall consist of doors and windows. Windows and doors should allow views into building interiors and/or to merchandise displays; transparent, non-reflective glass shall be used. A minimum of 70 percent of window bases on a premise shall be set three feet or lower from the ground on building façade.</p>	<p><b>Complies:</b> The ground level is composed of a combination of commercial spaces, live/work residential units and lobby space. All of which are proposed to have continuous storefront systems. All of the proposed storefronts will contain transparent, non-reflective glazing with sill located at the finish floor in all spaces.</p>
<p><b>Standard 3b:</b> For all buildings, one or more of the following vertical elements: columns, pilasters, indentations, storefront bays, material treatment, landscaping, shall be employed for every twenty-five horizontal feet of building façade.</p> <p>These elements shall be in addition to any required variations on upper floors, Standard 4a, below. These elements should be substantially visible, as viewed from across the</p>	<p><b>Complies:</b> The proposed design employs a variety of elements to break down the building façade. At the ground level a rhythm of pilasters, material changes and landscaping has been incorporated. The building façade above the ground level incorporates undulating massing breakdown that includes indentations, openings, terracing, and material changes.</p> <p>The building incorporates indentations, projections, and material changes ranges from 6”</p>

<p>street. When the design element creates a deviation from the wall plane, such as by indentation, the depth difference from the wall face should be measured between six inches and two feet. Variations consisting of a change in building materials should involve a minimum depth or projection from the wall plane of one and one-half inches.</p>	<p>to 4' along the entirety of the building exterior.</p>
<p><b>Standard 4a:</b> For every 40 horizontal feet of façade abutting the street, multistory projects shall provide at least one three-dimensional variation per story above the first, in the overall building form. The variations can be combined to extend along several stories. Thus, for example, a four-story project might provide a one-foot projection from the wall plane that extends across two stories and also provide a recessed balcony on the fourth story. These variations shall be in addition to any required variations along the ground-level façade, as part of Guideline 3, above. When the variations consist of a deviation from the wall plane, by either indentation or projection, the difference from the wall face should measure between six inches and two feet, with the exception of balconies. Variations consisting of a change in building materials should involve a minimum depth or projection from the wall plane of one and one-half inches. These variations should be substantially visible, as viewed from across the street.</p>	<p><b>Complies:</b> The design provides the required elevational three-dimension variation through the proposed rhythmic columns and pilasters which have a minimum protrusion from the storefront of 12"; forming the 'base' aesthetic for the building. Above the commercial base the design is composed of undulating masses breaking down the building façade with protrusions, recesses, material changes, and recessed balconies. These changes in building wall plane range from 12 inches to five (5) feet.</p>
<p><b>MIXED-USE RESIDENTIAL AND COMMERCIAL STRUCTURES</b></p>	
<p><b>Standard 5a:</b> Ground floor residential uses are prohibited. Residential uses may be located on upper floors and accessed through an entrance and lobby on the ground floor. Residential entrances and lobby areas shall account for no greater than 50% of any ground floor with the balance dedicated to commercial activity.</p>	<p><b>Inventive Requested:</b> The only units provided at the ground floor are live/work units. These are two story units with the living areas located on the upper floor; and work space located at the ground floor. As such an inventive to deviate from this standard has been requested for cost reductions to allow the provision of affordable units, however, the building is complying with the spirit of this standard.</p>
<p><b>Standard 5b:</b> Residential floors shall be visually differentiated from the ground floor through changes in material, color, plane or setback.</p>	<p><b>Complies:</b> The Project provides a change in materials and color to accentuate the different between the ground floor commercial uses and</p>

	upper residential floors.
<b>Standard 5c:</b> Residential floors facing Sepulveda Boulevard or Manchester Avenue shall be setback a minimum of five (5) feet from the ground floor frontage below.	<b>Waiver Requested:</b> The Project has requested a waiver from this standard to provide the requisite number of affordable units.
<b>ENTRANCES</b>	
<b>Standard 7a:</b> All buildings shall have a ground floor whose primary entrance is oriented towards the main commercial street. This may include entrances accessed through courtyards, arcades, or forecourts abutting the main commercial street.	<b>Complies:</b> The primary entrance is oriented toward the main commercial street, Truxton Avenue, and also includes a corner plaza space to accentuate the entrance along Truxton Avenue.
