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**DIRECTOR'S DETERMINATION
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM**

March 26, 2021

Applicant/Owner

c/o Thomas Giordano
Spudland, LLC
5900 Wilshire Blvd., Suite 500
Los Angeles, CA 90036

Representative

Matthew Hayden
Hayden Planning
10100 Venice Blvd.
Los Angeles, CA 90232

Case No. DIR-2020-6816-TOC-HCA

CEQA: ENV-2020-6817-CE

Location: 139 – 147 South Occidental
Boulevard

Council District: 13 – O'Farrell

Neighborhood Council: Rampart Village

Community Plan Area: Westlake

Land Use Designation: High Medium Residential

Zone: R4-1

Legal Description: Block 26, Lot PT DIV A LT 3,
Arb (Lot Cut Reference) 8,
L.A. Canal and Reservoir
Company's Resubdivision of
a Portion of the Hancocks
Survey

**Last Day to File an
Appeal:**

April 12, 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:

1. **Determine** based on the whole of the administrative record, that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332, Article 19 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. **Approve with Conditions** a fifty (50) percent increase in density, a forty (40) percent increase in Floor Area Ratio (FAR) resulting in a 4.2:1 FAR, and parking incentive to allow 0.5 spaces per bedroom, consistent with the provisions of the Transit Oriented Communities Affordable Housing Incentive Program along with the following three (3) incentives for a qualifying Tier 1 project totaling 74 dwelling units, reserving nine (9)

units as affordable housing units (six (6) units for Extremely Low Income (ELI) households, one (1) unit for Very Low Income (VLI) households, and two (2) units for Low Income (LI) households) for a period of 55 years:

- a. **North Side Yard Setback.** A 25 percent reduction in required side yard setback, allowing the provision of a 6-foot 9-inch north side yard setback in lieu of the required 9-foot side yard setback in the R4-1 Zone; and
- b. **South Side Yard Setback.** A 25 percent reduction in required side yard setback, allowing the provision of 6-foot 9-inch south side yard setback in lieu of the required 9-foot side yard setback in the R4-1 Zone; and
- c. **Open Space.** A 20 percent reduction in Open Space to allow 6,280 square feet in lieu of the required 7,850 square feet.

3. **Adopt the attached Findings and Conditions of Approval.**

The approval is subject to the following terms and conditions:

CONDITIONS OF APPROVAL

Pursuant to the Los Angeles Municipal Code (LAMC) Sections 12.22A.31 the following conditions are hereby imposed upon the use of the subject property:

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. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions. Changes beyond minor deviations required by other City Departments or the LAMC may not be made without prior review by the Department of City Planning, Expedited Processing Section, and written approval by the Director of Planning. Each change shall be identified and justified in writing.
2. **Base Incentives.**
 - a. **Residential Density.** The project shall be limited to a maximum density of 74 units, including on-site Restricted Affordable Units, equal to a maximum density increase of 50%.
 - b. **Floor Area Ratio (FAR).** The project is permitted to have an FAR of 4.2:1 in the R4-1 Zone, consistent with the Transit Oriented Communities Guidelines.
 - c. **Parking.**
 - i. **Automotive Parking.** Automobile parking shall be provided consistent with LAMC Section 12.22-A,31. The proposed development, a Tier 1 project, shall not be required to exceed 0.5 automobile parking spaces per bedroom.
 - ii. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21-A,16. In the event that the number of On-Site Restricted Affordable Units should increase or the composition of such units should change, then no modification of this determination shall be necessary and the number of bicycle parking spaces shall be re-calculated consistent with LAMC Section 12.21-A,16. The additional options to further reduce automobile parking through bicycle parking replacement in LAMC 12.21-A, 4 shall not apply.

- iii. **Rounding.** If a total number of parking spaces required for a development is other than a whole number, the number shall be rounded up to the next whole number.
- iv. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by HCIDLA.

3. **Additional Incentives.**

a. **North Side Yard Setbacks, South Side Yard Setbacks, and Open Space.**

- i. **Side Yard (North Side).** A 6-foot 9-inch north side yard shall be permitted in lieu of the minimum 9 feet otherwise required in the R4-1 Zone; and
- ii. **Side Yard (South South).** 6-foot 9-inch south side yard shall be permitted in lieu of the minimum 9 feet otherwise required in the R4-1 Zone.

Open Space. A 20 percent reduction in Open Space to allow 6,280 square feet in lieu of the required 7,850 square feet.

- 4. **Affordable Units.** Pursuant to Section IV.1.d of the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the applicant shall provide a minimum of 8% of the total number of units to be reserved for Extremely Low Income households (ELI) as defined by Section 50106 of the California Health and Safety Code.
- 5. **Changes in On-site Restricted Units.** Deviations that increase the number of On-site Restricted Units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A.31 and the project's AB 2556 Determination, dated August 13, 2019.
- 6. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the HCIDLA to make six (6) units for Extremely Low Income (ELI) households, one (1) unit for Very Low Income (VLI) households, and two (2) units for Low Income (LI) 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 reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22-A,31, to the satisfaction of HCIDLA, and in consideration of the project's AB 2556 Determination, dated August 13, 2019. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.

Design Conformance Conditions

- 7. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, walkways, common open space and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.

- a. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
8. **Landscaping.** 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. The project shall indicate landscape points for the project equivalent to 10% more than otherwise required by LAMC 12.40 and Landscape Ordinance Guidelines.
 - a. Landscaping shall be installed with drought tolerant, native landscaping. Mediterranean and other local climate-friendly plants may be used alongside native species.
9. **Building Materials.** The proposed structure's building façades shall be in substantial compliance with Exhibit A.
10. **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 or a green wall on all exposed sides.
11. **Trash.** All trash collection and storage areas shall be located on-site and not visible from the public-right-of-way.
 - a. Trash receptacles shall be enclosed and/or covered at all times.
 - b. Trash/recycling containers shall be locked when not in use.
12. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above night skies.

Administrative Conditions

13. **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.
14. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
15. **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.

16. **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.
17. **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.
18. **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.
19. **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.
20. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
21. **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.
22. **Expedited Processing Section Fee.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
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 is a rectangular-shaped site comprised of one parcel comprised of one lot zoned R4-1 and consisting of approximately 19,577.1 square feet (0.43 acre) of net lot area. The subject property is fronting on the west side of Occidental Boulevard and is currently vacant.

The project involves the construction, use, and maintenance of a residential building with a total of 74 units (including nine affordable units made up of six (6) units for Extremely Low Income (ELI) households, one (1) unit for Very Low Income (VLI) households, and two (2) units for Low Income (LI) households) and a total floor area of approximately 59,460 square feet for an approximate Floor Area Ratio (FAR) of 4.2:1. The building is proposed to be 69-feet, 4-inches in height, built to six stories plus a roof deck. The measurement of building height may exclude roof structures and equipment as defined by Section 12.21.1 of the LAMC. The proposed project will have one level of at-grade parking and one level of subterranean parking containing 79 automobile parking spaces and 64 bicycle stalls. The proposed unit mix consists of 10 studio units, 46 one-bedroom units, and 18 two-bedroom units. The building provides a total of 6,311 square feet of open space comprised of 950 square feet of private open space and 5,361 square feet of common open space, including large landscaped courtyards on the 2nd floor, 5th floor and roof deck.

Zoning:

The project site is located within the Westlake Community Plan Area. The adopted Westlake Community Plan designates the project site for High Medium Residential land use with corresponding zone of R4.

The project site is located within the Los Angeles State Enterprise Zone, a Special Grading Area (BOE Basic Grid Map A-13372), a Methane Zone and is subject to a 10-foot Building Line established by Ordinance No. 57,556. The project proposes the grading and export of more than 1,000 cubic yards, and as such, requires a Haul Route from the Los Angeles Department of Building and Safety.

Surrounding Properties:

The subject property is located in a highly urbanized area, approximately two (2) miles northwest of downtown Los Angeles. The subject site located along Occidental Boulevard. The land use and zoning surrounding the subject site reflects a mix of single-family, multi-family, and commercial uses (zoned R4-1, R3-1, C2-1, and [Q]C1.5-1). Therefore, the subject site is substantially surrounded by urban uses. The entire site is surrounded by R4-zoned properties that are improved with multi-family residential land uses. The subject property is located approximately 730 feet from 3rd Street and approximately 380 feet from Beverly Boulevard. Properties along both of these major thoroughfares are zoned C2-1 and R4-1 and, improved with neighborhood serving commercial uses and high-density multi-family residential. There are multiple major bus routes running along 3rd Street and Beverly Boulevard; several local busses serve the 3rd Street and Occidental Boulevard stop, which is approximately less than 300 feet from the subject property. The nearest cross street, approximately 70 feet to the south of the property, is 2nd Street, a designated Local Standard street, improved with multiple residential uses.

Abutting Streets:

Occidental Street, abutting the property to the east of the project site, is a Local Street – Standard, dedicated to a right-of-way width of 120 feet along the project’s frontage, and improved with asphalt roadway and concrete curb, gutter, and sidewalk.

Transit Oriented Communities (TOC) Guidelines, Tier 1 Eligibility:

On September 22, 2017, the Transit Oriented Communities (TOC) Guidelines became effective. On February 26, 2018 the TOC guidelines were amended with Technical Clarifications. The TOC Guidelines establish a tier-based system with varying development bonuses and incentives based on a project’s distance from different types of transit. The subject property is located within 750 feet of a Major Transit Stop. The project site is located on Occidental Boulevard and served by the Metro Local Bus 14 and Metro Local Bus 603. The project is located 1,000 feet (0.2 miles) south of the Metro Local Bus 14 and 1,480 feet (0.3 miles) southwest of the Rampart/Beverly bus stop of the Metro Local Bus 603. Additionally, the project site is also located approximately 4,224 feet (0.8 miles) from the Rampart/Beverly Rail Station which provides service for the Metro Red Line.

The subject property is therefore located in Tier 1 of the Transit Oriented Communities Affordable Housing Incentive Program and is eligible for Tier 1 incentives. Per Section IV of the Transit Oriented Communities Guidelines, Tier 1 projects are eligible for the Base Incentives as well as up to three Additional Incentives if the project reserves at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units for Very Low Income Households, or at least 30% of the base units for Low Income Households. The project will set aside 11% of the base units for Extremely Low Income Households and is therefore eligible for two Additional Incentives.

The project involves a Transit Oriented Communities Request to permit 49 base units and 25 additional units through the Transit Oriented Communities Program, for a total of 74 units. Therefore, the applicant is proposing a total of 74 units. As Base Incentives, the project is eligible to (1) increase the maximum allowable number of dwelling units permitted by 50%, (2) increase the maximum allowable Floor Area Ratio (FAR) by 40%, and (3) provide a maximum of 0.5 parking spaces per bedroom (46 spaces required). The project is requesting three Additional Incentives as follows: (1) a 25 percent reduction in required north side yard setback; (2) a 25 percent reduction in required south side yard setback AND; (3) a 20% reduction in Open Space.

Density Allowed By-Right

As previously mentioned, the project site is within the R4-1 Zone, which allows for the following base density:

Zone	Lot Size (Lot Size Area)	Minimum Area per Dwelling Unit	Base Density Allowed (Lot Size/Minimum Area per Dwelling Unit)
R4-1	19,577.1 square feet	400 square feet	48.9 units (48 units)
Total Base Density:			49 units (rounded up)

Table 1. The base density allowed for the proposed project is 49 units.

Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the project is eligible for Base Incentives and up to three (3) Additional Incentives.

Density Allowed with Increase

By setting aside 11% of the project's total number of units for Extremely Low Income Households, the project is eligible for a 50% density increase for a maximum density of 74 units. The following table shows the computation:

Zone	Total Base Density	Density Increase	Total Density Allowed (Total Base Density x Density Increase)
R4-1	49 units (rounded up)	50% (1.5)	74 units (rounded up)
Maximum Density Allowed:			74 units

Table 2 - The total (maximum) density allowed for the proposed project is 74 units.

The applicant is proposing a density of 74 residential units, which meets the maximum allowable density permitted through the TOC Guidelines in exchange for providing the on-site restricted affordable units. As such, the applicant is proposing a 50 percent density increase per the TOC Guidelines.

