



APPLICATIONS:

**APPEAL APPLICATION
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)
Instructions and Checklist**

Related Code Section: The Los Angeles Municipal Code (LAMC) Section 11.5.13 (Ord. No. 186,338) established the appeal procedure to the City Council for California Environmental Quality Act (CEQA) determinations.

Purpose: The Appeal - A CEQA clearance can only be appealed if a non-elected decision-making body (ZA, APC, CPC, DIR) makes a determination for a project that is not further appealable. To initiate appeal of a CEQA document this form must be completely filled out with the required materials attached and filed within 15 calendar days from the final administrative decision, of the entitlement application.

General Information

Appealable CEQA documents:

- Certified Environmental Impact Report (EIR)
- Sustainable Communities Environmental Assessment (SCEA)
- Mitigated Negative Declaration (MND)
- Negative Declaration (ND)
- Categorical Exemption (CE)
- Sustainable Exemption (SE)

NOTE:

- Actions not appealable include an addendum, findings made pursuant to CEQA Guidelines Section 15162, or an action in which the determination does not constitute a project under CEQA.
- All CEQA appeals are heard by the City Council.
- This form is only for the appeal of Department of City Planning determinations: All other CEQA appeals are filed with the City Clerk pursuant to the LAMC Section 197.01.
- A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

1. Case Information

Environmental Case Number: ENV-2021-2251-CE

Related Entitlement Case Number(s): DIR-2021-2250-TOC-HCA

Project Address: 505, 507, 509, 511 and 517 N. Hoover St., 90004

Date of Final Entitlement Determination: 01/25/2022

The CEQA Clearance being appealed is a(n):

- EIR
 SCEA
 MND
 ND
 CE
 SE

2. Appellant Identity (check all that apply)

- Representative
 Property Owner
 Other Person
 Applicant
 Operator of the Use/Site

3. Appellant Information

Appellant Name: David Wheatley

Company/Organization: _____

Mailing Address: 2988 Avenel Terrace

City: Los Angeles State: CA Zip: 90039

Telephone: (323) 821-0203 E-mail: freshwater@prodigy.net

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?

- Self
 Other: North Commonwealth United Neighborhood Association

b. Is the appeal being filed to support the original applicant's position? Yes No

4. Representative/Agent Information

Representative/Agent name (if applicable): _____

Company: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ E-mail: _____

5. Appeal Justification

Attach a separate sheet providing your specific reasons for the appeal. Your reasons must state how you believe CEQA was incorrectly applied, providing a legal basis for the appeal.

6. Applicant's Affidavit

I certify that the statements contained in this application are complete and true:

Appellant Signature: David W. Bentley X Date: 02/08/22 X

ENVIRONMENTAL APPEAL FILING REQUIREMENTS

Note: City Clerk prepares mailing list for CEQA appeals per LAMC Section 11.5.13 E.

1. Three (3) sets - The following documents are required for each appeal filed (1 original and 2 duplicates) Each case being appealed is required to provide three (3) sets of the listed documents.

- Environmental Appeal Application (form CP-7840)
- Justification/Reason for Appeal
- Copies of the written Determination Letter, from the final appellate body, which must be a non-elected decision-making body

2. Electronic Copy

- Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Environmental Appeal Application.pdf", "Justification/Reason Statement.pdf", "Final Determination Letter.pdf"). No file should exceed 9.8 MB in size.

3. Appeal Fee

- Original Applicant - A fee equal to 85% of the original application fee of the Environmental case; provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.
- Other Persons - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

This Section for City Planning Staff Use Only		
Base Fee:	Reviewed & Accepted by (DSC Planner):	Date:
Receipt No:	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

February 7, 2022

David Wheatley
The North Commonwealth
United Neighborhood Association
2988 Avenel Terrace
Los Angeles, CA 90039

City of Los Angeles, Department of City Planning
200 N. Spring St.
Los Angeles, CA 90012

**Appeal of: CEQA APPEAL OF CASE NO.: ENV-2021-2251-CE.
Project Addresses: 505, 507, 509, 511, and 517 N. Hoover St., 90004**

Public Resources Code Section 21151(c) of the California Environmental Quality Act (CEQA) permits an aggrieved party to appeal the approval of a Categorical Exemption (CE) by a non-elected, decision-making body to that agency's elected, decision-making body.

In this case, the City Planning Commission (a non-elected, decision-making body) on January 13, 2022 denied our community-based appeal and sustained the Director of Planning's approval under case number DIR-2021-2250-TOC-HCA for a proposed 40-unit, 67-foot-tall Transit Oriented Communities (TOC) project located at 505-517 N. Hoover St. As part of its approval, the Commission issued a January 25, 2022 determination letter re-stating that the project is exempt from CEQA, and that there is no substantial evidence demonstrating that any exceptions regarding significant effects or unusual circumstances applies.

The Commission's determination is wrong. The courts have mandated that categorical exemptions be construed strictly, shall not be unreasonably expanded beyond their terms, and may not be used where there is substantial evidence that there are unusual circumstances (including future activities) resulting in (or which might reasonably result in) significant impacts which threaten the environment. McQueen v. Mid-Peninsula Regional Open Space (1988) 202 Cal.App.3d 1136.

As noted by public speakers during the Commission's hearing, and in written objections entered into the record, the use of a categorical exemption is improper. The Project's Categorical Exemption fails to acknowledge the impacts resulting from the proposed development. Per CEQA Guidelines Section 15300.2, a Class 32 exemption must be consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulation. Yet the project is at odds with the General Plan, the Community Plan, and AB 283.

Furthermore, CEQA Guidelines Section 15300.2 requires environmental review if cumulative impacts are significant. Under CEQA, when an agency is making an exemption determination it may not ignore evidence of an unusual circumstance creating a reasonable possibility of a significant environmental impact. Likewise, an agency may not avoid assessing environmental impacts by failing to gather relevant data. The City argues that environmental review is unnecessary because there were no findings of environmental impacts.

Yet the courts have warned against such a “mechanical application” in situations where agencies have failed to gather the data necessary for an informed decision. Because CEQA places the burden of environmental investigation on government rather than the public, an agency should not be allowed to hide behind its own failure to gather relevant data.

In the case of 511 Hoover St., the unusual circumstances surrounding this project make a categorical exemption inapplicable. Specifically, the project is not, as approved, a 40-unit apartment building. The project is instead a “co-living” development, where the 40 “units” are actually 195 furnished bedroom units, most with their own bathroom, that will be individually leased out by the owner, with common living space and maid service. The project is therefore an “Apartment/Hotel” as defined by Section 12.03 of the Los Angeles Municipal Code (LAMC). Hotels are prohibited in the project site’s underlying zone.

I. PROJECT BACKGROUND

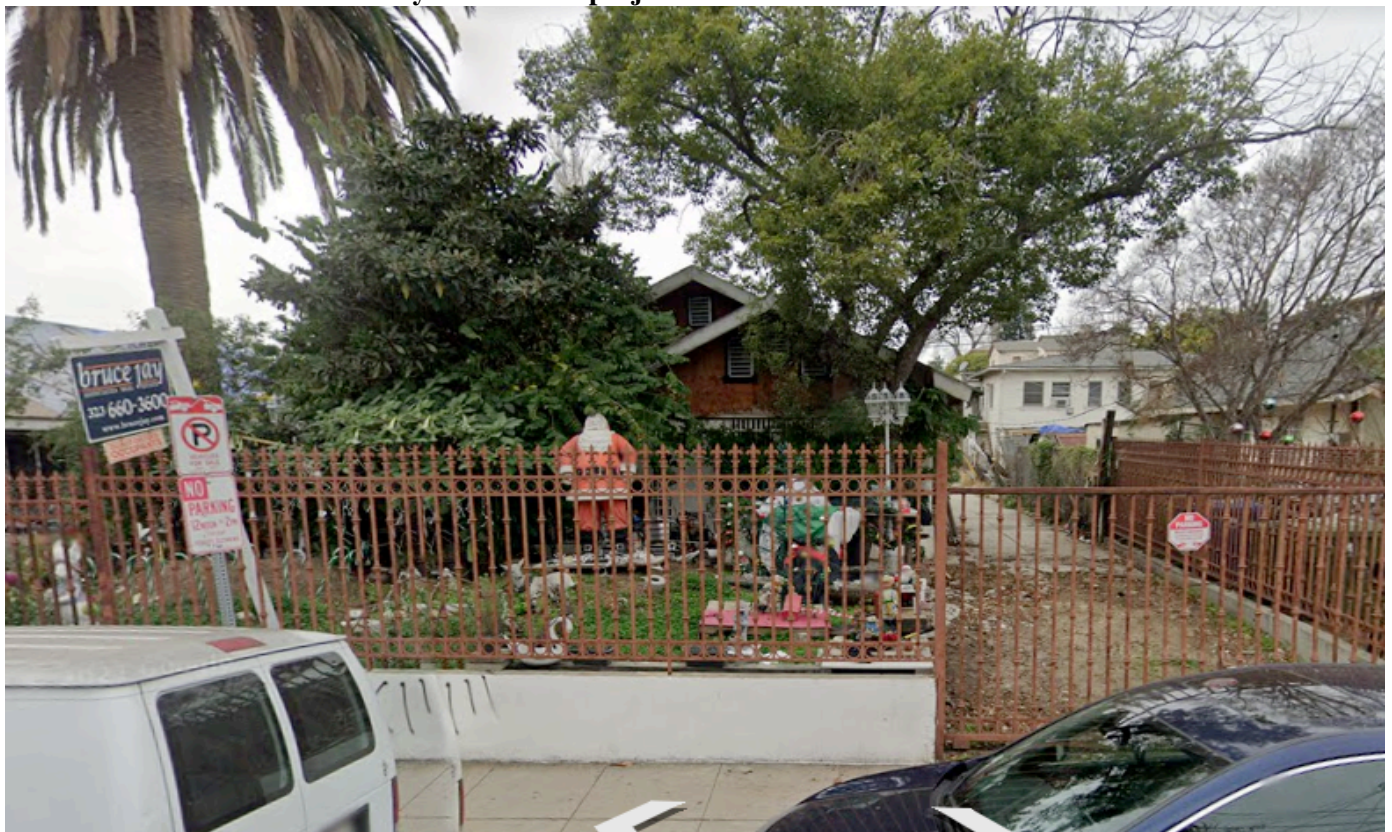
The 511 Hoover project would cover three contiguous parcels totaling 22,500 sq. ft. The site includes the addresses 505, 507, 509, 511 and 517 N. Hoover St. The underlying R3-1 Zone allows 28 units with a 45-foot height restriction. As a Transit Oriented Communities (TOC) project, the applicant received city approval for a 40-unit apartment building comprised of 5 one-bedroom units, 1 two-bedroom unit, 8 four-bedroom units (3-bed units each with a “study” room), and 26 six-bedroom units (five-bedroom units also each with a “study” room).

The site currently consists of: 1) a 1928, 1-story commercial building with the addresses 505-509 N. Hoover St.; 2) a 1-story, 111-year-old single-family home and detach garage at 511 N. Hoover St.; and 3) a 1910, one-story, single-family home with detached garage at 517 N. Hoover St. Note below aerial and street views of the project site:





Hoover St. as viewed immediately south of the project site.



1910 single-family home at project site.

To the west of the project site is the 500 block of N. Commonwealth Ave., with a R2-1 Zoning designation (“Two-Family Zone,” which permits a 2-family dwelling or two single-family dwellings per lot).



Photo above of 500 block of N. Commonwealth Ave., immediately west of the proposed project.



Rendering of proposed “511 Hoover” project.

The applicant proposes to set aside four units for affordable housing in exchange for receiving the following TOC incentives: a 70% density bonus; 22 feet of additional height; a reduction in Code required parking to allow 0.5 unbundled stalls per “unit”; an increase in the allowed Floor Area Ratio to 4.50:1; a 30% reduction in the required rear and side yards; and a 25% reduction in the required open space.

Project	Permitted	Improperly Approved
Density	28 dwelling units	40 “units” consisting of 195 bedrooms/guestrooms that will be individually leased out.
FAR	0.5:1	4.5:1
Open Space	6,575 sq. ft. required for 40 “units”; 19,500 sq. ft. required for 195 units	4,931 sq. ft.
Height	45 feet	67 feet plus roof attachments
Rear Yard Setback	15 feet	10 ½ feet
Side Yard Setback	Nine feet	6 feet
Parking	195 stalls for the 195 bedroom units	51 unbundled stalls, 22 of which are tandem stalls

The Planning Department has refused to acknowledge the true unit count of this project. Los Angeles Municipal Code Section 12.21.A.1(b) states: “Whenever a layout within any dwelling unit or guest room is designed with multiple hallway entrances, **multiple toilet and bath facilities** or bar sink installations, so that it can be easily divided into **or used for separate apartments or guestrooms**, the lot area requirements and the automobile parking requirements shall be based upon the highest number of dwelling units or guest rooms obtainable from any such arrangement.” (Emphasis added).

Sec. 12.21

SEC. 12.21 -- GENERAL PROVISIONS.

A. Use.

1. Conformance and Permits Required.

(a) **Permits and Licenses.** No building or structure shall be erected, reconstructed, structurally altered, enlarged, moved, or maintained, nor shall any building, structure or land be used or designed to be used for any use other than is permitted in the zone in which such building, structure or land is located and then only after applying for and securing all permits and licenses required by all laws and ordinances. (Amended by Ord. No. 131,319, Eff. 1/16/66.)

(b) **Flexible Units.** Whenever a layout within any dwelling unit or guest room is designed with multiple hallway entrances, multiple toilet and bath facilities or bar sink installations, so that it can be easily divided into or used for separate apartments or guestrooms, the lot area requirements and the automobile parking requirements shall be based upon the highest possible number of dwelling units or guest rooms obtainable from any such arrangement. (Amended by Ord. No. 149,118, Eff. 2/6/77.)

Per the LAMC, the lot area and parking requirements must be based upon the highest possible number of rooms obtainable. Per CEQA, environmental analysis must be based upon 195-units/guestrooms.

II. **OBJECTIONS: The project does not qualify for a Class 32 exemption**

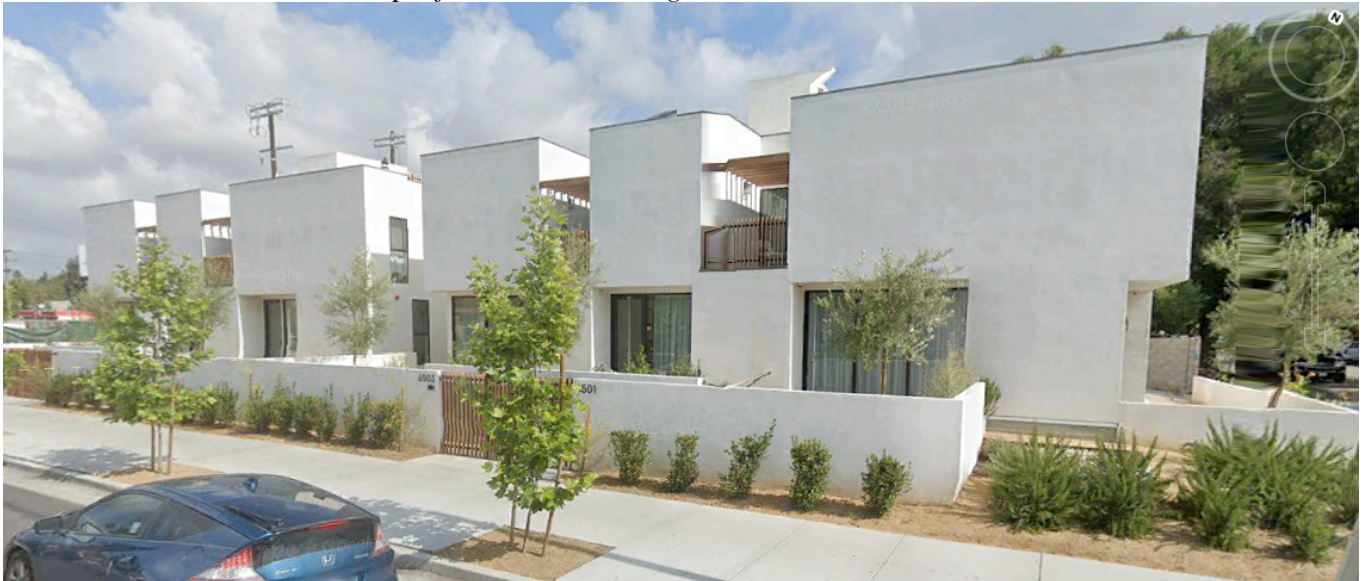
A. *The project description is inaccurate.*

CEQA requires an accurate, truthful, complete and stable project description as its most fundamental premise. Yet the 511 Hoover St. project claims to be 40 units when it is not. The Hoover St. project is in fact 195 units, and all environmental analysis must therefore be based upon this figure.

There is no dispute that the applicant, Mr. Daniel Pourbaba of the co-living company Proper Development, will be leasing the project's bedrooms as individual studio units. In the LA Times article "New York Co-Living Company Plans \$100 million Expansion with Los Angeles Apartment Developer" (3/8/2019), Mr. Pourbaba of Proper Development states that his company "*will build seven co-living apartment buildings over the next two or three years*" that the co-living leasing company Common will operate, with a combined total of 600 beds (or an average of 86 bedrooms per building).

The LA Times article further acknowledges: "**Residents in a co-living complex typically have their own bedroom and bathroom but share kitchens, living rooms and other common areas.**" The article references a completed project in Hollywood called "Common Melrose" that leases individual bedroom "studio units" for \$1,550/month, including "*utilities, WiFi and housekeeping services to keep the common areas clean.*" (Emphasis added).

The on-line advertisement for "Common Melrose" is for a two-story "duplex" with 12 bedrooms and 9 bathrooms in the R2-1XL Zone at 6501-6507 Melrose Ave. The ad states: "**Access to first-rate amenities and services mean you save every month over a traditional studio apartment.**" Tenants are offered leases only for "**a private bedroom,**" not apartment units. (Emphasis added). The ad further states: "*Your laundry, utilities, household essentials, professional cleansings, and WiFi are covered under one all-inclusive rate.*"



Above: Google Earth photo of "Common Melrose," a 12-unit/9-bathroom co-living development in the R2-1XL Zone constructed by Daniel Pourbaba of Proper Development. The city approved the project as a "duplex."

Common
Melrose

Starting at
\$1,475

Available
Now

Duration
6 Mo+

Your own private bedroom in a friendly home. Expect fully furnished, designed spaces at Common.

 [Homes](#) [Why Common](#) [Studio](#) [Management Services](#)

[Find my home](#)

The most convenient way to live

Your laundry, utilities, household essentials, professional cleanings, and WiFi are covered under one all-inclusive rate. Say goodbye to last minute runs to the store, fighting with your roommates about who cleaned last, and hours spent at the laundromat.

Private bedroom
Furnished spaces
Free WiFi
Community events
Free laundry
Professional cleaning
Utilities included
Flexible leases

 [Homes](#) [Why Common](#) [Studio](#) [Management Services](#)

Cleaning services

Our professional team cleans shared spaces, including kitchens, living rooms, and shared bathrooms on a regular basis.

Basic supplies

We stock your household staples like pots, pans, dishes, paper towels, and soap, so you don't have to run those pesky errands. Included furnishings differ by home. Ask your leasing specialist for more information.

Onsite laundry

Never lug your dirty clothes to a laundromat again. All Common homes offer on-site or in-unit laundry.

Common ground: Proper Development teams with NY co-living firm on LA expansion

Common co-living will open 7 apartment buildings in the city in \$100M rollout

Los Angeles

Mar. 08, 2019 09:00 AM

TRD Staff



Common CEO Brad Hargreaves and Proper Development—built Common Melrose in Hollywood

Proper Development is led by Daniel Pourbaba, son of 4D Development & Investments CEO David Pourbaba. The firm's latest project to get moving is a 21-unit development (<https://therealdeal.com/la/2018/11/05/here-are-the-under-50-unit-resi-projects-proposed-in-la-last-week-2/>) in Hollywood. [LAT]

Like Common Melrose, the 511 Hoover project is a co-living development. It is not 40 apartment units, but 195 bedrooms each leased individually as an apartment hotel, with maid service. The planning department application listing the project as 40 units is a scheme to evade zoning laws, affordable housing requirements, and environmental review. The city's approvals must be reversed.

The developer of the 511 Hoover project also has two co-living projects proposed for the 5800 block of Lexington Ave., both of which have also been appealed by adjacent neighbors. At the September 17, 2020 City Planning Commission's hearing on the appeal, planning department executive Lisa Webber acknowledged that city planning does no enforcement of co-living developments, stating: "*It's not something that we regulate at this point in time.*"

Daniel Pourbaba and Proper Development are partners with the co-living company Common, which recently opened an illegal co-living development at 5460 Fountain Ave. Common has a massive banner on the side of the newly constructed structure advertising the project as leasing out “private bedrooms.”



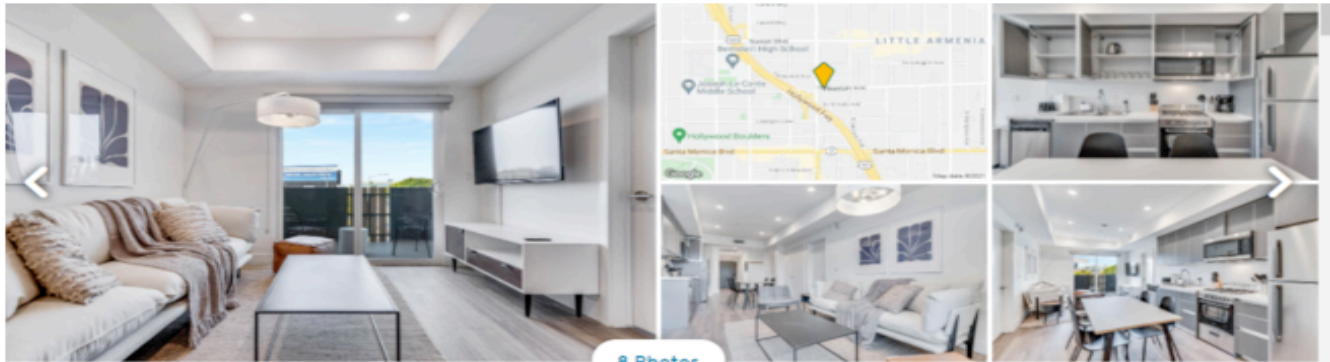
This building received a Certificate of Occupancy from the Los Angeles Department of Building and Safety on October 15, 2021 for 49 apartment units. It originally was presented to the City Planning Commission as a 75-unit, density bonus apartment building, but when the neighbors appealed the Site Plan Review approval, the developer claimed that he had changed the project into a by-right, 49-unit building. LADBS signed off on this lie despite the building plans clearly showing that the project was utilizing flexible units in violation of the LAMC.

5460 W FOUNTAIN AVE 90029

Application/Permit #	PC/Job #	Type	Status	Work Description
17010-10001-00027	B18LA16553	Bldg- Alter/Repair	Reviewed by Supervisor 9/21/2018	SUPPLEMENTAL PERMIT TO 17010-10000-00027 TO REDUCE NUMBER OF UNITS FROM 75 TO 49 (BY RIGHT / NO EXCEPTION 12.22 A25 OR TOC) .REVISE PARKING CHANGES IN AREAS AND PARKING.

The 5460 W. Fountain building consists of 115 bedrooms with full bathrooms that are now being individually leased out as studio units. Therefore the building is a 115-unit residential structure, with flexible units as defined under the LA, yet the underlying zoning does not permit such density.

Note the below on-line ad for “Common Fountain.” Note that the building is leasing out “studio bedrooms” with full baths as individual units of 108-131 sq. ft. each, with bedroom door locks. A tenant rents a bedroom anywhere in the building per their preference; apartment “units” are not filled up first.



