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September 16, 2021

**DIRECTOR'S DETERMINATION
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM
CERTIFICATE OF COMPATIBILITY
VESTING HOUSING CRISIS ACT**

Applicant/Owner

Gelena Skya-Wasserman
18751 Ventura Blvd., 2nd floor
Tarzana, CA 91356

Representative

Armbruster Goldsmith & Delvac, LLC
c/o Alix Wisner
12100 Wilshire Blvd
Los Angeles, CA 90025

Case Number: DIR-2020-3912-TOC-CCMP-VHCA

CEQA Number: ENV-2020-3913-CE

Application Type: Transit-Oriented
Communities; Certificate of Compatibility;
Vesting Housing Crisis Act

Location: 141 North Avenue 64; 6312 East
Garvanza Avenue; 6316 East
Garvanza Avenue; 6326 East
Garvanza Avenue

Legal Description: Arb 1-3, Lot 1, Arb 1-3, Lot
2, Lots 3-5, Block 7, Town of Garvanza

Plan Area: Northeast Los Angeles

Council District: 14 – De León

Last Day to File an Appeal: October 1, 2021

DETERMINATION – Transit Oriented Communities Affordable Housing Incentive Program

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

Determine, based on the whole of the administrative record, that the project is exempt from CEQA pursuant to State CEQA Statute and Guidelines, Article 19, Section 15332 (Class 32 Urban In-Fill Development), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to State CEQA Statute and Guidelines, Section 15300.2 applies;

Approve with Conditions a Transit Oriented Communities (TOC) Affordable Housing Incentive Program Compliance Review for a qualifying Tier 1 project, totaling 33 dwelling units, reserving three (3) units for Extremely Low Income Household occupancy for a period of 55 years, with the following Additional Incentive:

- a. Height.** One (1)-story or 11 feet to allow a maximum height of three (3) stories or 41 feet in lieu of the two (2)-stories or 30 feet as otherwise allowed per Height District 1XL;

Pursuant to Los Angeles Municipal Code Section 12.20.3.L and the Highland Park - Garvanza Historic Preservation Overlay Zone (HPOZ) Ordinance 169,776, I have considered the proposed project and as the designee of the Director of Planning, I hereby:

Approve with Conditions a Certificate of Compatibility within the Highland Park-Garvanza Historic Preservation Overlay Zone (HPOZ) for the demolition of an existing surface parking lot and billboard, and the development of a three story mixed-use building with 33 multi-family dwelling units, two levels of subterranean parking, and 1,910 square feet of ground floor commercial floor area.

Adopt the attached Findings and Conditions of Approval.

CONDITIONS OF APPROVAL

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped Exhibit "A," and attached to the subject case file. No change to the plans shall be made without prior review by the Department of City Planning, Central Project Planning Division and the Office of Historic Resources, with written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions. Each change shall be identified and justified in writing. Modified plans shall be signed and dated by staff and attached to the case file as **Modified Exhibit A**, etc.
2. The project shall be executed with the following architectural features:
 - a. No wall signs or canopy signs shall be installed as part of this approval. All signage shall be submitted for HPOZ review and approval.
 - b. Commercial storefronts shall include a 2-foot bulkhead that is clad in brick veneer.
 - c. All roof-top mechanicals will be screened from adjacent structures.
1. **Residential Density.** The project shall be limited to a maximum density of 33 residential dwelling units.
2. **Affordable Units.** A minimum of three (3) units, that is nine (9)-percent of the 33 total units, shall be reserved as affordable units as follows: a minimum of three (3) units shall be reserved for Extremely Low Income Households as defined in Section 50106 of the California Health and Safety Code.
3. **Changes in On-Site Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or parking numbers shall be consistent with LAMC Section 12.22 A.31 and TOC Guidelines.
4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute and record a covenant and agreement running with the land to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA). The covenant shall bind the owner to reserve three (3) units available to Extremely Low Income Households for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with LAMC Section 12.22 A.31 and TOC Guidelines, to the satisfaction of HCIDLA, and in consideration of the project's SB 330 Determination. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the TOC Guidelines and any monitoring requirements established by the HCIDLA. Refer to the TOC Affordable Housing Incentive Program and Housing Replacement (SB 330 Determination Replacement Unit Determination) Background sections of this determination.
5. **Floor Area Ratio (FAR).** The project shall be permitted a maximum FAR of 2.75:1.
6. **Building Height.** The project shall be limited to a maximum building height of 41 feet as measured from Grade to the highest point of the parapet pursuant to LAMC Section 12.03.

