

OPENING SLIDE

TEAM SLIDE:

Good morning. Introduce self, team here today. We are here to discuss a new catalytic project for the Westchester town center. Introduce team...

CITYVIEW SLIDE:

This is a project by Cityview. The Company was established in 2003 by Henry Cisneros, former mayor of San Antonio, and HUD Secretary under president Clinton. The Company's founding mission is to deliver high-quality housing for working families. The focus on mixed-use, mixed-income housing in urban

and suburban markets with low supply and low affordability. Their In-house property management allows Cityview to operate the communities it builds. The company is headquartered in Los Angeles, led by Sean Burton, CEO, and also the former chair of the LA city planning commission, as well as former president of Los Angeles World Airports. As such, CV has deep roots in the los angeles, and particularly Westchester community, and bringing new housing to the area is of great importance during this housing crisis. .

PROJECT CONTEXT

Sited at the eastern gateway of the Westchester Town Center, the project site is uniquely located in an area that for many decades has struggled to find an identity as a true town center – a place where residents and stakeholders can work, shop, play and gather. The Westchester town center is also the gateway to LAX, providing both neighborhood goods and services for the community, as well as offices and business hubs to support greater airport activities. Westchester is a community dominated by single family residential homes, and thus new housing opportunities and housing with affordable housing in and around the airport is scarce. As such, affordability is a critical issue for this community. The proposed project is poised to act as a catalyst to bring in critically needed multi-family housing with affordable housing, as well as new commercial space, live-work opportunities, and public gathering space never previously provided like this in the town center area. .

TRANSIT CONNECTIONS 1

The Project's location in downtown Westchester, in close proximity to the intersection of Sepulveda Boulevard and Manchester Avenue makes the property a prime candidate for higher density, transit-oriented development. The site has 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. The Project is sited to take advantage of several major transit lines that connect the area north toward Culver City and south toward the South Bay, as well as east and west toward the coast and the new Metro Rail K-line and the Inglewood Sports and Entertainment Complex. Locally, the town center is walkable with groceries, restaurants, and neighborhood goods and services within a 3-block radius of the site. As such, this project is the definition of an urban infill project poised to serve the differential interests of this diverse community.

LAND USE & ZONING

The property itself is 2.4 acres, bounded by Manchester Avenue to the north, La Tijera Boulevard to the southeast, and Truxton Avenue to the southwest. The property does not include the hard corner at La Tijera and Manchester Ave which is occupied by a tire shop and not a part of this application. With three public streets surrounding the property, including two major highways, the proposed project has been thoughtfully and carefully designed to respond to these three adjacencies, with a unique personality to each elevation of the project.

The property as previously stated is well served by public transit, and is thus in a state designated Transit Priority Area, and located on a High Quality Transportation Corridor as defined by SCAG. The Property is zoned [Q]C2-1-CDO and designated for Community Commercial Land Uses by the Westchester-Playa del Rey Community Plan. The Property is located in a Tier 3 TOC area, and also within the Los Angeles Coastal Transportation Corridor Specific Plan Area, a State Enterprise Zone, and the Downtown Westchester Community Design Overlay (CDO) District.

The property is currently occupied by a Pep-Boys retail center and a Del Taco fast food restaurant with drive-through operations. There is no housing on site and thus no residents will be displaced by this project. Lastly, the site is currently identified on the City of Los Angeles' Housing Element inventory of sites as a property for moderate-income housing to satisfy the city's housing obligation under the Regional Housing Needs Assessment allocated by SCAG.

DEVELOPMENT SUMMARY

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 height is variable, from four to a maximum 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,

which constitutes the second largest provision of affordable housing in any single project ever in westchester. The Project proposes 416,915 square feet of floor area, with a total FAR of 4.0:1. This project provides a robust open space program, with more than 1 acre of OS areas sprinkled throughout the project, including a new public plaza provided as a community benefit within the project. As this site is located within a transit priority area, it is subject to AB 2097, which requires 0 parking for the project. Nonetheless, the applicant is electing to provide 549 parking spaces serve the operational demand for the project. The project will also accommodate 40% of its cars, with EV charging capabilities, with 220 long and short-term bicycles.