Home / California / Los Angeles / Common Fountain

1 Day Ago

Common Fountain

5460 W Fountain Ave, Los Angeles, CA 90029

Little Armenia

★★★★★ (0 reviews)

Verified Listing



Monthly Rent \$1,155 - \$1,398	Bedrooms Studio bd	Bathrooms 1 ba	Square Feet 108 - 131 sq ft
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Contact This Property

[Request Tour](#)

[Send Message](#)

(424) 350-0822

Language: English

Open 12am - 12am Today

[View All Hours](#)

Pricing & Floor Plans

Unit 201 - Coliving
\$1,155 – \$1,398 / Person
Studio, 1 bath, 108–131 sq ft

[Tour This Floor Plan](#) [Floor Plan](#)

[Show Floor Plan Details](#) ▾

4 Available units

Unit	Price	Sq Ft	Available
Room_3	\$1,270 /Person	116	Now Request to Apply ▾
Room_1	\$1,334 /Person	108	Now Request to Apply ▾
Room_4	\$1,361 /Person	131	Now Request to Apply ▾

[Request Tour](#)

[Send Message](#)

[\(424\) 350-0822](#)

🌐 Language: English
🕒 Open 12am - 12am Today
[View All Hours](#)

Like Common Fountain, the 511 Hoover project is a co-living development. It is not 40 apartment units, but 195 bedrooms each leased individually as an apartment hotel, with maid service. The planning department application listing the project as 40 units is a conceit to evade zoning laws, affordable housing requirements, and environmental review. The project description for purposes of CEQA review is therefore inaccurate.

B. The project’s noise report did no on-site analysis and acknowledges that mitigation measures are necessary to reduce construction noise significant impacts.

The applicant submitted a September 9, 2020 noise impact report by York Engineering that conducted no field measurements of ambient noise in the vicinity of the project site. The report also fails to acknowledge the Gateways Hospital and Mental Health Center complex in the 400 block of N. Hoover St. as a sensitive receptor. The hospital complex is located to the south and southeast of the project site.

The report states that mitigation measures are necessary to reduce potentially significant construction noise impacts, yet the project received a Class 32 categorical exemption from the planning department, meaning that no mitigation measures can be enforced.

The York Engineering report bases its analysis “on methodology developed by the U.S. Department of Transportation Federal Highway Administration (DOT FHWA)” during Boston’s Big Dig, and assigns a generalized FHWA expected daytime ambient noise level at the project site “at about 68 dBA at the nearest sensitive receptor to the proposed Project.” Yet this figure is hypothetical and offers no factual evidence for its conclusion, assigning the same ambient noise level to both Hoover St. and Commonwealth Ave. The project site is located immediately adjacent to residential housing to the south and west.

The York Engineering report states at page 16 that “*construction noise levels may intermittently and marginally exceed 75 dBA,*” and that reducing noise to 75 dBA throughout the duration of construction is “*technically infeasible.*” The report further states at page 16 that the project will implement “*technically feasible mitigation measures,*” including “*flexible sound-absorbing curtains*” that the report claims would reduce construction noise levels to 74 dBA at 50 feet.

Yet equipment operations may occur as close as 10 feet from the property line. Under typical geometrical spreading loss, the predicted noise level at 10 feet is 14 dBA higher than at 50 feet. That would raise the reference noise level to 89 dBA when operating close to the site boundary. If a distance adjustment is correctly applied, residential uses listed as “adjacent” would in fact experience a 50+ dBA increase. Any conclusions based upon a 74 dBA reference noise level are invalid when equipment operates near the site boundary.

The York Engineering report proposes noise barriers with a minimum height of 8 feet. Yet the proposed project would be 67 feet tall, and the determination letter contains no construction noise mitigation measures because the project received a categorical CEQA exemption, precluding the city from imposing any such requirements.

Unless a mitigation measure is included that completely restricts equipment operation closer than 50 feet, the project will result in significant noise impacts to surrounding sensitive receptors. The city’s CEQA categorical exemption cannot be supported. There is therefore no basis for the city and the applicant to contend that there will be no significant noise impacts.

C. The city is ignoring the project’s cumulative impacts

A CEQA categorical exemption is inapplicable when the cumulative impact of successive projects of the same type over time is significant. The cumulative impact of the 511 Hoover project in conjunction with other developments in Hollywood and Silver Lake has not been analyzed.

Staff provides no list of related projects to determine cumulative impacts. Instead, the determination letter at page 22 states that the project will not have any cumulative impacts because “*any successive projects of the same type and nature would reflect a development that is consistent with the underlying land use designation and the LAMC.*”

The 511 Hoover project will lease out its 195 bedrooms as an apartment hotel, which the underlying zoning prohibits. Further, the underlying zoning allows the construction of 28 units while the project has been granted 40 units through a policy determination. TOC Guidelines are not zoning mandates, and the grant of a 40-unit project is inconsistent with the Zone. The project is therefore inconsistent with the underlying land use designation and the LAMC.

CEQA Guidelines Section 15300.2 requires environmental review if cumulative impacts are significant. Under CEQA, when an agency is making an exemption determination it may not ignore evidence of an unusual circumstance creating a reasonable possibility of a significant environmental impact.

Likewise, an agency may not avoid assessing environmental impacts by failing to gather relevant data. The city argues that environmental review is unnecessary because there were no findings of environmental impacts.

Yet because CEQA places the burden of environmental investigation on government rather than the public, an agency should not be allowed to hide behind its own failure to gather relevant data.

The primary purposes of CEQA are to avoid, reduce or prevent environmental damage, and foster an informed and transparent public decision-making process by providing information to decisionmakers and the public concerning the environmental effects either undertaken or approved by lead agencies. None of these purposes is achieved with the city’s process of TOC project approval, with no public hearings, public notification, or environmental review.

A CEQA categorical exemption is inapplicable when the cumulative impact of successive projects of the same type over time is significant. The cumulative impact of the 511 Hoover project in conjunction with other developments has not been analyzed. There is no legal basis for this lack of review.

The East Hollywood Neighborhood Council and Hollywood Studio District Neighborhood Council have compiled a list of 48 TOC/Affordable Housing projects in their respective areas. All but one of the projects claims to be CEQA categorically exempt. Note list attached below:

	Address of proposed TOC/DB projects	Existing	Proposed	Increase	Case No.
1	5817-5823 Lexington Ave.	4 units	21 units	17 units	DIR-2019-5388-DB
2	5806-5812 Lexington Ave.	2 units	17 units	15 units	DIR-2019-7067-TOC
3	1310-1316 N. Gordon St.	None	60 units	60 units	DIR-2019-7670-DB
4	1333-1343 N. Tamarind Ave.	3 units	45 units	45 units	DIR-2019-3141-DB
5	1222 N. Beachwood Dr.	3 units	11 units	8 units	DIR-2019-4192-DB
6	1130-1132 N. Beachwood Dr.	2 units	15 units	13 units	DIR 2018-723-TOC
7	1151-1153 N. Gordon St.	2 units	14 units	12 units	PAR-2018-5490-TOC
8	5530 Virginia Ave.	None	64 units	64 units	PAR-2018-4912-TOC
9	5533 Virginia Ave.	2 units	23 units	21 units	DIR 2017-4807-TOC
10	5537-5547 Santa Monica Blvd.	None	60 units	60 units	PAR-2018-4907-TOC
11	5412 Santa Monica Blvd.	None	60 units	60 units	DIR-2018-5887-TOC
12	5627 Fernwood Ave.	None	60 units	60 units	DIR 2017-4872-TOC
13	5456 Barton Ave.	1 unit	7 units	6 units	PAR-2018-4295-TOC
14	5460 Fountain Ave.	None	49 units	49 units	ADM-2018-3871-TOC
15	5509-5529 Sunset Blvd.	None	412 units	412 units	CPC-2019-4639-CU-DB-SPE
16	5717 Carlton Way	4 units	39 units	35 units	DIR-2017-2680-TOC-SPP
17	1341 - 1349 N. Hobart Blvd.	9 units	29 units	20 units	DIR-2019-790-TOC
18	908 N. Ardmore Ave.	6 units	33 units	27 units	DIR 2018-3931-TOC
19	926-932 N. Kingsley Dr.	5 units	37 units	32 units	DIR-2019-2038-TOC
20	4904-4920 Santa Monica Blvd.	None	62 units	62 units	DIR-2020-667-TOC
21	1301 N. Alexandria Ave.	3 units	16 units	13 units	DIR-2019-5422-TOC
22	1220 N. Vermont Ave.	None	29 units	29 units	DIR-2019-1254-TOC
23	1225 N. Vermont Ave.	None	58 units	58 units	DIR-2019-909-TOC-SPP

Address of proposed TOC/DB projects	Existing	Proposed	Increase	Case No.	
24	4626-4644 Santa Monica Blvd.	None	177 units	177 units	DIR-2019-337-SPP-SPPA-TOC-
25	4100 Melrose Ave.	None	33 units	33 units	DIR 2018-7575-TOC
26	627 N. Juanita Ave.	1 unit	17 units	16 units	DIR 2018-1421-TOC-SPP
27	636-642 N. Juanita Ave.	2 units	33 units	31 units	DIR-2019-970-SPP-TOC
28	516 N. Virgil Ave.	1 unit	16 units	15 units	DIR-2019-4185-SPP-TOC
29	611-615 N. Virgil Ave.	None	30 units	30 units	DIR-2019-7613-TOC
30	700-710 N. Virgil Ave.	None	37 units	37 units	DIR-2020-783-TOC
31	4575 Santa Monica Blvd.	None	14 units	14 units	DIR-2018-347-TOC-SPP-SPP
32	4537-4545 Santa Monica Blvd.	None	23 units	23 units	DIR-2019-2431-TOC
33	4704-4722 Santa Monica Blvd.	4 units	197 units	194 units	DIR-2019-5645-TOC
34	4629-4651 Maubert Ave.	14 units	153 units	139 units	DIR-2019-3760-SPP-TOC
35	1121 N. Gower St.	None	169 units	169 units	CPC-2020-3253-DB-SPR-HC
36	5430 Virginia Ave.	5 units	65 units	60 units	DIR-2020-4087-RDP-HCA
37	4750 Santa Monica Blvd.	1 unit	85 units	84 units	DIR-2020-4249-TOC-SPP-VI
38	1227 N. Berendo St.	1 unit	17 units	16 units	DIR-2020-2780-TOC-SPR-HC
39	5600 Hollywood Blvd.	14 units	200 units	186 units	CPC-2020-4296-CU-DB-SPP-RDP-SPR-VHCA-PHP
40	1111 N. Madison Ave.	None	41 units	41 units	APCC-2020-3957-SPE-SPP-TOC
41	1114 N. Heliotrope Dr.	1 unit	26 units	25 units	DIR-2021-1238-TOC-SPP-HCA
42	1115 N. Berendo St.	2 units	26 units	24 units	DIR-2021-1538-TOC-SPP-HCA
43	505-517 N. Hoover Ave.	2 units	40 units (co-living w/195 beds)	38 units	DIR-2021-2250-TOC-HCA
44	445-447 N. Westmoreland Ave.	3 units	15 units	12 units	DIR-2021-2317-TOCSPP-HC
45	4216-4232 Melrose Ave.	4 units	30 units	26 units	DIR-2021-4779-TOC-SPP-HC
46	1309-1311 N. Mariposa Ave.	None	17 units	17 units	DIR-2021-3800-TOC-HCA
47	6104 Santa Monica Blvd.	None	76 units	76 units	DIR-2021-1485-TOC-WDI
48	5817 Virginia Ave.	2 units	12 units	10 units	ADM-2021-4241
Totals TOC/Density Bonus projects	Existing 103 units	Proposed 2,718 u	Increase 2,667 units	47 of 48 projects claim to be CEQA Categorically Exempt	

As applied to a categorical exemption, CEQA Guidelines Section 15300.2(b) provides an exemption cannot be utilized “when the cumulative impact of successive projects of the same type in the same place over time is significant.” Under CEQA, when an agency is making an exemption determination it may not ignore evidence of an unusual circumstance creating a reasonable possibility of a significant environmental impact. Committee to Save the Hollywoodland Specific Plan v City of Los Angeles (2008) 161 Cal.App.4th 1168, 1187.

As noted in this appeal, the project is NOT consistent with the applicable general plan designation and all applicable general plan policies, as well as with the applicable zoning designation and regulations. The project essentially amends the city's general plan to create a Regional Center development. Approval of the project would result in significant effects relating to noise and vibration, air quality, and cumulative impacts that have not been determined. The city cannot claim that this contention is merely speculative, as the city has illegally allowed density increases far beyond the limitations of the underlying zoning.

“The ‘foremost principle’ in interpreting CEQA is that the Legislature intended the act to be read so as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language.” Communities for a Better Env’t v. Cal. Res. Agency (2002) 103 Cal.App.4th 98, 109 (CBE v. CRA).

II. CONCLUSION

Any agency planning a project into the future must be able to guarantee that any and all responsible agencies have and will have the resources and capabilities to fulfill their future roles or the project must not proceed. The City has to prove these agencies are and will be able to do so.

For the above reasons, we request that the city council uphold our appeal, overturn the project approvals, and bring some sense to the planning process in Los Angeles.

Thank you,

David Wheatley
The North Commonwealth United Neighborhood Association

Co-appellants: Sylvia Abeita, 510 ½ N. Commonwealth Ave., Los Angeles, CA 90004
Angel and Jacqueline Garcia, 510 N. Commonwealth Ave., Los Angeles, CA 90004
Megan Hanson, 3715 Middlebury St., Los Angeles, CA 90004
Oscar Martinez, 3719 Middlebury St., Los Angeles, CA 90004
Kim Peeler Callaway, 503 N. Commonwealth Ave., Los Angeles, CA 90004
Guillermo Noboa, 450 N. Commonwealth Ave., Los Angeles, CA 90004
Carol Cetrone, 427 N. Commonwealth Ave., Los Angeles, CA 90004
Greg Loew, 506 N. Commonwealth Ave., CA 90004

**I OPPOSE THE 511 HOOVER ST. PROJECT AND JOIN THE APPEAL BY THE
NORTH COMMONWEALTH UNITED NEIGHBORHOOD ASSOCIATION**



The 511 Hoover project is a 6-level, 67-foot-tall, co-living residential complex covering the addresses 505, 507, 509, 511 and 517 N. Hoover St.

NAME	ADDRESS
Jacqueline Garcia	510 N. Commonwealth Ave
Sylvia Aberta	510 1/2 N. Commonwealth Ave
Oscar MARTINEZ	3719 MIDDLEBURG ST 90004
Cody Schepers	539 1/2 N. Commonwealth Ave
Manicela Herrera	517 N. Virgil Ave ^{2A} 90004
HUGO CALDERON	514 N. Commonwealth Av. 90004
ROSEL JIMENO	3767 MIDDLEBURG ST.
Jose Valad	3751 Middleburg St.
Mark Macias	519 1/4 N. Luogen Ave
Ana Rivera	526 1/2 N. Commonwealth.
Ramon Estrada	5455 Hobart
Kim Peeler Callaway	503 N. Commonwealth Ave. 90004



LOS ANGELES CITY PLANNING COMMISSION

200 North Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300

www.planning.lacity.org

LETTER OF DETERMINATION

MAILING DATE: JAN 25 2022

Case No. DIR-2021-2250-TOC-HCA-1A
CEQA: ENV-2021-2251-CE
Plan Area: Wilshire

Council District: 13 – O'Farrell

Project Site: 505 – 517 North Hoover Street

Applicant: Daniel Pourbaba, 511 Hoover LLC
Representative: Aaron Belliston, BMR Enterprises

Appellant: Gregory Loew, North Commonwealth United Neighborhood Association

At its meeting of **January 13, 2022**, the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following Project:

Demolition of one office building and two single-family houses and the construction, use, and maintenance of a six-story, 40-unit residential building inclusive of four units reserved for Extremely Low-Income households. The proposed building will encompass approximately 61,106 square feet of floor area, resulting in a FAR of 3.79 to 1, and rise to a maximum building height of 67 feet. Parking accommodations include 50 automobile parking spaces within the subterranean garage and a total of 44 bicycle parking spaces (four short-term and 40 long-term).

1. **Determined**, that based on the whole of the administrative record, the Project is exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, 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;
2. **Denied** the appeal and **sustained** the Planning Director's determination letter dated October 7, 2021;
3. **Approved**, pursuant to Section 12.22 A.31 of the Los Angeles Municipal Code, a Transit Oriented Communities Affordable Housing Incentive Program for a Tier 3 project with a total of 40 dwelling units, including four dwelling units reserved for Extremely Low Income (ELI) Household occupancy for a period of 55 years, along with the following Base and Additional Incentives:

Base Incentives:

- a. Density. Increase the maximum number of dwelling units by up to 70 percent to allow a maximum residential density of 50 units in lieu of 29 units otherwise required;
- b. Floor Area Ratio (FAR). Increase in FAR by up to 50 percent to allow a FAR of up to 4.5:1, in lieu of 3:1 otherwise required; and
- c. Parking. Provide automobile parking at a ratio of 0.5 spaces per residential unit to allow a minimum of 20 parking spaces, in lieu of 40 parking spaces otherwise required.

Additional Incentives:

- d. Yard/Setback. A 30 percent reduction in the rear and side setbacks to allow a minimum rear yard of 10 feet and six inches and a northern side yard of 6.3 feet, in lieu of a rear yard of 15 feet and side yard of nine feet otherwise required;
- e. Open Space. A 25 percent reduction in Open Space requirement to allow a minimum of 4,932 square feet of Open Space, in lieu of 6,575 square feet otherwise required; and

- f. Height. Two additional stories up to 22 feet to allow a maximum building height of six stories up to 67 feet, in lieu of 45 feet otherwise required;
4. **Adopted** the attached Conditions of Approval; and
5. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved: Dake Wilson
 Second: Campbell
 Ayes: Choe, Hornstock, López-Ledesma, Mack
 Absent: Leung, Millman, Perlman

Vote: 6 – 0

Cecilia Lamas (Electronic Signature due to COVID-19)

Cecilia Lamas, Commission Executive Assistant
 Los Angeles City Planning Commission

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

Effective Date/Appeals: The decision of the Los Angeles City Planning Commission is final and effective upon the mailing of this determination letter and not further appealable.

Notice: An appeal of the CEQA clearance for the Project pursuant to Public Resources Code Section 21151(c) is only available if the Determination of the non-elected decision-making body (e.g., ZA, AA, APC, CPC) **is not further appealable** and the decision is final. The applicant is advised that any work undertaken while the CEQA clearance is on appeal is at his/her/its own risk and if the appeal is granted, it may result in (1) voiding and rescission of the CEQA clearance, the Determination, and any permits issued in reliance on the Determination and (2) the use by the City of any and all remedies to return the subject property to the condition it was in prior to issuance of the Determination.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Determination Letter dated October 7, 2021, Interim Appeal Filing Procedures (CEQA)

c: Heather Bleemers, Senior City Planner
 Eric Claros, City Planner
 David Woon, Planning Assistant

**DEPARTMENT OF
CITY PLANNING**

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

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CALIFORNIA**



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MAYOR

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DEPUTY DIRECTOR

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DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

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

October 07, 2021

Applicant/Owner

Daniel Pourbaba (A/O)
511 Hoover LLC
8271 Melrose Avenue, Suite 207
Los Angeles, CA 90046

Bertha A. Sandoval (O)
511 North Hoover Street
Los Angeles, CA 90004

Representative

Aaron Belliston
BMR Enterprises
5250 Lankershim Boulevard, Suite 500
Los Angeles, CA 91601

Case No.: DIR-2021-2250-TOC-HCA

Related Case No.: N/A

CEQA: ENV-2021-2251-CE

Location: 505 – 517 North Hoover Street

Council District: 13 – O'Farrel

Neighborhood Council: East Hollywood

Community Plan Area: Wilshire

Land Use: Medium Residential

Designation:

Zone: R3-1

Legal Description: Dayton Heights Tract; Block M; Lots 13,14,15

Last Day to File an Appeal: October 22, 2021

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

1. **Determine** that, based on the whole of the administrative record, the project is exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, 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;
2. **Approve** a Transit Oriented Communities Affordable Housing Incentive Program for a Tier 3 project with a total of 40 dwelling units, including four dwelling units reserved for Extremely Low Income (ELI) Household occupancy for a period of 55 years, along with the following Base and Additional Incentives:

Base Incentives:

- a. **Density.** Increase the maximum number of dwelling units by up to 70 percent to allow a maximum residential density of 50 units in lieu of 29 units otherwise required;
- b. **Floor Area Ratio (FAR).** Increase in FAR by up to 50 percent to allow a

- FAR of up to 4.5:1, in lieu of a FAR of 3:1 otherwise required; and
- c. **Parking.** Provide automobile parking at a ratio of 0.5 spaces per residential unit to allow a minimum of 20 parking spaces, in lieu of 40 parking spaces otherwise required.

Additional Incentives:

- d. **Yard/Setback.** A 30 percent reduction in the rear and side setbacks to allow a minimum rear yard of 10 feet 6 inches and a northern side yard of 6.3 feet, in lieu of a rear yard of 15 feet and side yard of 9 feet otherwise required;
 - e. **Open Space.** A 25 percent reduction in Open Space requirement to allow a minimum of 4,932 square feet of Open Space, in lieu of 6,575 square feet otherwise required; and
 - f. **Height.** Two additional stories up to 22 feet to allow a maximum building height of six stories up to 67 feet, in lieu of 45 feet otherwise required.
3. **Adopt** the attached findings and Conditions of Approval.

CONDITIONS OF APPROVAL

Pursuant to LAMC Section 12.22 A.31 the following conditions are hereby imposed upon the use of the subject property:

1. **Site Plan.** The use and development of the subject property shall be in substantial conformance with the site plan and elevations labeled Exhibit "A" included in the subject case file. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.
2. **Use.** The project shall be limited to a residential building with 40 residential units.
3. **Floor Area.** Development on the subject property shall be limited to a 3.79:1 Floor Area Ratio (FAR), or a total floor area of 61,106 square feet.
4. **Building Height.** The height of the building shall not exceed 67 feet from grade to the top of roof as defined by Section 12.21.1 B.3(a) of the Municipal Code. Any structures on the roof, such as air condition units and other equipment, shall be fully screened of view from any public right-of-way.
5. **Base Incentives.**
 - a. **Residential Density.** The project shall be limited to a maximum density of 40 residential units, including On-site Restricted Affordable Units.
 - b. **Parking.**
 - i. **Automobile Parking.** Automobile parking shall be provided consistent with LAMC Section 12.22 A.31, which permits a maximum of 0.5 residential parking spaces per unit for a Tier 3 Project. The project will provide 50 residential parking spaces for residents.
 - ii. **Bicycle Parking.** Bicycle parking shall be provided in compliance with the Municipal Code and to the satisfaction of the Department of Building and Safety. The project shall provide a minimum of 40 long-term and 4 short-term bicycle parking spaces. No variance from the bicycle parking requirements has been requested or granted herein.
 - iii. **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 the Los Angeles Housing Department.
 - iv. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.
6. **Additional Incentives.**
 - a. **Yard/Setback.** The project shall be permitted up to a 30 percent reduction in the required rear and side setbacks. The rear yard shall be limited to 10 feet and 6 inches in lieu of 15 feet, and the northern side yard shall be limited to 6.3 feet in lieu of 9 feet otherwise required by LAMC Section 12.10 C. The project will provide a front yard of 15 feet and a southern side yard of 9 feet

- b. **Open Space.** The project shall be permitted up to a 25 percent reduction in open space, or a minimum of 4,932 square feet in lieu of the required 6,575 square feet otherwise required by LAMC Section 12.21 G. The project will provide 4,935 square feet of open space which includes common and private open space.
- c. **Height.** The project shall be permitted an increase of 22 feet in building height, allowing a maximum height of 67 feet in lieu of the required 45 feet.

7. **On-site Restricted Affordable Units.**

- a. Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of HCIDLA to make 10 percent of the total number of units for Extremely Low Income Households, as defined by HCIDLA, 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. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant shall provide 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 HCIDLA.

8. **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.
9. **Housing Replacement Requirements.** Pursuant to the Housing Crisis Act of 2019 and the Los Angeles Housing Department determination dated September 17, 2020, the project will not be required to provide replacement units.