In accordance with TOC guidelines, the project qualifies for Tier 1 Base Incentives for setting aside eight percent (0.08%) of the total project units ($74 \text{ units} \times 0.08 = 5.92 = 6 \text{ units} - \text{rounded up}$) for Extremely Low Income Households. Additionally, in accordance with TOC regulations of LAMC Section 12.22-A.31, the project qualifies for up to three (3) Additional Incentives for setting aside at least eleven percent (11%) of the base density ($49 \text{ units} \times 0.11 = 5.39 = 6 \text{ units} - \text{rounded up}$) for Extremely Low Income Households. The following table shows the computation:

Total Project Units	Qualification for Tier 3 Base Incentives (set aside 8% of the total number of units in the final project for Extremely Low Income Households)	Qualification for Three (3) Additional Incentives (set aside 11% of Base Density Allowed for Extremely Low Income Households)
74 units	$74 \times 0.08 = 2.88 = 6 \text{ units (rounded up)}$	$49 \times 0.11 = 5.39 = 6 \text{ units (rounded up)}$

Table 3 - In order to qualify for Tier 1 Base Incentives, the project must set aside three units in the final project for Extremely Low Income Households. Additionally, in order to qualify for up to three (3) additional incentives, the proposed project must set aside six (6) units for Extremely Low Income Households.

HOUSING REPLACEMENT (AB 2556 DETERMINATION)

Pursuant to LAMC Section 12.22 A.31(b)(1), a Housing Development located within a Transit Oriented Communities (TOC) Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets any applicable replacement requirements of California Government Code Section 65915(c)(3) (California State Density Bonus Law).

On September 27, 2014, Governor Jerry Brown signed Assembly Bill (AB) 2222, as amended by AB 2556 on August 19, 2016, to amend sections of California's Density Bonus Law (Government Code Section 65915). AB 2556 requires applicants of Density Bonus projects filed as of January 1, 2015 to demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant,

ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households.

Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated September 16, 2020, indicates that the proposed development shall provide at least nine (9) replacement units of equivalent type, with four (4) units restricted to Extremely Low Income Households, three (3) units restricted to Very Low Income Households, and two (2) units restricted to Low Income Households. However, the project is setting aside six (6) units for restricted affordable housing for Extremely Low Income Households, one (1) unit restricted to Very Low Income Households, and two (2) units restricted to Low Income Households which exceeds the requirements pursuant to AB 2556. This is reflected in the Conditions of Approval. Refer to the Transit Oriented Communities Affordable Housing Incentive Program Project Background section of this determination for additional information.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS

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

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

The project site is located within a Tier 1 Transit Oriented Communities Affordable Housing Incentive Area. As part of the proposed residential development, the project is required to reserve 3 on-site dwelling units for Extremely Low Income Households, which equates to 8 percent of the 74 dwelling units proposed as part of the Housing Development. The project is proposing to set aside 6 dwelling units for Extremely Low Income Households. As such, the project meets the eligibility requirement for On-Site Restricted Affordable Units.

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

The subject property is located within 750 -2,640 feet of a Major Transit Stop. The project site is located on Occidental Boulevard and served by the Metro Local Bus 14 and 603. The project is located 1,000 feet (0.2 miles) south of the Metro Local Bus 14 and 1,480 feet (0.3 miles) southwest of the Rampart/Beverly bus stop of the Metro Local Bus 603. As such, the project meets the eligibility requirement for proximity to a Major Transit Stop.

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

Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated September 16, 2020, indicates that the proposed development shall provide at least nine (9) replacement units of equivalent type, with four (4) units restricted to Extremely Low Income Households, three (3) units restricted to Very Low Income Households, and two (2) units restricted to Low Income Households. However, the project is setting aside six (6) units for restricted affordable housing for Extremely Low Income Households, one (1) unit restricted to Very Low Income Households, and two (2) units restricted to Low Income Households, which exceeds the requirements pursuant to AB 2556. This is reflected in the Conditions of Approval. As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Section 65915(c)(3).

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

The residential 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), 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 three (3) Additional Incentives for a reduction in the north side yard setback, a reduction in the south side yard setback, and a reduction in open space in exchange for reserving at least 11 percent of the base units for Extremely Low Income Households. The project is setting aside six (6) units for Extremely Low Income Households, which equates to more than 11 percent of the 49 base units permitted through the underlying zoning of the site. As such, the project meets the eligibility requirement for Base and Additional Incentives.

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

The project is not seeking any additional incentives beyond the three permitted in exchange for reserving at least 11 percent of the base units for Extremely Low Income Households. The project is setting aside six (6) units for Extremely Low Income Households, which equates to more than 11 percent of the 49 base units permitted through the underlying zoning of the site. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11; 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 proposed development will be located on one lot which is located within a Tier 1 Transit Oriented Communities Affordable Housing Incentive Area. As such, the project is requesting the TOC Incentives that correspond to Tier 1.

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

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

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

The project does not consist of 100% On-Site Restricted Affordable units. It is not eligible for or seeking an increase in Tier. As such, this eligibility requirement does not apply.

10. **Design Conformance.** *Projects seeking to obtain Additional Incentives shall be subject to any applicable design guidelines, including any Community Plan design guidelines, Specific Plan design guidelines and/or Citywide Design Guidelines and may be subject to conditions to meet design performance. The conditions shall not preclude the ability to construct the building with the residential density permitted by Section VI.*

The project seeks three Additional Incentives and therefore has been conditioned to conform to the Citywide Design Guidelines, including, but not limited to maintaining the site attractive at all times (free of trash, debris, and graffiti), providing sufficient landscaping on site, providing a minimum of three different materials on the building façade, screening off all mechanical equipment and transformers, and the provision of outdoor lighting with shielding such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above night skies.

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 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 incentive(s) unless the director finds that:**

- a. *The incentives do not result in identifiable and actual cost reductions 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 extremely low, very low, and lower 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 Transit Oriented Communities Guidelines were pre-evaluated at the time the Transit Oriented Communities Affordable Housing Incentive Program Ordinance was adopted to include relief mechanisms that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

Additional Incentives:

Yards and Open Space. The requested yard and open space incentives, which includes a reduction in required northeast side yard setback, a reduction in required south side yard setback and a reduction in open space (which allows a 6-foot 9-inch north side yard setback in lieu of 9 feet, a 6-foot 9-inch south side yard setback in lieu of 9 feet, and 6,311 square feet of open space in lieu of 7,850 square feet), are expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines. The Menu of Incentives in the Transit Oriented Communities Guidelines permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. The three requested incentives for reduced yards and reduced open space allows the project to increase the overall space dedicated to residential use, thereby allowing for the provision of affordable residential units. These incentives support the applicant's decision to reserve six (6) units as affordable housing units reserved for Extremely Low Income Households.

- b. *The Incentive will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there 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 that the proposed incentive will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. 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 project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. According to ZIMAS, the project site is located within the Los Angeles State Enterprise Zone, a Special Grading Area (BOE Basic Grid Map A-13372), a Methane Zone and is subject to a 10-foot Building Line established by Ordinance No. 57,556. Since the project is located within a Methane Zone and a Special Grading Area, the project will be required to undergo review and approval by the Los Angeles Bureau of Engineering-Grading. The project is not located on a substandard street in a Hillside area, or a Very High Fire Hazard Severity Zone. The project is required to comply with all other pertinent regulations including those governing construction, use, and maintenance, and will not create any significant direct impacts on public health and safety. Therefore, there is no substantial evidence that the proposed project, and thus the requested incentive, will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource.

c. *The incentives/waivers are contrary to state or federal law.*

There is no substantial evidence in the record that the proposed incentives/waivers are contrary to state or federal law.

ADDITIONAL MANDATORY FINDINGS

2. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located outside of a flood zone.
3. It has been determined based on the whole of the administrative record that the project is exempt from CEQA pursuant to State CEQA Guidelines, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2, applies.

The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "In-fill Projects". The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting five established conditions and if it is not subject to an Exception that would disqualify it. The Categorical Exception document prepared by Department of City Planning dated March 10, 2021 and attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND

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

The TOC Guidelines, adopted September 22, 2017 and amended on February 26, 2018 with Technical Clarifications, 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.

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.

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.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles, West Los Angeles Development Services Center, or the Marvin Braude Constituent Service Center in the Valley. 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 by calling (213) 482-7077, (310) 231-2901, (818) 374-5050, or through the Department of City Planning website at <http://cityplanning.lacity.org>. The applicant is further advised to notify any consultant representing you of this requirement as well.

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."

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.

APPEAL PERIOD - EFFECTIVE DATE

The Determination in this matter will become effective after **April 12, 2021** 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 www.cityplanning.lacity.org.

Planning Department public offices are located at:

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

Marvin Braude San Fernando
Valley Constituent Service Center
6262 Van Nuys Boulevard, Suite
251
Van Nuys, CA 91401

(818) 374-5050

Pursuant to LAMC Section 12.22 A.25(g)(2)(i)(f), only an applicant, abutting property owners, and abutting tenants can appeal this 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, increase in FAR, and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Sections 12.22 A.25 and 12.22 A.31 of the LAMC, appeals of Transit Oriented Communities Affordable Housing Incentive Program cases are heard by the City Planning Commission.

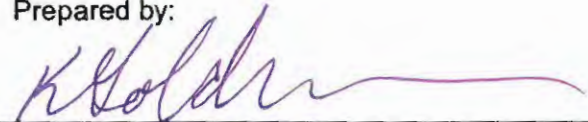
The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the 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:



Heather Bleemers, Senior City Planner

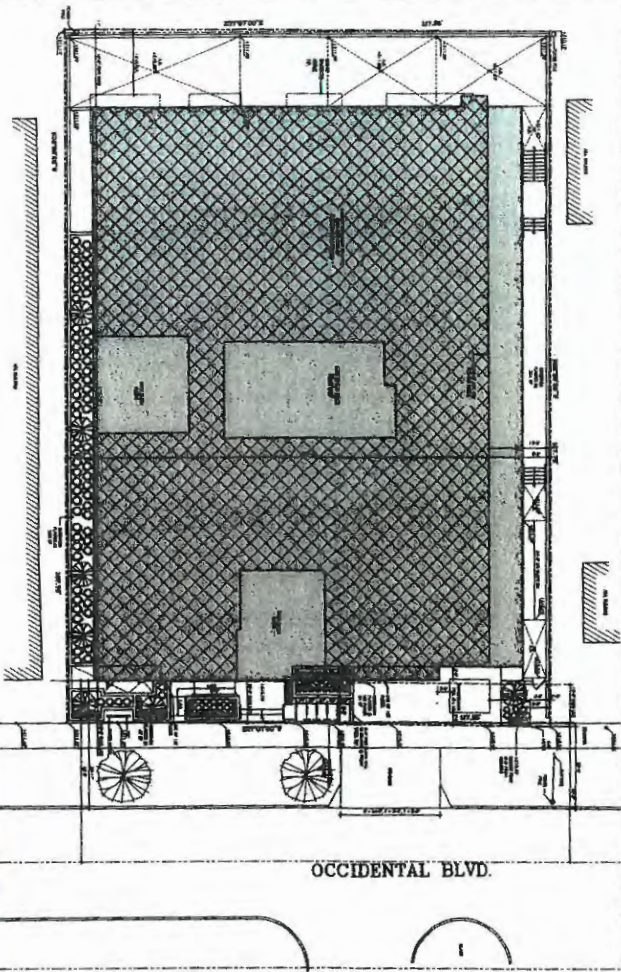
Prepared by:



Kevin Golden, City Planner

Attachments:
Exhibit A: Architectural Plans

OCCIDENTAL APARTMENT DEVELOPMENT



1 PLOT PLAN
Scale: 1/8" = 1'-0"

CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND LOCATIONS OF ALL EXISTING UTILITIES AND STRUCTURES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF LOS ANGELES AND THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS.



