

**ATTACHMENT “A”**  
**5001 Wilshire Boulevard; 671-677 S. Highland Avenue; 668 S. Citrus Avenue**  
**Los Angeles, CA 90036**

Wilshire Springs, LLC (the “Applicant”) respectfully requests approval of the following discretionary actions:

- 1) Pursuant to **Los Angeles Municipal Code (“LAMC”) Section 16.05**, the Applicant requests the approval of Site Plan Review findings for a development project which creates, or results in, an increase of 50 or more dwelling units or guest rooms, or combination thereof.
- 2) Pursuant to **LAMC Section 12.22 A.31**, the Applicant requests permission to utilize Base Incentives and three Additional Incentives defined by the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (“TOC” and “TOC Guidelines”) to construct a maximum of 242 dwelling units in an Eligible Housing Development. The site’s location qualifies it for Tier 3 level TOC incentives based on proximity to the intersection of Wilshire Boulevard and La Brea Avenue. By restricting 10% of the total dwelling units at the Extremely Low Income level, the Project is an Eligible Housing Development and the Applicant requests the use of the following Tier 3 Base Incentives and Additional Incentives:
  - a. Base Incentives, Section VI of the TOC Guidelines:
    - i. Section VI.1.a.iv: permitting a 70% increase in the allowable density to 242 total units.
    - ii. Sections VI.1.b.iv.: permitting an increase in the allowable FAR, from an allowable base FAR of 1.5 to 1 in the [Q]C2-1/[Q]C2-1-HPOZ Zones and 3 to 1 in the C4-2D Zone to an overall FAR of 3.84 to 1.
    - iii. Section VI.2.a.ii: permitting the required parking for all residential units to not exceed 0.5 space per unit.
    - iv. Section VI.2.e.iii permitting up to a 30% reduction in the nonresidential parking requirement.
  - b. Additional Incentives, Section VII of the TOC Guidelines:
    - i. Section VII.1.e: permitting the averaging of Floor Area Ratio (FAR), density, open space, and parking and vehicle access across the Project Site.
    - ii. Section VII.1.g.ii.2 permitting the building height limit to be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lots in the R1R3-RG and R1-1-HPOZ Zone.
- 3) Pursuant to **LAMC Section 17.15**, the Applicant requests approval of a Vesting Tentative Tract Map (Tract No. 83358) for condominium purposes, and also to merge the existing lots and Carling Way between Citrus Avenue and Highland Avenue and to resubdivide the site into two ground lots (Lot 1 – Mixed Use Building and accessory uses; Lot 2 – Open Space) The Applicant also requests the following actions from the Deputy Advisory Agency:
  - a. A Waiver of the Deputy Advisory Agency Parking Policy AA 2000-1 to allow a parking ratio of 0.5 residential parking space per unit (consistent with Section VI.2.a.ii of the TOC Guidelines) in lieu of the 2 residential parking spaces and 0.25 guest parking spaces per condominium unit.

- b. A yard designation making both Lot 1 and Lot 2 through lots with front yards on Citrus Avenue and Highland Avenue.
  - c. A haul route approval.
- 4) Pursuant to **LAMC Section 12.32.H**, the Applicant requests Clarification of [Q] Condition pursuant to Ordinance 174,483 to allow privately maintained and publicly accessible open space in Subarea 944.

Pursuant to various sections of the LAMC, the Applicant will request approvals and permits from the Building and Safety Department (and other municipal agencies) for project construction actions including, but not limited to, the following: demolition including removal of street trees, excavation, shoring, grading, foundation, and building and tenant improvements

## **PROJECT SUMMARY**

### **Project Description**

The Applicant proposes to redevelop an approximately 73,397 square foot area within the Wilshire Community Plan of the City of Los Angeles, extending along the north side of Wilshire Boulevard between Highland Avenue on the east and Citrus Avenue on the west (the “Project Site”). The Project Site is located in the C4-2D, [Q]C2-1 and [Q]C2-1-HPOZ zones. The Project Site is currently improved with a two-story, approximately 36,000 square foot commercial building, surface parking lots and a public right-of-way, Carling Way, which currently provides one-way vehicle access from Citrus Avenue to Highland Avenue.