7. **Parking.** Automobile parking shall be provided consistent with LAMC Section 12.22 A.31, which permits 0.5 spaces per dwelling unit for a project located in Tier 1 TOC Affordable Housing Incentive Area.
8. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21 A 16.
9. **Open Space.** The project shall provide a minimum of 5,550 square feet of usable open space with at least 25 percent of the common open space (or 1,387.5 square feet) planted with ground cover, shrubs or trees.
10. **Trees.** There shall be a minimum of nine (9) 24-inch box, or larger, trees on site pursuant to LAMC Section 12.21 G.2.
11. **Landscaping.** The landscape plan shall indicate landscape points for the project equivalent to **10 percent more than otherwise required** by LAMC 12.40 and Landscape Ordinance Guidelines "O". All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.
12. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer, if located in the front yard, shall be screened with landscaping.
13. **Maintenance.** The project site (including all trash storage areas, associated parking facilities, sidewalks, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
14. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way, nor from above.

Administrative Conditions

15. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building & Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building & Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building & Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
16. **Notations on Plans.** Plans submitted to the Department of Building & Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein. The following statement shall be imprinted on the site plan, floor plan, elevations and any architectural detail sheets of any construction drawings submitted to the Department of Building and Safety:

NOTE TO PLAN CHECKER AND BUILDING INSPECTOR - These plans, including conditions of approval, shall be complied with and the height, size, shape, location, texture, color, or material shall not differ from what the

Director of Planning has approved under DIR-2020-3912-TOC-CCMP-VHCA. Any change to the project shall require review by the Director of Planning and may require additional review by the Historic Preservation Overlay Zone (HPOZ) Board. A request for variation shall be submitted in writing and include a specific notation of the variation(s) requested. Should any change be required by a public agency then such requirement shall be documented in writing.

17. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
18. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
19. **Department of Building & Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building & Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building & Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
20. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
21. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
22. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
23. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental

review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

PROJECT BACKGROUND

The project site consists of four (4) contiguous, rectangular parcels with 200.06 feet of street frontage along East Garvanza Avenue, 149.91 feet of street frontage along North Avenue 64 and with 200.04 feet fronting an alley, for a total lot size of approximately 29,965.79 square feet (or 0.6879 acres). The project site is located within the Northeast Los Angeles Community Plan, the [Q]C4-1XL-HPOZ Zone and designated for Neighborhood Commercial land uses. The site is located within the boundaries of the East Los Angeles Enterprise Zone and the Highland Park-Garvanza Historic Preservation Overlay Zone (HPOZ). The project site also lies within a Special Grading Area and an Urban Agriculture Incentive Zone.

The project site is developed with an existing surface parking lot and a billboard. The subject site is a Non-Contributing Feature in the Highland Park-Garvanza HPOZ. At the time of the Historic Resources Survey, the property was designated as a Non-Contributor on the basis that the location has no structures to contribute to the historic district. The site is flat, with no vegetation beyond street trees in the parkway along Garvanza Avenue. The site is a corner lot at the northeast corner of Garvanza Avenue and Avenue 64 and an alley abuts the south property line. The property is located at the most southerly edge of the Garvanza district added to the Highland Park HPOZ in 2010.