Design Conformance Conditions

10. **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.
11. **Tree Requirement.** The project shall provide at least the minimum number of trees on-site to comply with the landscape requirement (LAMC Section 12.21 G(a)(3)). Pursuant to Ordinance No. 179,884, trees may not be less than 24-inch box in size and shall be planted within open space areas.
12. **Graffiti.** 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.
13. **Materials.** A variety of high quality exterior building materials, consistent with the approved Exhibit "A" plans, shall be used. Substitutes of an equal quality shall be permitted to the satisfaction of the Department of City planning.
14. **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.

15. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer(s), if located at-grade and facing the public right-of-way, shall be screened with landscaping or a green wall.
16. **Trash Collection.** All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.
17. **Maintenance.** The subject property (including any trash storage areas, associated parking facilities, sidewalks, driveways, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
18. **Solar Energy.** The project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211.1, to the satisfaction of the Department of Building and Safety.
19. **Parking / Driveway Plan.** Prior to the issuance of any building permit, the applicant shall submit a parking and driveway plan to the Department of Transportation for approval.

Administrative Conditions

20. **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.
21. **Covenant.** Prior to the effectuation of this grant, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Department of City Planning for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided for inclusion in case file.
22. **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.
23. **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.
24. **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.
25. **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.

26. **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.
27. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
28. **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.
29. **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.
30. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- a. 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.
- b. 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.
- c. 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 (b).
- d. 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 (b).

- e. 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 subject property is a 22,500 square-foot (0.52 acres), level site consisting of three lots with a frontage of approximately 150 feet along North Hoover Street, and a depth of approximately 150 feet in the Virgil Village neighborhood of East Hollywood. The property is currently developed with an office building and two single-family houses.

The project site is zoned R3-1 and is located within the Wilshire Community Plan with a General Plan Land Use Designation of Medium Residential. Additionally, the site is located within the Los Angeles State Enterprise Zone, a Transit Priority Area, a TOC Tier 3 area, an Urban Agriculture Incentive Zone, Special Grading Area, and is within 1.47 kilometers from the Upper Elysian Park fault zone.

The proposed project involves the demolition of one office building and two single-family houses and the construction, use, and maintenance of a six-story, 40-unit residential building. The proposed building will encompass approximately 61,106 square feet of floor area resulting in a FAR of 3.79 to 1 and will rise to a maximum height of 67 feet. Pursuant to the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, the applicant requests three Base Incentives and three Additional Incentives in exchange for reserving 10 percent, or four units, for Extremely Low Income Households. The project will comprise of the following unit mix: 5 one-bedroom units; 1 two-bedroom unit; 8 three-bedroom units; and 26 five-bedroom units. The residential units will inhabit the six stories constructed above-grade and 50 residential parking spaces will be located within the subterranean parking garage. The project will also provide a total of 44 bicycle parking spaces on-site: four short-term and 40 long-term. The long-term bicycle parking spaces will be located within an enclosed room

in the subterranean parking garage and the short-term spaces will be located adjacent to the sidewalk fronting North Hoover Street. A total of 4,935 square feet will be dedicated to open space which includes a residential courtyard, recreation room, and common open space area on the ground-floor, a roof deck, and 16 private balconies.

The project meets all eligibility requirements for the TOC Affordable Housing Incentive Program. The project is eligible for Base Incentives and up to three Additional Incentives. The project meets the TOC Guideline requirements of providing at least 11 percent of the base units for Extremely Low Income Households in exchange for the Additional Incentives.

Surrounding Properties

The property site is located in an urbanized neighborhood bounded by North Hoover Street to the east, and single-family houses to the north, west, and south. North Hoover Street provides north-south street travel with a Metro "10" Local Bus Line stop located 350 feet from the project site. In addition, the Metro "B" Vermont/Beverly Station is located approximately 2,550 feet from the project site. Surrounding properties are predominantly developed with single- and multi-story residential buildings, commercial businesses, and a car repair center. Properties across North Hoover Street are zoned C1.5-1VL, RD2-1VL, and RD3-1VL and are developed with one-story commercial stores, single-family houses, and multi-family residential buildings. Properties north and south of the project site are zoned R3-1 and are developed with a mix of single- and multi-family residential buildings and commercial businesses. One block north, on Clinton Street, is a Los Angeles Department of Water and Power Distributing Station zoned PF-1XL. Further south is the Hollywood Freeway (U.S. Route 101) zoned PF-1XL. Properties west of the project site are zoned R2-1 and are predominately developed with single-family houses.

Streets and Circulation

North Hoover Street – Adjoining the subject property to the east, is a designated Collector, with a roadway width of 40 feet and a right-of-way width of 66 feet improved with asphalt roadway, concrete curb, gutter, and sidewalk. The corridor permits northbound and southbound traffic flow.

TRANSIT ORIENTED COMMUNITIES

Pursuant to the voter-approved Measure JJJ, Los Angeles Municipal Code (LAMC) 12.22 A.31 was added to create the Transit Oriented Communities Affordable Housing Incentive Program. The Measure requires the Department of City Planning to create TOC Affordable Housing Incentive Program Guidelines (TOC Guidelines) for all Housing Developments located within a ½-mile (or 2,640-foot) radius of a Major Transit Stop. These Guidelines provide the eligibility standards, incentives, and other necessary components of the TOC Program consistent with LAMC 12.22 A.31.

The subject property is located within 2,550 feet from the Vermont Avenue and Beverly Boulevard intersection which functions as a major public transit stop for the Metro "B" Rail Line (via Vermont/Beverly Station). The subject property is therefore located in Tier 3 of the Transit Oriented Communities Affordable Housing Incentive Program and is eligible for Tier 3 incentives. Per Section IV of the TOC Guidelines, the proposed project is eligible to receive Base Incentives and up to three Additional Incentives as the project will reserve at least 11 percent of the base units for Extremely Low Income Households.

Given the above, the proposed project includes the following Base and Additional Incentives. The project requests three Base Incentive and three Additional Incentive. As a Tier 3 TOC project, the project requests the following Base and Additional Incentives for a qualifying Tier 3 Project:

Base Incentives:

- a. **Density.** Increase the maximum number of dwelling units by up to 70 percent to allow a maximum residential density of 50 units in lieu of 29 units otherwise required;
- b. **Floor Area Ratio (FAR).** Increase in FAR by up to 50 percent to allow an FAR of up to 4.5:1, in lieu of 3:1 FAR otherwise required; and
- c. **Parking.** Provide automobile parking at a ratio of 0.5 spaces per residential unit to allow a minimum of 20 parking spaces, in lieu of 40 parking spaces otherwise required.

Additional Incentives:

- d. **Yard/Setback.** A 30 percent reduction in the rear and side setbacks to allow a minimum rear yard of 10 feet 6 inches and a side yard of 6.3 feet, in lieu of a rear yard of 15 feet and side yard of 9 feet otherwise required;
- e. **Open Space.** A 25 percent reduction in Open Space requirement to allow a minimum of 4,932 square feet of Open Space, in lieu 6,575 square feet otherwise required; and
- f. **Height.** Two additional stories up to 22 feet to allow a maximum building height of six stories up to 67 feet, in lieu 45 feet otherwise required.

HOUSING REPLACEMENT

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).

Assembly Bill 2222 (AB 2222) amended the State Density Bonus Law to require 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.

On September 28, 2016, Governor Brown signed Assembly Bill 2556 (AB 2556) which further amended the State Density Bonus Law. The amendments took effect on January 1, 2017. AB 2556 clarifies the implementation of the required replacement of affordable units in Density Bonus projects, first introduced by AB 2222. AB 2556 further defines "equivalent size" to mean that as a whole, the new units must contain at least the same total number of bedrooms as the units being replaced.

In addition to the requirements of California State Density Bonus Law, on October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2015. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units. The Los Angeles Housing Department has determined, per the Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination, dated **September 17, 2020**, that there are no units subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330).

As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Sections 65915(c)(3) (State Density Bonus Law) and 66300 (Housing Crisis Act of 2019).

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 3 Transit Oriented Communities Affordable Housing Incentive Area. As part of the proposed development, the project is required to reserve 10 percent of the 40 total dwelling units for Extremely Low Income Households which equates to four on-site dwelling units as part of the Housing Development. Therefore, 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.*

As defined in the TOC Guidelines, a Major Transit Stop is defined as a site with an existing rail transit station or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The subject property is located within 2,550 feet from the Metro Vermont/Beverly Station which functions as a Major Transit Stop for the Metro "B" Rail Line. 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 Los Angeles Housing Department 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 SB 330 Determination made by the Los Angeles Department dated September 17, 2020, the proposed project is not required to provide any replacement affordable housing units. Therefore, 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 project is not seeking any additional density or development bonuses under the provisions of the State Density Bonus Law or any other State or local program that provides development bonuses, including, but not limited to a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Implementation Overlay (CPIO), Specific Plan, or overlay district. The project will redevelop the existing office building and two single-family houses with a six-story residential development with 40 dwelling units. The TOC Incentives are applied throughout the entirety of the site and no development bonuses under any other state or local program will be utilized. The total project will reserve four units for Extremely Low Income Households and provide 36 market-rate units. 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 Section IV.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.*

As an eligible housing development, the project is qualified to receive the Base Incentives listed in the TOC Guidelines. The project requests three Additional Incentives as follows: (1) a 30 percent reduction in the rear and northern side setback, (2) a 25 reduction in open space requirement, and (3) a 22-foot increase in building height. The project will set aside 10 percent of the total units proposed and 13 percent of the base units for Extremely Low Income households. 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 Additional Incentives beyond the three permitted in exchange for reserving at least 11 percent of the base units for Extremely Low Income Households. 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 building is located on three lots, all of which are designated within a Tier 3 TOC Affordable Housing Incentive Area. With 40 dwelling units proposed, the project will reserve 10 percent, or four units, of the total proposed number of units for Extremely Low Income Households.

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. Therefore, 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 percent 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 as proposed and as conditioned, meets the intent of the Citywide Design Guidelines (adopted by City Planning Commission October 24, 2019). The proposed development has been conditioned to ensure a well-designed project and compliance with the Design Guidelines. The project has been conditioned to provide a pedestrian-friendly environment through the provision of landscaping and screening of any mechanical equipment from the public right-of-way. The project has also been conditioned to incorporate a variety of building materials to create visually interesting building façades and minimize impacts on surrounding properties.

GUIDELINE 1: PROMOTE A SAFE, COMFORTABLE AND ACCESSIBLE PEDESTRIAN EXPERIENCE FOR ALL.

The project promotes a safe, comfortable, and accessible pedestrian experience along North Hoover Street by incorporating building design and streetscape features that support the community. The project will enhance the parkway space with landscaping and two new street trees which will provide shade coverage during the day. In addition, the parkway will function as a buffer between pedestrians and automobiles creating a safe and comfortable space for all travelers. The project will install short-term and long-term bicycle parking along the front of the building and within the subterranean garage, respectively, providing residents a convenient space to store their bicycles. Additionally, the project proposes the minimum required driveway width thereby minimizing conflict between pedestrians and automobiles. Regarding building design, the project will feature windows and balconies fronting North Hoover Street. These features will allow for increased street surveillance and promote “eyes on the street”. In addition, light fixtures will be thoughtfully placed throughout the project and along the building frontage to provide visibility and a sense of security.

GUIDELINE 2: CAREFULLY INCORPORATE VEHICULAR ACCESS SUCH THAT IT DOES NOT DISCOURAGE AND/OR INHIBIT THE PEDESTRIAN EXPERIENCE.

Residents of the proposed project will access the subterranean parking garage through a single driveway fronting North Hoover Street, spanning 19 feet in width. By minimizing the number of curb cuts on the project site and keeping the driveway width at the minimum requirement, the project maintains the continuity of the sidewalk and reduces the likelihood of vehicular interruptions between pedestrian and drivers. In addition, the project will feature a landscaped parkway and street trees to buffer pedestrians to vehicular traffic. As such, the project effectively addresses vehicular access with regard to the pedestrian experience.

GUIDELINE 3: DESIGN PROJECTS TO ACTIVELY ENGAGE WITH STREETS AND PUBLIC SPACE AND MAINTAIN HUMAN SCALE.

The project will implement building design and landscaped features to create an active streetscape that softly transitions between the public and private realm. The project will incorporate landscaping along the parkway and the building street frontage fronting North Hoover Street to enhance pedestrian safety and comfortability. The walkway leading up to the project’s primary entryway will be elevated from the sidewalk, establishing the divide between the public right-of-way and private property. In addition, the project’s roof deck and several of the private patios and balconies will overlook the street creating a sense of transparency and “eyes on the street”. On the first floor, the project’s open courtyard will provide a visual connection between the street and the project’s rear common open space. Regarding façade articulation, the project will utilize breaks along the building’s exterior with changes in depth, building materials, windows, and balconies. These elements provide visual interest and reflect a more human scale development. Overall, the project actively engages the spaces between the street and the project site.

GUIDELINE 4: ORGANIZE AND SHAPE PROJECTS TO RECOGNIZE AND RESPECT SURROUNDING CONTEXT.

The proposed project will be cohesive with the architectural style and aesthetic of the surrounding community implementing a blend of modern and traditional design elements that reflect the character of the community. For instance, the project will feature arched windows, curved walls, stucco material, and color palette that is commonly seen across the neighborhood. The project’s transformer will be placed under the driveway away from public view to create an engaging and established frontage along North Hoover Street. Landscaping and street trees will be installed to create a safe and comfortable pathway for pedestrians traveling along the corridor. In addition, the project’s roof deck will be oriented away from the

Hollywood Freeway (U.S. Route 101) located south of the project site, to reduce audible and visual impacts onto residents.

GUIDELINE 5: EXPRESS A CLEAR AND COHERENT ARCHITECTURAL IDEA.

The project will integrate high-quality building materials, a cohesive color palette, balanced articulation, and landscaping to create a clear and coherent design that respects its surrounding environment. Visual continuity is maintained from the street sidewalk and into the project's open space areas. The building's exterior will utilize a mixture of concrete masonry, white plaster, metal finishing and guardrails, rectangular and arched openings, and variations in depths and breaks to reflect an architectural character that blends modern and traditional design. Along North Hoover Street the project proposes street trees, parkway planting, bike racks, and private patio spaces to enhance the safety and comfortability of the corridor for pedestrians to walk along. The pathway into the project is slightly elevated from the sidewalk, transitioning into the common open spaces at the center and rear of the property. The open courtyard, recreation room, and rear yard provide residents a space to relax, socialize, and enjoy recreational activities. The project's residential balconies also provide private outdoor space that opens to the surrounding environment, with several overlooking the street. On the sixth floor, a roof deck will be located on the northeastern corner of the site further activating the street frontage along North Hoover Street and reducing audible and visual impacts from the Hollywood Freeway (U.S. Route 101). As such, the project provides a coherent architectural character that is consistent throughout the project site and is compatible with the neighborhood.

GUIDELINE 6: PROVIDE AMENITIES THAT SUPPORT COMMUNITY BUILDING AND PROVIDE AN INVITING, COMFORTABLE USER EXPERIENCE.

The project provides numerous amenities that create a comfortable and inviting experience for project users and the community. The six-story residential building features 5,925 square feet of open space for its residents which include private balconies, a central courtyard, recreation room, outdoor common area at the rear, and roof deck. Both the private and common open space components provide residents a space to relax, socialize, and enjoy recreational activities. Within the subterranean garage, the project will feature an enclosed bike room and workstation that can accommodate 40 long-term bicycles. Bike racks will be installed along the sidewalk fronting North Hoover Street to accommodate four short-term bicycle parking spaces. While the main trash and recycling room is located at the center of the subterranean level, residents will be able to dispose of their waste through chutes that are located on every floor. Many of the outdoor components of the project site will be landscaped with various trees and shrubs, including the courtyard, rear yard common area, roof deck, the building frontage, and parkway. The sidewalk will feature a landscaped parkway, providing a comfortable and attractive pedestrian pathway for pedestrians traveling along North Hoover Street.

GUIDELINE 7: CAREFULLY ARRANGE DESIGN ELEMENTS AND USES TO PROTECT SITE USERS.

The project carefully lays out its operating equipment and design elements in a manner that protects its residents. The project's open courtyard and recreation room will be centrally located on the ground-floor with sunlight and air filtering down the six-story building. The roof deck is designed with landscaping, seating, a fire pit, and built-in barbeque to create a semi-private space for residents to use while relaxing and socializing. The space will be located on the northeastern corner of sixth floor to reduce audible and visual impacts from the Hollywood Freeway (U.S. Route 101). The project's transformer will be concealed and placed under the driveway to create a more welcoming and attractive building frontage. On-site residential parking spaces will be securely enclosed within the subterranean garage, in addition to the

bicycle storage and trash/recycle rooms. The building's façade will feature glass windows and entryways, balconies, metal railings, and light fixtures to create a secure and transparent pathway for pedestrians traveling along the street. These design features will function as "eyes on the street".

GUIDELINE 8: PROTECT THE SITE'S UNIQUE NATURAL RESOURCES AND FEATURES.

The project site is a 22,500 square-foot, level site consisting of three lots and is located in a highly urban environment in the Virgil Village neighborhood. The project will preserve the site's natural topography and will create new drainage courses while minimizing grading to preserve natural landforms. In regard to landscaping, the project will incorporate a majority of its plans from the Los Angeles County Drought-Tolerant Plant List.

GUIDELINE 9: CONFIGURE THE SITE LAYOUT, BUILDING MASSING AND ORIENTATION TO LOWER ENERGY DEMAND AND INCREASE COMFORT AND WELL-BEING OF USERS.

The project incorporates sustainable design and energy efficient principles that appropriately address environmental factors such as heat, noise, and air pollution as it relates to reducing the building's energy demand and increasing the comfort and well-being of its residents. The placement and orientation of the project's architectural features, as well as the different colors and material choices used along the façades of the building, contribute to the project's sustainable design.

To address heat glare and gain, the project strategically utilizes various materials and colors with absorptive and reflective finishes to reduce excessive heat gain around the perimeter of the building. The project will install different types and sizes of windows to achieve a comfortable balance of light and air ventilation into each dwelling unit. A mixture of recessed and cantilevered balconies will create options for enjoying sunlight directly or under shaded spaces. Most of the common open space areas, including the open courtyard, outdoor common area at the rear, and roof deck, will include landscaping and seating to create a comfortable and inviting space for residents to enjoy. Landscaping will provide natural heat absorption, cooling, and shade throughout the day. The façade will utilize a mix of light-colored plaster, concrete masonry units, metal with powder coated finish, glass windows and sliding doors to help reduce heat gain and increase light and air circulation into the building.

The project's roof deck will overlook North Hoover Street and will be oriented away from the Hollywood Freeway (U.S. Route 101) to reduce any audible and visual impacts imposed onto residents. In addition, the location of the roof deck on the northeastern corner of the site will help reduce excessive heat glare and gain during the day.

GUIDELINE 10: ENHANCE GREEN FEATURES TO INCREASE OPPORTUNITIES TO CAPTURE STORMWATER AND PROMOTE HABITAT.

The project will utilize diverse palette of drought-resistant landscaping throughout the project site. These plants will reduce the project's consumption of water while also allowing the capture of stormwater runoff within the project's common open space areas and street frontage. Along the sidewalk, parkways and shade trees will be planted to capture stormwater and provide coverage when it rains and shines.

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

1. Pursuant to Section 12.22 A.25(g)(2)(i)(c) of the LAMC and Section 65915(e) of the California Government Code, the Commission shall approve a density bonus and requested incentive(s) unless the Commission finds that:

- a. *The incentive 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 very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The list of Additional Incentives in the Transit Oriented Communities Guidelines was pre-evaluated at the time the Transit Oriented Communities Affordable Housing Incentive Program Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the Additional Incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

Yard/Setback. The requested Additional Incentive to reduce the rear and northern side yard requirements of the R3 Zone by 30% is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. Per LAMC, the rear and side yard requirements for a project in the R3 Zone is 15 feet and 9 feet, respectively. The proposed project will utilize the Tier 3 yard/setback incentive to reduce the rear yard to 10 feet and 6 inches, and the northern side yard to 6.3 feet. With the incentive, the project will dedicate more floor area to the construction of additional dwelling units thereby allowing for more affordable units to be set aside for Extremely Low Income households. This incentive supports the applicant's decision to reserve 10 percent, or four units, as affordable housing units.

Open Space. The requested Additional Incentive for a 25 percent reduction in the required amount of open space is expressed in the Menu of Incentives in the TOC Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate the creation of affordable housing. For this project, the LAMC requires a total open space area of 6,575 square feet. The requested Tier 3 incentive allows the applicant to reduce the open space requirement to 4,931.25 square feet. The project proposes a total open space area of 4,935 square feet, which includes common and private open space. The incentive allows the applicant to utilize more of the total building square footage for residential units, which facilitates the construction of more affordable housing units, while remaining in compliance with all other applicable zoning regulations. The incentive further supports the applicant's decision to reserve 10 percent of the total units proposed for Extremely Low Income households. Therefore, the Additional Incentive is necessary to provide for affordable housing costs.

Height. The requested Additional Incentive for an increase in building height by 22 feet is

expressed in the Menu of Incentives in the TOC Guidelines which permit exceptions to zoning requirements that results in building design or construction efficiencies that facilitate the creation of affordable housing. Located in the underlying R3-1 Zone, the project is permitted a maximum height of 45 feet. The applicant will utilize the Tier 3 to increase the maximum building height to 67 feet, resulting in a six-story residential development. This incentive will allow the developer to increase the height of the structure to allow the units reserved for affordable housing to be constructed and increase the overall space dedicated to residential uses. These incentives support the applicant's decision to reserve 10 percent, or four units, for affordable housing.

- 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 incentives will have a specific adverse impact. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). The proposed Project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the State's CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed project reach or exceed those thresholds. Analysis of the proposed Project determined that it is Categorical Exempt from environmental review pursuant to Article 19, Class 32 of the CEQA Guidelines.

The Class 32 Exemption is intended to promote infill development within urbanized areas. The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "Infill Projects" as further described in the analysis for Case No. ENV-2021-2251-CE. The five conditions which the project must meet in order to qualify for the Class 32 Categorical Exemption are as follows: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services. The project, as proposed, was determined to meet all five conditions. Furthermore, planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed ordinance listed in "CEQA Guidelines" Section 15300.2 and determined that none of the exceptions apply to the proposed project.

According to ZIMAS, the project is located 1.49 kilometers from the Upper Elysian Park Fault and is not located within a Very High Fire Hazard Severity Zone, Flood Zone, Hazardous Water Zone, Landslide, Liquefaction, and Tsunami Inundation 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 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 are contrary to state or federal law.*

There is no substantial evidence in the record indicating that the requested incentives are contrary to any state and 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 within Flood Zone X, areas determined to be outside the 0.2% annual chance floodplain.
3. A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following five applicable conditions: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations:

The proposed project is consistent with applicable general plan designation, applicable policies, and applicable zoning designations. The Wilshire Community Plan Map designates the property for Medium Residential land uses with the corresponding zone R3. The project site is zoned R3-1 and is thus consistent with the land use designation. The project will provide 40 dwelling units with 10 percent of the units set aside for Extremely Low Income Households.

The proposed project is consistent with the Goals, Objectives, and Policies, of the Wilshire Community Plan and Framework Element as described below.

Objective 1-1 Provide a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Wilshire community.

Policy 1-1.3: Provide for adequate Multiple Family residential development.

Policy 1-1.4: Provide for housing along mixed-use boulevards where appropriate.

The project proposes the construction of 40 new residential units in the Virgil Village neighborhood, contributing to an increase in the community's housing supply. The project will intensify the existing utilization of the property by replacing one office building and two single-family houses with a six-story multi-family residential building. Amenities include common open space areas on the ground and roof floors for residents to relax and socialize, private balconies, and bicycle parking.

The project will be compatible with the surroundings properties developed within the neighborhood and along North Hoover Street, contributing to the variety of single- and multi-family buildings, commercial businesses, and community-serving amenities. In

addition, the project will provide a safe and high quality residential environment that accounts for households of different income-level and size. The project will provide mixed-income housing, reserving 10 percent of the total units proposed for Extremely Low Income Households and the remaining offered at market-rate. The project will provide a unit mix that accommodates different household sizes with units ranging one-bedroom to five-bedroom apartments. Additionally, the project will activate the front yard facing North Hoover Street with private balcony and landscaped space. These features enhance the comfort and transparency along the corridor. Therefore, the project will provide a safe and high-quality environment with the development of more housing in neighborhood.