The Applicant proposes to demolish the existing uses and construct a new 8-story mixed-use building consisting of up to 242 dwelling units, of which 25 dwelling units (10% of the total density) will be restricted affordable at the Extremely Low Income level, and up to 10,900 square feet of ground floor commercial uses for a total floor area of approximately 282,050 square feet (the “Project”). The Project also includes the vacation and merger of Carling Way into the Project Site through Vesting Tentative Tract Map No. 83358. The vacation of Carling Way will allow for approximately 18,000 square feet of ground level open space, which will be privately maintained and accessible to the public (the “Green Belt”).

In order to achieve the density and building envelope, the Applicant seeks to utilize the TOC program pursuant to LAMC Section 12.22.A.31. The Project Site is located within ½-mile of the intersection of La Brea Avenue and Wilshire Boulevard, which is a qualified Major Transit Stop as defined by the TOC Guidelines. The Project is a Housing Development and by restricting at least 10% of the total density at the Extremely Low Income level, the Project is eligible for incentives in accordance with the TOC Guidelines including base incentives such as density bonus, floor area increase and parking relief as well as additional incentives such as transitional height relief and averaging of density, floor area, open space, parking and vehicle access across the Project Site.

The architectural design is inspired by the surrounding area. The Project Site is located at the intersection of the rapidly evolving Miracle Mile, heavy rail transportation and historic Hancock Park. The surrounding area includes low- to mid-rise commercial buildings, high-rise office buildings and single-family residential. The Project’s architectural design explores the urban edge through stately and elegant forms and rhythms, fluidity of indoor and outdoor spaces and optimization of outdoor common open space.

**Table 1. Project Data Summary**

<b>LOT AREA AND ZONING INFORMATION</b>			
<b><u>Before Lot Merger</u></b>	<b><u>Lot Area (SF)</u></b>	<b><u>Acres</u></b>	
C4-2D	51,602	1.18	
Q]C2-1/[Q]C2-1-HPOZ	13,865	0.32	
Carling Way	<u>7,930</u>	<u>0.18</u>	
Total	73,397	1.68	
<b><u>After Lot Merger</u></b>			
C4-2D	55,567	1.28	
[Q]C2-1/[Q]C2-1-HPOZ	<u>17,830</u>	<u>0.41</u>	
<b>Combined Total</b>	<b>73,397</b>	<b>1.68</b>	
<b>DENSITY</b>			
<b><u>Standard Zoning</u></b>	<b><u>Lot Area (SF)</u></b>	<b><u>Ratio (Unit per SF)</u></b>	<b><u>Units</u></b>
C4-2D Zone	55,567	1 unit per 400	138
[Q]C2-1/[Q]C2-1-HPOZ	17,830	1 unit per 5,000	3
<b>TOTAL</b>			<b>141</b>
<b><u>Affordable Housing Bonus</u></b>	<b><u>Base Density (Round Up)</u></b>	<b><u>% Increase</u></b>	<b><u>Units</u></b>
TOC	143	70%	<b>244</b>
<b><u>Proposed</u></b>	<b><u>Units</u></b>		
Total	<b>242</b>		
Studios	66		
One-Bedrooms	113		
Two-Bedrooms	56		
Three-Bedrooms	7		
<b>FAR</b>			
<b><u>Permitted</u></b>	<b><u>FAR</u></b>	<b><u>Lot Area (SF)</u></b>	<b><u>Permitted Floor Area (SF)</u></b>
C4-2D Zone	3 to 1	55,567	166,701
[Q]C2-1/[Q]C2-1-HPOZ	1.5 to 1	17,830	26,745
<b>TOTAL<sup>3</sup></b>	<b>2.64 to 1</b>	<b>73,397</b>	<b>193,446</b>
	<b><u>Base Floor Area/Lot Area (SF)</u></b>	<b><u>TOC Increase (Tier 3)</u></b>	<b><u>Permitted Floor Area (SF)</u></b>
<b><u>TOC</u></b>			
C4-2D Zone	166,701	50%	250,052
[Q]C2-1/[Q]C2-1-HPOZ	17,830	3.75 to 1	66,863
<b>TOTAL</b>			<b>316,914</b>