<b>Standard 7b:</b> Secondary entrances may be provided on the intersecting street and to the rear in addition to entrances provided along the main commercial street. The intersecting street entrance shall be permitted not more than 40 feet from the lot line abutting the street if the lot is adjacent or abutting a residential zone.	<b>Complies:</b> Entrances are provided at the corner of Manchester Avenue, along Truxton Avenue, and into the ground level courtyard at the intersection of 87 <sup>th</sup> Street and Truxton Avenue. The building is across the street from a residential zone along La Tijera Boulevard and no entrances to the building are provided along that frontage.
<b>Standard 7c:</b> Building entrances should be recessed and defined by distinct architectural treatments, including: variation in materials, lighting, awnings, textured paving, attractive signage, and planters. Refer to Sections 12 and 13 for planters and landscaping and Sections 14 through 20 for Signage.	<b>Complies:</b> The building's entrances are recessed and clearly defined by architectural features, including landscaped open space and paved plaza entries at both the corner of Manchester Avenue and Truxton Avenue and La Tijera Boulevard and Truxton Avenue. These entrances are clearly visible from the street and well integrated into the building design while complementing the pedestrian environment.
<b>Standard 7d:</b> Projects on corner lots should have an entrance located at the corner.	<b>Complies:</b> The building provides entrances at both the corners of Manchester Avenue and Truxton Avenue and La Tijera Boulevard and Truxton Avenue.
<b>PARKING STRUCTURE AND DESIGN</b>	
<b>Standard 8a:</b> The ground floor of new parking structures shall consist of commercial space fronting Sepulveda, measuring a depth of at least 15 feet from the building façade. Freestanding parking structures (void of commercial space) directly abutting Sepulveda, are not an appropriate use.	<b>Not applicable:</b> The Property is not located on Sepulveda Boulevard.
<b>Standard 8b:</b> Floors of parking shall be visually integrated into the design of buildings, as reflected in the building façade. Landscaping	<b>Complies:</b> Parking is entirely buffered by building mass and usable open space.

shall be used to further integrate and screen parking garages.	
<b>Standard 8c:</b> Automobiles on parking levels above the ground floor shall be screened from public view.	<b>Complies:</b> The parking on the second floor is completely buffered from view by building mass.
<b>Standard 8d:</b> Parking structures that abut or are adjacent to any residential zone, shall: <ul style="list-style-type: none"> <li>• Contain solid decorative walls to block light, fumes, and deflect noise along sides closest to residential use.</li> <li>• Contain solid spandrel panels a minimum of 3-feet-6 inches in height installed at the ramps of the structure to minimize headlight glare.</li> <li>• Construct garage floors and ramps using textured surfaces to minimize tire squeal</li> <li>• Not contain exhaust vents along sides closest to residential use.</li> </ul>	<b>Complies:</b> The project does not propose a parking structure; the parking containing within the building is buffered from the residential neighborhood by building space.
<b>AWNING AND CANOPIES:</b>	
<b>Standard 9a:</b> Size and placement of awnings and canopies should enhance the building’s overall frame, detailing, and rhythm. Placement should correspond to the location of a storefront or entrance.	<b>Not Applicable:</b> There are no awnings or canopies proposed with the project.
<b>Standard 9b:</b> For awnings located above windows, awning shapes shall be consistent with window frames.	<b>Not Applicable:</b> There are no awnings or canopies proposed with the project.
<b>Standard 9c:</b> Awnings and canopies shall be constructed of high quality, durable, fade-resistant, and fire-retardant materials.	<b>Not Applicable:</b> There are no awnings or canopies proposed with the project.
<b>APPURTENANCES</b>	
<b>Standard 10a:</b> External security grilles shall not be affixed to any facade abutting Sepulveda, Manchester or other public street, excluding rear alleys.	<b>Complies:</b> There are no external security grilles along any of the street frontages.
<b>Standard 10b:</b> Premises should employ non-barrier (alarm or sensor) theft-deterrent systems where possible. If such security systems are not feasible, interior security grilles or vandal-proof glazing that is resistant to impact should be used on any storefronts abutting any public street.	<b>Complies:</b> The Applicant secures all building entry points (transition points from publicly accessible to tenant only) via trackable key card/fob/secure access, and installs security cameras a variety of both outdoor and indoor areas as a preventative and monitoring measure. Additionally, the design includes a vehicle gate at the transition from commercial parking to residential parking areas of the structure.