2 VICINITY MAP
Scale: 1/4" = 1'-0"

Project Team	Architect	Structural Engineer	Soils Engineer	Environmental Engineer	Other
PROJECT ARCHITECT	MIKA GROUP	MIKA GROUP	MIKA GROUP	MIKA GROUP	MIKA GROUP
PROJECT ENGINEER	MIKA GROUP	MIKA GROUP	MIKA GROUP	MIKA GROUP	MIKA GROUP
PROJECT ARCHITECT	MIKA GROUP	MIKA GROUP	MIKA GROUP	MIKA GROUP	MIKA GROUP
PROJECT ENGINEER	MIKA GROUP	MIKA GROUP	MIKA GROUP	MIKA GROUP	MIKA GROUP

Project Information

PROJECT NAME: OCCIDENTAL APARTMENTS
 PROJECT ADDRESS: 139 S. OCCIDENTAL BLVD., LOS ANGELES, CA 90007
 PROJECT NUMBER: 139S-OC-2019-001
 PROJECT DATE: 01/15/2020
 PROJECT STATUS: PRELIMINARY

Applicable Codes

2019 CALIFORNIA BUILDING CODE (CBC)
 2019 CALIFORNIA ELECTRICAL CODE (CEC)
 2019 CALIFORNIA MECHANICAL CODE (CMC)
 2019 CALIFORNIA PLUMBING CODE (CPC)
 2019 CALIFORNIA FIRE CODE (FC)

Soils, Geotechnical Analysis

SOILS ANALYSIS REPORT NO. 139S-OC-2019-001-01
 DATE: 01/15/2020
 ENGINEER: MIKA GROUP

NO.	DESCRIPTION	DATE	BY	CHECKED
1	PRELIMINARY DESIGN	01/15/2020	J. MIKA	M. MIKA
2	REVISED DESIGN	02/15/2020	J. MIKA	M. MIKA
3	FINAL DESIGN	03/15/2020	J. MIKA	M. MIKA

TITLE SHEET
PLOT PLAN

OCCIDENTAL APARTMENTS
139 S. OCCIDENTAL BOULEVARD
LOS ANGELES, CA 90007

MIKA GROUP

PROJECT: OCCIDENTAL
SCALE: T-1.0

DIR-2020-6816

EXHIBIT "A"
Page 1 of 20

EXHIBIT A
 Page No. _____
 Case No. _____

PROJECT
 OCCIDENTAL

A-2.0

P1 FLOOR PLAN

OCCIDENTAL APARTMENTS
 139 S. OCCIDENTAL BOULEVARD
 LOS ANGELES, CA 90057

MIKA
 design
 group

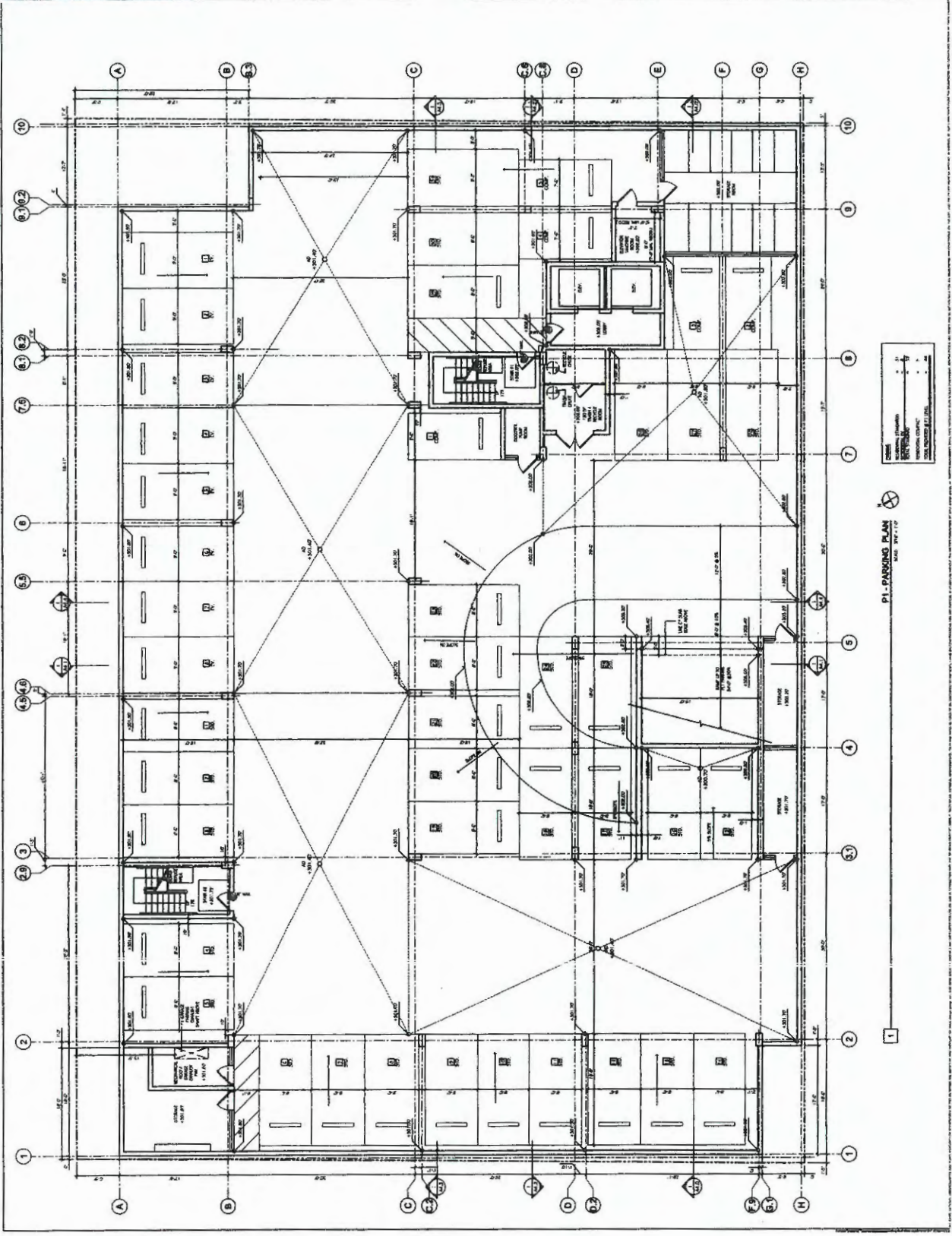
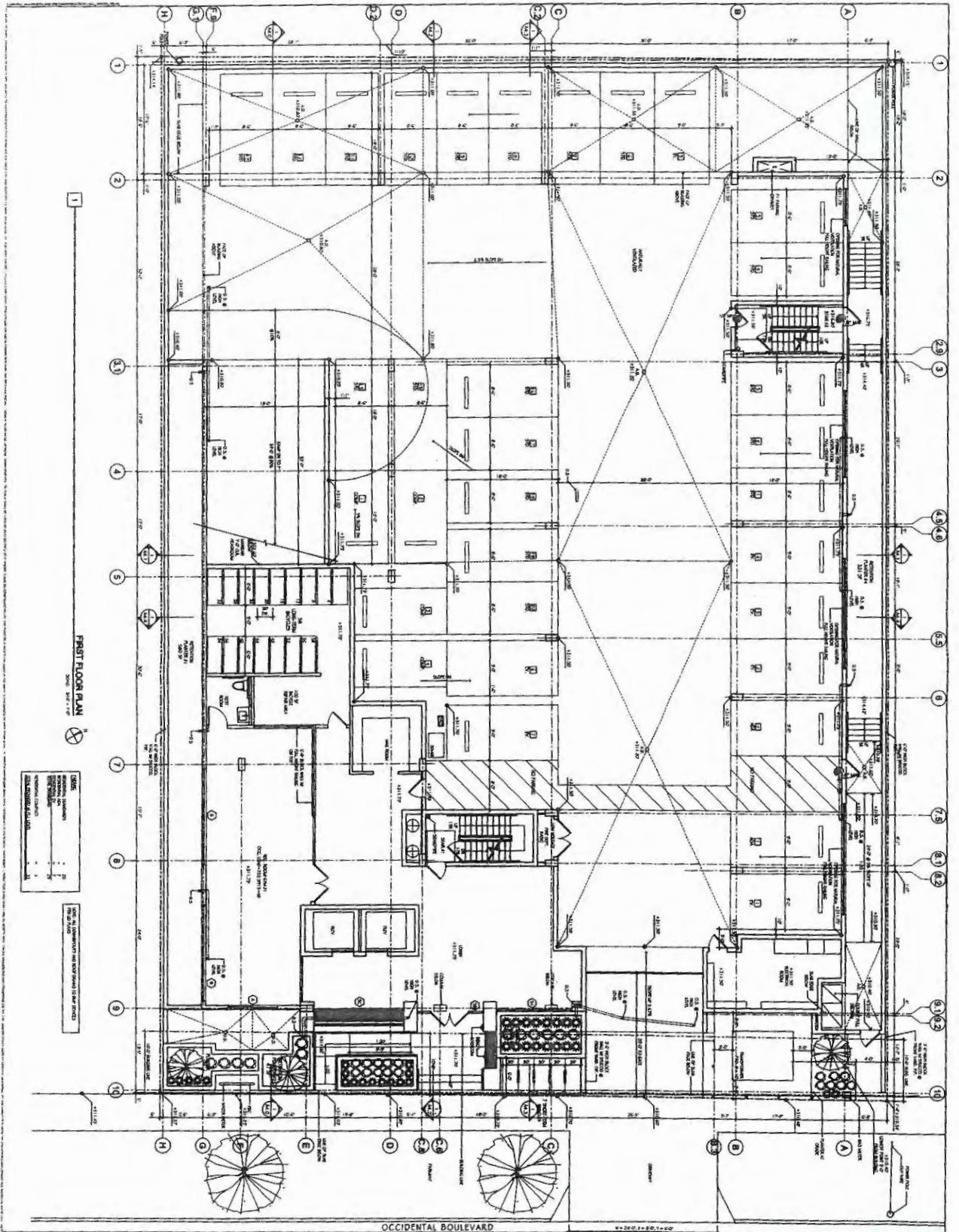


EXHIBIT A
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 2020-6816



FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

SYMBOL	DESCRIPTION
(Symbol)	STAIR
(Symbol)	ELEVATOR
(Symbol)	DOOR
(Symbol)	WINDOW
(Symbol)	SKYLIGHT
(Symbol)	PLUMBING
(Symbol)	ELECTRICAL
(Symbol)	MECHANICAL
(Symbol)	STRUCTURAL

ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED

OCCIDENTAL BOULEVARD

OCCIDENTAL
A-2.1

1ST FLOOR PLAN

OCCIDENTAL APARTMENTS
139 S. OCCIDENTAL BOULEVARD
LOS ANGELES, CA 90057

MIKA design
31555

EXHIBIT "A"
Page No. 3 20
DIR-2020-6816-TOC-HCA



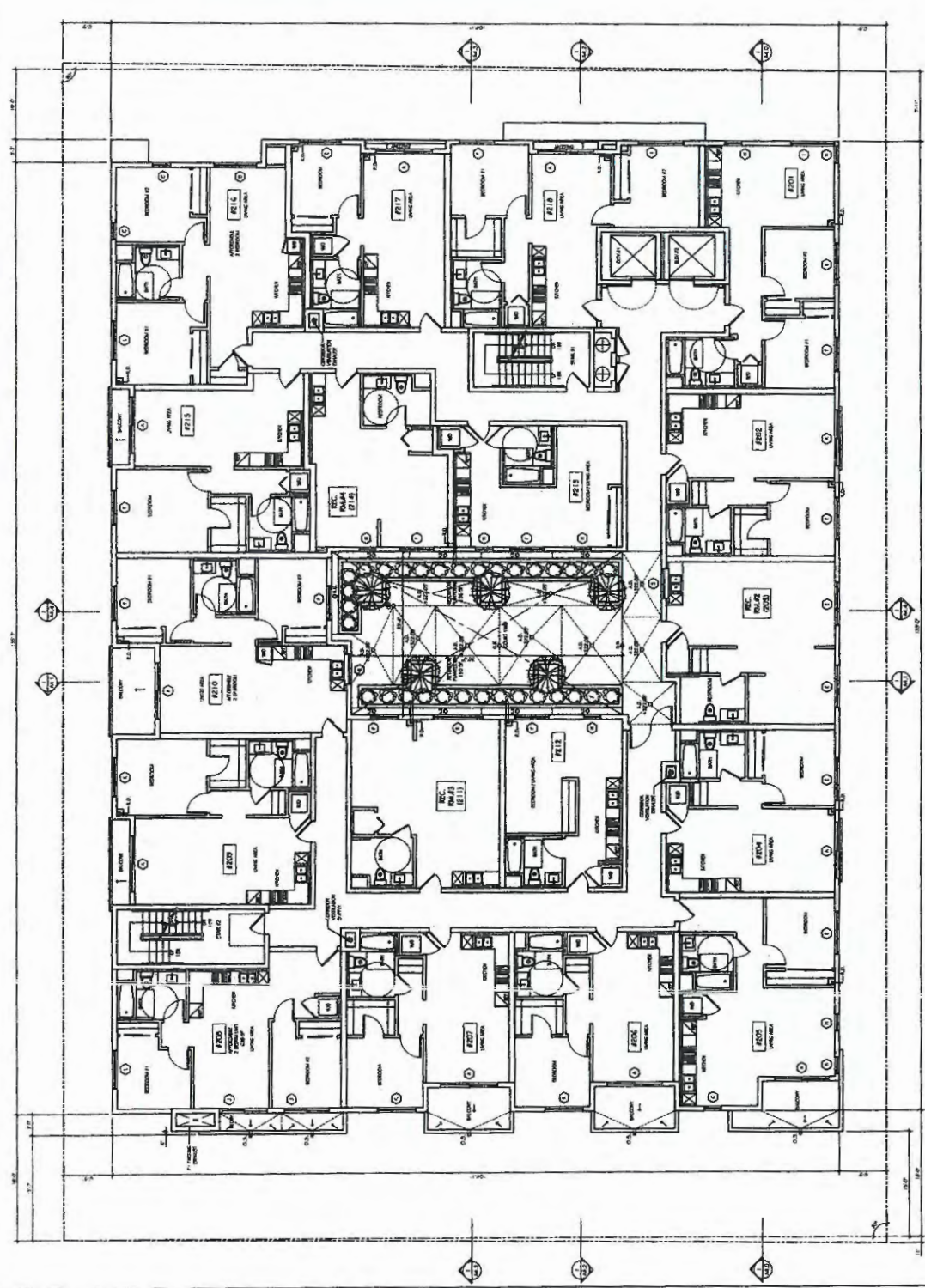
139 S. OCCIDENTAL BOULEVARD
LOS ANGELES, CA 90057