<b>Proposed</b>	<b><u>Floor Area</u></b> <b><u>(SF)</u></b>	<b><u>FAR</u></b>		
Total - Zoning Code	<b>282,050</b>	3.84 to 1		
Retail	10,000			
Parking Paseo	500			
Office	900			
Residential	270,650			
Total - Building Code	446,110			
Residential	419,540			
Commercial	26,570			
HEIGHT AND STORIES				
<b>Permitted</b>	<b><u>Height (FT)</u></b>	<b><u>Stories</u></b>		
C4-2D/[Q]C2-1/[Q]C2-1- HPOZ	Unlimited	Unlimited		
Transitional Height	Per LAMC 12.21.1.A.10			
<b>Proposed</b>				
Total	105'-0"	8		
Transitional Height	Per TOC Tier 3			
YARDS AND SETBACKS				
	<b><u>Front (E/W)*</u></b>	<b><u>Side (S)**</u></b>	<b><u>Side (N)</u></b>	<b><u>Rear</u></b>
<b>Required</b>	0 Feet	5 Feet	11 Feet	N/A
<b>Provided</b>	0 Feet	5 Feet	60' Feet Min.	N/A
	<i>*Through Lot with front yards on Highland Avenue and Citrus Avenue requested in VTTM No. 83358</i>			
	<i>**5-foot Building Line along Wilshire Boulevard</i>			
OPEN SPACE				
<b>Required</b>	<b><u>SF per Unit</u></b>	<b><u>Units</u></b>	<b><u>Square feet</u></b>	
< 3 Habitable rooms	100	179	17,900	
3 Habitable rooms	125	56	7,000	
> 3 habitable rooms	175	7	1,225	
Total			26,125	
Outdoor	at least	50%	13,063	
Indoor	up to	25%	6,531	

<b>Proposed</b>	<b><u>Square Feet</u></b>	<b><u>%</u></b>	
<u>Outdoor</u>			
Courtyard	10,800		
Green Belt	5,600		
Roof Deck	2,000		
Total	18,400	70%	
<u>Indoor</u>			
Amenities	2,700		
Total	2,700	10%	
<u>Private</u>			
Balconies (117 x 50 sf)	5,850	20%	
<b>TOTAL</b>	<b>26,950</b>	<b>103%</b>	
	<b><u>Square Feet</u></b>	<b><u>Requirement</u></b>	
Landscape Requirement	4,600	25%	provided outdoor common open space
Landscape Provided	4,600		
Trees Required	61	1 per 4 dus	
Trees Provided	61		
<b>PARKING</b>			
<b>Required Residential (LAMC)</b>	<b><u>Per Unit</u></b>	<b><u>Units</u></b>	<b><u>Residential Spaces</u></b>
< 3 Habitable rooms	1	66	66
3 Habitable rooms	1.5	113	169.5
> 3 habitable rooms	2	63	126
Total			362
<b>Required Residential (TOC Tier 3)</b>	<b><u>Per Unit</u></b>	<b><u>Units</u></b>	<b><u>Residential Spaces</u></b>
Residential (per Unit)	0.5	242	<b>121</b>
<b>Required Commercial</b>	<b><u>Ratio</u></b>	<b><u>SF</u></b>	<b><u>Spaces</u></b>
Retail	1 per 250	10,000	40
Office	1 per 500	900	2
TOC Reduction (30%)			<b>30</b>
Combined Total			<b>151</b>

<b>Proposed</b>	<b><u>Spaces</u></b>
<u>Commercial</u>	<b>30</b>
Standard	25
Compact	3
ADA	2
<u>Residential</u>	<b>324</b>
Standard	308
Compact	9
ADA	7
Total	<b>354</b>

BICYCLE			
<b>Required</b>			
<b>Short Term (Residential)</b>	<b><u>Ratio</u></b>	<b><u>Units</u></b>	<b><u>Stalls</u></b>
1 - 25 Dwelling Units	1 per 10	25	2.5
26 - 100 Dwelling Units	1 per 15	75	5
101 - 200 Dwelling Units	1 per 20	100	5
201+ Dwelling Units	1 per 40	42	1.1
Total			14
<b>Short Term (Commercial)</b>	<b><u>Ratio</u></b>	<b><u>SF</u></b>	<b><u>Stalls</u></b>
Retail	1 per 2,000	10,000	5
Office	1 per 10,000 (min. 2)	900	2
Total			7
<b>Short Term Total</b>			<b>21</b>
<b>Long Term (Residential)</b>	<b><u>Ratio</u></b>	<b><u>Units</u></b>	<b><u>Stalls</u></b>
1 - 25 Dwelling Units	1 per 1	25	25
26 - 100 Dwelling Units	1 per 1.5	75	50
101 - 200 Dwelling Units	1 per 2	100	50
201+ Dwelling Units	1 per 4	42	11
Total			136
<b>Long Term (Commercial)</b>	<b><u>Ratio</u></b>	<b><u>SF</u></b>	<b><u>Stalls</u></b>
Retail	1 per 2,000	10,000	5
Office	1 per 5,000 (min. 2)	900	2
Total			7
<b>Long Term Total</b>			<b>143</b>