UTILITY AND SERVICE AREAS / MECHANICAL EQUIPMENT	
<b>Standard 11a:</b> Utilities, storage areas, trash containers, air conditioning units, fire alarms, and similar equipment shall be placed to the rear of the site or underground when feasible. Otherwise, structures housing such elements shall be screened with landscaping or designed in a way as to be as inconspicuous as possible.	<b>Complies:</b> The site is triangular and does not have a rear yard. As such, utilities, storage areas, trash containers, air conditioning units, fire alarms, and similar equipment have been buffered from view within the building structure, or have been screened from view so as to be undetectable from outside the building.
<b>Standard 11b:</b> Trash storage bins shall be located within a gated, covered enclosure and screened with landscaping, so as not to be viewed from the public right-of-way.	<b>Complies:</b> The trash bins are located within the building footprint so as not to be viewable from the public right-of-way.
FENCING AND WALLS	
<b>Standard 12a:</b> Fences and walls should not front public streets, unless required by the Los Angeles Municipal Code.	<b>Not Applicable:</b> There are no fences or walls fronting public streets.
<b>Standard 12b:</b> No fence or wall abutting a public street shall be taller than 42 inches.	<b>Not Applicable:</b> There are no fences or walls fronting public streets.
<b>Standard 12c:</b> Chain-link fences and barbed wire are prohibited.	<b>Complies:</b> There are no chain-link fences or barbed wire proposed.
<b>Standard 12d:</b> Wall materials and design should be decorative and coordinate with the structures on the site.	<b>Not Applicable:</b> The Project does not propose any walls.
<b>Standard 12e:</b> The planting of climbing plants is encouraged along the width of fencing and walls.	<b>Not Applicable:</b> The Project does not propose any walls.
<b>Standard 12f:</b> Enclosures for sidewalk dining must utilize open fencework or planter boxes. The materials and design of fencing or planters should coordinate with the structures on the site.	<b>Complies:</b> There are no sidewalk dining enclosures proposed as part of the project.
LANDSCAPING AND HARDSCAPING	
<i>General Landscaping – Location and Materials</i>	
<b>Standard 13a:</b> All areas of a site not occupied by buildings, driveways, or used for outdoor dining or other pedestrian uses shall be landscaped; 80% of landscaped areas shall consist of plant materials.	<b>Complies:</b> All Landscape Areas that are not used for Outdoor Dining or other pedestrian uses will be landscaped.
<b>Standard 13b:</b> Landscaping, such as planter boxes, is encouraged between the public street and the sidewalk. This landscaping serves as a buffer between pedestrians and vehicular traffic.	<b>Complies:</b> The design intent is to protect the existing streetscape (sidewalk and existing trees) and add trees per Urban Forestry recommendations.

<p><b>Standard 13c:</b> Low-water (drought-tolerant, and including native) plants should be used.</p>	<p><b>Complies:</b> The project utilizes low water/drought-tolerant plants.</p>
<p><b>Standard 13d:</b> An automatic irrigation system should be installed within landscaped areas of more than 10 square feet. A drip irrigation system is recommended.</p>	<p><b>Complies:</b> Drip irrigation will be installed in all landscaped areas.</p>
<p><b>Standard 13e:</b> For new building projects and those involving alteration to greater than 50% of the exterior walls, trees with appropriate tree grates shall be planted in the adjacent public right-of-way, including Sepulveda, at a ratio of 1 tree for every 25 feet of lot length, to the satisfaction of the Urban Forestry Division, Bureau of Street Services, Department of Public Works or to the California Department of Transportation. Tree grates shall be of a uniform color with a bright decorative design used on Sepulveda Boulevard. Trees along Sepulveda Boulevard shall alternate between palm and canopy species.</p>	<p><b>Complies:</b> The design intent is to protect the existing streetscape (sidewalk and existing trees) and add trees per Urban Forestry recommendations.</p>
<p><b>Standard 13f:</b> Trees shall be planted along rear lot lines adjacent to residential parcels at a ratio of one tree for every 25 feet of lot width. At a minimum, these trees shall be 24-inch box size with a trunk diameter of 2 inches and a height of 10 feet at the time of planting.</p>	<p><b>Not Applicable:</b> The Property does not share any lot lines with residential parcels.</p>
<p><b>Standard 13g:</b> Landscape strips shall separate any driveways from walkways which are used to access the rear of properties.</p>	<p><b>Not Applicable:</b> The Project does not propose any driveways at the rear of the site.</p>