Image 1: 141 N. Avenue 64, Highland Park-Garvanza Historic Resources Survey, October 2008



Image 2: 141 N. Avenue 64, Google Street View, February 2021

Surrounding properties are within the [Q]C4-1XL-HPOZ and [Q]C4-1XL Zones, designated for Neighborhood Commercial and Low Medium II Residential land uses, and generally developed with residential, commercial or mixed residential and commercial buildings. The adjoining property to the west is improved with two residential buildings built in 1887 and 1905 and consist of 2,647 square feet and 732 square feet and are Contributing Features of the HPOZ. The neighboring property to the south and across the alley is improved with a single-story commercial building and is located outside the HPOZ boundaries. The property directly across the street located at 128 North Avenue 64 to the east of the site, is improved with three (3) residential buildings, built in 1946, 1941, and 1938, and consist of 2,116 square feet, 920 square feet, and 300 square feet and is a Non-Contributing Feature of the HPOZ.

The project proposes the removal of an existing surface parking lot and the development of 33 multi-family dwelling units and 1,910 square feet of commercial floor area in a proposed three (3)-story, 39 feet, 6 inches tall building over two (2) levels of subterranean parking. The total proposed

floor area for the mixed-use development is 59,029 square feet. The project proposes to provide 5,550 square feet of usable open space, 76 parking spaces for residential use and four (4) parking spaces for commercial use, 37 bicycle parking spaces, and three (3) dwelling units for Extremely Low Income Households. Parking spaces for commercial and residential uses will be located in two subterranean levels below the structure. Planters will line the property edges, including at the sidewalk edge along Garvanza Avenue. Plant materials will include ground cover, a variety of shrubs, and trees.

The design of the building will reference Utilitarian commercial design features from the HPOZ's period of significance of 1886 to 1961, such as brick detailing and commercial storefronts. The building's facades will include recessed entries and windows, as well as an interior courtyard space for residents. Façade articulation will also include recessed façade sections, material accents utilizing brick courses, as well as exterior lights and future commercial signage. Street facing facades will be primarily clad in brick veneer, while the façade facing the alley will be clad in stucco. The building will be approximately 39 feet, 6 inches in height, with a flat roof with coped parapet, and screened roof mechanicals.

The Highland Park-Garvanza HPOZ is a district of approximately 4,000 parcels developed with structures built primarily between 1886 and 1961, the HPOZ's Period of Significance. The district was formally adopted as an HPOZ in 1994, and was expanded to include Garvanza in 2010. The HPOZ contains residential, educational, and commercial spaces built during the late 19th century and early to mid-20th century. The architecture of Highland Park-Garvanza encompasses many styles including Craftsman, Colonial Revival, American Foursquare, Victorian, Queen Anne, Shingle, Moderne, Contemporary, Mid-Century Modern, and several others. The influence of the Arts and Crafts movement, which flourished in the Highland Park area, is particularly evidenced by the wealth of Craftsman-style residences. Physical changes to the exterior of any property in the HPOZ are required to be reviewed by the appointed Highland Park-Garvanza HPOZ Board and/or Department of City Planning Staff, pursuant to the provisions of Los Angeles Municipal Code Section 12.20.3. The project seeks a Certificate of Compatibility.

The project seeks a Transit Oriented Communities (TOC) Tier 1 incentive to allow for a 35 percent density increase, up to 2.75:1 FAR, along with an additional incentive for an 11-foot increase in building height to allow a maximum height of three stories or 41 feet. The project also seeks a Certificate of Compatibility for a non-contributing property in connection with the proposed development as required under the Highland Park-Garvanza Historic Preservation Zone (HPOZ), and a Board of Building and Safety Commissioners haul route approval due to the site's location within a Special Grading Area.

The applicant is seeking approval of the following Base and Additional Incentives of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program:

- Base Incentives:
 - A 50-percent increase to density to allow a total of 33 units in lieu of 22 base units.
 - A 40-percent increase in floor area or a 2.75:1 FAR (whichever is greater) in lieu of a 1.5:1 FAR.
 - A parking reduction to allow 0.5 spaces per bedroom in lieu of 2 spaces per bedroom.
- Additional Incentives
 - An increase in height of one (1)-story or 11 feet to allow a maximum height of three

(3) stories or 41 feet in lieu of the two (2)-stories or 30 feet as otherwise allowed per Height District 1XL.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND