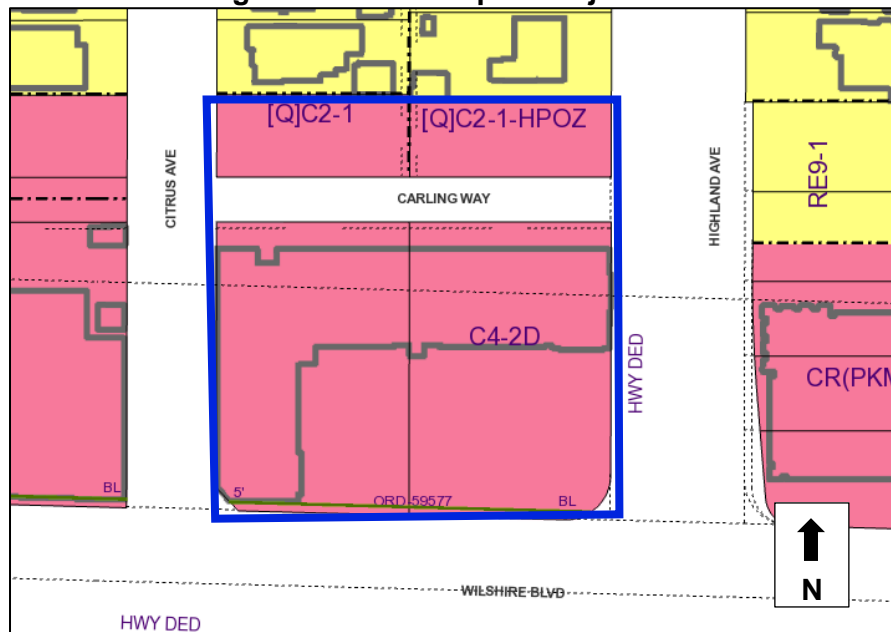
<b>Proposed</b>	<b><u>Total</u></b>
Short Term - Residential	14
Short Term - Commercial	7
Long Term - Residential	136
Long Term - Commercial	7

## PROJECT SITE

### Location

The Project Site is a relatively flat, approximately 73,397 square foot rectangular-shaped area generally bound by Wilshire Boulevard to the south, Highland Avenue to the east, 6<sup>th</sup> Street to the north, Citrus Avenue to the west and divided by Carling Way. The Project Site has approximately 218 linear feet of frontage on Wilshire Boulevard and 263 linear feet of frontage on both Citrus Avenue and Highland Avenue. The Project Site is comprised of four lots and four existing assessor's tax parcels located at 5001 Wilshire Boulevard; 671-677 S. Highland Avenue; 668 S. Citrus Avenue.

**Figure 1. ZIMAS Map of Project Site**



The Project Site is located within the Wilshire Community Plan, which was adopted by City Council in 2001. The Plan designates the Project Site as Community Commercial, which corresponds to the CR, C2, C4, P, PB, RAS3 and RAS4 zones. The Project Site is zoned C4-2D, [Q]C2-1 and [Q]C2-1-HPOZ. The "D" Limitation is pursuant to Ordinance No. 165,331 Subarea No. 2085, which limits development on the C4 portion of the Project Site to a Floor Area Ratio of 3 to 1. The [Q]C2-1 and [Q]C2-1-HPOZ zones are subject to "Q" Condition associated with Subarea 944 of Ordinance No. 174,483 of the Wilshire Community Plan Update, which came into effect on May 5, 2002. While Subarea 944 is located within a commercial zone and land use designation, the "Q" Condition limits development to parking lots or residential development.