Objective 1-2 Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.

Policy 1-2.1 Encourage higher density residential uses near major transportation centers.

The proposed housing development will be located within one-half mile of the Metro Vermont/Beverly Station, which functions as a rail stop for the Metro "B" Line connecting riders to communities between Downtown Los Angeles and North Hollywood. In addition, the Metro "10" Local Bus Line also services the project site with a bus stop located approximately 350 feet. Proximity to public transit provides residents increased accessibility to major job centers, commercial districts, and essential services, while reducing automobile dependency.

The project site is also located within close proximity to numerous commercial corridors, including Virgil Avenue, Vermont Avenue, Temple Street, and Beverly Boulevard. These corridors are developed with a mix of low- and mid-rise buildings occupied by commercial businesses, offices, schools, and public utilities and are utilized by multiple public transit lines. The project's proximity to various land uses and transit infrastructure contribute to the reduction in vehicular traffic in the neighborhood.

Upon completion, the project will provide a total of 44 bicycle parking spaces for residents. The installation of bicycle parking encourages multi-modal transportation within the community, providing community members increased access to essential goods, services, and jobs. As such, the project's proximity to public transit, commercial centers, and bicycle infrastructure promotes the reduction of vehicular trips and congestion.

The proposed project is also consistent with the Goals, Objectives, and Policies, of the General Plan's Housing Element as described below.

Objective 1.1 Produce an adequate supply of rental and ownership housing in order to meet current and projected needs;

Policy 1.1.1 Expand opportunities for residential development, particularly in designated centers, Transit Oriented Districts, and along mixed-use boulevards.

The proposed project will intensify the use of the subject property by contributing to a net increase of 38 dwelling units in the Virgil Village neighborhood. The project will be compatible with the surrounding properties as it will integrate new housing opportunities with the mix of residential and commercial uses established in the vicinity as well as complement the surrounding public and active transportation infrastructure. The project site is within close proximity to numerous markets, restaurants, schools, parks, and other

community amenities along mixed-use corridors such as North Hoover Street, Virgil Avenue, Vermont Avenue, and Beverly Boulevard. Additionally, Metro bus, rail, and bikeshare stations are located within one-half mile of the project site, providing the community increased accessibility to major job centers, commercial districts, and essential services. As such, the proposed project will expand housing opportunities within a transit-rich and mixed-use community.

The proposed project is also consistent with the Goals, Objectives, and Policies, of the General Plan's Mobility Element, also known as Mobility Plan 2035, which provides policies with the ultimate goal of developing a balanced transportation network for all users. The project supports the following policies of the Mobility Element:

Policy 2.3 Pedestrian Infrastructure

Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

The project promotes a pedestrian-oriented environment given its proximity to major job centers, commercial districts, and community-serving amenities. Within one-half mile residents can access these resources by walking, biking, or connecting to nearby public transit lines. As a result, the Project promotes active transportation as a sustainable alternative to driving.

The project will feature a landscaped parkway with two newly planted trees to create a more attractive and comfortable pedestrian experience. The parkway will function as a buffer for pedestrians from traffic along North Hoover Street and the trees will provide relief in the form of shade. These design features support pedestrian-friendly environment.

Policy 5.4 Clean Fuels and Vehicles

Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

The project encourages the adoption of low and zero emission fuel sources with the installation of electric vehicle (EV) parking spaces and setting aside portions of the roof for a solar zone area. Of the 50 residential parking spaces provided in the Project's subterranean garage, 15 will be designated EV spaces. In compliance with the Los Angeles Municipal Green Building Code, Section 99.05.211.1, the project will meet the mandatory requirements for solar ready buildings as outlined in the California Energy Code. As such, the project promotes clean and renewable energy infrastructure with the construction of the six-story residential building.

As detailed above, the Project substantially conforms with the goals and policies of the Wilshire Community Plan, the General Plan's Housing Element, and the Mobility Plan 2035.

- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.**

The proposed development is wholly within the City of Los Angeles and is on a 0.52 acre site (i.e., less than five acres). The project site is surrounded by urban uses and is not located in a farmland or agricultural designated area. The neighborhood is fully built out with a variety of low- and mid-rise development including residential, commercial, office,

and school uses. South of the project site is the Hollywood Freeway (U.S. Route 101). The proposed project will be consistent with the developments in the area, in compliance with subsection b.

(c) The project site has no value as habitat for endangered, rare or threatened species:

The project site is located in an established and long-urbanized area within the Wilshire Community Plan area. The subject property is currently developed with an existing office building and two single-family houses. The project site is located within the Virgil Village neighborhood developed predominantly of residential uses. Surrounding the neighborhood are other highly urbanized neighborhoods developed with residential, commercial, office, school, and public facilities uses. Although the demolition of the subject property to construct the proposed six-story residential development will remove 25 non-protected trees, the project site is not within or near any listed significant ecological areas. Due to the project's existing improvements and location in an urbanized neighborhood, the project site is unlikely to have any value as natural habitat. Therefore, the project site has no value as habitat for endangered, rare, or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality:

Traffic:

A significant traffic/transportation impact may occur if a project conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.

The project proposes the demolition of the existing office building and two single-family houses and proposes the construction of a new six-story apartment building with 40 residential units. According to the Los Angeles Department of Transportation (LADOT), a traffic assessment may be necessary if the project will generate over 250 daily trips; a residential development may come close to this threshold if it involves 40 or more units. A letter from LADOT dated July 16, 2020, stated that the proposed 40-unit multi-family development will not require a Transportation Study Assessment Referral Form as the Project will not trigger a transportation analysis. As a result, the project will not have a significant impact relating to traffic.

Noise:

The project must comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 and any subsequent ordinances which prohibit the emission or creation of noise beyond certain levels. The Ordinances cover both operational noise levels (i.e., post-construction), as well as any noise impact during construction. Section 41.40 of the LAMC regulates noise from demolition and construction activities and prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays and holidays; all such activities are also prohibited on Sundays. Section 112.02 of the LAMC prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level by more than 5 dba within the premises of other occupied properties such as residential buildings. Section 112.05 of the LAMC also specifies the maximum noise level of construction machinery that can be generated in any residential zone of the city or within 500 feet thereof. As referenced in the Noise Study

prepared by Yorke Engineering, LLC dated September 2020 and attached to the subject environmental case file, as the project is required to comply with all applicable ordinances and regulations to the extent feasible, it will not result in any significant noise impacts. All construction noises will be short-term and temporary. Noise arising from construction activities and equipment are expected to be below the 75 dBA threshold at 50 feet from the noise source, with the exception of some activities intermittently and marginally exceeding the threshold. In such incidences, deflection barriers such as plywood construction fencing, flexible sound-absorbing curtains, or existing intervening buildings will be utilized to reduce noise levels by approximately 5 to 15 dBA. Since no intense percussive actions i.e., hard rock-breaking, large pile driving, are planned to occur on the project site, ground borne vibrations are expected to generate a minimal impact on surrounding properties. Compliance with the provisions set forth by LAMC Section 112.05 and other regulatory requirements governing construction hours and equipment will limit the noise impact of project-related construction activities. Therefore, construction noise impacts will be less than significant.

Furthermore, the project will not generate permanent significant operational noise impacts. As the project is a residential development, the project is not expected to generate significant permanent operational noise impacts. The project will not include any square footage of non-residential uses, with on-site operational noise coming primarily from heating, ventilation, and air conditioning (HVAC) equipment installed on the rooftop. Additionally, the Project would be designed to maintain interior noise levels at or below the Community Noise Equivalent Level (CNEL). The project's residential units are not expected to generate a substantial number of vehicle trips which could in turn generate additional noise. As such, the Project is expected to generate a negligible increase in ambient noise due to operation activities. Thus, the project will not result in any significant permanent effects relating to noise.

Air Quality:

An Air Quality Study evaluating the proposed project for potential air quality impacts and greenhouse gas emissions was prepared in September 2020. The study compares the potential construction and operations emissions of criteria pollutants associated with the Project with the South Coast Air Quality Management District's (SCAQMD) air quality significance thresholds. The Project's emissions were estimated using the CalEEMod 2016.3.2 model provided by SCAQMD and monitored the following emissions: ROG, NO_x, CO, SO₂, PM₁₀, and PM_{2.5}.

The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project for the construction of 40 residential units will not conflict with or obstruct the implementation of the AQMP and SCAQMD rules.

During construction, the proposed project would apply appropriate dust control measures to sequester particulate matter as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing

a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas.

Best Management Practices will be implemented that would include (but not be limited to) the following:

- Unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce emissions and meets SCAQMD Rule 403;
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust;
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions; and
- Trucks shall not idle but be turned off.

By implementing Best Management Practices, all construction-related impacts will be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur from construction.

Furthermore, the project is expected to be far below the thresholds considered by SCAQMD to be potentially significant under CEQA guidelines. The applicant has estimated the project's impact on air quality, using the CalEEMod 2016.3.2 model provided by SCAQMD, by comparing the estimated levels of criteria pollutants to significance thresholds provided by SCAQMD. As referenced in the *Air Quality Study* prepared by York Engineering, LLC and attached to the subject environmental case file, the levels of emissions from the project are all projected to be below the thresholds considered by SCAQMD to be potentially significant under CEQA guidelines without the addition of any mitigation (the report provides the full analysis). Therefore, potential impacts related to air quality from the Project will be less than significant.

Water Quality:

The project is not adjacent to any water sources and construction of the project will not impact water quality. The project is located in a long-established and developed neighborhood and thus would not be expected to impact water quality. As a residential development, the project also will not generate, store, or dispose of substantial quantities of hazardous materials that could affect water quality. Construction activities would not involve any significant excavation near an identified water source. Furthermore, the project will comply with the City's stormwater management provisions per LAMC 64.70. Best Management Practices would also be required during general operation of the project to ensure that stormwater runoff meets the established water quality standards and waste discharge requirements. Therefore, development of the proposed project would not degrade the quality of stormwater runoff from the site and would not result in any significant effects relating to water quality.

(e) The site can be adequately served by all required utilities and public services:

The site is currently developed with residential uses in an urbanized area served by existing public utilities and services. The surrounding area has long been developed and consists of residential and commercial uses which have been and will continue to be served by all required utilities and public services. The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and

other public services. The site is also serviced by the LAPD's Central Bureau, Rampart Division, and the Central Bureau Fire Department. These utilities and public services have served the neighborhood for several decades and will continue to do so.

The project consists of the construction of 40 apartment units. As the project is located in an established and urbanized area of the city, the site can be adequately served by all required utilities and public services. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, and LED lighting. As a result, the proposed project can be adequately served by all required utilities and public services.

EXCEPTIONS TO THE USE OF CATEGORICAL EXEMPTIONS

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed project listed in "CEQA Guidelines" Section 15300.2 and determined that none of the exceptions apply to the proposed project as described below:

- (a) *Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. A project that is ordinarily insignificant in its effect on the environment may in a particularly sensitive environment be significant. Therefore, these classes may not be utilized where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

As the proposed project is not defined as a Class 3, 4, 5, 6 or 11 projects, this exception is non-applicable. The project site is in an urbanized area in the City of Los Angeles. The Project site is not located in a particularly sensitive environment and would not be located on a site containing wetlands, endangered species, or wildlife habitats; therefore, this exception is not applicable.

- (b) *Cumulative Impact. The exception applies when, although a particular project may not have a significant impact, the impact of successive projects, of the same type, in the same place, over time is significant.*

This exception does not apply to the proposed project. The project involves the construction of residential units in an urbanized area developed with a variety of established uses. The project is entirely consistent with the existing General Plan designation and zoning, which accounts for the impacts of developments which are within their parameters, and as permitted by the TOC Guidelines. Any successive projects of the same type and nature would reflect a development that is consistent with the underlying land use designation and the LAMC, and thus would be subject to the same regulations and requirements, including development standards and environmental analysis. As detailed above, the proposed project will not impose any significant impacts on traffic, noise, air quality, and water quality. Nonetheless, all future successive projects will be individually evaluated and any potential impacts of each subsequent project will be mitigated if necessary, and thus will not result in a cumulative impact. Therefore, impacts under this category will be less than significant.

- (c) *Significant Effect Due To Unusual Circumstances. This exception applies when, although the project may otherwise be exempt, there is a reasonable possibility that the project will have a significant effect due to unusual circumstances.*

This exception does not apply to the proposed project. The project site is comprised of approximately 22,500 square feet of lot area located in an urbanized area within the City of Los Angeles. The project consists of residential uses and operations that are compatible with the surrounding urban development and consistent with the underlying zone. The project site is in a long-established neighborhood and is surrounded by residential, commercial, and office buildings. The site does not demonstrate any unusual circumstances, and the project will not generate significant impacts regarding traffic, noise, air quality, or water quality. There are no unusual circumstances that indicate this project would reasonably result in a significant effect on the environment.

- (d) *Scenic Highways. This exception applies when, although the project may otherwise be exempt, there may be damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.*

Based on a review of the California Scenic Highway Mapping System, the project site is not located along a State Scenic Highway, nor are there any designated State Scenic Highways located near the project site. The proposed project will not result in damage to scenic resources including trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway, therefore this exception does not apply.

- (e) *Hazardous Waste Sites. Projects located on a site or facility listed pursuant to California Government Code 65962.5.*

Based on a review of the State Water Resources Control Board's GeoTracker database and the Department of Toxic Substance Control (DTSC) EnviroStor database, the project site is not listed for cleanup, permitting, or investigation of any hazardous waste contamination. The nearest LUST Cleanup site is located approximately 750 feet north of the project site and is developed with a Los Angeles Department of Water and Power Distributing Station. Since August 1998, the site has held a "closed" case status. Currently, there are no listed hazardous sites within the immediate vicinity of the project site. The subject property is currently developed with residential and office buildings; hazardous waste and materials would not be expected to pose a significant constraint on sites long developed with such uses.

Additionally, the project site is not located within a Hazardous Waste/Border Zone or Methane Hazard Site as designated by the City of Los Angeles. The surrounding neighborhood is primarily established with residential and commercial uses, and hazardous waste and materials would not be expected on or immediately adjacent to the project site. No industrial wastewater is generated on the project site and sanitary wastewater is discharged to the City Bureau of Sanitation. Therefore, this exception for a Class 32 Categorical Exemption does not apply to this project.

- (f) *Historical Resources. Projects that may cause a substantial adverse change in the significance of an historical resource.*

Databases of historic resources in the City of Los Angeles include SurveyLA and Historic Places LA, in addition to State and Federal databases of historic resources. According to these databases, there are no structures of historic significance on the property. There are also no historic resources identified by any database on or immediately adjacent to the subject property. Accordingly, the project will have no impact on any historic resources.

Additionally, the project site is not located in a designated Historic Preservation Overlay Zone. The neighborhood surrounding the project site was primarily developed in the early-20th century and consists primarily of residential and commercial uses along North Hoover Street, with various commercial buildings, single- and multi-family structures on both sides. Several properties in the area have undergone redevelopment over the past decades producing a varied yet cohesive neighborhood character. As a result, the subject property is unlikely to possess any significant value towards a potential historic district. For these reasons, construction of the proposed project would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA, and this exception does not apply to the proposed project.

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, 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 October 22, 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:

Downtown
 Figueroa Plaza
 201 North Figueroa Street,
 4th Floor
 Los Angeles, CA 90012
[\(213\) 482-7077](tel:(213)482-7077)

San Fernando Valley
 Marvin Braude
 San Fernando Valley
 Constituent Service Center
 6262 Van Nuys Boulevard,
 Room 251
 Van Nuys, CA 91401
[\(818\) 374-5050](tel:(818)374-5050)

West Los Angeles
 West Los Angeles
 Development Services Center
 1828 Sawtelle Boulevard,
 2nd Floor
 Los Angeles, CA 90025
[\(310\) 231-2598](tel:(310)231-2598)

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, the Marvin Braude Building in the Valley, or the West Los Angeles Development Services Center. 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, (818) 374-5050, or (310) 231-2598 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.

Pursuant to LAMC Section 12.22 A.25(g)(2)(i)(f), only an applicant, abutting property owners, and abutting tenants can appeal the TOC portion of the Determination. Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Section 12.22 A.25 of the LAMC, appeals of Density Bonus Compliance Review cases are heard by the City Planning Commission.

Note of Instruction Regarding the Notice of Exemption: Applicant is hereby advised to file the Notice of Exemption for the associated categorical exemption after the issuance of this letter. If filed, the form shall be filed with the County of Los Angeles, 12400 Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). More information on the associated fees can be found online here: <https://www.lavote.net/home/county-clerk/environmental-notice-fees>. The best practice is to go in person and photograph the posted notice in order to ensure compliance. Pursuant to Public Resources Code Section 21167 (d), the filing of this notice of exemption starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations, and the possibility of a CEQA appeal, being extended to 180 days.

Vincent P. Bertoni, AICP
Director of Planning

Approved by:

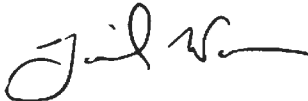


Heather Bleemers, Senior City Planner

Prepared by:

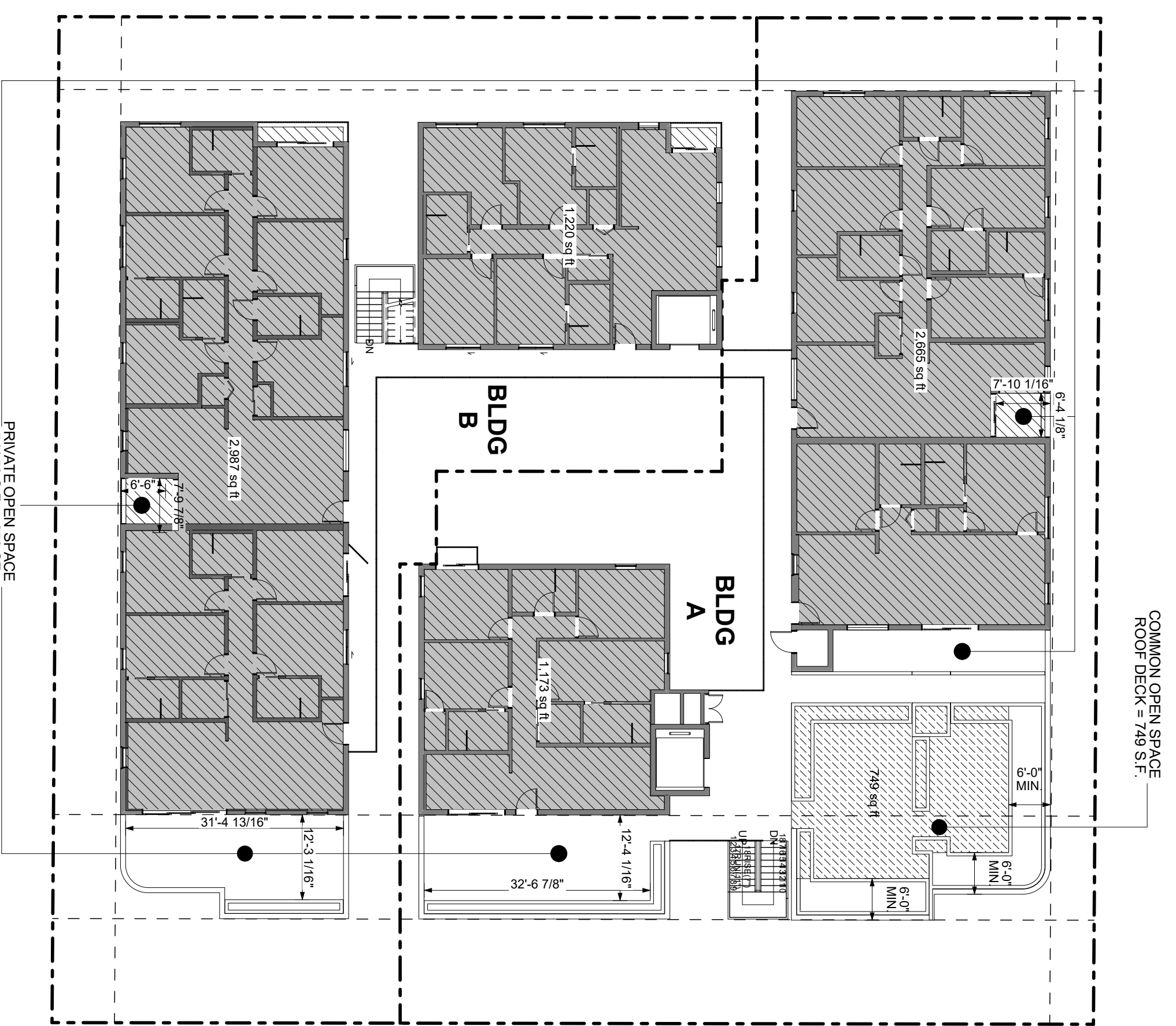


Eric Claros, City Planner



David Woon, Planning Assistant

Attachments:
Exhibit A: Architectural Plans

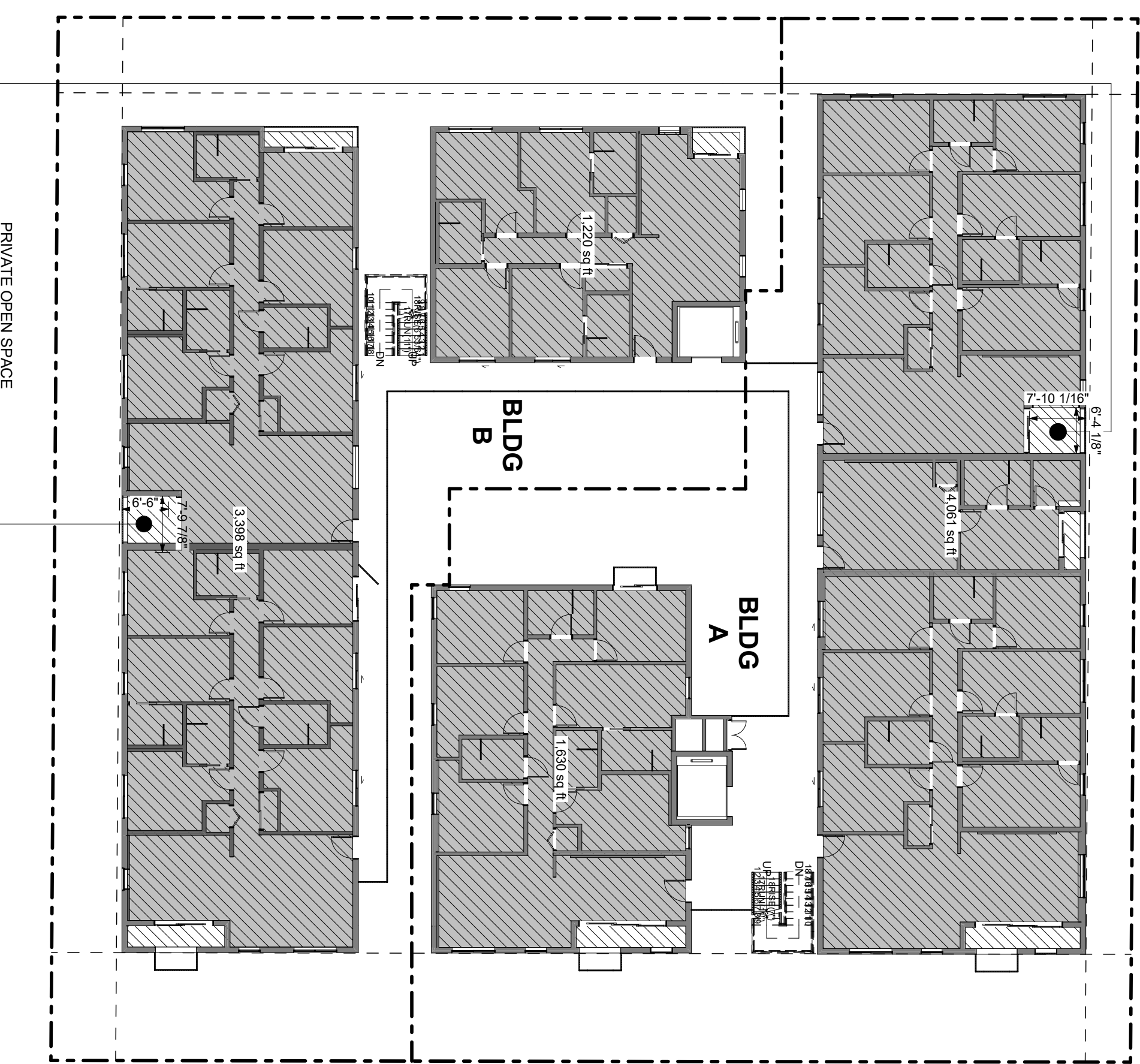


6TH FL.
SCALE: 1/16" = 1'-0"