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

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

The project site is located within 1,764 feet from the intersection of a Metro Line 81 with service intervals of approximately 10.8 minutes, and LADOT DASH – Highland Park/Eagle Rock with service intervals of approximately less than 15 minutes, which qualifies the site as Tier 1 TOC Affordable Housing Incentive Area. As such, the project is eligible for Tier 1 TOC Affordable Housing Incentives.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS

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

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

Per the TOC Referral Form, the project qualifies for Tier 1 TOC Affordable Housing Incentives. As such, the project is required to reserve at least nine (9)-percent, or three

(3) units, of the total 33 units for Extremely Low Income Households. The project proposes to reserve three (3) units for Extremely Low Income Households. As such, the project satisfies the eligibility requirement for On-Site Restricted Affordable Units.

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

A Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The project site is located within 1,764 feet from the intersection of a Metro Bus Line 81 with a service interval of approximately 10.8 minutes, and DASH Highland Park/Eagle Rock Bus line with service intervals of approximately less than 15 minutes, which at the time of filing (as indicated on the Tier Verification Form) qualified the site as Tier 1 TOC Affordable Housing Incentive Area. As such, the project meets the eligibility requirement for proximity to a Major Transit Stop.

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

Pursuant to the Determination Letter dated May 7, 2020 and prepared by the Los Angeles Housing and Community Investment Department (HCIDLA), the subject property is and continues to be a parking lot. The proposed project does not require the demolition of any prohibited types of housing. Further, the provisions of SB 330 do not apply to commercial properties, therefore, no SB 330 affordable housing replacements are required. As such, the project meets this eligibility requirement.

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

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

5. **Base Incentives and Additional Incentives.** *All Eligible Housing Developments are eligible to receive the Base Incentives listed in Section VI of the TOC Guidelines. Up to three Additional Incentives listed in Section VII of the TOC Guidelines may be granted based upon the affordability requirements described below. For the purposes of this section below, "base units" refers to the maximum allowable density allowed by the zoning,*

prior to any density increase provided through these Guidelines. The affordable housing units required per this section may also count towards the On-Site Restricted Affordable Units requirement in the Eligibility Requirement No. 1 above (except Moderate Income units).

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

The project is seeking one (1) Additional Incentives for one (1) additional story up to 11 feet in height. The project proposes to set aside three (3) units for Extremely Low Income Households, which is nine (9)-percent of the 33 base units. As such, the project meets the eligibility requirement for Additional Incentives.

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

The project is seeking one (1) Additional Incentives in lieu of the otherwise two (2) permitted in exchange for reserving three (3) dwelling units for Extremely Low Income Households, which is 7.3-percent of the 22 base units. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11, and this eligibility requirement does not apply.

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

The project site consists of five (5) lots which are all located within a Tier 1 TOC Affordable Housing Incentive Area. As such, this eligibility requirement does not apply.

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

The applicant has not selected a lower Tier. As such, this eligibility requirement does not apply.

9. **100% Affordable Housing Projects.** *Buildings that are Eligible Housing Developments that consist of 100% On-Site Restricted Affordable units, exclusive of a building manager's unit or units shall, for purposes of these Guidelines, be eligible for one increase in Tier than otherwise would be provided.*

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

HOUSING CRISIS ACT OF 2019 (SB 330) REPLACEMENT UNIT DETERMINATION BACKGROUND

On October 9, 2019, Governor Gavin Newsom signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 requires projects that meet the criteria per California Government Code Section 65589.5(h)(2)(B) filed as of January 1, 2020 to demonstrate compliance with the housing replacement provisions which require replacement of dwelling units that either exist at the time of application of a project, or have been vacated or demolished in the ten-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households.

Pursuant to the SB 330 Determination Letter dated May 7, 2020 and prepared by the Los Angeles Housing and Community Investment Department (HCIDLA), the subject property is and continues to be a parking lot. The proposed project does not require the demolition of any prohibited types of housing. Further, the provisions of SB 330 do not apply to commercial properties, therefore, no SB 330 affordable housing replacements are required.

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

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

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

The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for Very Low, Low, and Moderate Income Households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25-percent gross income based on area median income thresholds dependent on affordability levels.