The lot with the HPOZ suffix is located within the Hancock Park Historic Preservation Overlay Zone (“HPOZ”). The Hancock Park HPOZ covers a general area between Highland Avenue The HPOZ lot improved with a surface parking lot and is identified as a non-contributor at the southwestern most boundary of the HPOZ area on the HPOZ Historic Resources Inventory Map associated with Ordinance No. 180,162, effective October 4, 2008.

Carling Way is currently a public right-of-way and thus is not prescribed a zone in the Community Plan. Pursuant to LAMC Section 12.30.F, in the event a dedicated street or alley shown on the zoning map is vacated and the street or alley was a zone boundary between two or more different zones, the new zone boundary shall be the former center line of the vacated street or alley. However, since the historic overlay is neither associated with a zone nor a height district such as a “Q” Condition or a “D” Limitation, the HPOZ suffix does not extend to the center line of the street.

**Table 2. Project Site Information**

Address	Assessor's Parcel Number	Tract	Lot	Zone	Area (SF)
5001 W. Wilshire Boulevard, 677 S. Highland Avenue	5507-019-029	TR 5049	35	C4-2D	51,602
None			FR 36		
668 S. Citrus Avenue	5507-019-014		37	[Q]C2-1	13,865
667 and 667 ½ S. Highland Avenue	5507-019-012		34	[Q]C2-1-HPOZ	
Carling Way	N/A	N/A	N/A	C4-2D/ [Q]C2-1	7,930
Total					73,397

### Surrounding Uses

The surrounding neighborhood is improved with a variety of commercial uses including offices, retail, and restaurants as well as residential uses. Properties located adjacent to the Project Site to the north are zoned R1R3-RG and R1-1-HPOZ and improved with single-family residential uses. Properties adjacent to the Project Site to the west, east, and south are zoned C4-2D, CR(PKM)-1 and RE9-1 and improved with mid-rise commercial, mixed-use and accessory uses such as parking and open space.

### Transit Adjacency

The Project Site is located less than 1500 feet east of the intersection of Wilshire Boulevard and La Brea Avenue, an intersection that is served by several high quality transit options. Metro's Purple Line Extension Project will include a station at the intersection of Wilshire Boulevard and La Brea Avenue. Currently, the Purple Line travels between Union Station and the Wilshire/Western Station in Koreatown. The westward extension will allow the purple line to travel



between Union Station and the VA Medical Center in Westwood, a trip that is expected to take approximately 25 minutes<sup>1</sup>. The proposed Wilshire/La Brea station is scheduled for completion in 2023 and the project is aiming for full completion by 2028.

The Metro Rapid Bus Line 720 is one of Metro's busiest bus routes and runs east-west along Wilshire Boulevard between Santa Monica and East Los Angeles, providing access to destinations such as Downtown Los Angeles and Westwood. Metro Local Bus Line 20 runs along the same route between Santa Monica and East Los Angeles. Metro Local Bus 20 stops in front of the Project Site at the intersection of Wilshire Boulevard and Highland Avenue..

Metro Local Bus Line 212 travels north-south on La Brea Avenue between Hawthorne and Hollywood where it connects to the Metro Red Line. During peak hours, the Metro Bus Line 312 operates on the same route but with limited stops.

### **Street Standards**

- Wilshire Boulevard: The Mobility Plan 2035 designates Wilshire Boulevard as an Avenue I with a required right-of-way width of 100 feet (50-foot half right-of-way) and a required roadway width of 70 feet (35-foot half roadway and a 15-foot sidewalk). Wilshire Boulevard is currently improved with a 100-foot right-of-way.
- Highland Avenue: The Mobility Plan 2035 designates Highland Avenue as a Divided Avenue I. Appendix F of the Mobility Plan comments that this street designation is to "retain medians; trees to be preserved; no improvements beyond the existing right-of-way (Wilshire Plan)."
- Citrus Avenue: The Mobility Plan 2035 designates Citrus Avenue as a Local Street – Standard with a required right-of-way width of 60 feet (30-foot half right-of-way) and a required roadway width of 36 feet (18-foot half roadway and a 13-foot sidewalk). Citrus Avenue is currently improved with a 60-foot right-of-way.
- Carling Way: The Mobility Plan 2035 designates Carling Way as a Local Street – Standard with a required right-of-way width of 60 feet (30-foot half right-of-way) and a required roadway width of 36 feet (18-foot half roadway and a 13-foot sidewalk). Carling Way is currently improved with a 30-foot right-of-way. Vehicular movement is restricted to one-way only travel from Citrus Avenue to Highland Avenue. Note: The Applicant proposes to vacate and merge Carling Way into the Project Site through VTT-83358.