ENTITLEMENT PROCESS

The applicant is requesting approval of the project under the State Density Bonus Program for 441 units, with 66 units reserved for low income units, which is 25% of its base density. This is consistent with density permitted under the city's TOC program, which allows a 70% increase in density for a maximum of 449 units. The project is providing significantly in excess of the minimum requirements of state law for such a project. In accordance with density bonus law, a project that provides a minimum of 15% of its base density reserved for VLI households is entitled to three development incentives, plus any waivers of development standards necessary to accommodate the affordable units on site. As such, 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 strict transitional height requirements of LAMC 12.21.1.A.10, since the project is not permitted to utilize transitional height provisions of the TOC program, for which it is fully compliant. Lastly, the project is seeking relief from Downtown Westchester CDO Standard 5c to deviate from the five-foot setback requirement for residential floors facing Manchester Avenue.

The project has been fully evaluated under CEQA in a Sustainable Communities Environmental Assessment, or SCEA, pursuant to California Public Resources Code Sections 21155 and 21155.2. This SCEA was made available for public comment by the City of Los Angeles on July 27, 2023 for a 30-day public comment period ending on August 28, 2023. Several letters were received in response to the SCEA publication which our team is in the process of responding to. In addition, one robust letter was received from the Supporters Alliance for Environmental Responsibility, or SAFER, and

our technical team is available to address any specific items staff would like to address.

COMPARABLE AFF HOUSING PROGRAMS

As a point of information, we thoroughly evaluated utilization of the city's TOC program, which would have permitted more units and less affordability than the proposed project, while also allowing the project to have compliant yards and transitional height. The project if it were not for excess floor area primarily resulting from covered open space areas in and around the project, is a compliant TOC project, and would be a director's determination case, not a planning commission case. We are illustrating this as you will likely hear from community members today contesting the requested density on site, which is permitted under other city programs that we are electing not to utilize.

COMPARABLE PROJECTS

You may also hear comments about this project being the first of its kind – that the project is just “too big”– that 7-8 stories is not appropriate in Westchester, etc. As you can see, this project is not precedent setting. There are 4 prior projects in the community approved, constructed, and/or occupied on commercially zoned properties, all on commercial boulevards, utilizing incentive programs, at similar heights and intensities based on lot size, and thus, this project is proposed at a density and intensity contemplated by the underlying zoning, general plan land use, and state law initiatives for this property.

OUTREACH TO DATE

For the past 20 months, our entire team has been fully engaged with the community, conducting close to 30 stakeholder meetings preceding today. This project has engaged in one of the most robust outreach efforts of any project in Westchester, in an attempt to bring consensus and collaboration where possible, and to understand principals and priorities of our neighbors and organizations in the area. As a result of these efforts.

SUPPORT ORGANIZATIONS

We have secured robust support from the Westchester Town Center BID, Westchester Streetscape Association, LAX Coastal Chamber of commerce, the Westchester Farmer Market, and several local businesses. Additionally, we have secured over 115 letters of support from Westchester/PDR residents to date which have been transmitted to

the case file demonstrating that this is a project some very much want in the community.

As a point of information, our final set of meetings with the Westchester Playa Del Rey NC are scheduled for October. Due to NC elections, the NC did not have a full board installed until August, and no Planning and Land Use Committee until three weeks ago. While we have already presented twice to the Planning & Land Use Committee, the NC has not yet had the opportunity to take a final position on the project, which will occur prior to the CPC Hearing on this case.

SUMMARY OF PROJECT CHANGES

Through our robust outreach efforts, we have heard comments, concerns, and feedback surrounding issues of height, density, privacy, security, operations and project compatibility, traffic and parking, and potential intrusion into local neighborhoods. AS such, we have made several physical design changes and operational commitments to address these issues. Cityview has redesigned the building to reduce height from the Manchester elevation, where neighbors to the north have voiced concerns about shadow impact and privacy protection. Cityview has agreed to operational hours restrictions for our commercial uses and roofdeck areas. The company voluntarily agreed to significant financial contributions into area-wide traffic improvements that are not required mitigations of the project, but instead as an acknowledgement of area-wide existing problems, and their willingness to help contribute to a fair-share contribution to ensure that the project does not exacerbate existing traffic in the community.

All of these changes are incorporated into the multi-faceted project before you today.

GROUND LEVEL PLAN

The project is organized with active uses fronting all three public streets surrounding the site, with the building's primary lobby and residential entry located at the corner of Manchester/Truxton, and commercial uses and live-work uses lining the balance of the site. There is an approx. 10-foot grade change sloping south from Manchester ave to the low point at 87th and la tijera... the graphic on the screen is a composite site plan, illustrating active uses surrounding the site. However, commercial uses shown here actually occur on two separate levels, making the project technically an 8-story building, although it is no more than 7-stories from ground level at any location on the property.