The list of incentives in the TOC Guidelines were pre-evaluated at the time the TOC Affordable Housing Incentive Program Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project. The following incentives allow the developer to increase the building height so that affordable housing units reserved for Extremely Low Income Households can be constructed and the overall space dedicated to residential uses is increased. These incentives are expressed in the TOC Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. These incentives also support the applicant's decision to reserve three (3) units for Extremely Low Income Households of the total 33 units.

Height. An increase in one (1)-story or 11 feet to allow a maximum height of three (3) stories or 41 feet in lieu of the two (2)-stories or 30 feet as otherwise required per Height District 1XL.

The requested incentive is expressed in the Menu of Incentives in the TOC Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs.

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

There is no evidence in the record that the proposed incentive will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). The finding that there is no evidence in the record that the proposed incentives will have a specific adverse impact is further supported by the CEQA findings. The findings to deny an incentive under Density Bonus Law are not equivalent to the findings for determining the existence of a significant unavoidable impact under CEQA. However, under a number of CEQA impact thresholds, the City is required to analyze whether any environmental changes caused by the project have the possibility to result in health and safety impacts. For example, CEQA Guidelines Section 15065(a)(4), provides that the City is required to find a project will have a significant impact on the environment and require an EIR if the environmental effects of a project will cause a substantial adverse effect on human beings. The proposed project and potential impacts were analyzed in accordance with the State CEQA Statute and Guidelines and the City's L.A. CEQA Thresholds Guide. Analysis of the proposed project determined that the project is Categorically Exempt from environmental review pursuant to Article 19, Class 32 of the State CEQA Statute and Guidelines. Furthermore, the project was evaluated against the exceptions to use of Categorical Exemptions pursuant to Section 15300.2 of the State CEQA Statute and Guidelines and determined that none of the exceptions apply to the proposed

project. Therefore, there is no substantial evidence that the proposed project will have a specific adverse impact upon public health and safety or the environment, or on any real property that is listed in the California Register of Historical Resources.

B. CERTIFICATE OF COMPATIBILITY FINDINGS

1. 12.20.3.L.3.(c) and 12.20.3 M – Recommendations from the Highland Park-Garvanza HPOZ Board and the Cultural Heritage Commission, and Notice and Public Hearing:

After ten (10) days of public notice, the Highland Park-Garvanza HPOZ Board met on February 9, 2021 and conducted a public hearing on the proposed project, pursuant to LAMC Section 12.20.3.M: Notice and Public Hearing. The item was continued to the following meeting on February 23, 2021. On February 23, 2021, the HPOZ Board, with a four-member quorum, unanimously recommended denial of the project due to concerns with the height and massing of the structure as it relates to residential structures in the immediate vicinity. Two comments were received at the hearing in support of the project and twenty-eight comments were received in opposition to the project. Twenty-one comment letters were received, seven in support and 14 in opposition. Comments received included opposition to the massing and scale of the project, concerns related to materials used for the project, and that not enough vehicular parking is provided.

The Cultural Heritage Commission designee recommended approval of the project, subject to the following changes: a more modulated design of the massing along Garvanza Avenue. The plans were updated to further modify the massing in response to this recommendation by including full façade recessed entryways at the residential portions on both primary facades as well as a full façade cut corner for the commercial portion of the building.

The HPOZ Board and CHC designee have provided recommendations on the subject application. The subject application is therefore consistent with the procedures of 12.20.3 L.3.(c) of the LAMC.

2. 12.20.3 L.4.(b) - Standards for Issuance of Certificate of Compatibility for New Building Construction or Replacement, and the Relocation of Buildings or Structures Not Dating from the Preservation Zone's Period of Significance Onto a Lot Designated as a Non-Contributing Element, as it relates with the adopted Preservation Plan.

The proposed project, as conditioned in this Determination, substantially complies with LAMC Section 12.20.3.L.4 because the proposed project complies with and is consistent with the adopted Highland Park-Garvanza HPOZ Preservation Plan.

Chapter 11: Commercial Infill

11.2 Location and Site Design

11.2.1 The facades of new structures in commercial areas should maintain the setback of existing historic structures along the street front. Where varying setbacks exist, new construction should attempt to function as a buffer by providing a variable setback.