BUILDING TYPE IIA
OCCUPANCY FACTOR R-2
FACTOR 200 (RESIDENTIAL)

OCCUPANCY LOAD, EXIT WIDTH
RESIDENTIAL 648 SF / 115' = 43.6 OCC LOAD
RESIDENTIAL 829 SF / 200' = 41.45 OCC LOAD
TOTAL AREA 1,477 SF = 80 OCC LOAD

EGRESS WIDTH - CBC 1005.3
STAR WIDTH 86' (2 STAIRS) = 43 x 0.3 = 12'-9" = 44' REQ
PROVIDED = 44' (44' MIN)

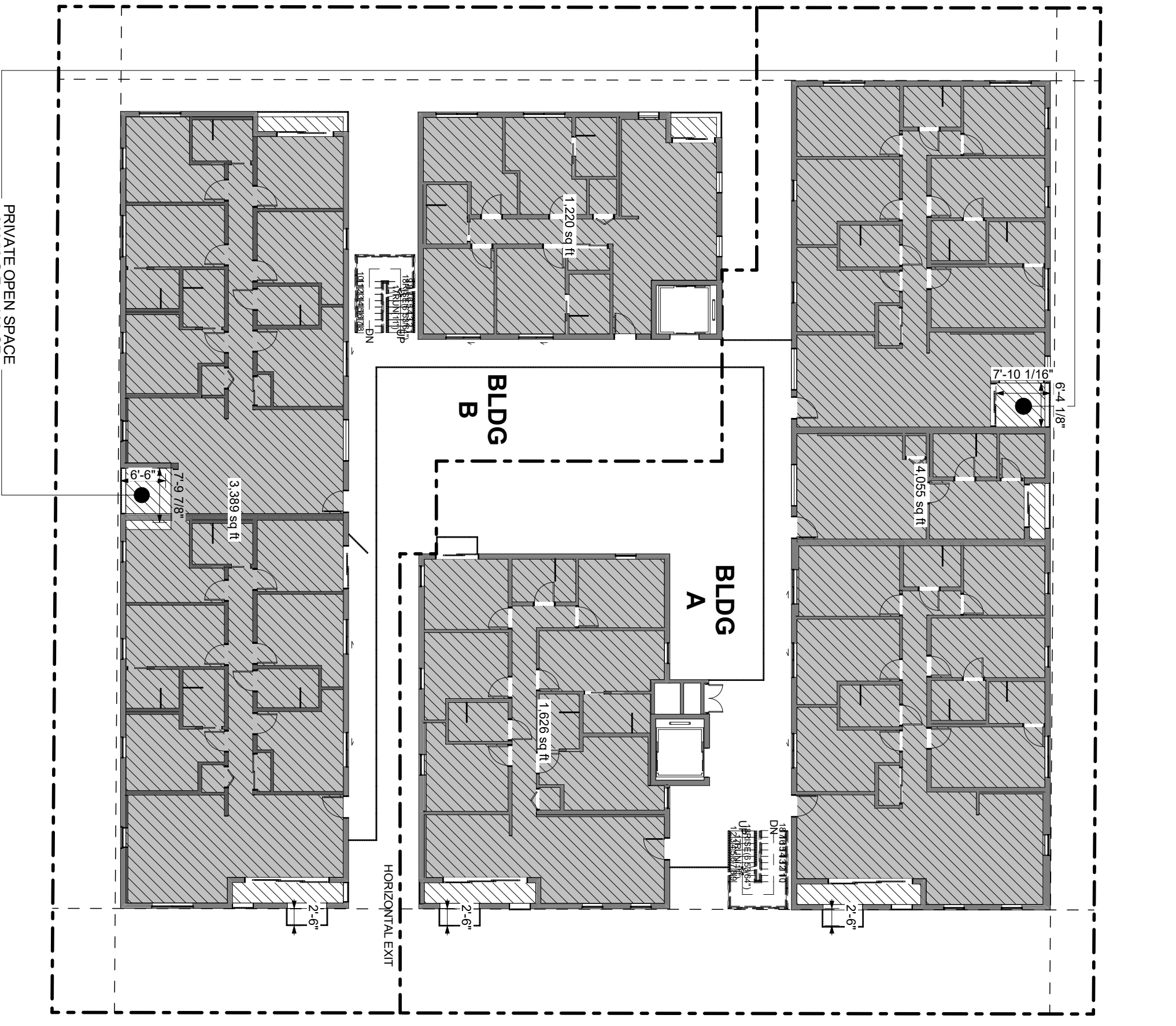


3RD + 5TH FL.
SCALE: 1/16" = 1'-0"

BUILDING TYPE IIA
OCCUPANCY FACTOR R-2
FACTOR 200 (RESIDENTIAL)

OCCUPANCY LOAD, EXIT WIDTH
RESIDENTIAL 10,271 SF / 200' = 51.35 OCC LOAD
TOTAL AREA 10,271 SF = 54 OCC LOAD

EGRESS WIDTH - CBC 1005.3
STAR WIDTH 86' (2 STAIRS) = 27 x 0.3 = 8'-1" = 44' REQ
PROVIDED = 44' (44' MIN)

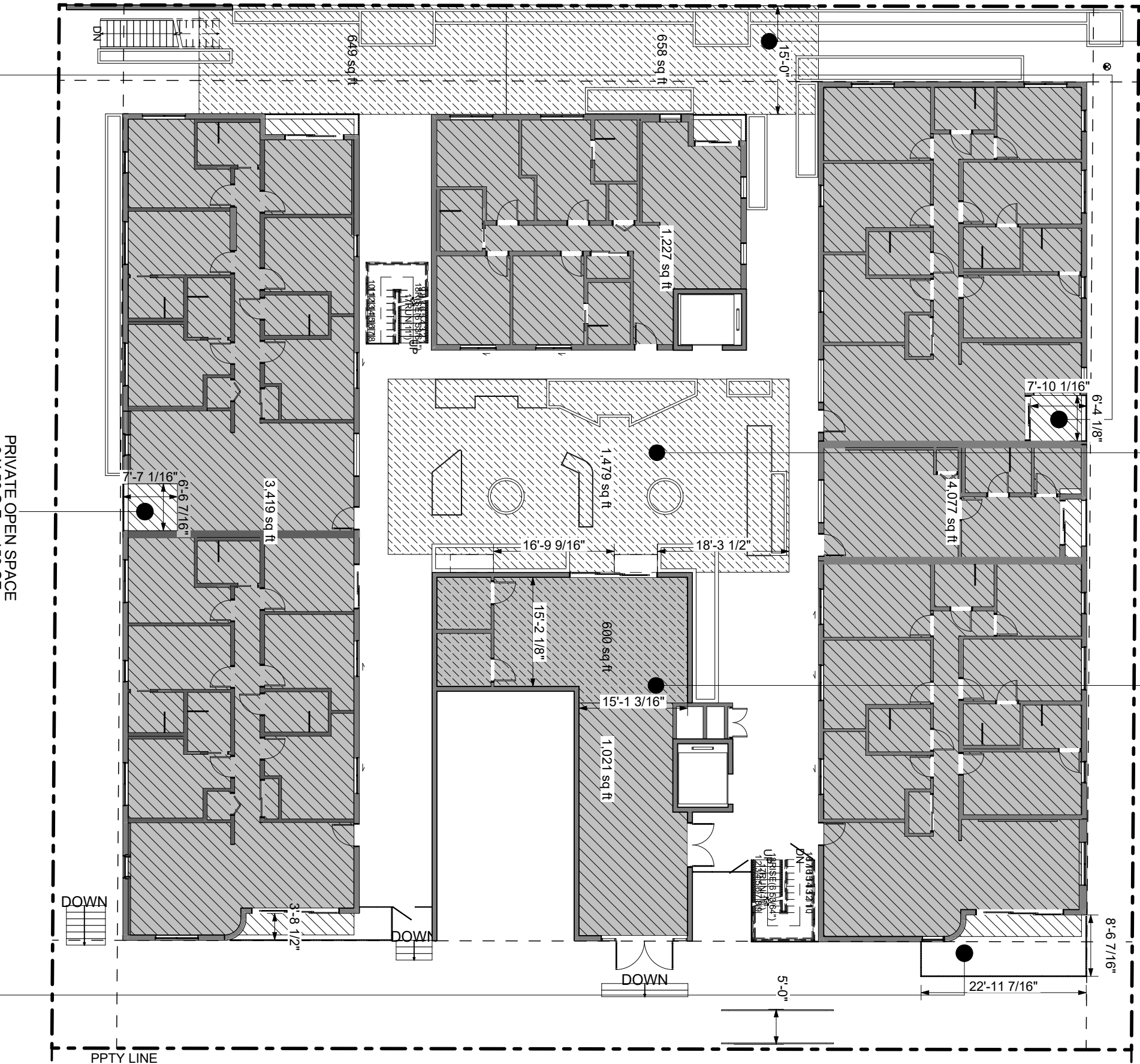


2ND + 4TH FL.
SCALE: 1/16" = 1'-0"

BUILDING TYPE IIA
OCCUPANCY FACTOR R-2
FACTOR 200 (RESIDENTIAL)

OCCUPANCY LOAD, EXIT WIDTH
RESIDENTIAL 10,271 SF / 200' = 51.35 OCC LOAD
TOTAL AREA 10,271 SF = 54 OCC LOAD

EGRESS WIDTH - CBC 1005.3
STAR WIDTH 86' (2 STAIRS) = 27 x 0.3 = 8'-1" = 44' REQ
PROVIDED = 44' (44' MIN)

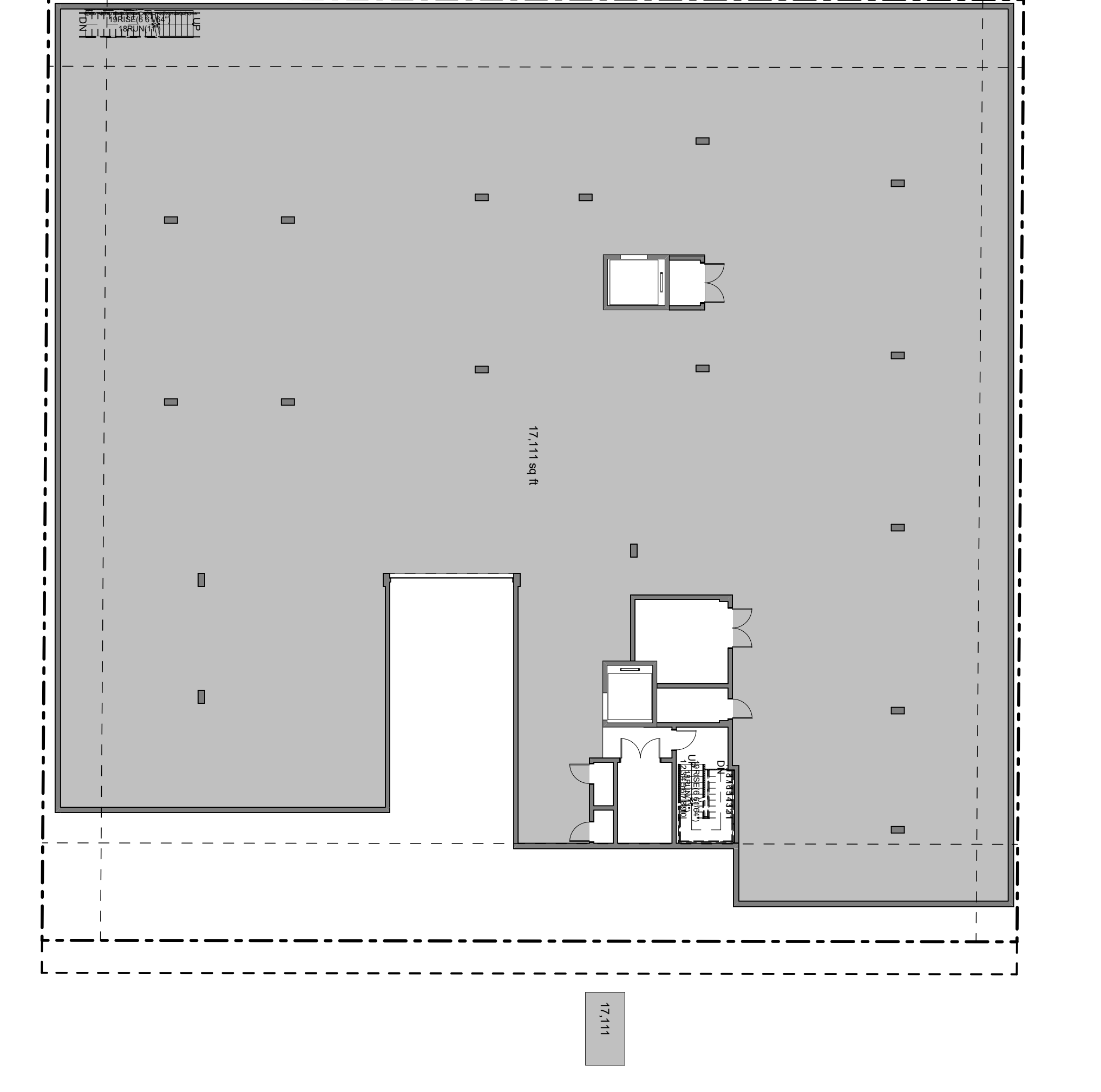


1ST FL.
SCALE: 1/16" = 1'-0"

BUILDING TYPE IIA
OCCUPANCY FACTOR R-2
FACTOR 200 (RESIDENTIAL)

OCCUPANCY LOAD, EXIT WIDTH
RESIDENTIAL 8,898 SF / 200' = 44.49 OCC LOAD
OPEN SPACE 3,488 SF / 115' = 30.33 OCC LOAD
TOTAL AREA 12,386 SF = 51 OCC LOAD

EGRESS WIDTH - CBC 1005.3
STAR WIDTH 86' (2 STAIRS) = 15.5 x 0.3 = 4.65' = 44' REQ
PROVIDED = 44' (44' MIN)



GARAGE
SCALE: 1/16" = 1'-0"

BUILDING TYPE IIA
OCCUPANCY FACTOR R-2
FACTOR 200 (GARAGE)

OCCUPANCY LOAD, EXIT WIDTH
GARAGE 17,111 SF / 200' = 85.55 OCC LOAD
TOTAL AREA 17,111 SF = 80 OCC LOAD

EGRESS WIDTH - CBC 1005.3
STAR WIDTH 86' (2 STAIRS) = 44 x 0.3 = 13'-2" REQ
PROVIDED = 44' (44' MIN)

BUILDING CODE FLOOR AREA SUMMARY

GARAGE	17,111 SF OK (R-2 TYPE IIA - UNLIMITED)
TOTAL	26,898 SF (R-2 TYPE IIA - UNLIMITED)

BUILDING CODE FLOOR AREA SUMMARY

BLDG A	5,006 SF OK (R-2 TYPE IIA, 48,000 SF MAX)
BLDG B	5,681 SF OK (R-2 TYPE IIA, 48,000 SF MAX)
5TH FLOOR	5,691 SF OK (R-2 TYPE IIA, 48,000 SF MAX)
4TH FLOOR (BLDG B)	3,839 SF OK (R-2 TYPE IIA, 48,000 SF MAX)
TOTAL	20,217 SF

BUILDING CODE FLOOR AREA SUMMARY

BLDG A	4,900 SF OK (R-2 TYPE IIA, 48,000 SF MAX)
BLDG B	4,618 SF OK (R-2 TYPE IIA, 48,000 SF MAX)
4TH FLOOR (BLDG B)	4,207 SF OK (R-2 TYPE IIA, 48,000 SF MAX)
TOTAL	22,684 SF

ZONING CODE FLOOR AREA SUMMARY

GARAGE	0 SF
1ST FLOOR	10,702 SF
2ND FLOOR	10,702 SF
3RD FLOOR	10,702 SF
4TH FLOOR	10,702 SF
5TH FLOOR	10,702 SF
6TH FLOOR	8,232 SF
TOTAL	72,843 SF

MAX ALLOWED (PER TOOL) = 72,843 x 61,108 SF OK

ZONING FLOOR AREA EXCLUDING EXTERIOR WALLS, SHAFTS, MECHANICAL, STAIRS, AND PENDING PER FLOOR AREA DEFINITION (IADC 12.03) INCLUDES OVERHANDS

OPEN SPACE AREA SUMMARY

GARAGE	115'
1ST FLOOR	3,585 SF (3,386 SF COMMON + 350 SF PRIVATE BALCONIES)
2ND FLOOR	100 SF (2,620 SF PRIVATE BALCONIES)
3RD FLOOR	100 SF (2,620 SF PRIVATE BALCONIES)
4TH FLOOR	100 SF (2,620 SF PRIVATE BALCONIES)
5TH FLOOR	999 SF (2,498 SF COMMON + 500 SF PRIVATE BALCONIES)
TOTAL	4,935 SF > 4,935 SF REQ'D OK

*** INDICATED PRIVATE OPEN SPACE IS MIN. IN ANY DIRECTION**

**** ZONING FLOOR AREA DEFINITION INCLUDES EXTERIOR WALLS, EXCLUDES PARKING GARAGES + CORRIDORS**

Per CBC 10112.1 Stairways serving an occupant level of 50' or less shall have a width of not less than 36"

Per CBC 10112.1 The width of stairways shall be determined as specified in Section 1005.3, but such width shall not be less than 44"

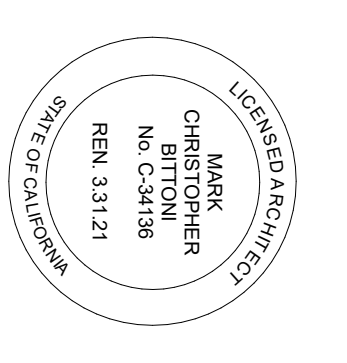
*** means of egress doors shall have a min. width of 32" and a min. clear height of 80" per CBC 1011.1.1 & 1010.1.1

bitoni architects

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511 HOOVER

511 N. HOOVER ST.
LOS ANGELES, 90004



06.17.20	TOC SUBMITTAL
07.23.20	100% SD
08.05.20	TOC - REV
11.16.20	PLAN UPDATE
DATE	DESCRIPTION

AREA + OCC. DIAGRAMS

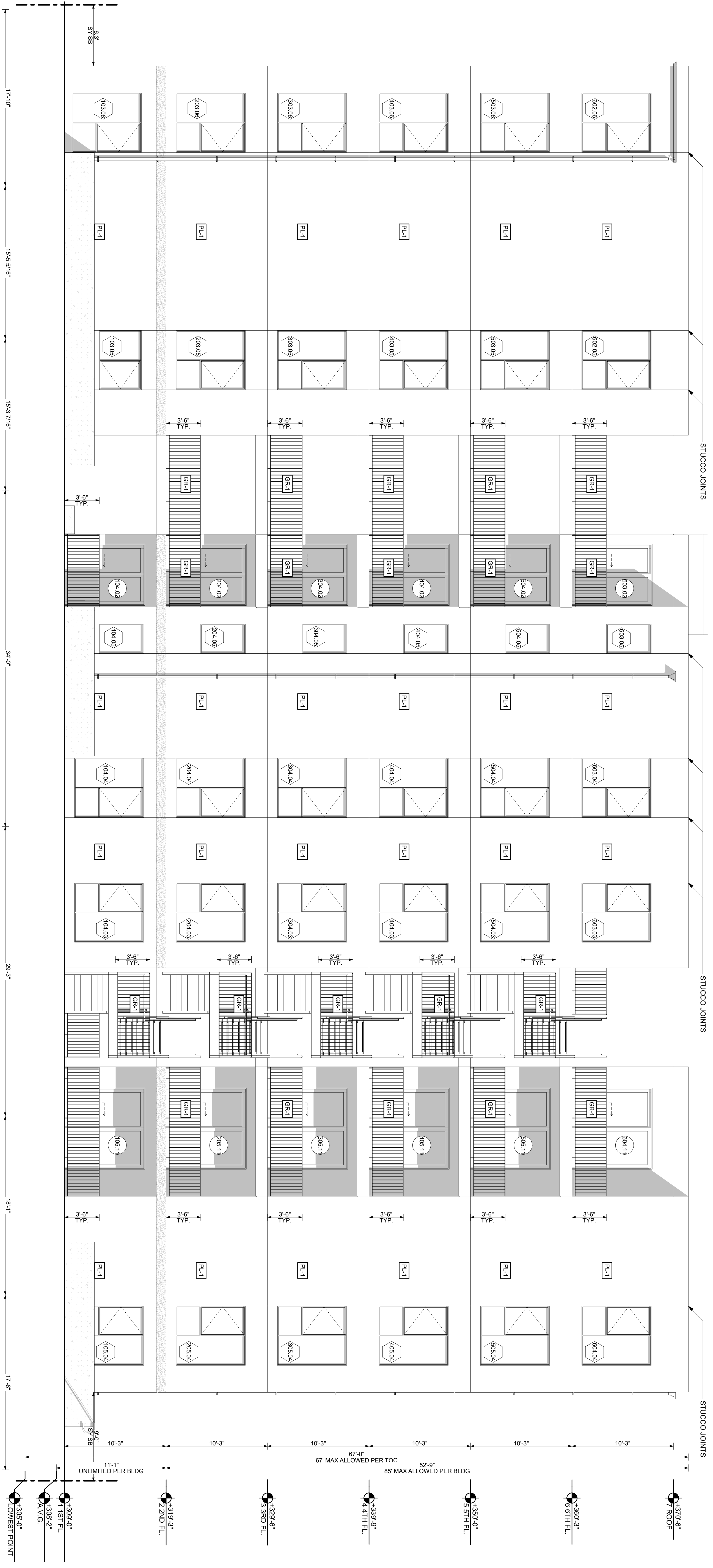
PUBLISHED: 9/17/2021

A0.41

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West Elevation
SCALE: 3/16" = 1'-0"

ELEVATION NOTES

- GENERAL**
- 01 GLAZING SHALL BE 2" MINIMUM HEIGHT WITH 3 1/8" MINIMUM OPENING SIZE.
 - 02 CONTRACTOR TO VERIFY CONFORMANCE TO ALL APPLICABLE CODES AND REGULATIONS. PROVIDE CERTIFIED SURVEY OF ENVELOPES. PROVIDE CERTIFIED SURVEY OF ANY DISCREPANCIES (HEIGHT, INCH ANCHORING, VALVE'S, CHECKS, TOPS OF WALLS, CORNERED DIVERTER @ CORNERED WALLS - 45° MIN).
 - 03 ADD SET OF EXTERIOR WALKING SURFACE TO ALL VALVE'S, CHECKS, TOPS OF WALLS, CORNERED DIVERTER @ CORNERED WALLS - 45° MIN.
 - 04 GLAZING WITHIN 1" OF THE ADJACENT FLOOR WALKING SURFACE SHALL BE FULLY TEMPERED.
 - 05 PARAPETS, SATELLITE ANTENNAE, RAILS, STRUCTURE, ROOF EQUIPMENT MUST BE WITHIN 1/8" OF THE WALL WITH A 4" CLEARANCE FROM THE SURFACE OF 5' OR LESS SHALL BE 1-HR FIRE RESISTANCE RATING FOR EXPOSURE TO FIRE FROM BOTH SIDES.
 - 06 WINDOWS LABELLED AS TEGRESS SHALL COMPLY WITH TEGRESS MANUFACTURER'S INSTRUCTIONS. ALL PERSONS WITH ACCESS SHALL BE AT LEAST 9 FEET VERTICAL FROM GRADE AT EXTERIOR WALLS AND DOORS.