LEVEL 1 PLAN

There are two vehicle access points into the project – a primary driveway off of La Tijera and a secondary driveway off of Truxton avenue. These two entry points provide access to all of the project’s three levels of parking, with 549 parking spaces, as well as residential and commercial loading areas wholly contained on-site. The Westchester CDO prohibits curb cuts or access points from Manchester Avenue, thus the project is required to provide access from the other two streets adjoining the site.

LOADING DIAGRAMS

All of the project’s back of house uses including trash and utilities are completely contained within the garage and screened from public view. All residential move-in loading, as well as commercial loading activities will be accessed from La Tijera Blvd, with ample loading zones located within the internal garage as well.

CORNER RENDERING

The project contains 16,120 sf of retail and restaurant uses, primarily provided at the la tijera/87th/Truxton corner, and organized around a large public plaza. The project envisions accommodating restaurant and food uses primarily around the plaza with more traditional in-line retail opportunities along the Manchester avenue frontage. 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 in order to enable full service dining tenancing for the retail spaces. The project will also reserve five parking spaces for ride share and delivery services to enable easier takeout and delivery for the building’s tenants, and to avoid any intrusion into the limited surrounding town center parking district.

CV RETAIL TENANTS

Cityview targets locally owned small and growing businesses for its retail spaces. They select retail users that complement the building and serve the neighborhood, focusing on locally underserved segments (i.e. new dining and dessert in Westchester).

TRUXTON AVE RENDERING:

The goal at 6136 Manchester is to activate the street level with new live-work and retail opportunities, complimented by vibrant patios, outdoor dining, new street trees, street furniture, mobility amenities, and public infrastructure improvements to create a new destination within Westchester. The project is also required to dedicate five feet on both La Tijera and Manchester Avenues surrounding the project, resulting in wider sidewalks around the property for a stronger pedestrian experience.

PLAZA ENLARGEMENT

One of the central features of the project is a new public plaza at the corner of 87th & Truxton Avenues. This courtyard provides an indoor/outdoor amenity, lushly landscaped and designed for public gathering, community events. Public art is envisioned on the ground to signify the entry into a new pedestrian district. The plaza will be privately managed with an active security guard, and passively secured with lighting and cameras as additional security measures.

. PLAZA RENDERING

The WTC will now have a legitimate center where people can gather freely. The space is voluminous, with outdoor seating, benches, inlay'd lighting which will serve as a focal point for the community.

FARMERS MARKER RENDERING

The plaza is intended to be complimentary to the weekly Sunday farmers market, providing opportunities for synergy, public art, and partnerships for local vendors.

FLOOR 2

At the second floor, which is the first floor along Manchester avenue, there is additional commercial space lining that frontage, with an additional public plaza anchoring the corner of Truxton and Manchester avenues. The balance of the floor consists of apartment units and the second floor of the live-work units that line one level of above-grade parking, as well as screening all vehicular and back of house uses from public view.

The project contains a mix of unit types, including 130 studios, 196 1 BR and 115 2BR units, including 6 LW units, with 66 of these units will be reserved for VLI households, and evenly dispersed throughout the project, and indistinguishable from the balance of the units.

PODIUM PLAN

The podium level of the project contains the first full residential floor of the project, organized around two robust active courtyards for the residents of the building. Amenities include a robust swim club, garden, clubroom fitness room, and other active and passive gathering spaces internal to the project. An outdoor living room is provided along the Truxton Avenue frontage, providing an indoor/outdoor connection between the building's common area amenities and the public realm on Truxton Avenue.

4th/5th FLOOR

Floor 4 is a regular floor with two additional recreation/multi-purpose spaces for the residents. At the 5th floor, the building starts to peel away from the plaza, leaving only a 4-story element at that corner, framed by a series of open-air terraces designed for outdoor kitchen areas, dining terraces, and smaller gathering spaces for the residents overlooking the plaza and town center.

6th/7th FLOOR PLANS

As the building rises, the La Tijera frontage is topped at 6 stories with units only remaining along the other two building frontages. A small meditation patio peeks out at the northeast corner of this floor which breaks down the mass at the northeast corner of the project.