2ND FLOOR PLAN

PROJECT: OCCIDENTAL
DATE: 03.17.21
DRAWN BY: PLANNING

PROJECT: OCCIDENTAL
DATE: 03.17.21
DRAWN BY: PLANNING

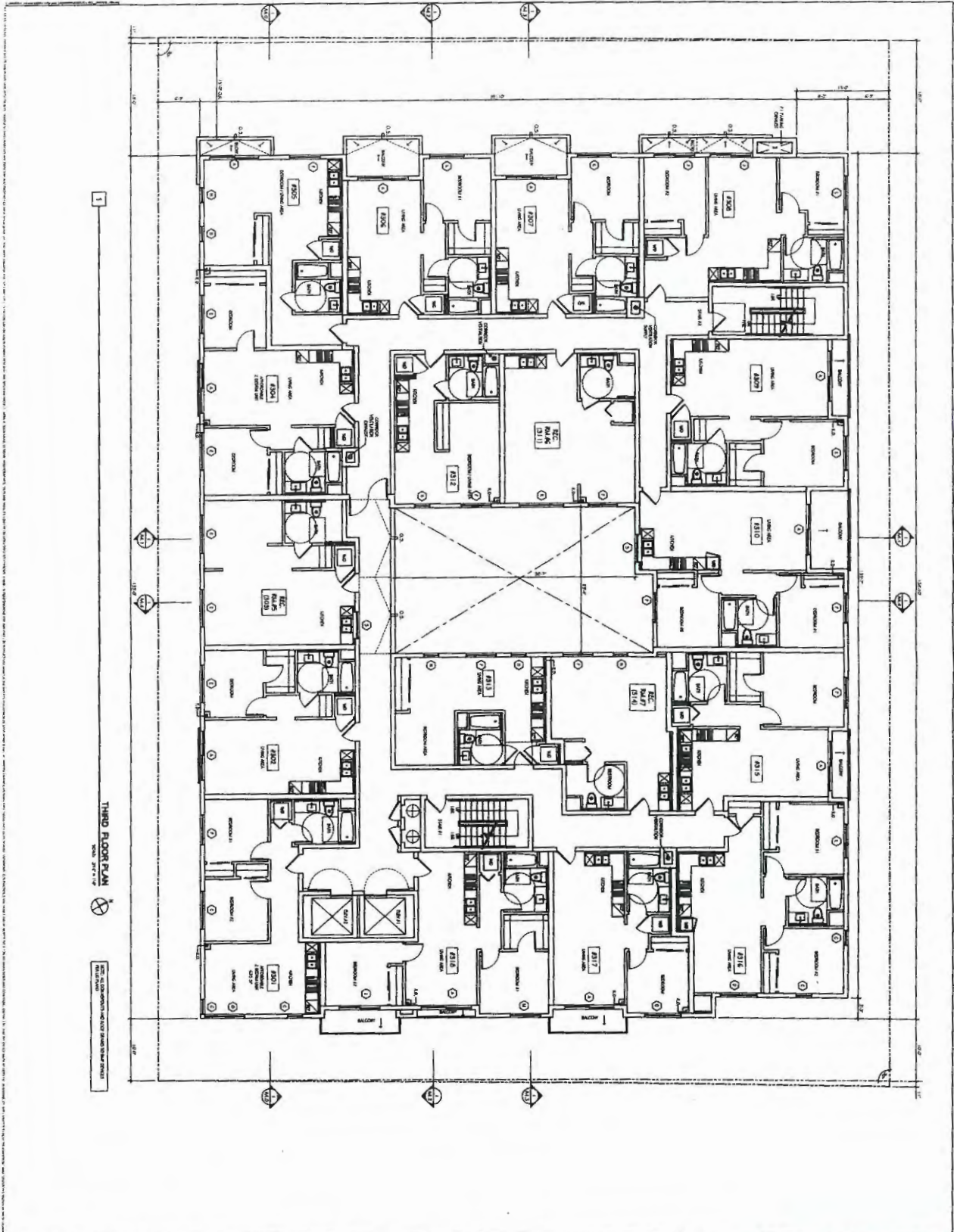
A-2.2



SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

DATE: 03.17.21
DRAWN BY: PLANNING
CHECKED BY: [Signature]
SCALE: 1/8" = 1'-0"

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2020-6816



THIRD FLOOR PLAN
SCALE: 1/8" = 1'-0"

SEE ALL DIMENSIONS AND NOTES ON SHEET A-2.3

A-2.3

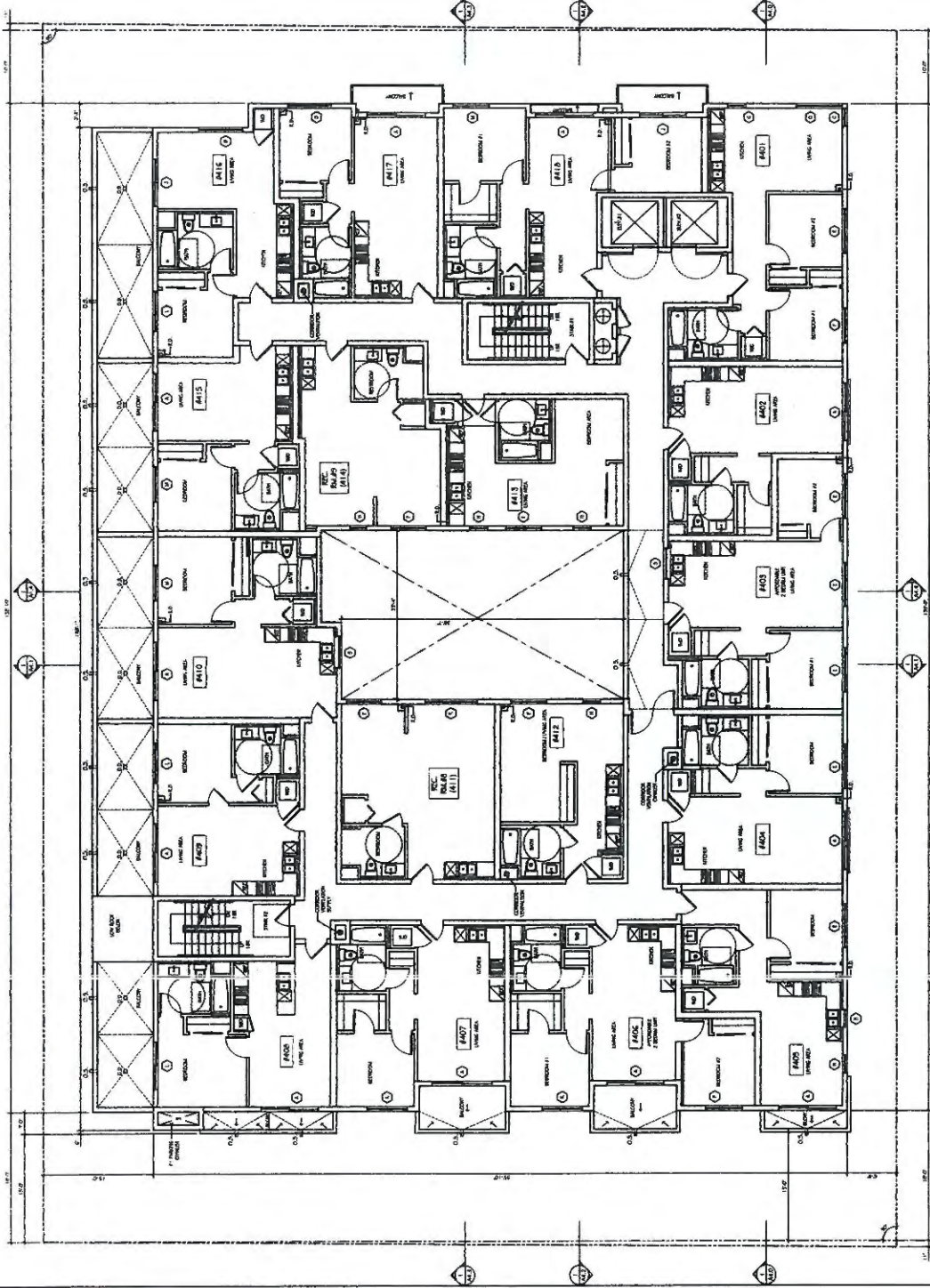
PROJECT
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3RD FLOOR PLAN

OCCIDENTAL APARTMENTS
139 S. OCCIDENTAL BOULEVARD
LOS ANGELES, CA 90057

MIKA design group

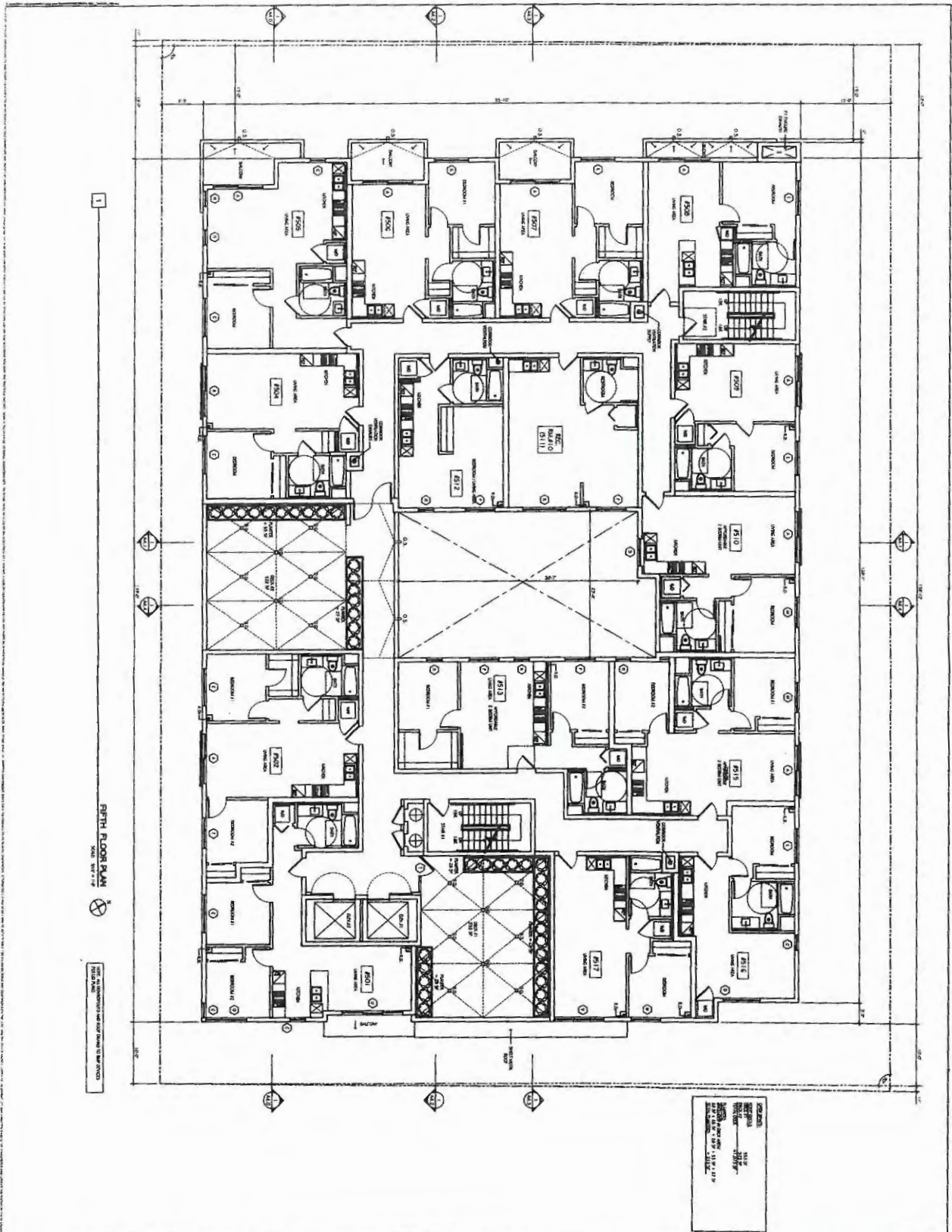
EXHIBIT "A"
Page 5 of 20
DIR-2020-6816



FOURTH FLOOR PLAN
DATE: 03.11.21

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6 20
2020-6816



FIFTH FLOOR PLAN
SCALE: 1/8" = 1'-0"