The mixed-use project features no setback on the Avenue 64 façade and a six-foot setback on the Garvanza Avenue façade. These setbacks are consistent with those of typical commercial

buildings on commercial blocks in the HPOZ. As discussed in the background section, the subject property is commercially zoned and is surrounded by both residential and commercial building typologies and uses. Abutting and adjacent properties feature a wide range of setbacks. The commercial structures surrounding the project site contain a range of zero to 6-foot setbacks along Avenue 64 and York Boulevard. Across Garvanza Avenue, residential setbacks range from less than 1 foot to 21 feet.

11.2.2 New structures should reflect the traditional widths of historic structures in the area. If a structure is proposed that is wider than most individual historic structures along a street, the new structure should be broken into appropriately-sized modules.

11.2.3 New structures should be built to maintain the street wall, without side setbacks.

The project proposes a U-shaped structure with recessed fenestration and storefront elements along the street facing facades on Garvanza Avenue and Avenue 64. The new structure draws massing cues from the surrounding commercial structures which are both Contributing and Non-Contributing. The project draws from the Contributing commercial structure at 200 N. Avenue 64 where the building holds the corner with a strong street wall, incorporates large retail and entry openings, strong horizontal detail at the roof line, and use of simplified details consistent with commercial buildings. Similarly, the proposed project utilizes elements from the corner mixed-use structure located at 5900 N. Figueroa Street. The strong street wall and differentiated base at the retail level provide valid precedent for the proposed project. Many of the commercial Contributors on nearby Figueroa Street also utilize a high percentage of lot coverage, similar to the proposed project. The south side of the block, while outside the border of the HPOZ, contains large commercial structures with zero-foot setbacks.

11.2.4 Building entrances should always be oriented toward the street.

Consistent with historic commercial buildings, the proposed project orients entrances towards Garvanza Avenue and Avenue 64 with secondary residential entrances located at the rear and interior spaces.

11.2.5 Parking areas and driveways should be located to the rear of commercial structures.

The project proposes subterranean parking for both commercial and residential parking. The parking is accessed via the alley that runs parallel to Avenue 64 and is at the rear of the subject property. This design for the parking and driveway areas eliminates vehicular entry on both frontages of the proposed structure

11.2.6 Tree planting should be dispersed throughout surface parking areas so as to minimize glare and to provide shade.

11.2.7 If new parking areas are to be created, these areas should be screened from public view by appropriate fencing or planting strips. Where fencing is to be used, materials should be consistent with wall materials found on historic buildings in the area. Where planting strips are to be used, such strips should be wide enough to allow for the planting of a variety of plant species ranging from ground cover, to medium height shrubs and to shade trees. In most cases, 3.5 feet is preferred as a minimum depth.

11.2.8 Entrances for commercial parking areas should be taken from alleys and side-streets to the greatest extent possible. When driveways along major streets are necessary such driveways should be minimal in depth. In most cases 20 feet should be the maximum for a two-way driveway.

11.2.9 Constructing modern commercial building types, such as multi-tenant strip-malls behind parking lots, is inappropriate regardless of what architectural motif is applied to the exterior of the structures.

The project does not propose any surface parking. It replaces an existing surface parking lot with a new mixed use apartment building with two levels of subterranean parking accessed via the alley. Since the project utilizes subterranean parking, it does not require plantings in parking areas. However, parkways along Garvanza Avenue and Avenue 64 will include landscaping and shade trees. Additionally, the curb cuts along Avenue 64 and Garvanza Avenue will be removed to enhance the streetscape and minimize the impact of vehicular entries by locating access to parking through the alley on the south side of the structure. Furthermore, the project has been designed to reflect the massing and orientation of typical historic commercial buildings in the HPOZ, and is not designed as a strip mall.