<p><b>Standard 13h:</b> Proposals for new buildings and remodels involving more than 50% of the exterior walls shall include a streetscape and pedestrian plan covering walkability and public art aspects of the project.</p>	<p><b>Complies:</b> The Project includes a landscape plan which clearly references the streetscape and pedestrian amenities for the project.</p>
<p><b>Landscaping Parking Lots and Structures</b></p>	
<p><b>Standard 14a:</b> A five-foot landscaped buffer shall be located between parking areas and the property line wherever a surface parking lot abuts the public right-of-way or an R zone property. The landscaped buffer area should contain 24-inch box trees planted at ratio of one for every 10 linear feet. At a minimum, these trees should measure a trunk diameter of</p>	<p><b>Not Applicable:</b> The Project does not include a surface-parking lot that abuts the public-right-of-way or R zone property.</p>



<p>2 inches and a height of 10 feet at the time of planting.</p>	
<p><b>Standard 14b:</b> A minimum of 7% of the total area of surface parking shall be landscaped, including one tree for every 4 parking spaces evenly dispersed throughout the lot. Tree species should be a variety with a large canopy.</p>	<p><b>Not Applicable:</b> The Project does not include any surface parking.</p>
<p><b>Standard 14c:</b> Surface parking lots located adjacent to any R1 zone shall provide a solid decorate masonry wall and landscape buffer between the parking lot and the R1 zone.</p>	<p><b>Not Applicable:</b> The Project does not propose a surface parking lot.</p>
<p><b>GENERAL – ALL SIGNS</b></p>	
<p><b>Standard 15a:</b> Signs shall complement buildings with respect to style, design, materials, and colors. Illuminated signs shall have glare carefully controlled and if internally illuminated, lighting sources concealed.</p>	<p><b>Not Applicable:</b> The Project does not propose any signs.</p>
<p><b>Standard 15b:</b> The exposed backs of all signs visible from a public right-of-way should be suitably finished and maintained.</p>	<p><b>Not Applicable:</b> The Project does not propose any signs.</p>
<p><b>Standard 15c:</b> The following signs are prohibited: billboards (off-site signs), pole signs, roof signs, banners, illuminated architectural canopy signs, flashing, moving or blinking signs and inflatable devices.</p>	<p><b>Not Applicable:</b> The Project does not propose any signs.</p>
<p><b>Standard 15d:</b> None of these provisions shall prohibit a building address from being clearly identified so the parcel can be found by emergency personnel.</p>	<p><b>Not Applicable:</b> The Project does not propose any signs.</p>
<p><b>WALL SIGNS</b></p>	
<p><b>Standard 16a:</b> Each premise or business shall be permitted one wall sign. One additional sign is permitted if the premise abuts another street, alley, or public parking area.</p>	<p><b>Complies:</b> Future signage for the project will be compliant with the provisions of the CDO and LAMC. No signs are currently proposed.</p>
<p><b>Standard 16b:</b> Wall sign size shall not exceed 1.5 square feet per 1 foot of building façade length. In no case shall all signage at a site exceed 75 square feet. Signs facing alleys or parking areas shall not exceed 5 square feet total. Illuminated signs shall not exceed 1 square feet per 1 foot of building façade length and if facing an alley or parking area shall not exceed 10 square feet total.</p>	<p><b>Complies:</b> Future signage for the project will be compliant with the provisions of the CDO and LAMC. No signs are currently proposed.</p>

<p><b>Standard 16c:</b> Composition height of wall signs shall not exceed 2 feet and letters shall not exceed 1.5 feet in height. Composition height of wall signs for businesses located on corner lots of major intersections (Manchester and Sepulveda, Manchester and La Tijera, Sepulveda and 88th, Sepulveda and Lincoln) shall not exceed 3 feet and letters shall not exceed 2.5 feet in height.</p>	<p><b>Complies:</b> Future signage for the project will be compliant with the provisions of the CDO and LAMC. No signs are currently proposed.</p>
<p><b>Standard 16d:</b> Sign width should not exceed 90% of the width of a storefront, and 70% of the width of the building. <b>Standard 16e:</b> Signs should be located at the primary entrance to a building.</p>	<p><b>Complies:</b> Future signage for the project will be compliant with the provisions of the CDO and LAMC. No signs are currently proposed.</p>
<p><b>Standard 16f:</b> Signs shall not dominate or obscure the architectural elements of building facades.</p>	<p><b>Complies:</b> Future signage for the project will be compliant with the provisions of the CDO and LAMC. No signs are currently proposed.</p>
<p><b>Standard 16g:</b> The height and width of letters and logos shall be properly proportioned to the building and fit well within area the sign is located. <b>Standard 16h:</b> Wall signs should not project more than 10 inches from the face of a wall.</p>	<p><b>Complies:</b> Future signage for the project will be compliant with the provisions of the CDO and LAMC. No signs are currently proposed.</p>