SEE THE OCCIDENTAL APARTMENTS FOR THE 1ST, 2ND, 3RD, 4TH, 6TH, 7TH, 8TH, 9TH, 10TH, 11TH, 12TH, 13TH, 14TH, 15TH, 16TH, 17TH, 18TH, 19TH, 20TH, 21ST, 22ND, 23RD, 24TH, 25TH, 26TH, 27TH, 28TH, 29TH, 30TH, 31ST, 32ND, 33RD, 34TH, 35TH, 36TH, 37TH, 38TH, 39TH, 40TH, 41ST, 42ND, 43RD, 44TH, 45TH, 46TH, 47TH, 48TH, 49TH, 50TH, 51ST, 52ND, 53RD, 54TH, 55TH, 56TH, 57TH, 58TH, 59TH, 60TH, 61ST, 62ND, 63RD, 64TH, 65TH, 66TH, 67TH, 68TH, 69TH, 70TH, 71ST, 72ND, 73RD, 74TH, 75TH, 76TH, 77TH, 78TH, 79TH, 80TH, 81ST, 82ND, 83RD, 84TH, 85TH, 86TH, 87TH, 88TH, 89TH, 90TH, 91ST, 92ND, 93RD, 94TH, 95TH, 96TH, 97TH, 98TH, 99TH, 100TH

DATE: 11/11/11
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: OCCIDENTAL APARTMENTS
 SHEET: 5TH FLOOR PLAN

A-25

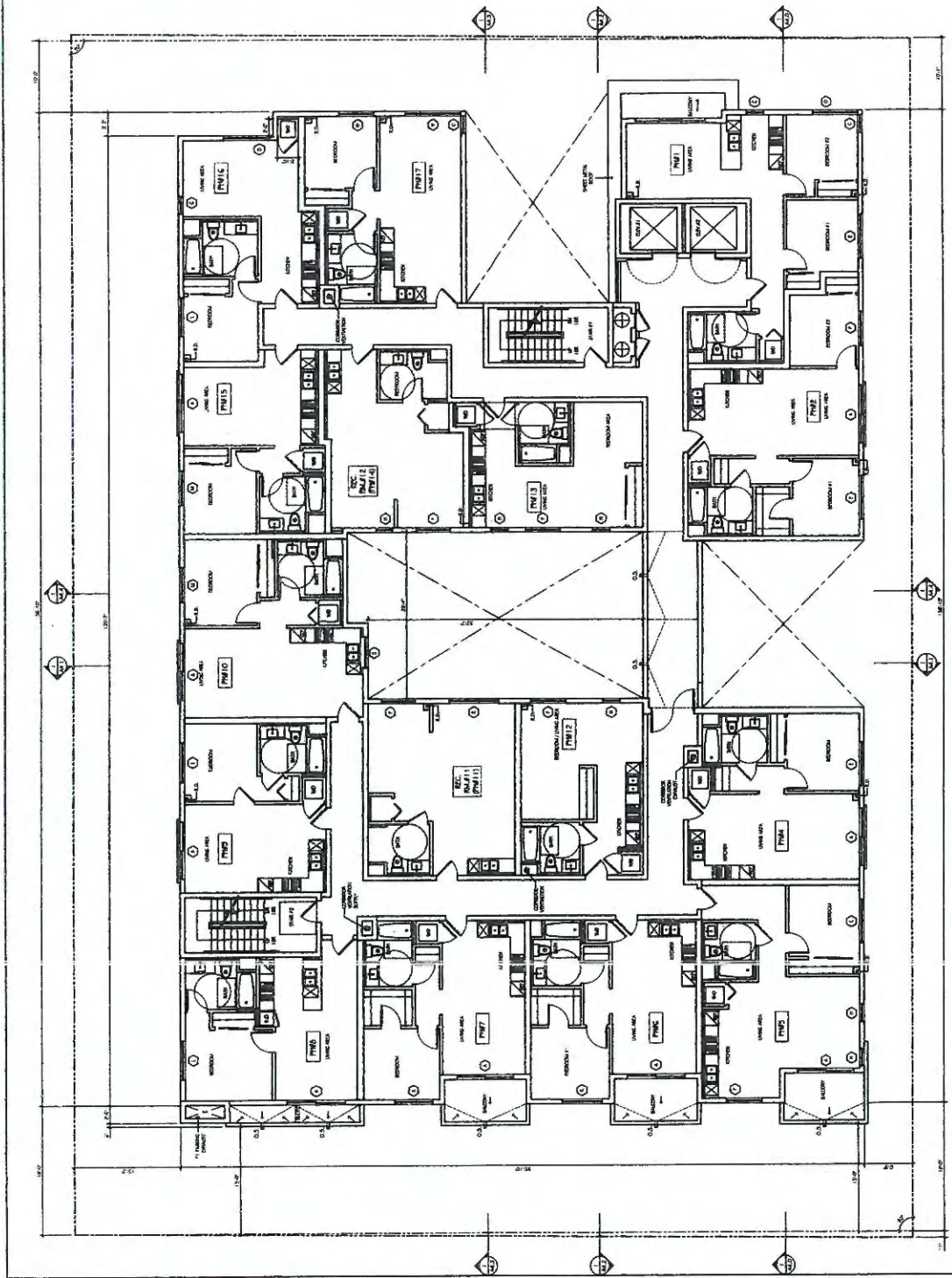
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5TH FLOOR PLAN

OCCIDENTAL APARTMENTS
 139 S. OCCIDENTAL BOULEVARD
 LOS ANGELES, CA 90057

MIKA

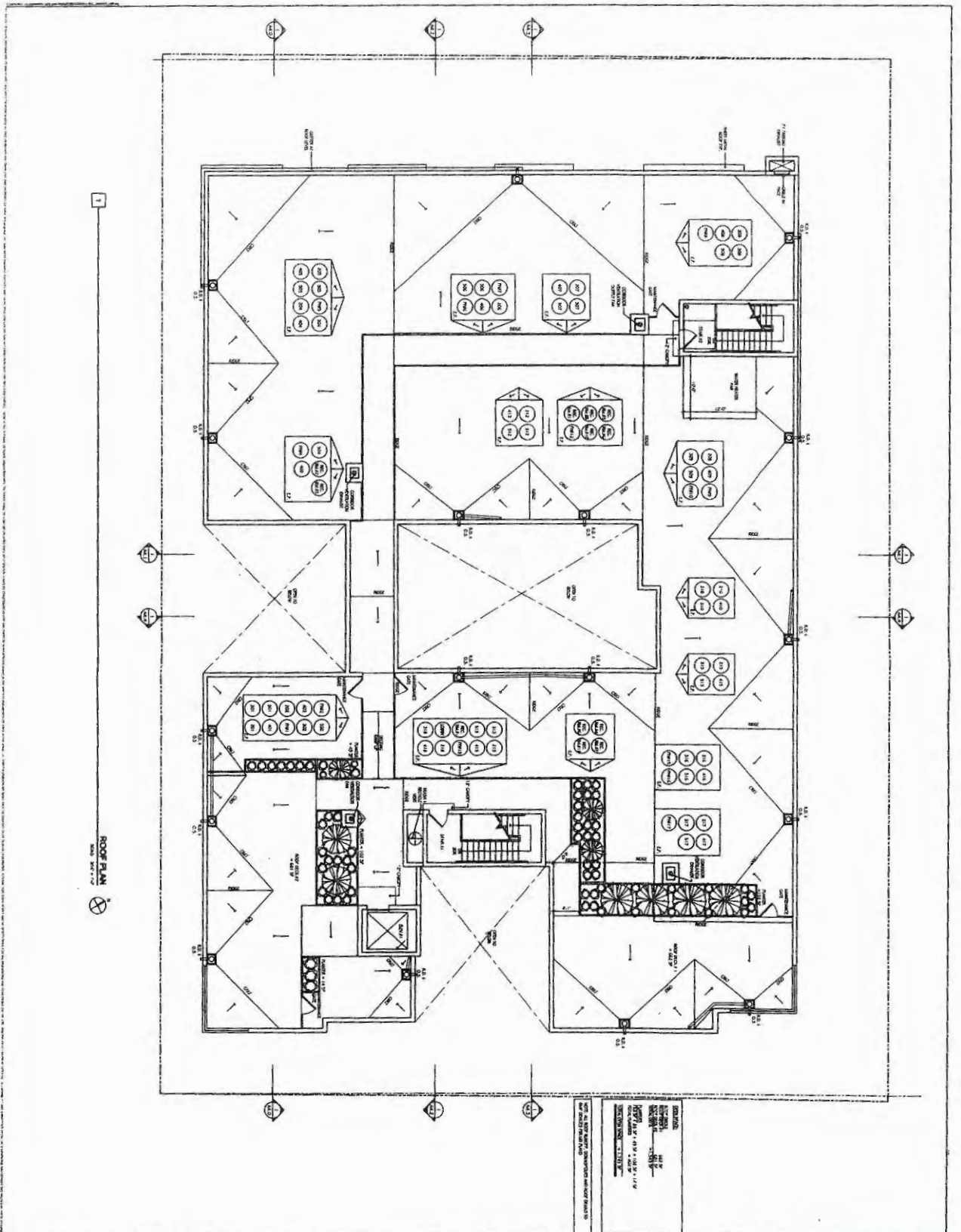
EXHIBIT "A"
 Page 7 of 20
 Case No. DIR 2020-0816



SIXTH FLOOR PLAN
 DATE: 04.11.10

1

8 20
 2020-6818



ROOF PLAN
SCALE: 1/8" = 1'-0"

DATE: 11/11/11
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: OCCIDENTAL APARTMENTS
 139 S. OCCIDENTAL BOULEVARD
 LOS ANGELES, CA 90007

NO. 100
 DATE: 11/11/11
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: OCCIDENTAL APARTMENTS
 139 S. OCCIDENTAL BOULEVARD
 LOS ANGELES, CA 90007

ROOF PLAN

OCCIDENTAL APARTMENTS
 139 S. OCCIDENTAL BOULEVARD
 LOS ANGELES, CA 90007



A-2.7

EXHIBIT
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 2020-6816



LEGEND

- White Plaster
- Light Grey Stucco
- Dark Grey Stucco
- Neutral Façade, Natural Fiber Composites, Dark Stain
- Dark Grey Metal Details
- Light Grey-Green Stucco

NOT TO SCALE UNLESS NOTED TO THE CONTRARY

OCCIDENTAL BOULEVARD ELEVATION (EAST)
DATE 03.11.21

2020-6816
10-20



<p>A-3.1</p> <p>PROJECT: OCCIDENTAL</p>	<p>ELEVATIONS</p>	<p>OCCIDENTAL APARTMENTS 139 S. OCCIDENTAL BOULEVARD LOS ANGELES, CA 90057</p>	<p>MIKA design group</p>
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EXHIBIT A
11 20
2020-6816

- LEGEND**
- White Stucco
 - Light Grey Stucco
 - Dark Grey Stucco
 - Neutral Tinted Natural Fiber Composite Deck Siding
 - Dark Grey Metal Details
 - Light Grey-Green Stucco