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<sup>1</sup> <https://www.metro.net/Projects/westside/overview/>

## **ZONING CONFORMANCE**

### **Use**

The Project is located within the C4-2D, [Q]C2-1 and [Q]C2-1-HPOZ zones, which allows for residential development, commercial and parking uses. The [Q]C2-1 and [Q]C2-1-HPOZ zones are subject to “Q” Condition associated with Subarea 944 of Ordinance No. 174,483 of the Wilshire Community Plan Update, which came into effect on May 5, 2002. While Subarea 944 is located within a commercial zone and land use designation, the “Q” Condition limits development to parking lots or residential development. The Project will construct a new mixed-use building with commercial uses and residential condominium units as well as accessory uses such as parking and common open space.

Pursuant to LAMC Section 12.32.H, the Applicant is requesting to make clear that while Subarea 944 “Q” Condition restricts residential development to the R1 density (1 dwelling unit per 5,000 square feet of lot area), it does not restrict residential development to R1 uses. Thus, accessory uses to multi-family residential development, including open space, are permitted uses within Subarea 944.

### **Housing Development**

The Building Area, or floor area of construction as defined by the California Buildings Code, consists of approximately 446,110 square feet. Broken down by use, the non-residential floor area includes of approximately 26,570 square feet and the residential floor area includes approximately 419,540 square feet. As a result, the Project is approximately 6% non-residential and 94% residential, which makes the Project an Eligible Housing Development Project pursuant to Gov Code Section 65589.5(h)(2)(B) and subject to the Housing Crisis Act of 2019 (State Bill “SB” 330).

Pursuant to SB 330, the Applicant submitted a Preliminary Application to the Department of City Planning, Case No. PAR-2021-662-VHCA. The Preliminary Application was deemed complete on March 23, 2021.

### **Density**

The allowable density for the C4-zoned area is 1 dwelling unit per 400 square feet of lot area. With approximately 55,567 square feet of net lot area in the C4 zone, the base density is 139 dwelling units. The allowable density for the [Q]C2-zoned area is 1 dwelling unit per 5,000 square feet of lot area (consistent with the R1 zone). With approximately 17,830 square feet of net lot area in the [Q]C2 zone, the base density is 4 dwelling units. Combined, the total base density across the Project Site is 143 dwelling units.

The Applicant proposes to restrict 10% of the total density as restricted affordable at the Extremely Low Income level, which qualifies the Project for the Base incentive, pursuant to TOC Guidelines Section VI, to increase the density up to 70%, or 244 dwelling units. The Project includes 242 dwelling units.

**Table 3. Density Calculation**

Zone	Lot Area (SF)	Ratio	Base Density	Density Bonus	Total Units Permitted w/ Bonus	Units Proposed
C4	55,567	1 du per 400 sf	139	70%	237	242
[Q]C2	17,830	1 du per 5,000 sf	4		7	
Total	73,397		143		244	

The 242-unit Project will contain 66 studio units, 113 one-bedroom units, and 56 two-bedroom units and 7 three bedroom units. Eight of the units will be two-story townhomes with private ground floor access. The remainder of the dwelling units will be included in the above ground residential area.

The Applicant requests an additional incentive pursuant to the TOC Guidelines to average the density across the Project Site. All density will be constructed in the C4 zone. The Applicant is also requesting a subdivision for residential condominium purposes.

### Floor Area

The Project Site is located in the C4-2D, [Q]C2-1 and [Q]C2-1-HPOZ zones and height districts. The C4 zone is a general commercial zone that permits commercial uses (with some restrictions) and multi-family housing units. Height District 2D indicates that the Project Site is in Height District 2, which typically allows a maximum permitted Floor Area Ratio ("FAR") of 6 to 1, or six times the buildable area of the Project Site. However, the Project Site is limited by the "D" Development Limitation pursuant to Ordinance No. 165,331 (Subarea No. 2085), which limits the FAR to 3 to 1.