11.3 Building Mass, Scale, and Form

11.3.1 New structures should maintain the average scale of historic structures within the area.

The mixed-use structure will be three stories, approximately 39 feet, 6 inches in height. There are two Contributing commercial structures in the immediate vicinity of the project: one single-story structure, 15 feet in height, and one 2.5 story structure, 35 feet in height. The remaining Contributing structures surrounding the property are residential and measure between one and 2.5 stories and between 15 and 30 feet in height. The project is proposed on the border of the HPOZ where structures just outside are similar in massing and scale to the proposed project.

11.3.2 New structures should draw from surrounding historic structures in establishing an identifiable base, middle and top. Simple box forms with no vertical delineation are inappropriate.

Taking cues from surrounding historic structures, the proposed project establishes an identifiable base, middle and top through the use of stringcourses of brick detailing to separate the ground floor from the upper floors, and to delineate between the two upper floors. The project also utilizes a brick veneer echoing the brick found on adjacent historic structures like 200 N. Avenue 64, kitty-corner from the project site, and 5900 N. Figueroa Street in the commercial corridor of Highland Park. Furthermore, the proposed project draws from historic commercial buildings prevalent along Figueroa Street in its rectangular massing, delineated ground floor, punched openings, and defined entryways.

11.3.3 New structures that are taller than existing historic commercial structures in the area should be designed to emphasize the existing cornice heights in the area.

The project does not abut any historic commercial structures; however, brick detailing at the cornice line echoes the height of similar structures in the area and within the commercial corridor of the HPOZ. The commercial/utilitarian structure at 200 N. Avenue 64 reaches the height of 35 feet and the single-family Queen Anne residence sharing the block with the proposed project measures at 30 feet in height. The historic commercial corridor within the vicinity of the project site is along Figueroa Street and contains a number of structures with similar height including 5577 N. Figueroa, 5601 N. Figueroa, and 5900 N. Figueroa.

11.3.4 The basic building form for new commercial structures should be a simple rectangular solid.

The structure is designed as a U-shape providing a simple rectangular façade on the street facing elevations.

11.3.5 New commercial structures should attempt to reflect the traditional commercial storefront widths in a historic commercial area.

Recesses proposed in the design of the street facing facades break up the massing to reflect historic commercial storefront widths. The commercial storefronts proposed at the corner of Avenue 64 and Garvanza Avenue echo historically appropriate fenestration patterns with expanses of glass that evoke traditional commercial storefront rhythm.

11.3.6 A flat roof is the preferred roof form.

Similar to traditional commercial buildings in the HPOZ, the project includes a flat roof with parapet. All roof-top mechanicals will be screened from adjacent structures.

11.4 Materials and Details

11.4.1 Building materials should be similar to those used historically. A stucco commercial structure on a street comprised mainly of masonry commercial structures would be inappropriate.

The project proposes the use of a brick veneer on the street facing façades with string courses to delineate between the taller ground floor and the upper floors. The brick detailing and cladding is indicative of commercial buildings in the vicinity and is appropriate for the period of significance.

11.4.2 Generally, architectural details should be arranged to emphasize the horizontal features of facades.

11.4.3 Architectural details should echo, but should not exactly mimic, details found on historic facades.

11.4.4 The colors and dimensions of permanent finish materials, such as brick, tile, and stucco, should be similar to those used historically.

Brick detailing along the cornice line and between the upper floors creates a horizontality to the structure that is similar to those found on historic commercial buildings. The brick veneer echoes the period of significance for historic commercial buildings and draws from nearby examples. The red brick stringcourse detailing above the taller brick base is indicative of the historic commercial structures in the HPOZ.

11.4.5 The use of architectural detail to break up the visual mass of outsized buildings is encouraged.

The brick detailing above the base with vertical modulations separating the commercial frontages from the residential frontage on both the Garvanza Avenue and Avenue 64 sides breaks up the massing of the structure to provide visual distinction between the sections of the building and makes it appear as a series of buildings rather than one. This is similar to the rhythm found in historic commercial buildings located on corners.

11.4.6 Materials such as foam plant-ons, rough textured stucco, faux lintels, cornices or quoins, etc. are inappropriate.

No inappropriate materials are being proposed.

11.4.7 Signage on commercial infill structures should follow the signage guidelines laid out in the Commercial Rehabilitation Chapter.