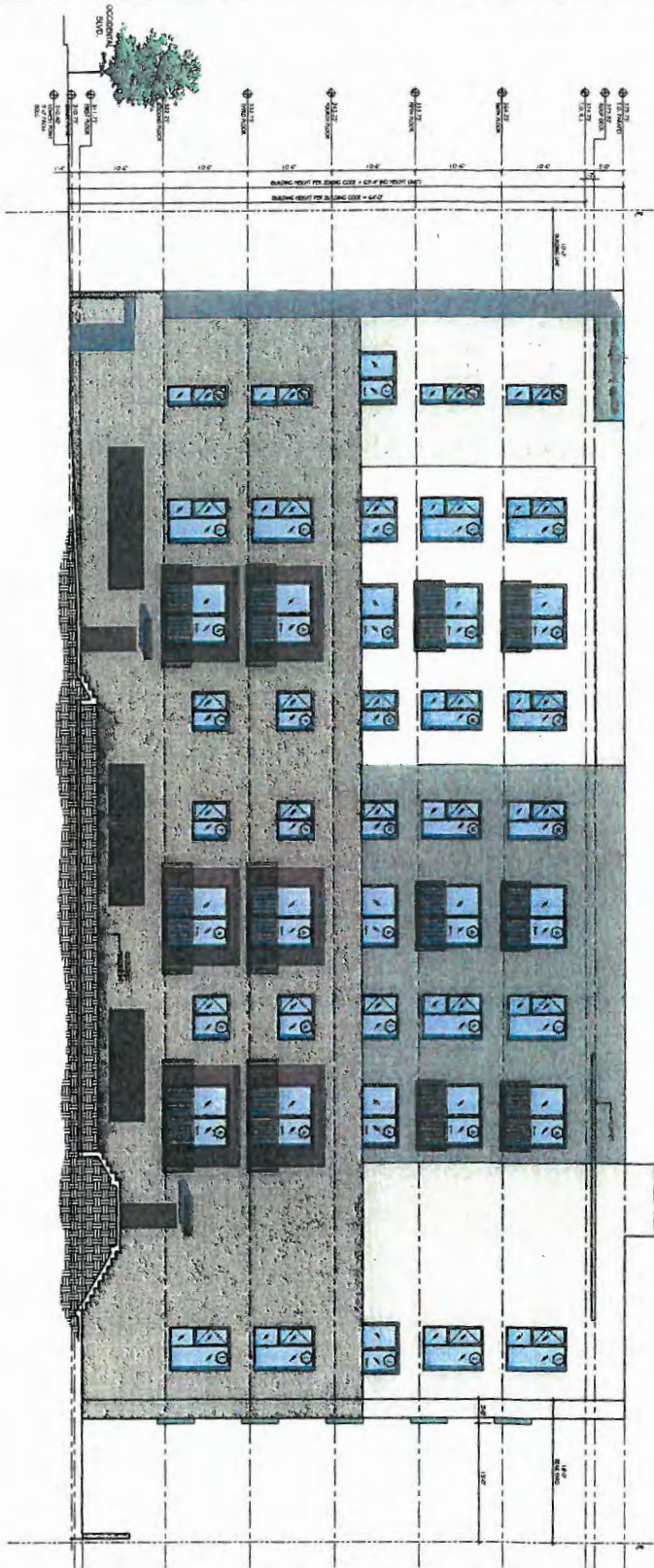


SEE PLAN SECTION FOR FLOOR TO FLOOR HEIGHTS

REAR ELEVATION (WEST)
SCALE: 1/8" = 1'-0"

12 20
2020-68916

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1

SIDE ELEVATION (NORTH)

SEE PLAN SHEETS FOR WINDOW AND DOOR SIZES AND TO BE FINISH

- LEGEND**
- White Stucco
 - Light Grey Stucco
 - Dark Grey Stucco
 - Acrylic Finish, Natural Fiber Composite
 - Dark Grey Metal Panels
 - Light Grey Screen Stucco

PROJECT: OCCIDENTAL
 SHEET: A-3.3
 DATE: 03.11.21
 DRAWN BY: [Name]
 CHECKED BY: [Name]

ELEVATIONS

OCCIDENTAL APARTMENTS
 139 S. OCCIDENTAL BOULEVARD
 LOS ANGELES, CA 90057

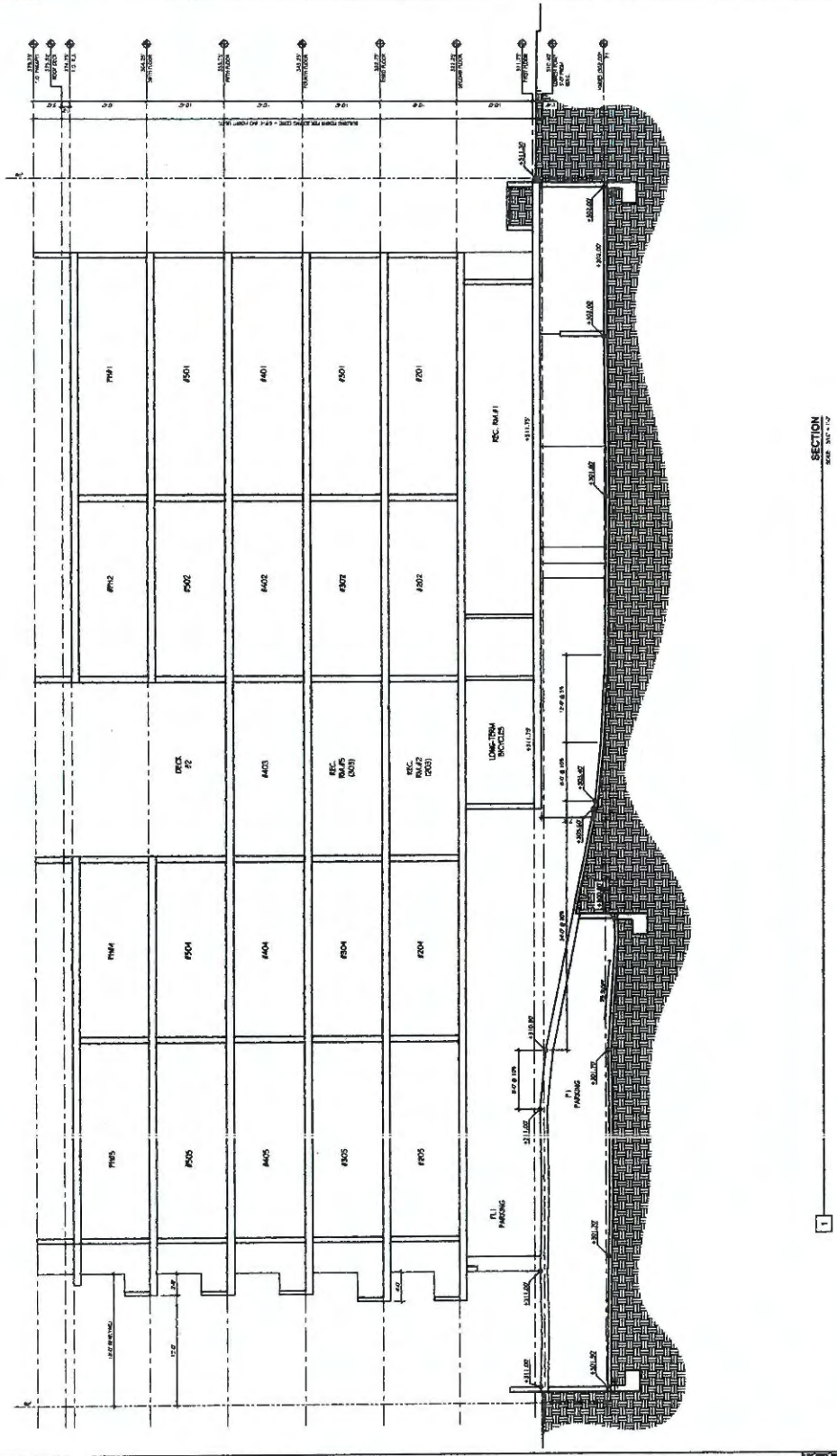


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 2020-6816

SECTION

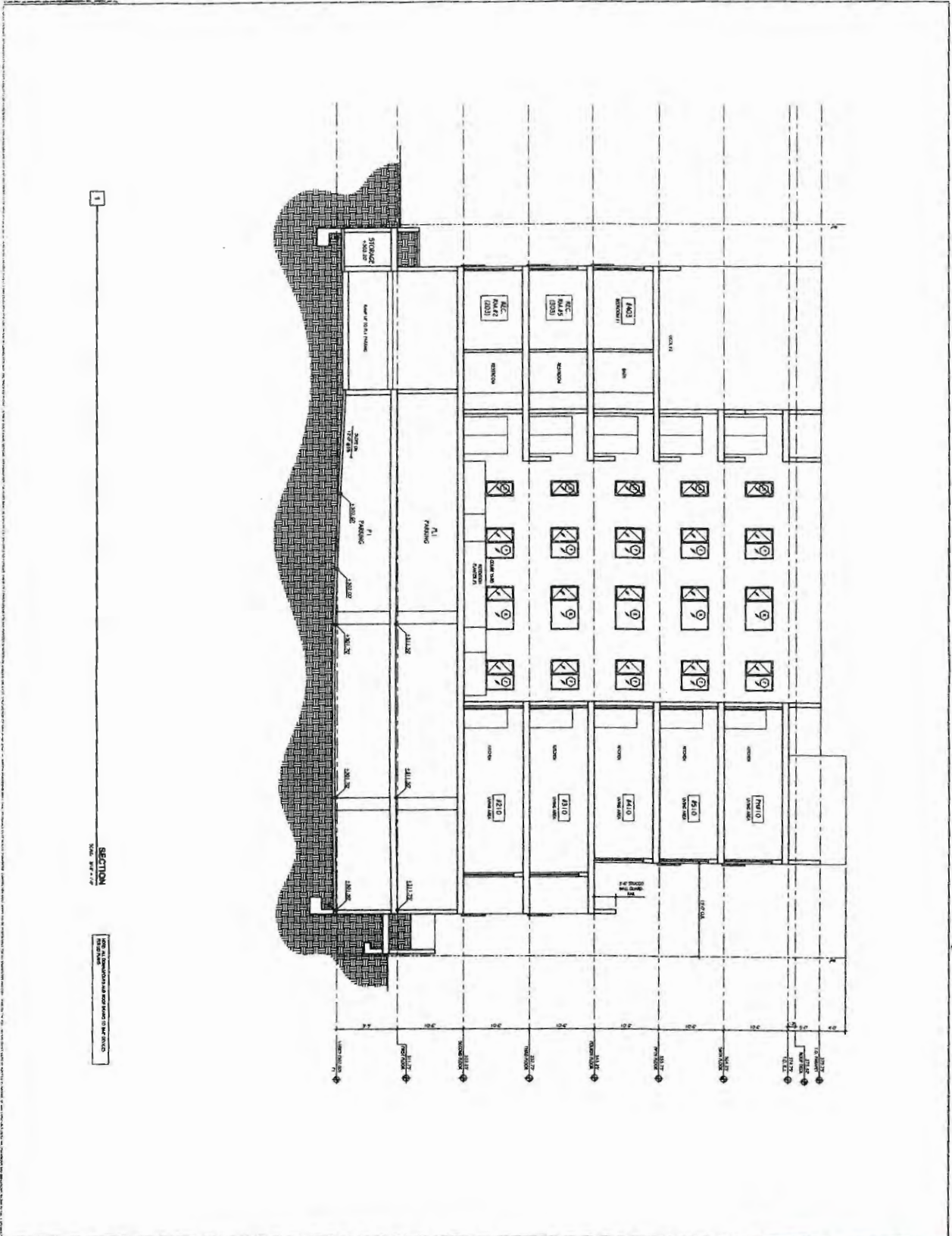
OCCIDENTAL APARTMENTS
139 S. OCCIDENTAL BOULEVARD
LOS ANGELES, CA 90057

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design
group



SECTION
SCALE: 1/8" = 1'-0"