<p><b>Standard 16i:</b> Signs facing alleys or any residential use or zone shall not be illuminated.</p>	<p><b>Complies:</b> Future signage for the project will be compliant with the provisions of the CDO and LAMC. No signs are currently proposed.</p>
<p><b>Standard 16j:</b> Premises located above the ground floor, which do not take their primary access directly from an exterior walkway open to the public, may have only a building or business identification sign adjacent to each exterior entrance which provides access to those premises.</p>	<p><b>Complies:</b> Future signage for the project will be compliant with the provisions of the CDO and LAMC. No signs are currently proposed.</p>
<p><b>Standard 16k:</b> The height of the top of any sign shall be limited to a maximum of 20 feet above the elevation of the sidewalk or edge of the public walkway used to enter the premises.</p>	<p><b>Complies:</b> Future signage for the project will be compliant with the provisions of the CDO and LAMC. No signs are currently proposed.</p>
<p><b>Standard 16l:</b> On all signs and properties facing 87th Street, each building shall maintain a consistent signage plan for all its tenants. Existing wood-paneled painted signs shall remain or be replaced with similar wood-paneled painted signs.</p>	<p><b>Complies:</b> Future signage for the project will be compliant with the provisions of the CDO and LAMC. No signs are currently proposed.</p>
<p style="text-align: center;"><b>PROJECTING SIGNS (a.k.a Pedestrian, Blade Signs)</b></p>	



<p><b>Standard 17a:</b> Each business or tenant shall be permitted one projecting sign, limited to 4 square feet. This sign shall be in addition to wall, awning or canopy signs.</p>	<p><b>Complies:</b> Future signage for the project will be compliant with the provisions of the CDO and LAMC. No signs are currently proposed.</p>
<p><b>Standard 17b:</b> Each business that is located above the first floor may have a projecting sign on the ground level if there is direct exterior pedestrian access to the second floor business space.</p>	<p><b>Complies:</b> Future signage for the project will be compliant with the provisions of the CDO and LAMC. No signs are currently proposed.</p>
<p><b>AWNING OR CANOPY SIGNS</b></p>	
<p><b>Standard 18a:</b> In lieu of a wall sign, each business or tenant shall be permitted one awning sign, to be located over the building or business entrance. An additional awning sign is permitted if the premise abuts another street, alley, or public parking area.</p>	<p><b>Complies:</b> Future signage for the project will be compliant with the provisions of the CDO and LAMC. No signs are currently proposed.</p>
<p><b>Standard 18b:</b> Sign letters should be located on valences only, and letter height should not to exceed 10 inches.</p>	<p><b>Complies:</b> Future signage for the project will be compliant with the provisions of the CDO and LAMC. No signs are currently proposed.</p>
<p><b>OTHER SIGNS</b></p>	
<p><b>Standard 19a:</b> Window Signs shall not to exceed 10 percent of each panel or total window area, and individual signs shall not exceed 4 square feet.</p>	<p><b>Complies:</b> Future signage for the project will be compliant with the provisions of the CDO and LAMC. No signs are currently proposed.</p>
<p><b>Standard 19b:</b> Information Signs shall be permitted two per building, and shall not exceed 4 square feet.</p>	<p><b>Complies:</b> Future signage for the project will be compliant with the provisions of the CDO and LAMC. No signs are currently proposed.</p>
<p><b>Standard 19c:</b> Building Identification Signs shall be permitted one per building, and shall not exceed 4 square feet for one-story buildings. For each story above the first, the size of the sign(s) may increase an additional 2 square feet. An additional Building Identification Sign shall be permitted for buildings located on a corner lot.</p>	<p><b>Complies:</b> Future signage for the project will be compliant with the provisions of the CDO and LAMC. No signs are currently proposed.</p>
<p><b>Standard 19d:</b> One portable menu board sign may be permitted in the public right-of-way for eating establishments, bakeries, florists, and similar businesses that have as their primary sales perishable good, provided that all of the following conditions are met:</p>	<p><b>Complies:</b> Future signage for the project will be compliant with the provisions of the CDO and LAMC. No signs are currently proposed.</p>

<ul style="list-style-type: none"> <li>• The sign is removed at the end of each business day.</li> <li>• The sign’s dimensions do not exceed two feet by three feet.</li> <li>• The sign does not interfere with pedestrian movement or wheelchair access</li> <li>• The sign has a weighted base capable of keeping the sign upright in moderate wind.</li> <li>• The sign is not illuminated.</li> </ul> <p>All required sign permits have been secured from the Department of Public Works Bureau of Street Services. A permit may be necessary to grant conditional encroachment of the public right-of-way.</p>	