All commercial signage will be submitted for review per Condition 2a of this document.

11.5 Openings, Storefronts, and Entries

11.5.1 On the ground floor of new commercial structures, a majority of the primary architectural façade should echo traditional retail storefronts. The use of a bulkhead, expansive storefront windows, recessed entries and transoms are encouraged.

11.5.2 The ground floor of the primary architectural façade should be comprised primarily of transparent elements and pedestrian entrances.

11.5.3 Recessed entryways are strongly encouraged for primary entrances on the ground floor level.

Expansive storefront windows and recessed entries are proposed on the Garvanza Avenue and Avenue 64 elevations near the corner for the commercial section of the mixed-use structure. The commercial section of the building is clearly delineated from the residential portion of the building by the use of large storefront windows that allow pedestrians to interact with the commercial section of the building and create street-level interest. The residential portion of the structure has been designed to include street-facing entrances at the street level with the upper floors accessed through internal stairways.

11.5.4 Primary entryways should be clearly marked through the use of important defining architectural elements, such as transoms, awnings, lintels, or surrounds.

The commercial entries along Garvanza Avenue and Avenue 64 are located in a recessed area delineated by vertical wood siding and lintels. Similarly, the residential entries at the rear of the structure are also defined with architectural details and surrounds.

11.5.5 Multi-story structures should provide a clear delineation, by way of differentiated materials and features, between the ground floor, the upper floors and the roof of the building.

The project will be clad in a brick veneer on the street-facing facades and interior courtyard. Brick detailing separates each of the upper floors and provides a decorative cornice line at the roof.

11.5.6 Upper story windows should be regularly spaced and horizontally massed on the primary architectural façade. Recessed “punch-style” windows are generally preferred.

11.5.7 Upper story windows that are flush-mounted to a façade are inappropriate.

The upper-story windows are recessed composite clad wood windows.

11.5.8 On structures occupying corner lots, corner entryways with strong architectural emphasis are encouraged.

The proposed project will utilize a full-façade corner entry that is indicative of historic corner commercial structures. The corner entry is an architectural element that draws attention to the commercial section of the building and echoes traditional retail storefronts.

ENVIRONMENTAL FINDINGS

The Department of City Planning determined that the proposed project is exempt from CEQA pursuant to State CEQA Statute and Guidelines, Article 19, Section 15332 (Class 32 Urban In-Fill Development), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to State CEQA Statute and Guidelines, Section 15300.2 applies.

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

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations;
- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses;
- (c) The project site has no value as habitat for endangered, rare or threatened species;
- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
- (e) The site can be adequately served by all required utilities and public services.

There are five (5) exceptions which the City is required to consider before finding a project exempt under Class 32: (a) Cumulative Impacts; (b) Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources.

See *Justification for Categorical Exemption Case No. ENV-2020-3913-CE* in the case file for the narrative demonstrating that the proposed project meets the five (5) criteria under Class 32 and that exceptions do not apply.

TIME LIMIT – OBSERVANCE OF CONDITIONS

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. Pursuant to LAMC Section 12.25 A.2, the instant authorization is further conditional upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

TRANSFERABILITY

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

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

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

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

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

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

APPEAL PERIOD – EFFECTIVE DATE

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

Planning Department public offices are located at:

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

**Valley Office Marvin Braude
Constituent Service Center**
6262 Van Nuys Boulevard,
Suite 251
Van Nuys, CA 91401
(818) 374-5050

**West Los Angeles Office
Development Services Center**
1828 Sawtelle Boulevard
2nd Floor
Los Angeles, CA 90025
(310) 231-2901

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

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at Figueroa Plaza in Downtown Los Angeles, Marvin Braude Constituent Service Center in the Valley, or in West Los Angeles. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either through the Department of City Planning website at <http://planning.lacity.org> or by calling

(213) 482-7077, (818) 374-5050, or (310) 231-2901. The applicant is further advised to notify any consultant representing you of this requirement as well.

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

VINCENT P. BERTONI, AICP
Director of Planning

Approved by:

Debbie Lawrence

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Reviewed by:

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