- UP**
- 01 ALL DOWNPOUTS TO DRAIN TO RAIN TANKS PER IBC 17.

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FINISH LEGEND

- CONCRETE MASONRY UNIT
- UNCOLORED CONC. W/ SMOOTH FIN. SOLAR TYPE X GYPSUM BOARD, GREENBOARD IN ALL WET AREAS
- TEMPERED GLASS SHOWER ENCLOSURE
- METAL W/ POWDER COATED FINISH
- SAND FINISH PLASTER W/ INTERIOR COLOR WHITE
- SMOOTH FINISH PLASTER W/ INTERIOR COLOR GREY
- GLAZING WITHIN 1" OF THE ADJACENT FLOOR WALKING SURFACE SHALL BE FULLY TEMPERED.
- CERAMIC WALL TILE
- QUARTZ COUNTERTOP
- WOOD FLOORING SPECIES / FIN. TBD
- WOOD DECKING SPECIES / FIN. TBD W/ 1/4" x 1/4" SP TOP COAT 413 SREDEW/ GRAY SR 65 SEER (V20)
- SARANFL MEMBRANE, WHITE LAMR 288Z SEE (V20)

LEGEND

- GENERAL KEYNOTE (THIS SHEET)
- SETBACK LINE
- CENTRELINE
- PROPOSED GRADE
- ONE HOUR HORIZONTAL BUILDING SEPARATION
- ONE HOUR HORIZONTAL BUILDING SEPARATION RATED SYSTEM DESIGN - UL 1971, 510' x 2'
- TWO HOUR HORIZONTAL BUILDING SEPARATION RATED SYSTEM DESIGN - UL 1971, 510' x 2'
- ACCORDANCE WITH SECTION 71.
- FLOOR TYPE PER A1.00
- WATER CURTAIN PER LABC 706.8.2 & MIN. REQ. PER DOC PBC 2014-106
- ELEVATION DIM. / DATUM
- TOP OF WALL ELEVATION
- (E) GRADE
- ONE HOUR HORIZONTAL BUILDING SEPARATION RATED SYSTEM DESIGN - UL 1971, 510' x 2'
- TWO HOUR HORIZONTAL BUILDING SEPARATION RATED SYSTEM DESIGN - UL 1971, 510' x 2'
- ACCORDANCE WITH SECTION 71.
- DIMENSION TO FINISH FACE OF WALLS, SURFACES
- DIMENSION TO FINISH FACE OF STUD

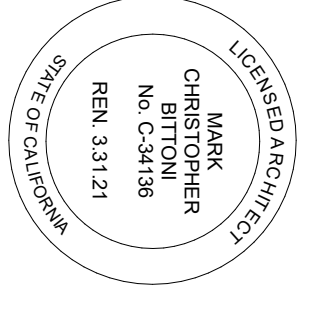
WEST ELEVATION

DATE	DESCRIPTION
06.17.20	TOC SUBMITTAL
07.23.20	100% SD
08.06.20	TOC - REV
11.16.20	PLAN UPDATE

PUBLISHED: 9/17/2021

A3.02

SHEET 60 OF 101

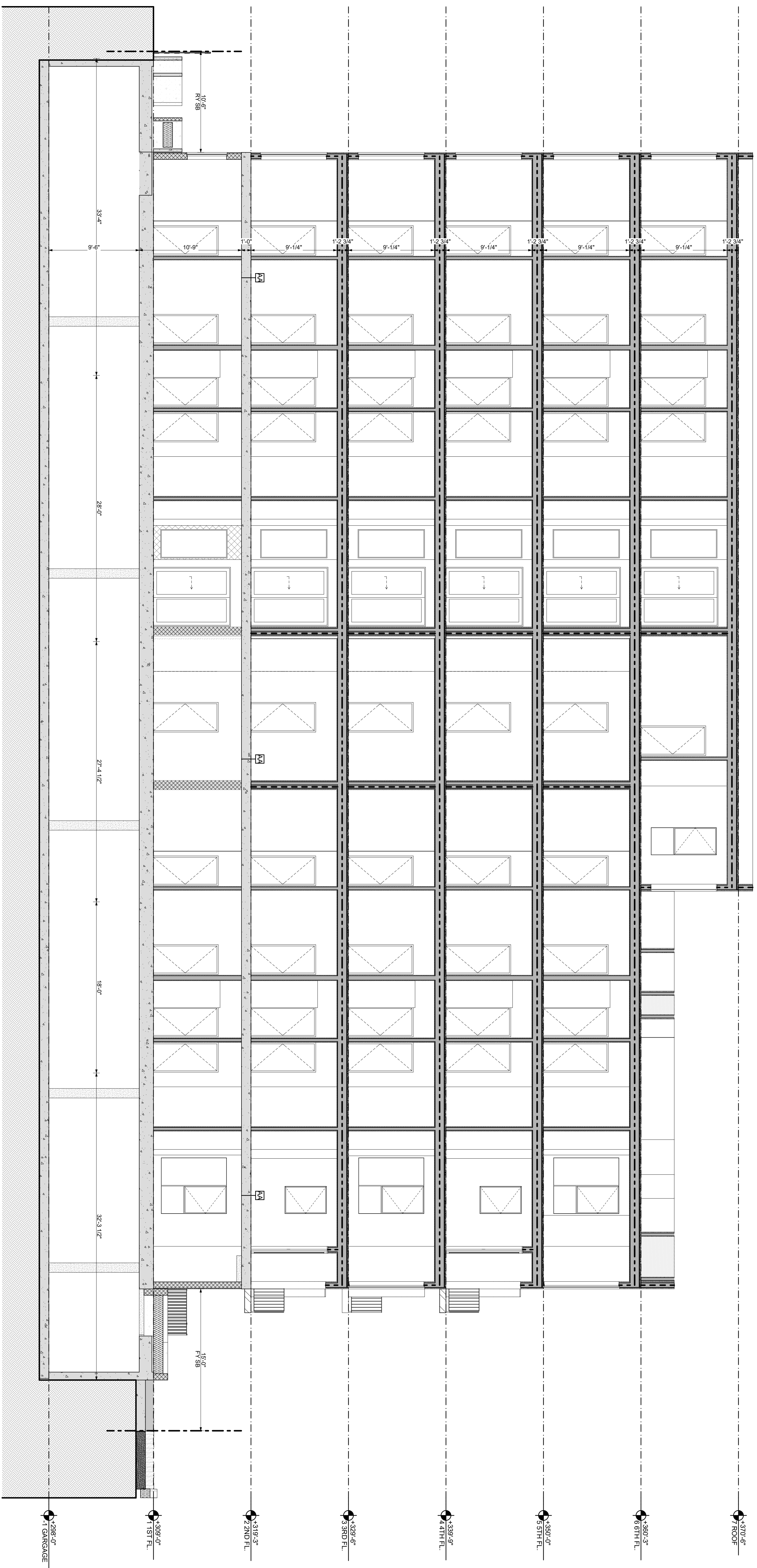


511 HOOVER
511 N. HOOVER ST.
LOS ANGELES, 90004

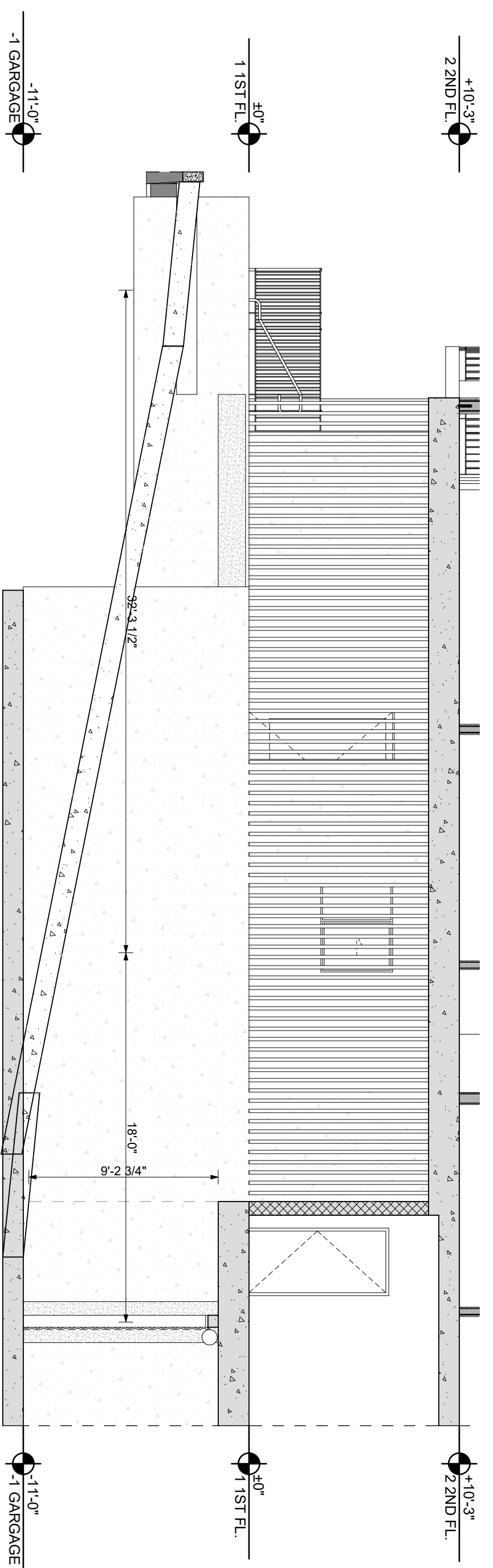
4909 W. Jefferson Blvd.
Los Angeles, CA 90016
t: 310-841-6857
bittoniarchitects.com



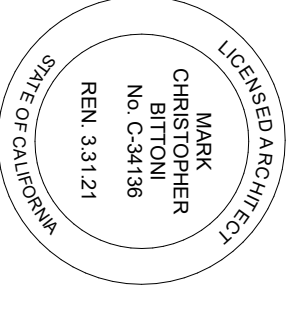
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Building Section A
 SCALE 3/16" = 1'-0"



Ramp Section
 SCALE 3/16" = 1'-0"



08.17.20	TOC SUBMITTAL
07.23.20	100% SD
06.05.20	TOC - REV
11.16.20	PLAN UPDATE

DATE	DESCRIPTION

BUILDING SECTION

PUBLISHED: 9/17/2021

A4.01

LEGEND

SYMBOL	CALLOUT	ITEM	MANUFACTURER	PRODUCT	COLOR/ FINISH	COMMENTS	DETAIL
	PA	PLANTING AREA				SEE PLANTING SHEETS	SEE 212.00
	LID	LID PLANTER		POURED IN PLACE CONCRETE PLANTER			
	T1	NEW TREE				SEE PLANTING SHEETS	
	W1	30" HIGH PLANTER		POURED IN PLACE CONCRETE PLANTER	T.B.D.	SEE STAKING PLAN FOR OVERALL DIMENSIONS	SEE 212.00
	W2	36" HIGH PLANTER		POURED IN PLACE CONCRETE PLANTER	T.B.D.	SEE STAKING PLAN FOR OVERALL DIMENSIONS	SEE 212.00
	W3	42" HIGH PLANTER		POURED IN PLACE CONCRETE PLANTER	T.B.D.	SEE STAKING PLAN FOR OVERALL DIMENSIONS	SEE 212.00
	W4	24" HIGH METAL PLANTER		1/2" THICK METAL PLANTER	BLACK PATINA	SEE STAKING PLAN FOR OVERALL DIMENSIONS	SEE 212.00
	W5	30" HIGH METAL PLANTER		3/4" THICK METAL PLANTER	BLACK PATINA	SEE STAKING PLAN FOR OVERALL DIMENSIONS	SEE 212.00
	P1	CONCRETE		POURED IN PLACE CONCRETE	TOP CAST #3	POURED IN PLACE CONCRETE SLOPED TO DRAINS. BROOM FINISH	SEE 212.00
	P2	TOPPING SLAB		POURED IN PLACE CONCRETE			SEE 212.00
	P3	PAVER 1 - 48"X48"		PEDESTAL PAVER	TBD		SEE 512.00
	P4	PAVER 2 - 24"X24"		PEDESTAL PAVER	TBD		SEE 512.00
	P5	8" CEMENT TILE	TESSELLE	8" SQUARE CEMENT TILE	NEOTERRA ICICLE	560 SQ. FT. SAMPLES TO BE PROVIDED BY CONTRACTOR FOR APPROVAL BY CLIENT.	SEE 412.00
	P6	D.G.			T.B.D.		
	P7	SYNLAWN TURF	SYN-LAWN	SYNAGUSTINE 547		SAMPLES TO BE PROVIDED BY CONTRACTOR FOR APPROVAL BY CLIENT.	
			ELKAY	STAINLESS STEEL SINGLE BOWL SINK.		'DAYTON' ADA DROP IN BOWL SINK. D11516	514.00
	A1	BUILT-IN BBQ. WOOD FRAMED. DEKTON COUNTER TOP. SINK FAUCET. AND BBQ	BBQ GUYS	SINGLE HANDLE PULL-DOWN GOOSENECK HOT/COLD FAUCET		SIGNATURE SERIES SINGLE HANDLE PULL-DOWN GOOSENECK HOT/COLD FAUCET. BRUSHED NICKEL. B8Q-N88421N1B1	
			BULL OUTLAW	BUILT-IN NATURAL GAS GRILL		30" 4 BURNER BUILT-IN NATURAL GAS GRILL. 26039	314.00
	A2	ROUND FIREBOWL	TBD	COUNTER TOP		ADA ACCESSIBLE HANDLE KIT	
	F1	LARGE COMMUNITY TABLE	PER OWNER			SHUTOFF TIMER. ELECTRONIC OR PUSH BUTTON START PER OWNER DIRECTION	
	F2	ROUND TWO TOP TABLE	PER OWNER				
	F3	CHAIR	PER OWNER				
	F4	3 PERSON SOFA	PER OWNER				
	F5	SMALL SOFA	PER OWNER				
	F6	8' LONG CUSTOM LOG. 18" HIGH	ANGEL CITY LUMBER	LOG BENCH			
	F7	18" HIGH CUSTOM LOG	ANGEL CITY LUMBER	LOG STOOL			
	F8	ROUND COFFEE TABLE	PER OWNER				

	F9	BUILT-IN BENCH ON PLANTER	PER OWNER				CUSTOM THERMORY BUILT IN BENCH BOLTED ON PLANTER.
	F10	4 PERSON ROUND TABLE	PER OWNER				
		6 PERSON ROUND TABLE	PER OWNER				
	F11	HIGH STOOL TABLE	PER OWNER				
	F12	PING PONG TABLE	PER OWNER				

CITY OF LOS ANGELES LANDSCAPE ORDINANCE GUIDELINES "O". LANDSCAPE POINT SYSTEM

SQUARE FOOTAGE FOR PROJECT	POINTS REQUIRED PER ORDINANCE PLUS 10% PER CONDITIONS OF APPROVAL	TOTAL
32,894	22	
3 POINTS PER 50 SF OF MEDIAN PLANTING		30
		30

HARDSCAPE SOLAR REFLECTANCE

1ST FLOOR	SRI VALUE	QUANTITY IN SF	SRI VALUE ABOVE .30
WESTCOAST SPECIALTY COATING - STONE GRAY	N/A	289	
GRAVEL	0.31	1,325	0
TOP CAST #3	N/A	341	341
NEOTERRA ICICLE	N/A	560	0
ROOF DECK	N/A	738	
WEST COAT : STONE GRAY	N/A	1134	
WEST COAT : CAPE COD GRAY	N/A		
TOTAL		4,367	341
PERCENTAGE OF HARDSCAPE WITH SRI VALUE ABOVE .30			TBD

** CONTRACTOR TO SUBMIT SAMPLES OF FINISHES TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO BEGIN INSTALLATION

LANDSCAPE CALCULATIONS

TREE COUNT - 1 TREE PER EVERY 4 UNITS

39 UNITS REQUIRES 10 TREES.

PROVIDED 11 TREES IN LANDSCAPE

LANDSCAPE AREA - SQUARE FOOTAGE

1st FLOOR LANDSCAPE AREA PROVIDED 1,827 SQ. FT.

ROOF LANDSCAPE AREA PROVIDED 300 SQ. FT.



SHEET INDEX

L1.00	LANDSCAPE CONSTRUCTION SCHEDULE
L1.10	LANDSCAPE CONSTRUCTION PLAN 1ST FLOOR
L1.11	HORIZONTAL PLAN
L1.60	LANDSCAPE CONSTRUCTION PLAN 6TH FLOOR
L2.00	LANDSCAPE CONSTRUCTION DETAILS
L3.00	IRRIGATION CALCULATIONS
L3.01	IRRIGATION LEGEND AND NOTES
L3.10	IRRIATION PLAN 1ST FLOOR
L3.60	IRRIGATION PLAN 6TH FLOOR
L3.80	IRRIGATION DETAILS
L4.00	PLANTING LEGEND AND NOTES
L3.10	PLANTING PLAN - 1ST FLOOR
L3.60	PLANTING PLAN - 6TH FLOOR
L6.00	PLANTING DETAILS
L7.10	LANDSCAPE LIGHTING PLAN 1ST FLOOR
L7.60	LANDSCAPE LIGHTING PLAN 6TH FLOOR



507 N.HOOVER ST. LOS ANGELES, 90004

HOOVER



CONSTRUCTION NOTES AND LEGEND

L1.00

SHEET NAME

PROJECT NO. #Project Code

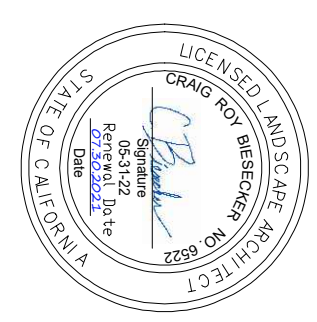
DATE DESCRIPTION

12.08.20 100% DD

08.03.21 90% CD

507 N. HOOVER ST.
LOS ANGELES, 90004

HOOVER



12.08.20 100% DD
08.03.21 90% CD

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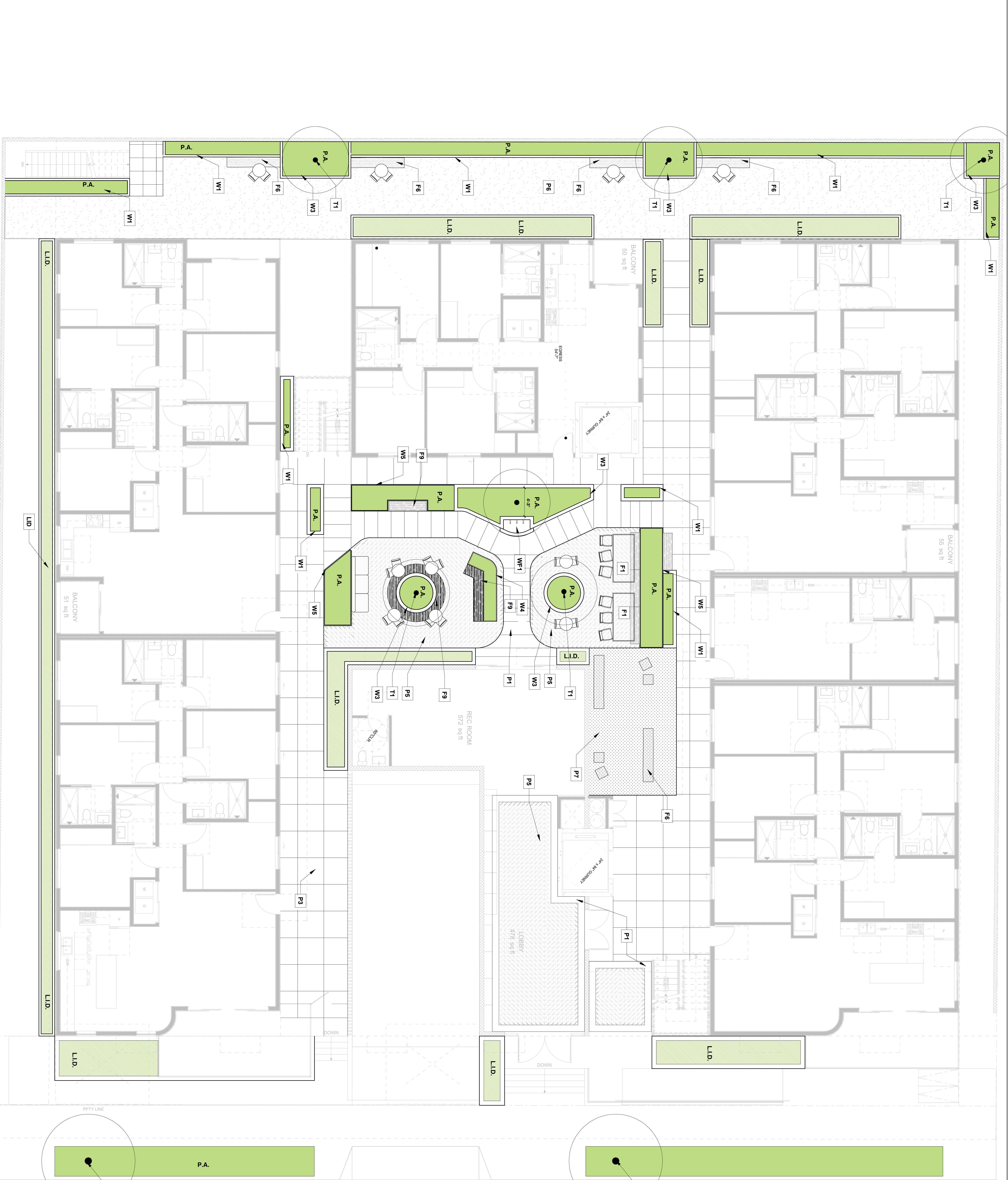
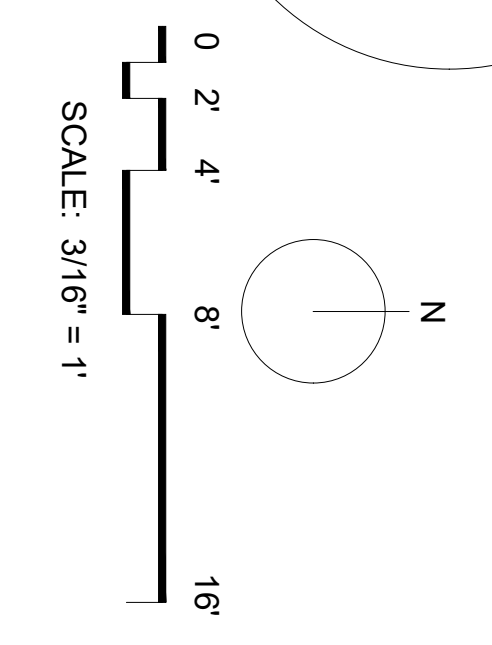
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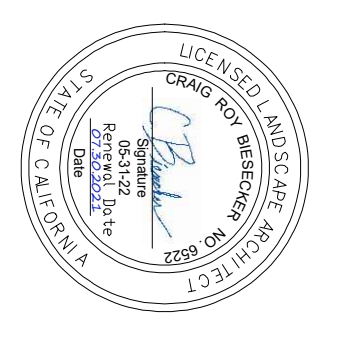
PROJECT NO. #Project Code