8th FLOOR

At the top floor of the project, the building has been redesigned to respond to community comments about height, setting the structure back approx.. 40-feet off of Manchester avenue in order to keep the bulk of the building mass in the center of the property, away from the neighborhood to the north. Here, the project incorporates an outdoor co-working space for its residents at the northwest corner of the building over the main lobby. The remainder of the floor contains private patios for the few units facing north.

SECTION

In section, you can see the stepping of the building and varying building heights of the project as it rotates around the site. As stated earlier, the top floor facing Manchester avenue was reduced as a result of community engagement to lower the building height on that elevation. As a result, the building is only 6 stories and a maximum of 71-feet in lieu of the prior 85-feet for the Manchester elevation.

As a point of information, this building is a Type III-A building, which by the building code cannot exceed 85-feet in height. As such, the structure is physically no greater than 85-feet at any point on the site. However, by the zoning code definition of height, which is measured from the lowest point of the site 5-feet outside of the site, to the highest point on the site, the zoning code calculation of height is 96-feet, due to the 10-feet of grade change across the site.

Three of the four comparable projects I noted earlier all also have building heights exceeding 90-feet by the zoning code, but in reality they are all also Type III buildings,

with a maximum physical height of 85-feet. However, because they are all also on sloped properties such as this, the zoning code height number is artificially inflated. Lastly, as shown in in this section, the project is compliant with transitional height provisions as measured with a 45-degree angle above 25-feet from the boundary of the abutting single family zones, as the project respects the intent of stepping height away from more restrictive zones. The project is subject to transitional height provisions in LAMC 12.21.1.A.10, and thus we have requested a waiver of development standard for a deviation from this provision.

TRANSITIONAL HEIGHT EXHIBIT

Strict compliance with LAMC Section 12.21.1.A.10, would result in a combined loss of 101 dwelling units. This would result in a project needing a 29% increase in density, with no waivers of development standards, and on-menu Floor Area. Thus the project would be a density bonus project requesting only ministerial incentives - which would only require 10% of the base density as affordable units, or a total provision of only 27 affordable units in lieu of 66. This project would also not require any public hearings. This reduced project size is the project that some of the community is advocating for. Unfortunately, that project is not financially viable, and thus this waiver is necessary to physically provide the requested density bonus units. In other words, without the requested waiver of transitional height the total project size would be reduced by 25%, and affordable units by 60%. To impose the transitional height standard and deny the requested density bonus waiver - resulting in a loss of 101 units - would both violate the State Density Bonus Law and the State Housing Accountability Act.

SUSTAINABILITY

This project as conceived achieves the highest levels of sustainability, which when complete will be LEED silver minimum but likely LEED Gold or better.. The building includes sustainable design to meet or exceed all City of Los Angeles green building code and State of California Title 24 requirements. As such, the development would incorporate eco-friendly building materials, systems, and features, including Energy Star appliances, water saving and low-flow fixtures, non-VOC paints and adhesives, drought tolerant planting, and high performance building envelopment.

Landscaping has been selected from a California native drought tolerant palette, with a minimum of 50% of the hardscaped areas consisting of permeable paving. Additionally, the Project proposes 79 new on-site trees to be accommodated throughout the project.

MANCHESTER CORNER RENDERING

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 in proximity to the existing commercial neighborhood. AT the corner of Manchester and Truxton Avenues, a public plaza anchors the main lobby, with two stories of glazing, art features, and robust landscaping. Each elevation of the building is uniquely designed to respond to the character and speed of the surrounding streets, as well as the programming of each façade.

MANCHESTER ELEVATION #2

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 plazas, and the Project's roof decks to complement the architecture.

LA TIJERA RENDERING

At all elevations of the project above-grade parking is carefully screened, with public amenities and accessibility prioritized at the ground plane over private uses. Overall, this is a cohesive, multi-faceted project of a scale never contemplated before in this community, with more public benefits and amenities than any project ever previously envisioned.

TDM

One of the key project components is an extensive transportation demand management program, consisting of employee rideshare incentive programs, unbundled and building managed parking, bicycle amenities including bike share and e-cargo bikes for shopping around the district, wayfinding and transit information, and similar programs. The project will employ an on site transportation coordinator to assist tenants with access to the project's alternative transit programs.

SECURITY MEASURES

Our team has worked diligently to address community concerns about safety and security in and around the site, and as such, will employ a robust exterior lighting and security program, securing all paths of travel in and around the site, and providing an on-site security guard for after hours security patrol. The project will also maintain all areas of the site including surrounding sidewalks to ensure that trash, graffiti and

other potential nuisances are all effectively managed.