Pursuant to LAMC Section 12.03, the buildable area has the same meaning as the lot area in commercial zones for purposes of calculating requirements for floor area of residential and commercial uses. The Applicant requests a subdivision as part of the entitlement package and so the buildable area does not include portions of the site subject to dedications as required by the Bureau of Engineering. As part of the subdivision, the Applicant also requests the street vacation and lot merger of Carling Way and so the lot area of Carling Way is incorporated into the Project Site.

The 55,567 square feet of lot area in Height District 2D yields a total permitted floor area of 166,701 square feet. The 17,830 square feet in Height District 1 yields a total permitted floor area of 26,745 square feet. The combined floor area permitted by-right across the Project Site would be 193,446 square feet, which equates to an FAR of 2.64 to 1.

The Applicant proposes to restrict 10% of the total density as restricted affordable at the Extremely Low Income level, which qualifies the Project for the Base incentive, pursuant to TOC Guidelines Section VI, to increase the FAR in the Height District 2D by 50% and to increase the FAR in Height District 1 to 3.75 to 1. With the TOC Incentive, the total permitted floor area averaged across the Project Site is 316,914 square feet, or an FAR of 3.84 to 1.

**Table 4. FAR Calculation**

<b>Zone</b>	<b>Buildable Area (SF)</b>	<b>FAR</b>	<b>Floor Area (SF)</b>	<b>Bonus</b>	<b>Total (SF)</b>
C4-2D	55,567	3 to 1	166,701	50% Increase	250,052
[Q]C2-1	17,830	1.5 to 1	26,745	3.75 to 1	66,863
Total	73,397		193,446		316,914

Overall, the Project includes approximately 282,050 square feet of floor area, or an FAR of 3.84 to 1. Broken down by use, the commercial floor area includes approximately 10,900 square feet and the residential floor area includes approximately 270,650 square feet. The Project also includes an approximate 500 square foot paseo on the ground floor that connects the sidewalk on Wilshire Boulevard to the ground floor parking area. The Applicant requests an additional incentive to average the floor area across the Project Site. All floor area will be constructed in the C4 zone.

### **Height**

The Project Site is located in the C4-2D, [Q]C2-1 and [Q]C2-1-HPOZ zones and height districts. Generally, commercial zones in Height Districts 1 and 2 have no story or height limitations. Although the Project Site is subject to a “D” Limitation and a “Q” Condition, neither qualifiers address height. Thus, there are no story or height limitations across the Project Site based on the underlying zoning.

The Project Site is limited by Transitional Height regulations pursuant to LAMC Section 12.21.1.A.10, which limits the height of buildings developed in commercial zones based on proximity to single-family residential zones, such as the R1 zone, the RE9 zone and the R1R3 zone that are located to the north and east of the Project Site. These transitional height regulations prescribe that within 0 – 49 feet from a single-family zone the height is limited to 25 feet, within 50 – 99 feet from single-family the height is limited to 33 feet and within 100 – 199 feet from single-family, height is limited to 61 feet.

The Project Site is located within 50 feet of the R1 and R1R3 zones, thus the Project Site would be limited to 25 feet in height for a portion of the Project Site. However, the Applicant requests an additional incentive pursuant to the TOC Guidelines for relief from transitional height. The TOC Guidelines allows the Project height limit to be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the single-family zones. See Figure 2 on the following page.

The proposed 8-story building will achieve up to 105 feet in height. Although the Project technically includes 8 stories, the ground floor will appear double-height from the exterior. This “double-height” ground floor will allow for desirable ground floor commercial space and eight townhome units.



definition of front yard, the Project Site will be comprised of two through lots with front yards oriented toward Citrus Avenue and Highland Avenue. The side yards will be oriented toward the north and south lot lines. The Applicant also requests the Advisory Agency designate both Lot 1 and Lot 2 as through lots with front yards on Citrus Avenue and Highland Avenue.

The 8-story building is proposed entirely within the C4 zone. Pursuant to LAMC Section 12.16.C.1, no front yards are required in the C4 zone. Pursuant to LAMC Section 12.22.C.1, where a Building Line has been established by ordinance, the space between such Building or Setback Line and the front or side lot line may be used as the front or side yard, as the case may be, in lieu of the front or side yard required by this article. The Project Site is subject to a 5-foot Building Line on Wilshire Boulevard (Ordinance No. 59,577) and is therefore required to provide a 5-foot setback on Wilshire Boulevard. Pursuant to LAMC Section 12.16.C.1, side yards are required to be provided at the first level of residential uses in the C4 zone consistent with R4 regulations, or a minimum of 5 feet and an additional foot for every story over 2 stories. An 8-story building with ground floor residential would be required to provide an 11-foot side yard setback at the ground level.