SHEET NAME

LANDSCAPE CONSTRUCTION
1ST LAYOUT
CONCEPT 2

L1.10





12.08.20	100% DD
08.03.21	90% CD

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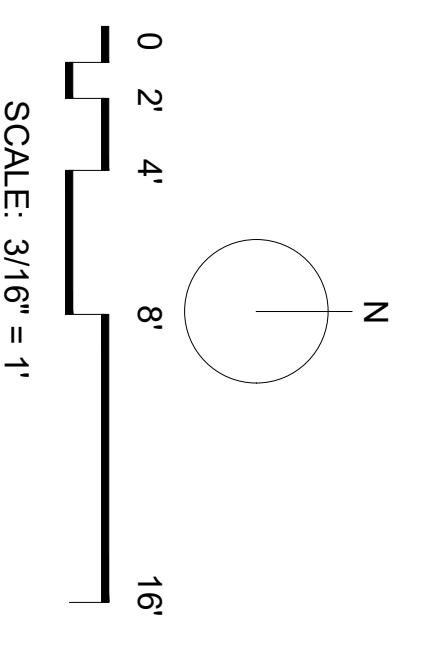
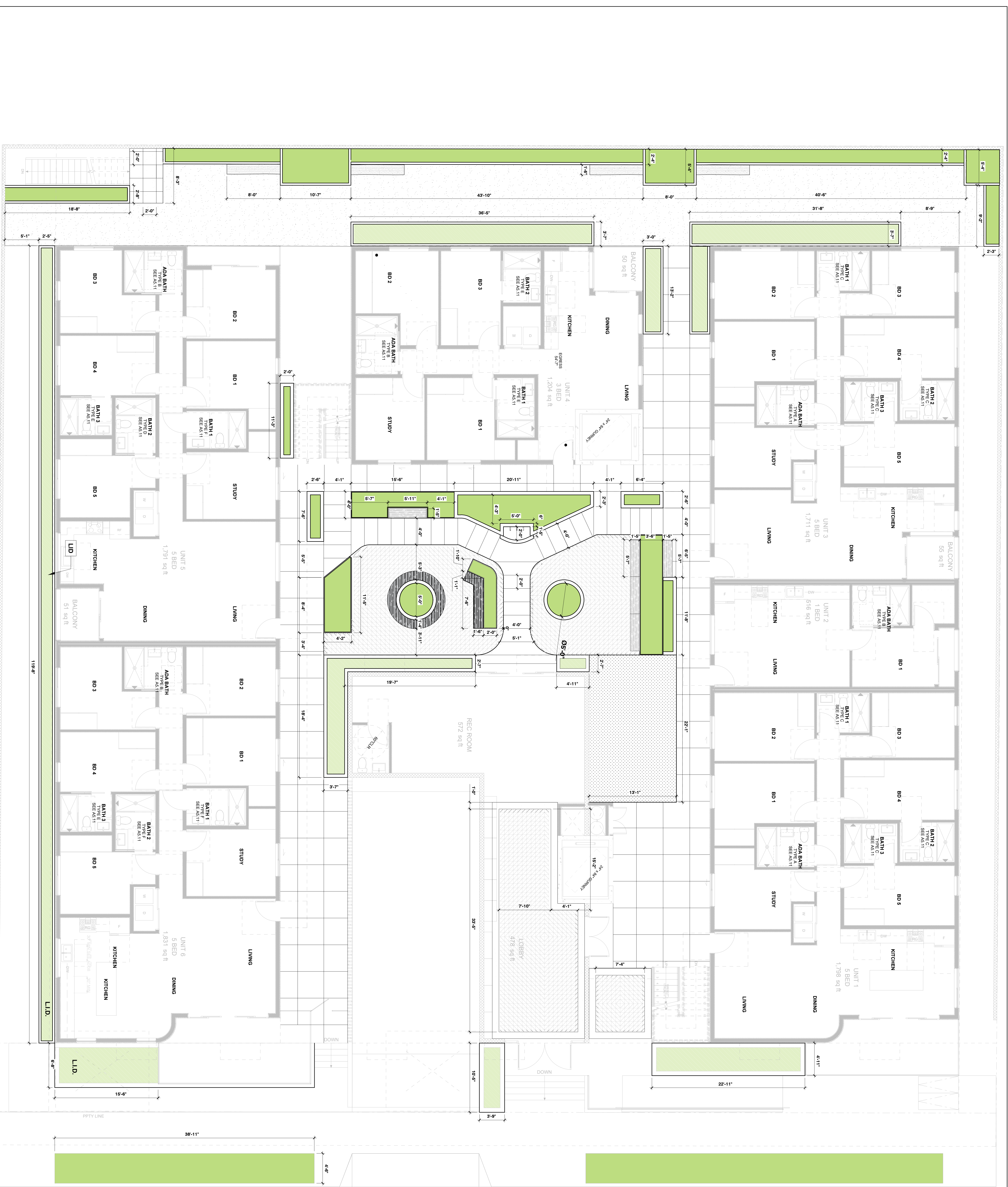
DATE	DESCRIPTION

PROJECT NO.: #Project Code

SHEET NAME

LANDSCAPE CONSTRUCTION
1ST LAYOUT
STAKING PLAN

L1.11





12.08.20	100% DD
08.03.21	90% CD

DATE	DESCRIPTION

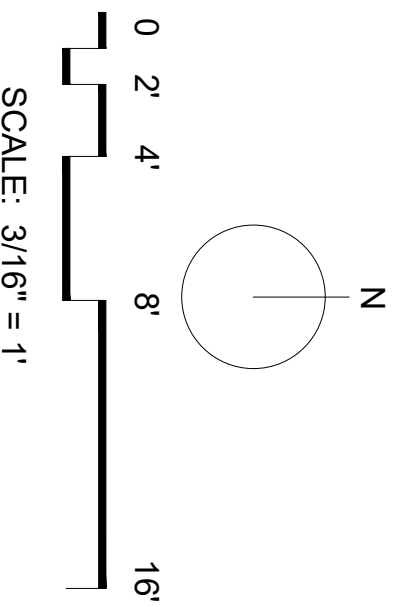
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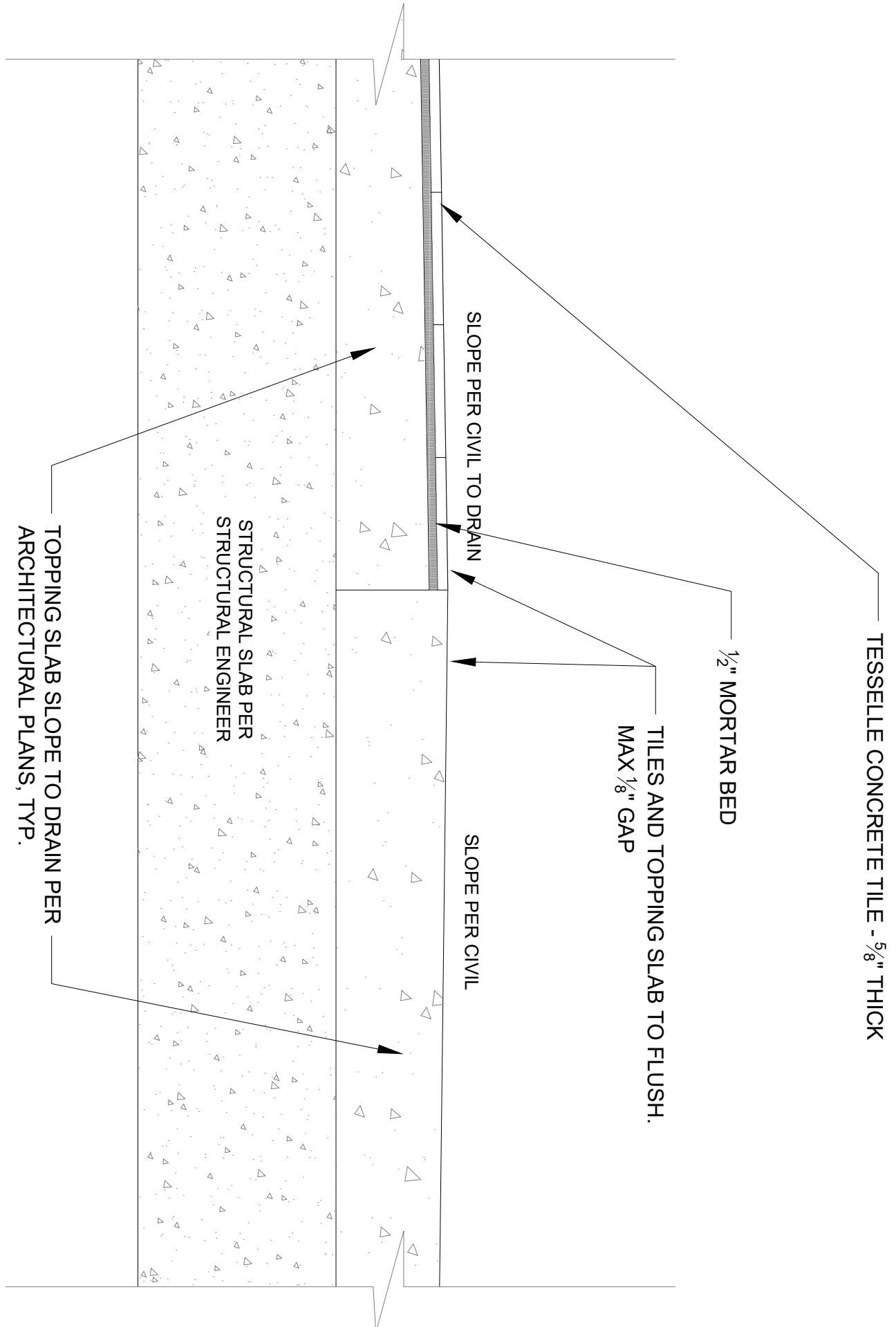
SHEET NAME

LANDSCAPE
CONSTRUCTION
ROOF LAYOUT
CONCEPT 1

L1.60

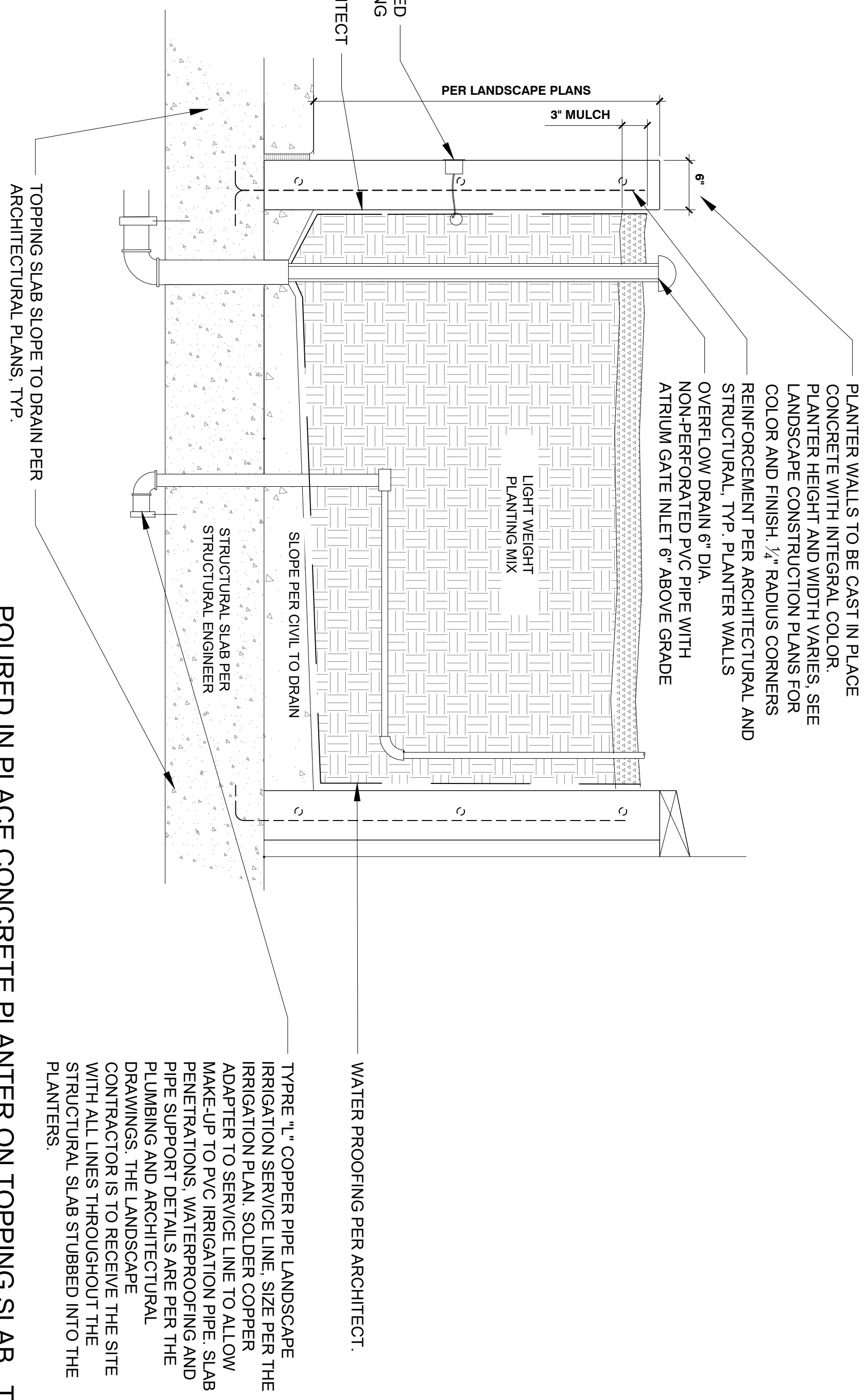
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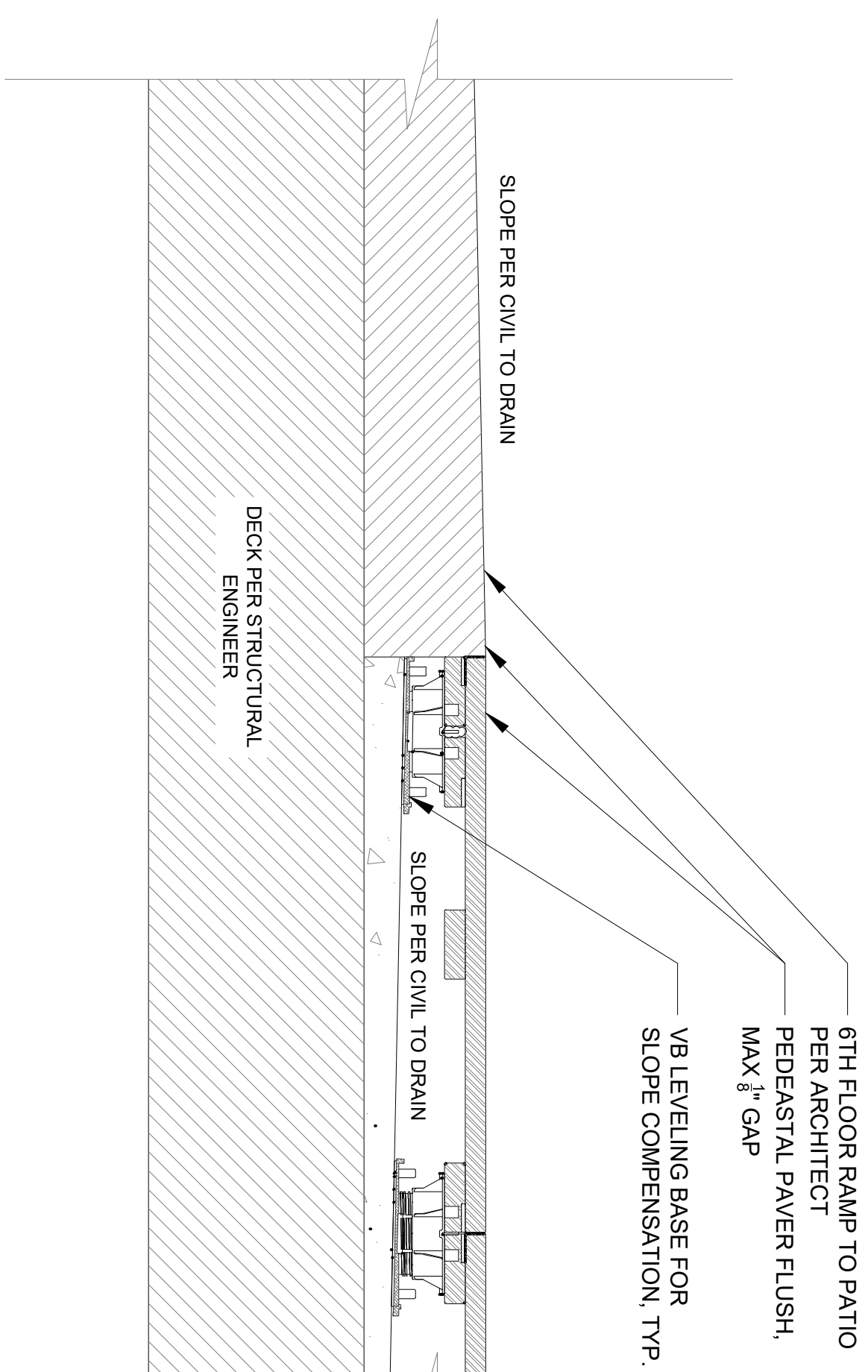
CONCRETE TILES ON TOPPING SLAB
SCALE: 1/2" = 1'

4



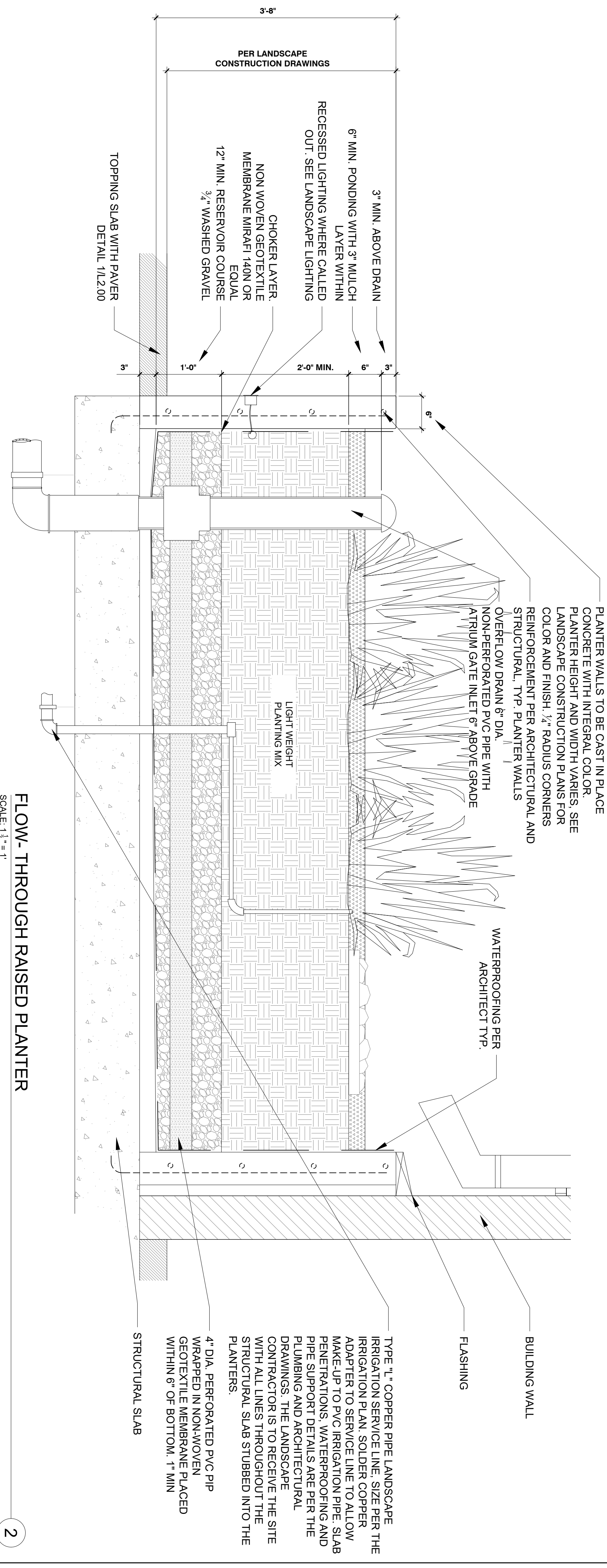
POURED IN PLACE CONCRETE PLANTER ON TOPPING SLAB, TYP
SCALE: 1/2" = 1'

1



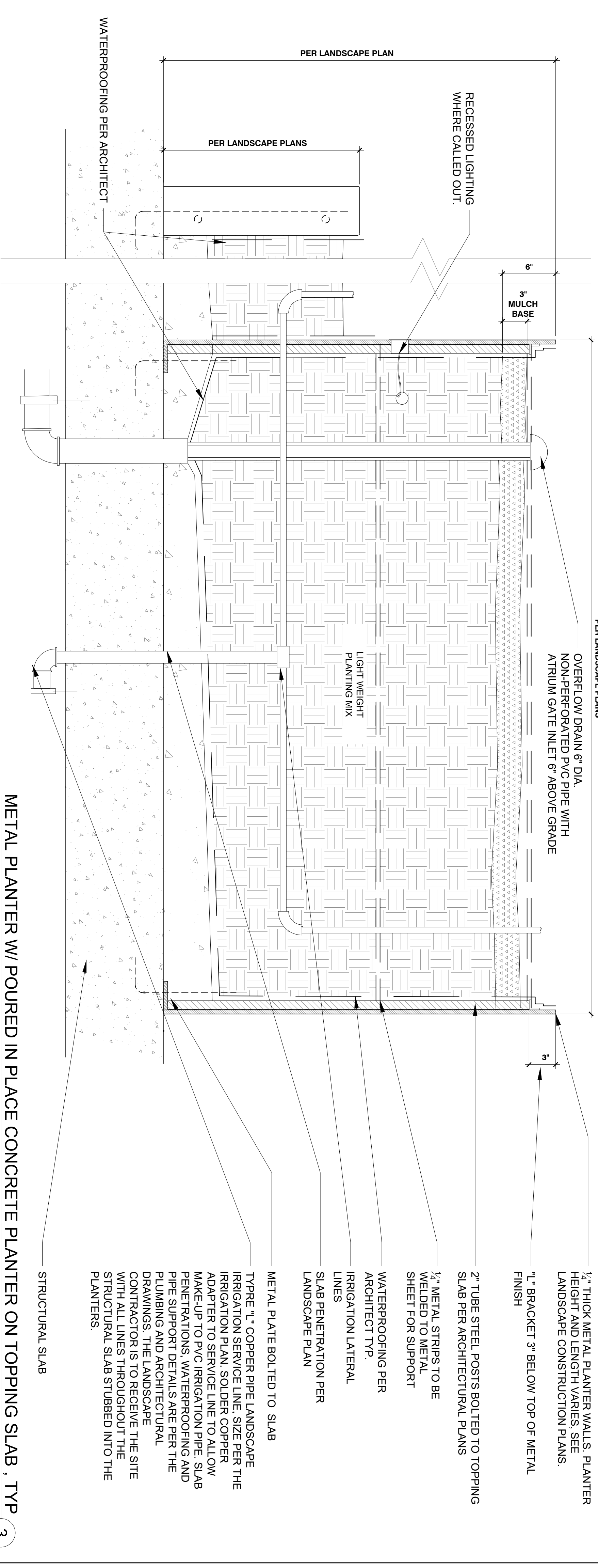
PEDESTAL PAVERS
SCALE: 1/2" = 1'

5



FLOW-THROUGH RAISED PLANTER
SCALE: 1/2" = 1'

2



METAL PLANTER W/ POURED IN PLACE CONCRETE PLANTER ON TOPPING SLAB, TYP
SCALE: 1/2" = 1'

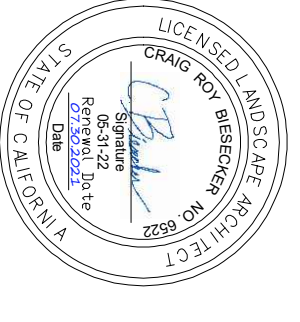
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7