CONSTRUCTION MEASURES

We have heard significant community input regarding construction activities, staging, loading and parking, and a desire for a comprehensive construction management program. As such, the project will employ sound barriers around the site adjacent to residential uses, fencing and screening, lighting, and 24-hour security. The project will also secure an off-site parking lot for construction worker parking until such time as the parking garage areas on site are constructed and sufficient to handle the construction worker parking needs and delivery / loading needs.

HAUL ROUTE

Additionally our team worked with a general contractor to identify a preferred haul route to the freeway from the project which at this point is identified to travel north up la tijera to the 405 freeway, since the on/offramp at that exchange has the most generous turning radius to accommodate project trucks. This route will ensure that construction activities do not impact the already burdened intersection of Sepulveda and Manchester.

COMMUNITY BENEFITS

Overall, the project brings substantial economic, community wide and environmental benefits, including providing new neighborhood serving retail and jobs, publicly accessible open space, sustainability, security, and similar benefits. If this project is approved and becomes a reality, Cityview will be contributing funds to area-wide corridor and signalization upgrades to enable traffic on Manchester Avenue to flow more efficiently with the hope of alleviating neighborhood cut-through traffic. And in line with the company's mission to invest in underserved infill communities, Cityview is committed to being a partner with Westchester organizations.

ECONOMIC BENEFITS

In total, the project results in 441 new housing units, with 66 low income units, new live work units, and a robust unit mix to accommodate a diverse population. The project is providing employment opportunities for more than 3000 construction jobs and close to 100 permanent new jobs. In total, this is a 230 million dollar investment in the Westchester community, including over 5 mm in public infrastructure investment, including 150k in voluntary area-wide transportation related

contributions. All of this is only possible if this project is approved and permitted to become a reality.

PLAZA RENDERING

Today you will likely hear much public comment today debating whether 441 units or a variable 4-8-story building is appropriate in this location. As I have said to the neighbors, on this point, we will have to agree to disagree... this is a commercial site in the town center of Westchester, bounded by three public streets, two of which are major highways in the city. The site has robust access to public transit, and walkable retail, restaurants, grocery stores, and neighborhood goods and services. This is not an infill site in a residential community. This is not an SB 9 project that the community is fighting about. This is a multi-family project on a commercial boulevard, in a zone designated by the general plan for commercial and multi-family development. This is not only the appropriate location for this project, but one of the only locations in all of Westchester-playa that can accommodate this level of density, since more than 80% of the community is zoned single-family.

This project is consistent with local, state and federal good planning practice and policies to support high density multi-family development on our commercial corridors in order to preserve lower density single family neighborhoods in our cities. An 85-foot building is not only appropriate, but is commonplace and the new normal across the city for multi-family buildings that are 7-8 stories and 85'. The city of LA has an enormous responsibility to meet its Regional housing needs Assessment allocation in the next 8 years, with more than 800K units required to be planned within the city boundaries, and 400K of which are required to be affordable at some level. This project not only helps to meet that regional need, but the local demand for multi-family housing around one of the largest employment centers in all of southern California. The tens of thousands of workers in and around LAX are commuting from great distances to work in this area because there is no where for them to live. 441 units barely scratches the surface of the need here. But every community in los angeles must do its part to provide multi family and affordable housing, and Westchester is no different.

This project is consistent with citywide policies to encourage density on the commercial boulevards in order to preserve the lower-density single family neighbors In this area. This project is also a density bonus project and the requested incentives and waivers are consistent with the State Density Bonus Law.. In addition, as a General Plan/Zoning compliant development, the City's discretion is limited by the State Housing Accountability Act which precludes either denial or a reduction in density absent an extraordinary finding that cannot be made that the project would

somehow cause a quantifiable public health and safety impact based on objective public health standards. As such, the entitlements before you, including the incentives and waivers we are requesting are consistent with those permitted for a state density bonus project and necessary to produce cost reductions to allow for the provision of the affordable units and to physically accommodate the requested density bonus. And as noted above the Project provides substantial additional community benefits volunteered by Cityview above and beyond any housing venture ever in the Westchester Playa del Rey community.

Whether today we hear consensus or opposition to our project, we are very proud of the collaboration with the local community on this project, with 30 meetings over the course of the last 18 months, and look forward to seeing this a reality in the future.

Our entire team is available for questions.