The Project includes 0-foot setbacks on Citrus Avenue and on Highland Avenue. The Project respects the 5-foot building line on Wilshire Boulevard. The Project provides an approximate 36'-2" side yard setback from the proposed lot line in accordance to the subdivision request for VTT-83358. The building footprint would be located a minimum of 60 feet from the northern property line of the Project Site.

**Table 5. Building Setbacks**

	<u>Required (ft)</u>	<u>Provided (ft)</u>
Front (Highland Avenue)	0	0
Front (Citrus Avenue)	0	0
Side (Wilshire Boulevard)	5	5
Side (VTT-83358 Lot 2)	11	36
R1-1-HPOZ/R1R3-RG	n/a	60

## Open Space and Landscaping

According to LAMC Section 12.21.G, the Project is required to provide a minimum of 100 square feet of open space per unit with less than 3 habitable rooms, 125 square feet of open space per unit with three habitable rooms and 175 square feet of open space for more than three habitable rooms. According to the LAMC definition of habitable rooms, a kitchen is not considered a habitable room for open space purposes.

The proposed unit mix is 66 studio units, 113 one-bedroom units, and 56 two-bedroom units and 7 three bedroom units. Thus, the Project would construct 179 units with less than three habitable rooms and 56 units with three habitable rooms and 7 units with more than three habitable rooms, yielding an open space requirement of 26,125 square feet.

The Project will provide at least 26,950 square feet of common open space including indoor and outdoor recreation areas exclusive to residents of the Project and their guests, as well as ground level open space element, the Green Belt, which will be available to both residents and the general

public (with hour restrictions). Private balconies are also included in the Project design to allow for an indoor/outdoor experience within 117 units.

## **Vehicle Parking**

### **Residential**

LAMC Section 12.21.A.4(a) requires at least one parking space for each dwelling unit of less than three habitable rooms, one and one-half parking spaces for each dwelling unit of three habitable rooms, and two parking spaces for each dwelling unit of more than three habitable rooms. The Project is 66 studio units, 113 one-bedroom units, and 56 two-bedroom units and 7 three bedroom units, which would result in an overall residential parking requirement of 362 parking spaces.

The Project will restrict 10% of the total density as affordable at the Extremely Low Income level and the Project Site is located less than 1500 feet east of the major transit stop at the intersection of Wilshire Boulevard and La Brea Avenue. As such, the Project qualifies for a parking reduction in accordance with base incentives in the TOC Guidelines, which reduces the minimum residential parking requirement to 0.5 vehicle parking spaces per unit. The Project includes 242 units, which equates to 151 required residential parking spaces.

The Project will provide 324 residential parking spaces, which is the equivalent of 1.34 parking spaces per dwelling unit. The residential parking will be provided in a 3-story subterranean parking structure.

### **Commercial**

The Project would consist of 10,900 square feet of commercial space, which would require 42 non-residential parking spaces. Pursuant to the TOC Guidelines, the Project is eligible for a 30% non-residential parking reduction. After the parking reduction, 30 non-residential parking spaces are required and 30 non-residential parking spaces are proposed.

## **Bicycle Parking**

Bicycle parking is required pursuant to LAMC Section 12.21.A.16(a). The Project consists of 242 dwelling units, thus a total of 136 long-term and 14 short-term residential bicycle parking stalls are required. The proposed Project provides all 136 required long-term residential stalls within an enclosed room on the ground floor and 14 short-term residential stalls near the residential access oriented toward the Green Belt and on the sidewalk around the Project Site in various locations.

Non-residential bicycle parking is required at one space per every 2,000 square feet of floor area, with a minimum of two long-term spaces and two short-term spaces for each proposed use. The Project consists of 10,900 square feet of combined non-residential floor area. In total, the Project is required to provide 7 short-term and 7 long-term bicycle parking spaces and will provide 7 short-term and 7 long-term stalls. The short-term bicycle parking would be located on the sidewalk around the Project Site in various locations.