<p><b>Standard 19e:</b> Mural Signs are encouraged. The written message shall not exceed three percent of the total area of the sign. Signs must be approved pursuant to Section 91.6216 of the Los Angeles Municipal Code.</p>	<p><b>Complies:</b> Future signage for the project will be compliant with the provisions of the CDO and LAMC. No signs are currently proposed.</p>
<p><b>MULTI-TENANT BUILDINGS</b></p>	
<p><b>Standard 20a:</b> Multi-tenant buildings shall submit a sign plan to the Planning Department that designates the style and design of all signs on the building. Sign plans should establish rules of placement and size.</p>	<p><b>Complies:</b> Future signage for the project will be compliant with the provisions of the CDO and LAMC. No signs are currently proposed.</p>
<p><b>Standard 20b:</b> Signs on a multi-tenant building shall be placed at the same uniform elevation to create visual continuity.</p>	<p><b>Complies:</b> Future signage for the project will be compliant with the provisions of the CDO and LAMC. No signs are currently proposed.</p>
<p><b>MONUMENT SIGNS</b></p>	
<p><b>Standard 21a:</b> Monument signs shall only be permitted for developments where wall signs and building facades do not front Sepulveda or Manchester, or where tenant spaces are primarily entered through a courtyard, or if sited where parking areas abut Sepulveda. In these circumstances, one monument sign shall be permitted per building, and shall be not more than 25 square feet in size and the top of the sign shall be not more than 8 feet above sidewalk grade.</p>	<p><b>Complies:</b> Future signage for the project will be compliant with the provisions of the CDO and LAMC. No signs are currently proposed.</p>

<p><b>Standard 21b:</b> Retail tenants in multi-tenant buildings shall be permitted a listing on a monument sign. Tenant listings and displays shall be uniform.</p>	<p><b>Complies:</b> Future signage for the project will be compliant with the provisions of the CDO and LAMC. No signs are currently proposed.</p>
<p><b>SUSTAINABLE BUILDING DESIGN</b></p>	
<p><b>Standard 22a:</b> Projects are encouraged to meet LEED certification requirements.</p>	<p><b>Complies:</b> The Project will meet a minimum of LEED Silver certification requirements.</p>
<p><b>Standard 22b:</b> To minimize heat gain, projects should employ high-performance windows, coupled with awnings or exterior window shelves – particularly along the southeast, south, and southwest building faces.</p>	<p><b>Complies:</b> The Project will incorporate high-performance windows that will surpass the stringent California Title 24 Energy requirements. In addition, the design incorporates exterior fins at windows based on orientation to passively control solar heat gain.</p>
<p><b>Standard 22c:</b> Projects should include more windows along the north- and northeast-facing walls, while decreasing window area along the west- and southwest-facing walls on upper floors.</p>	<p><b>Complies:</b> Due to the nature of this building type, uniform window placement is needed to bring in the required natural light and air to each dwelling unit. As noted in the response to Standard 22b we have taken steps to mitigate solar heat gain as part of the overall design.</p>
<p><b>Standard 22d:</b> The placement of windows should balance light considerations with the need to provide adequate ventilation and allow for cross-ventilation. If single-sided ventilation is necessary, consider horizontal pivot windows, which offer the highest ventilation capacity.</p>	<p><b>Complies:</b> Due to the double-loaded corridor configuration of the building, it's not possible to provide the traditional cross-ventilation to each dwelling unit. Instead the design incorporate a minim of two operable window for each dwelling unit, allowing for same side ventilation to occur.</p>
<p><b>Standard 22e:</b> Building and construction materials should use recyclable, durable materials when possible, and reclaimed and recycled materials will be encouraged in the future if they become permitted by the Los Angeles Municipal Code.</p>	<p><b>Complies:</b> Where possible sustainable and recycled building materials will be incorporated into the building</p>
<p><b>Standard 22f:</b> New building roofs shall either be “green roofs,” contain landscaping or gardens, or be constructed or painted a heat reflective material.</p>	<p><b>Complies:</b> The proposed roofing material will be a white single-ply membrane to reflect heat gain. Additionally, approximately two-thirds of the roof will be covered by a photovoltaic panel array, that will not only generate power for the building, but provide shading for the roof further decreasing solar heat gain.</p>