EXHIBIT A
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2020-6816



1

SECTION
A-A

SECTION
A-A

A-4.1

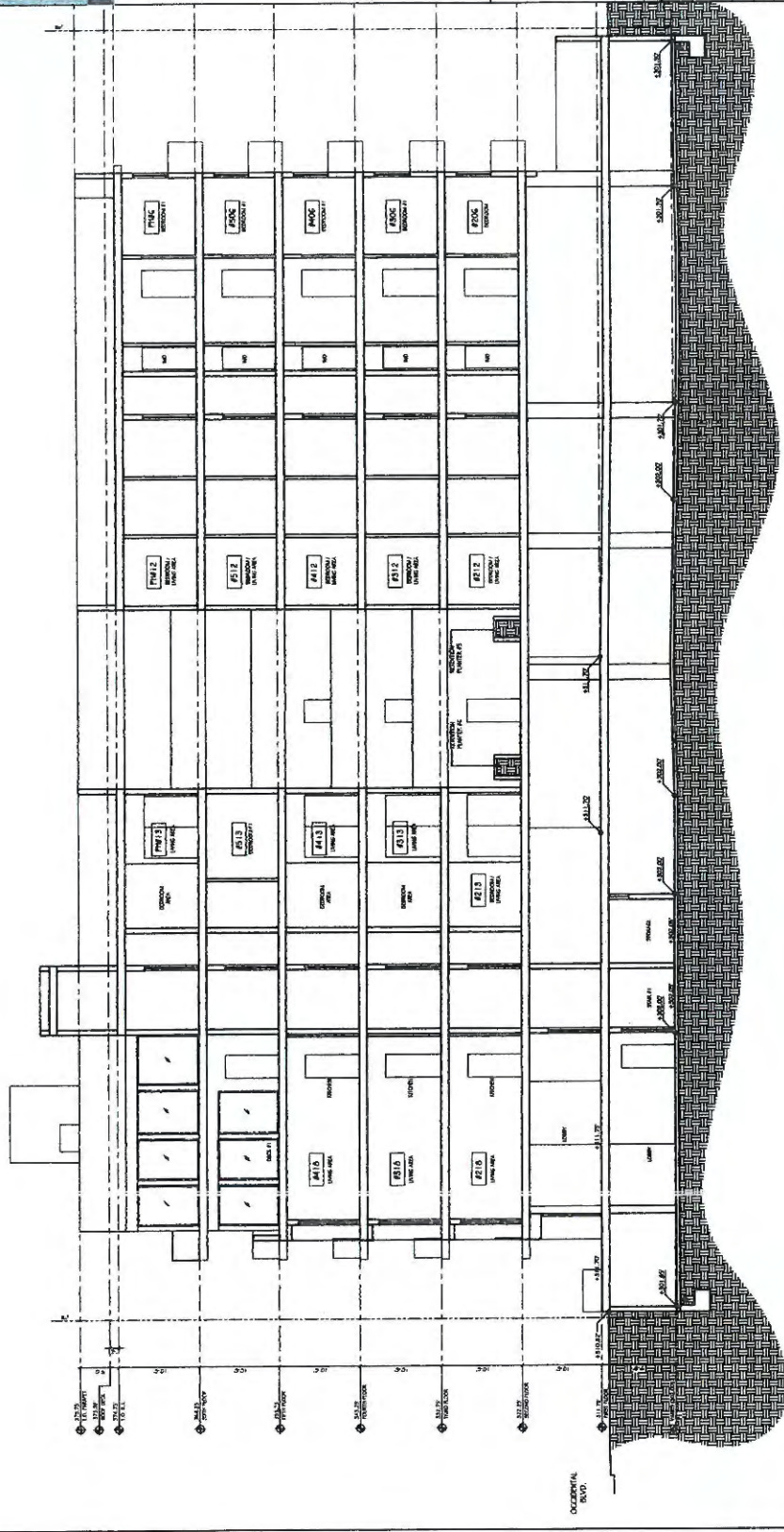
PROJECT
OCCIDENTAL

SECTION

OCCIDENTAL APARTMENTS
139 S. OCCIDENTAL BOULEVARD
LOS ANGELES, CA 90057

MIKA design group

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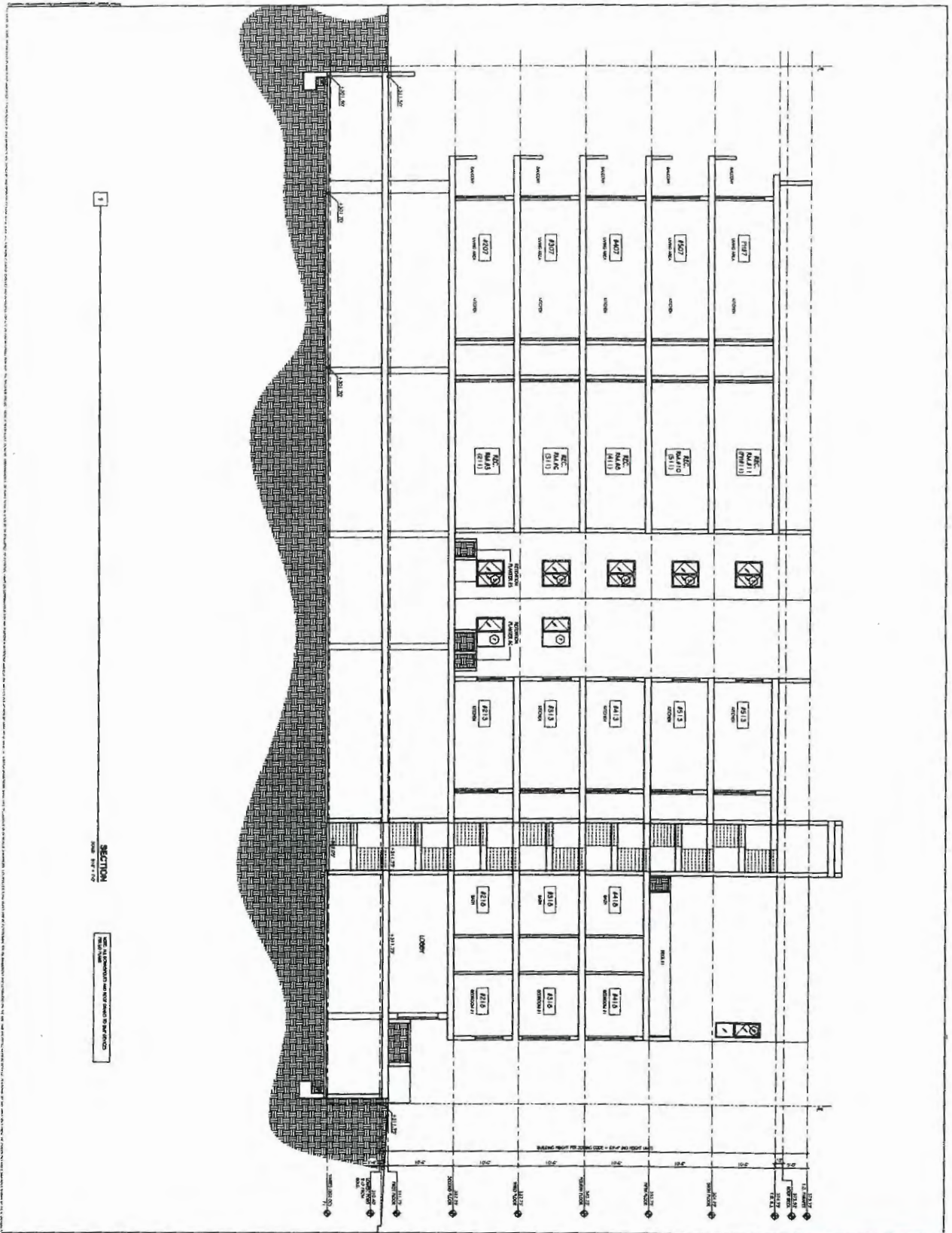


NO. 12 SHOWN AS NOT BUILT TO BE BUILT

SECTION
NO. 12 SHOWN AS NOT BUILT TO BE BUILT

1

2020-0816
16 20



SECTION
DATE: 08.17.20

SECTION
DATE: 08.17.20

SECTION
DATE: 08.17.20

SECTION

PROJECT
OCCIDENTAL

A-4.3

OCCIDENTAL APARTMENTS
139 S. OCCIDENTAL BOULEVARD
LOS ANGELES, CA 90057

MIKA

EXHIBIT
17 20
2020-6816

MIKA design group

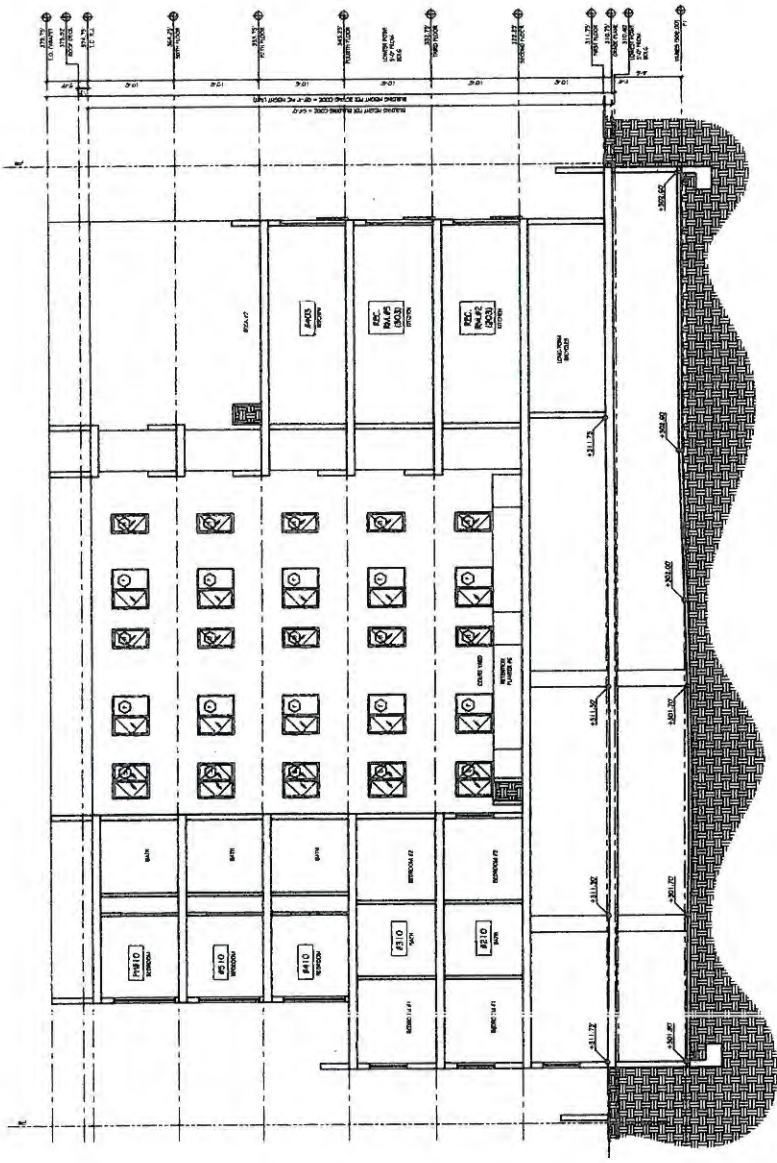
OCCIDENTAL APARTMENTS
139 S. OCCIDENTAL BOULEVARD
LOS ANGELES, CA 90057

SECTION

CONTRACT NO. 1707
PLANNING
08.11.21

OCCIDENTAL

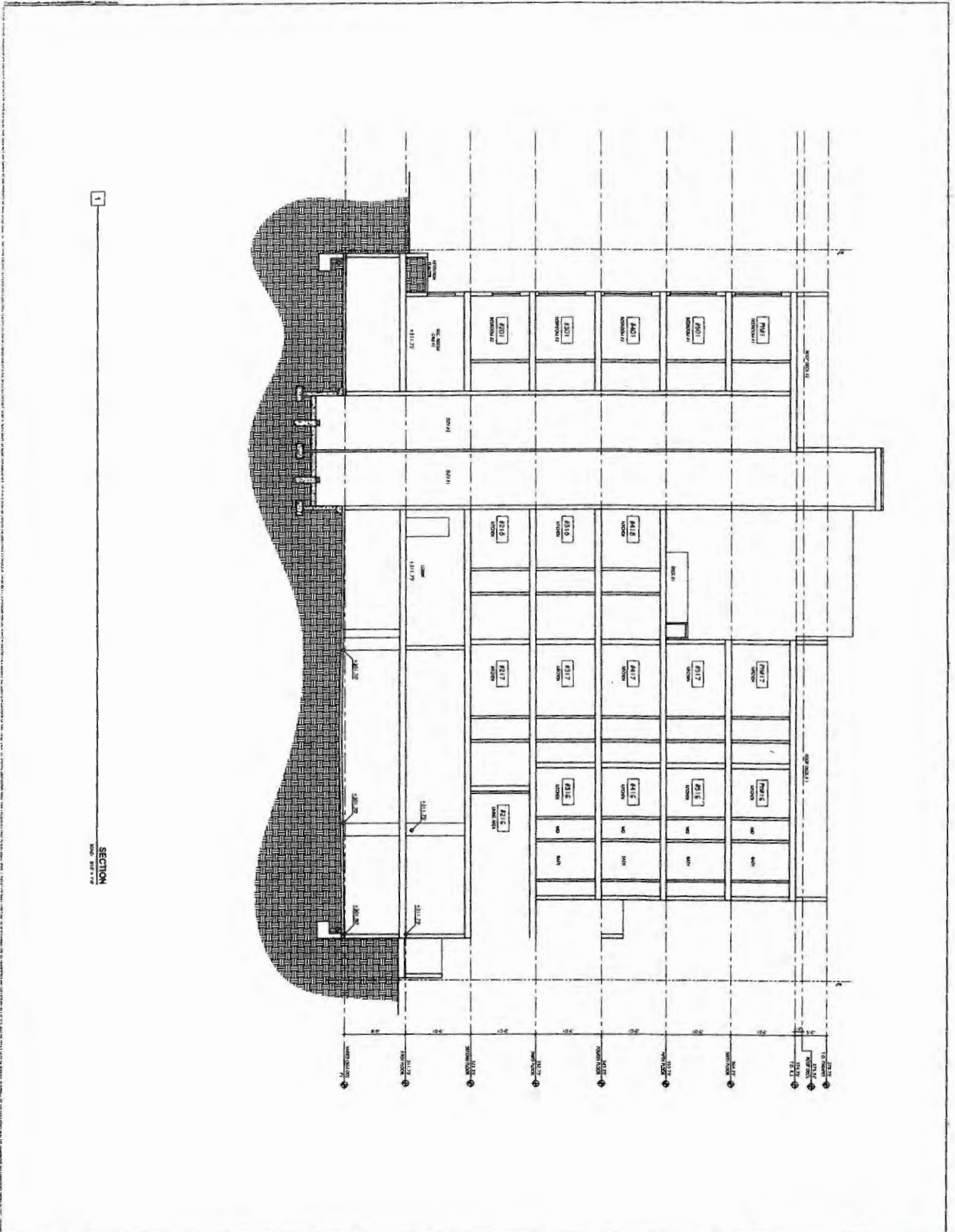
A-4.4



NOTE: ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE SPECIFIED

SECTION
PAGE 18 OF 20

EXHIBIT
18 20
2020-6816



1

SECTION
SCALE: 3/8" = 1'-0"

SECTION

OCCIDENTAL APARTMENTS
139 S. OCCIDENTAL BOULEVARD
LOS ANGELES, CA 90057

MIKA ARCHITECTS
2020-6816

PROJECT
OCCIDENTAL
A-4.5

19 20
2020-6816



NOTE:
THIS SURVEY IS INTENDED FOR DESIGN PURPOSES ONLY. ANY STAKING MUST BE CONDUCTED PRIOR TO ANY CONSTRUCTION IN ORDER TO JUSTIFY THE PROPER LEGAL SET BACKS, IF ANY, OF THE NEWLY PLANNED CONSTRUCTION. "TIE-BALLING" OR GUESSING THE LOCATIONS OF UTILITIES IS NOT PERMITTED AND IF PERFORMED, CANCEL THE VALIDITY AND ACCURACY OF THIS SURVEY.

NOTE:
THIS SURVEY AND MAP ARE THE PROPERTY OF TALA ASSOCIATES, INC. AND MAY NOT BE REPRODUCED, ALTERED OR CHANGED IN ANY FASHION WITHOUT PRIOR WRITTEN APPROVAL BY TALA ASSOCIATES, INC. AND THE CLIENT. THIS SURVEY EXTENDS TO THE RESULTING PLOT OF SAID MAP AND TO THE COMPUTER DISK OR E-MAIL THAT MAY BE PROVIDED TO THE CLIENT. ANY VIOLATION OF THIS SURVEY OR MAP SHALL BE THE RESPONSIBILITY OF THE CLIENT OR USER. TALA ASSOCIATES, INC. IS NOT RESPONSIBLE FOR ANY DAMAGE TO PROPERTY OR PERSONS CAUSED BY THE USE OF THIS SURVEY OR MAP.

SITE ADDRESS:
139 S OCCIDENTAL BOULEVARD
LOS ANGELES, CA

LEGAL DESCRIPTION:
THAT PORTION OF LOT 3 IN BLOCK 265 OF THE CANAL AND TRACT MAP NO. 1347448, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS PER MAP RECORDED IN BOOK 2 PAGES 208 THROUGH 211 OF MISCELLANEOUS, IN THE OFFICE OF COUNTY RECORDER OF SAID COUNTY.

EASEMENT NOTES:
EASEMENT NOTES: CO. REFERENCE NO. 1347448, DATED: FEBRUARY 23, 2015

2. ANY RIGHTS, INTEREST, OR CLAIMS WHICH MAY EXIST OR ARISE BY REASON OF THE FOLLOWING FACTS DISCLOSED BY AN INSPECTION FOR AFFECTS:
PUBLIC UTILITIES
THE REAR 3 FEET OF SAID LAND

LAND AREA PER ZIMAS = 19577.1 S.F.

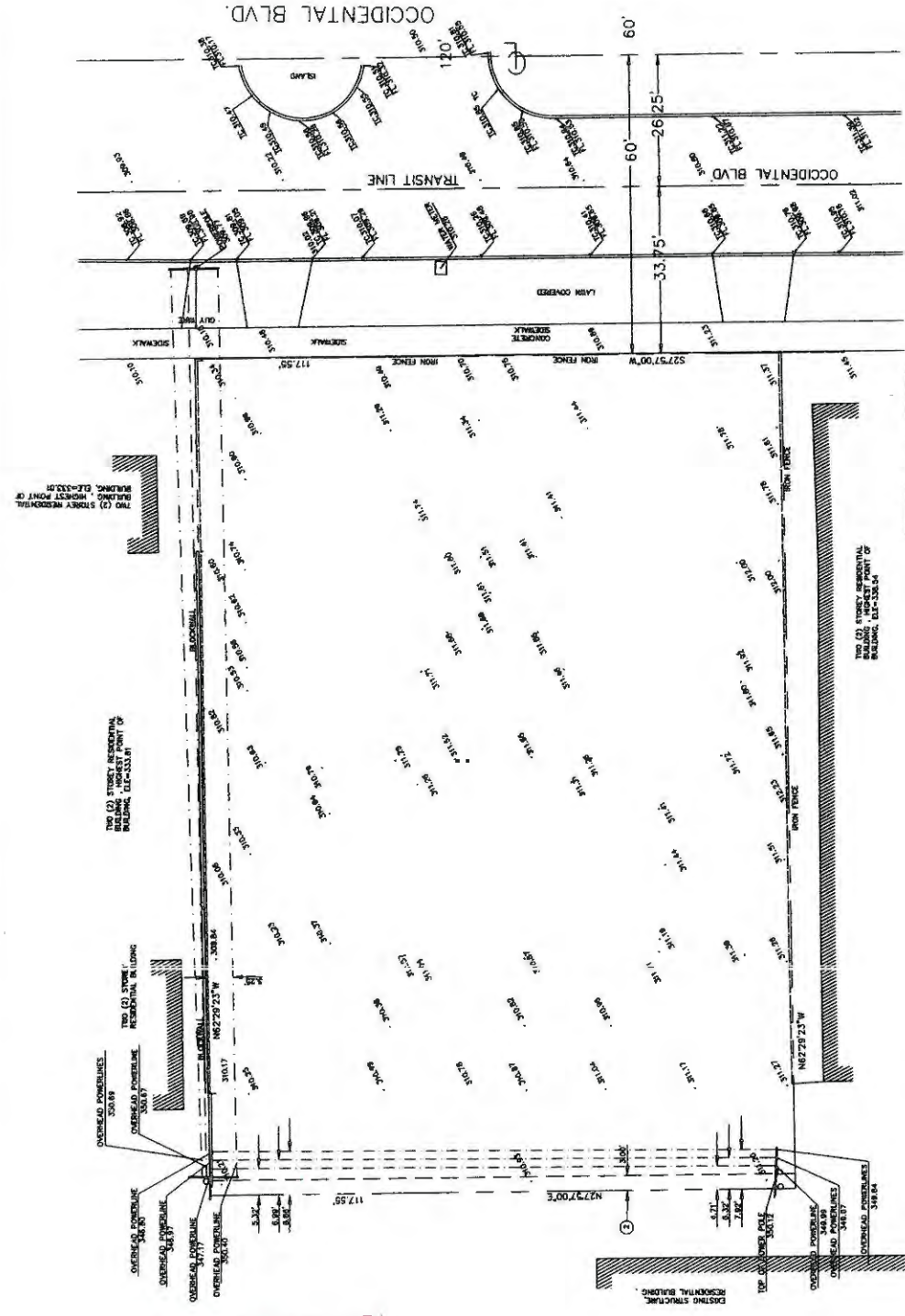
Jan 7 2016



TOPOGRAPHY SURVEY

TALA ASSOCIATES, INC.
13111 CODY AVENUE
LOS ANGELES, CA 90025 (424) 833-1000

DATE: 01/07/16
PROJECT: 139 S OCCIDENTAL BLVD
DRAWN BY: J. ZIMAS
CHECKED BY: J. ZIMAS
SCALE: AS SHOWN



REMARKS: 11-47980
CUT 30x3.2 FEET E OF E CURB
7.5 FT E OF RAILROAD 57.18 COR 03
ELEV. 286.286 (MAY 1986)

NOTE:
1. ALL SET BOUNDARY POINTS ARE CALCULATED FROM RECORD INFORMATION FOR CONSTRUCTION PURPOSES ONLY.
2. ALL CONSTRUCTION STAKING POINTS ARE CALCULATED FROM APPROVED ARCHITECTURAL PERMIT DRAWINGS.
3. CONTRACTORS ARE CAUTIONED TO OBSERVE THE FOLLOWING RULE IN USING THE GRADE STAKES BY THIS OFFICE FOR PUTTING IN CURBS, WALKS, SEWERS, FLUMES, AND ALL OTHER WORK. THREE CONSECUTIVE POINTS THAT ARE SHOWN TO BE ON THE SAME RATE OF SLOPE MUST BE USED IN COMMON IN ORDER THAT ANY VARIATION OUT OF A PERFECT STRAIGHT GRADE MAY BE DETECTED, AND IN CASE OF SUCH VARIATION THE SAME MUST BE REPORTED. OTHERWISE THIS OFFICE WILL NOT BE RESPONSIBLE FOR ANY ERROR IN THE GRADE OF THE FINISHED WORK.

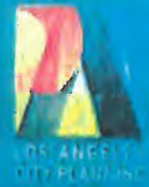
C-1

EXHIBIT A
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COVID-19 UPDATE

Interim Appeal Filing Procedures

Fall 2020



Consistent with Mayor Eric Garcetti's "Safer At Home" directives to help slow the spread of COVID-19, City Planning has implemented new procedures for the filing of appeals for non-applicants that eliminate or minimize in-person interaction.

OPTION 1: Online Appeal Portal

(planning.lacity.org/development-services/appeal-application-online)

Entitlement and CEQA appeals can be submitted online and payment can be made by credit card or e-check. The online appeal portal allows appellants to fill out and submit the appeal application directly to the Development Services Center (DSC). Once the appeal is accepted, the portal allows for appellants to submit a credit card payment, enabling the appeal and payment to be submitted entirely electronically. A 2.7% credit card processing service fee will be charged - there is no charge for paying online by e-check. Appeals should be filed early to ensure DSC staff has adequate time to review and accept the documents, and to allow Appellants time to submit payment. On the final day to file an appeal, the application must be submitted and paid for by 4:30PM (PT). Should the final day fall on a weekend or legal holiday, the time for filing an appeal shall be extended to 4:30PM (PT) on the next succeeding working day. Building and Safety appeals (LAMC Section 12.26K) can only be filed using Option 2 below.

OPTION 2: Drop off at DSC

An appellant may continue to submit an appeal application and payment at any of the three Development Services Center (DSC) locations. City Planning established drop off areas at the DSCs with physical boxes where appellants can drop.

Metro DSC
(213) 482-7077
201 N. Figueroa Street
Los Angeles, CA 90012

Van Nuys DSC
(818) 374-5050
6262 Van Nuys Boulevard
Van Nuys, CA 91401

West Los Angeles DSC
(310) 231-2901
1828 Sawtelle Boulevard
West Los Angeles, CA 90025

City Planning staff will follow up with the Appellant via email and/or phone to:

- Confirm that the appeal package is complete and meets the applicable LAMC provisions
- Provide a receipt for payment