HOOVER

507 N HOOVER ST.
LOS ANGELES, 90004



12.08.20	100% DD
09.03.21	90% CD

DATE	DESCRIPTION
PROJECT NO. #	Project Code

SHEET NAME
CONSTRUCTION DETAILS

L2.00

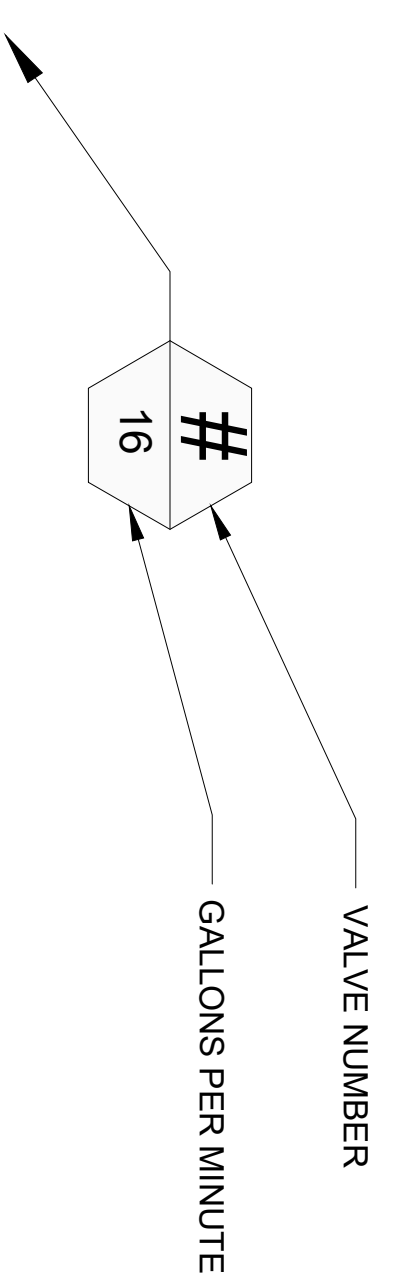
IRRIGATION NOTES

1. THIS PLAN CONNECTS TO AN EXISTING OPERABLE IRRIGATION SYSTEM. CONTRACTOR TO FIELD VERIFY THE EXISTING SYSTEM PRIOR TO CONSTRUCTION.
2. FOR THE PURPOSE OF LEGIBILITY, SOME IRRIGATION VALVES AND LINES ARE SHOWN OUTSIDE PLANTED AREAS. ALL VALVES ARE TO BE LOCATED WITHIN PLANTERS AND WHENEVER POSSIBLE, LINES ARE TO BE ROUTED INSIDE WITHIN 6" OF THE EDGE OF THE PLANTED AREAS.
3. THIS IRRIGATION DESIGN PLANS DRAINAGE TO AND THE LAYOUT MAY NOT BE PRECISE. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE EXISTING DRAINAGE AND THE LAYOUT MAY NOT BE PRECISE. THE CONTRACTOR IS TO PROVIDE MEASURED STATIC WATER PRESSURE INFORMATION FROM FIELD TESTING AT THE PROJECT POINT OF CONNECTION TO THE LANDSCAPE ARCHITECT FOR VERIFICATION AND POSSIBLE MODIFICATION OF THE DESIGNED SYSTEM.
5. PRESSURE REGULATING DEVICES ARE REQUIRED IF WATER PRESSURE IS BELOW OR EXCEEDS THE RECOMMENDED PRESSURE OF THE SPECIFIED IRRIGATION DEVICES.
6. CHECK VALVES OR ANTI-DRAIN VALVES ARE REQUIRED ON ALL SPRINKLER HEADS WHERE LOW POINT DRAINAGE COULD OCCUR.
7. AS-BUILT DRAWINGS SHALL BE MAINTAINED ON SITE AT ALL TIMES. AS-BUILT DRAWINGS SHALL BE UPDATED ON A DAILY BASIS DURING SYSTEM INSTALLATION. NO SITE REVIEWS ARE TO BE CONDUCTED WITHOUT THESE DRAWINGS.
8. AUTOMATIC LANDSCAPE IRRIGATORS SHALL BE INSTALLED IN SUCH A WAY THAT IT DOESN'T SPRAY ON THE DRIPPER.
9. DRAINAGE LINE INSTALLATION PROCEDURE: FOLLOWING INSTALLATION AND CONNECTION OF SOIL IN PLANTERS, INSTALL ALL PLANT MATERIAL OF 1 GAL. SIZE AND LARGER PER THE PLANTING PLAN. LAY DRIPPER LINES ON SOIL SURFACE STARTING WITH LINES 2" FROM PLANTER EDGES, AND ON-CENTER ROW SPACING PER THE PLAN AND THE IRRIGATION LEGEND. SECURE THE LINES WITH GALVANIZED STEEL TIE-DOWN STAKES AT 4' INTERVALS AND CHANGES IN DIRECTION. USE BLANK TUBING AROUND OBSTACLES IN PLANTERS, SUPPLY AND EXHAUST HEADERS TO BE 9/4" SCHEDULE 40 PVC. LATERAL LINES CONNECTING SYSTEMS ARE TO BE 6" MIN. DEEP IN PLANTERS, SPREAD PLANTER MULCH TOP DRESSING THROUGHOUT PER THE PLANTING NOTES. GROUND COVERS TO BE INSTALLED FOLLOWING MULCH PLACEMENT. PLANT MATERIAL WILL REQUIRE HAND WATERING UNTIL COMPLETION OF THE ABOVE OPERATIONS AND TESTING AND APPROVAL OF THE DRIPPER LINE SYSTEM.
10. ALL PIPING UNDER PAVEMENT SHALL BE SLEEVED IN PVC SLEEVES 2X LARGER THAN THAT PIPE SIZE.
11. SALVAGED SITE EQUIPMENT IN OPERABLE CONDITION SHALL BE DELIVERED TO OWNER REPRESENTATIVE.
12. REMOVE CONTROL VALVES NOT AFFECTED BY DEMOLITION SHALL REMAIN OPERATIONAL DURING DEMOLITION.
13. LOOKS SHALL BE INSTALLED ON ALL PUBLICLY ACCESSIBLE EXTERIOR FAUCETS AND HOSE BIBS.
14. ALL IRRIGATION EQUIPMENT SHALL BE INSTALLED IN ACCORDANCE WITH THE IRRIGATION DETAILS AND SPECIFICATIONS.
15. A LAMINATED DIAGRAM OF THE IRRIGATION PLAN SHOWING HYDROZONES SHALL BE KEPT WITH THE IRRIGATION CONTROLLER FOR SUBSEQUENT MANAGEMENT PURPOSES.
16. ALL LANDSCAPING AND IRRIGATION SYSTEMS MUST COMPLY WITH ALL LOCAL, STATE AND FEDERAL LAWS AND REGULATIONS.
17. A CERTIFICATE OF COMPLETION (FORM GRN 12) SHALL BE FILLED OUT AND CERTIFIED BY EITHER THE DESIGNER OF THE LANDSCAPE PLANS, IRRIGATION PLANS, OR THE LICENSED LANDSCAPE CONTRACTOR FOR THE PROJECT PRIOR TO FINAL INSPECTION APPROVAL.
18. AN IRRIGATION AUDIT REPORT SHALL BE COMPLETED AT THE TIME OF FINAL INSPECTION.
19. RECYCLING WATER SYSTEMS SHALL BE USED FOR WATER FEATURES.

IRRIGATION SCHEDULE

SYMBOL	ITEM	MANUFACTURER	DESCRIPTION	SIZE	DETAIL
	POINT OF CONNECTION		POINT OF CONNECTION TO CITY MAIN LINE		
	LANDSCAPE WATER METER		PER CIVIL PLANS		
	BACK FLOW PREVENTER		PER CIVIL PLANS		
	MASTER VALVE	BUCKNER	3300 NORMALLY OPEN MASTER VALVE.		SEE DETAIL #1400.
	FLOW SENSOR				
	BOOSTER PUMP				
	GATE VALVE	NIBCO	T-113 BRASS GATE VALVE	LINE SIZE	SEE DETAIL #1400.
	CONTROLLER	RAINBIRD	ESP/2LXNER-12 STATION CONTROLLER WITH FLO-SMART MODULE AND FLOW METER BASED ON WATERSMART MODULE AND FLOW SHUT-OFF. FOLLOWING INSTALLATION, THE CONTROLLER SHALL BE SET TO THE ROUTE VALVE CONTROL WIRES IN SCHEDULE 40 PVC SLEEVE. ROUTE FOLLOWS MAIN LINE ROUTING.		SEE DETAIL #1400.
	REMOTE CONTROL VALVE	RAINBIRD	100-PESB.		SEE DETAIL #1400.
	DRIP VALVE KIT	RAINBIRD	DRIP VALVE. "RAINBIRD" XCZ - 1000-PRB - COM 1" COMMERCIAL WIDE FLOW CONTROL VALVE KIT. SEE VALVE LEGEND FOR FLOW RATES.	SEE DETAIL #1400.	
---	MAINLINE		SCHEDULE 40 PVC WITH SCHEDULE 80 FITTINGS. ROUTE 18" DEEP IN PLANTERS WHERE POSSIBLE.	PER PLAN	SEE DETAIL #1400.
---	LATERAL LINE		SCHEDULE 40 PVC. ROUTE 12" DEEP IN PLANTERS WHERE POSSIBLE.	PER PLAN	SEE DETAIL #1400.
---	DRIP LINE	RAINBIRD	XFS-0709-12-500, 0.9 GPH EMITTERS, 12" EMITTER SPACING. (1.5 GPM PER 100 FEET). INSTALL AT 12" O.C. TYPICAL FOR SHRUBS AND GROUND COVER. SEE IRRIGATION NOTES AND MANUFACTURER INSTRUCTIONS.	SEE DETAIL #1400.	
F	FLUSH VALVE	NETAFIM	MANUAL FLUSH VALVE. INSTALLED IN PLANTING AREA IN PLASTIC BOX. INSTALL PER MANUFACTURER'S RECOMMENDATIONS.		SEE DETAIL #1400.
⊙	INDICATOR	RAINBIRD	OPERBIRD - DRIP SYSTEM OPERATION POP-UP VISUAL INDICATOR KIT (OPERBIRD X17500). INSTALL PER MANUFACTURER'S STANDARDS.		SEE DETAIL #1400.
⊗	TREE BUBBLER	RAINBIRD	RWS-M-B-C-1402 MINI ROOT WATERING SYSTEM	0.5 GPM	SEE DETAIL #1400.
●	QUICK COUPLER	RAINBIRD	HOSE BIB CONNECTED TO DOMESTIC POTABLE WATER PER PLUMBING PLANS		
HB	HOSE BIB				
1 1/4"	PIPE SIZE				
*	SLAB PENETRATION		MAIN OR LATERAL LINES TO GO THROUGH PODIUM. SEE PLUMBING AND STRUCTURAL		

VALVE CALLOUT KEY



VALVE LEGEND

VALVE	PRODUCT	AREA	GPM	VALVE SIZE	HYDROZONE	ZONE PRESSURE REQUIREMENT	PRECIP. RATE
1	RAINBIRD XCZLF-100-PRB-UF	PARKWAY	4.1	1"	LOW	40 psi	.96 IN/HR
2	RAINBIRD XCZLF-100-PRF	ENTRANCE / COURTYARD LID	2.6	1"	LOW/MODERATE	40psi	.96 IN/HR
3	RAINBIRD XCZ-075-PRF	COURTYARD PLANTERS	3.3	1"	LOW	40psi	.96 IN/HR
4	RAINBIRD XCZ-075-PRF	ROOFTOP PLANTERS	3.0	1"	LOW	40psi	.96 IN/HR
5	RAINBIRD XCZ-075-PRF	BACKYARD PLANTERS	3.6	1"	LOW	40psi	.96 IN/HR

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS.





12.08.20	100% DD
09.03.21	90% CD

DATE	DESCRIPTION

PROJECT NO. #Project Code

SHEET NAME

IRRIGATION
PLAN
1ST FLOOR

L3.10

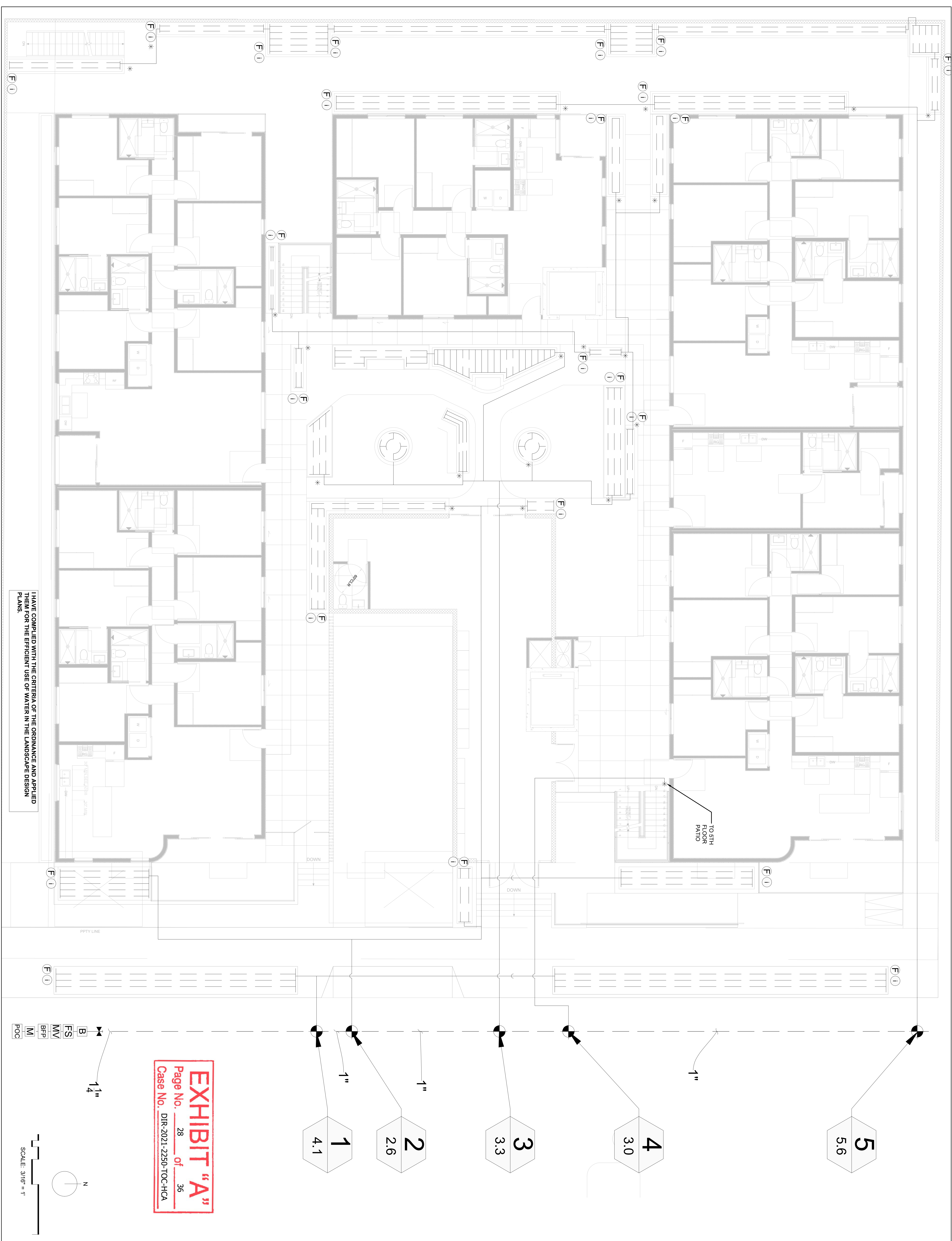
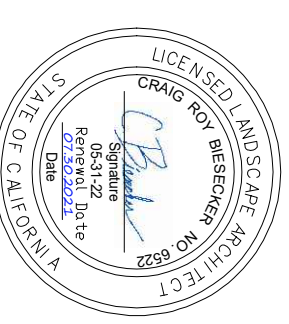


EXHIBIT "A"
Page No. 28 of 36
Case No. DIR-2021-2250-TOC-HCA

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS.

507 N HOOVER ST
 LOS ANGELES, 90004



12.08.20	100% DD
09.03.21	90% CD

DATE	DESCRIPTION

PROJECT NO. #Project Code

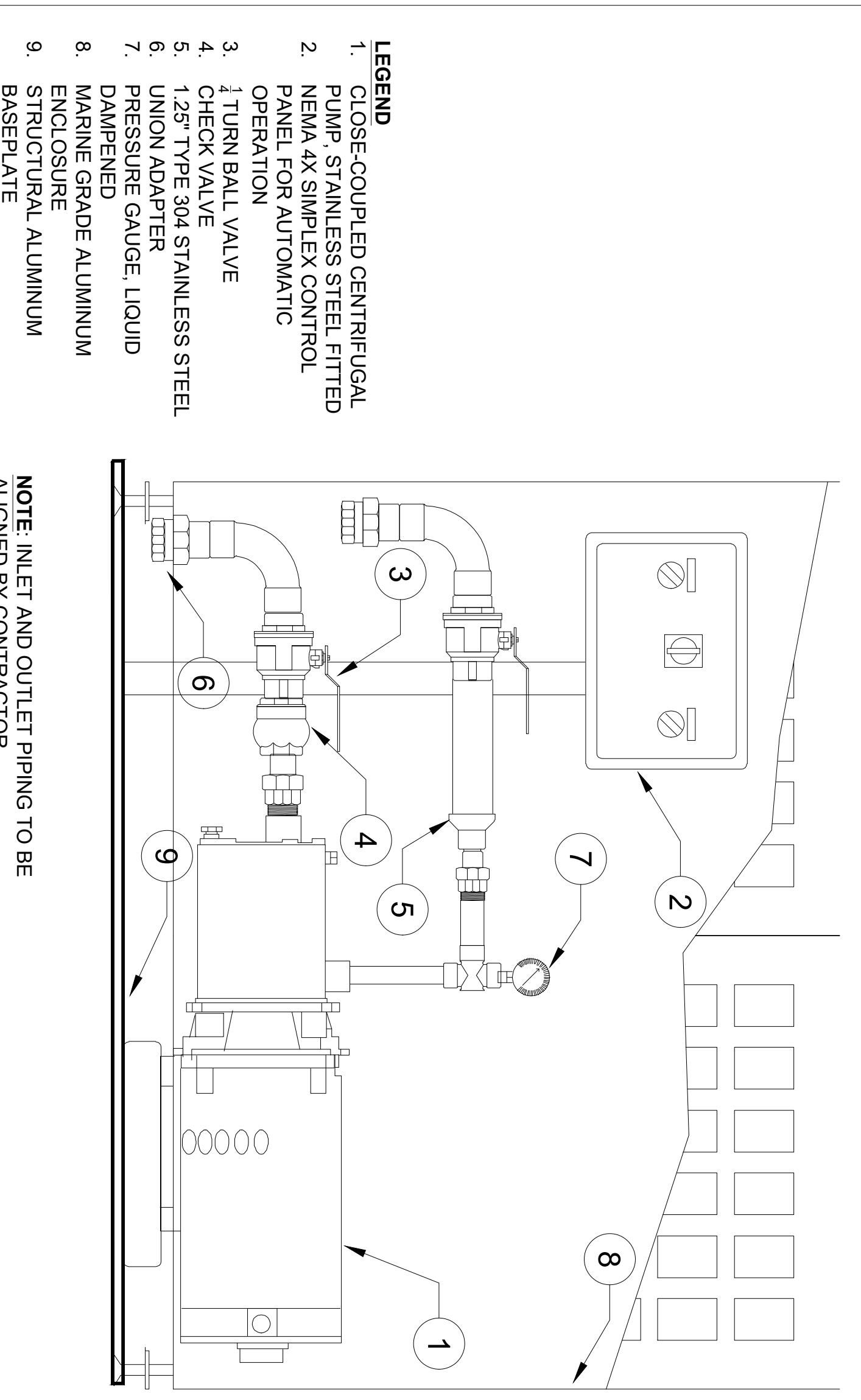
SHEET NAME
 IRRIGATION
 PLAN
 6TH FLOOR

SHEET #
L3.60



EXHIBIT "A"
 Page No. 29 of 36
 Case No. DIR-2021-2250-TOC-HCA

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS.



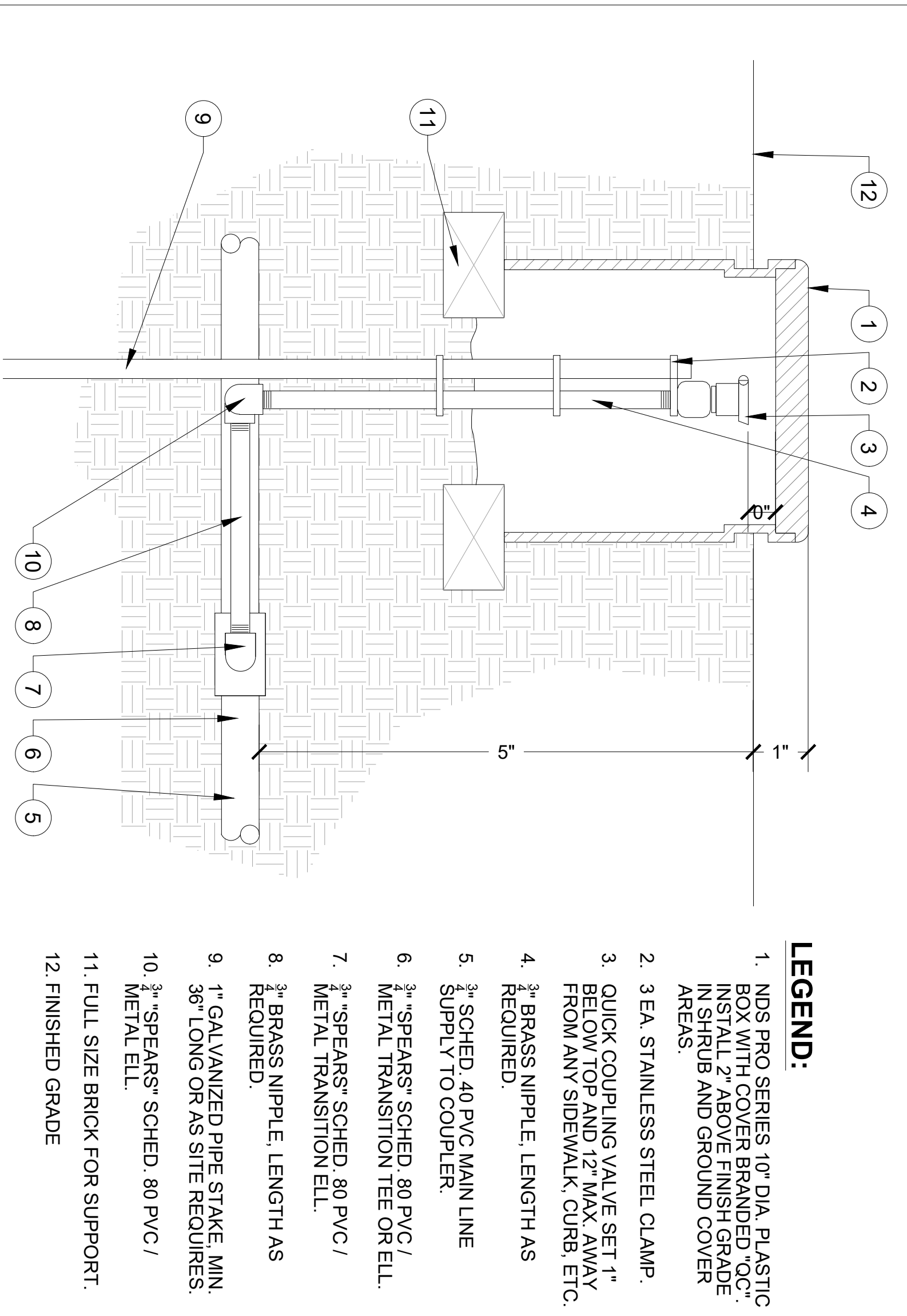
- LEGEND**
1. GICSE-COUPLED CENTRIFUGAL PUMP, STAINLESS STEEL FITTED PANEL FOR AUTOMATIC OPERATION
 2. NEMA 4X SIMPLEX CONTROL PANEL FOR AUTOMATIC OPERATION
 3. 1/2 TURN BALL VALVE
 4. CHECK VALVE
 5. 1.25" TYPE 304 STAINLESS STEEL UNION ADAPTER
 6. PRESSURE GAUGE, LIQUID DAMPENED
 8. MARINE GRADE ALUMINIUM ENCLOSURE
 9. STRUCTURAL ALUMINIUM BASEPLATE

NOTE: INLET AND OUTLET PIPING TO BE ALIGNED BY CONTRACTOR.

NOT USED
SCALE: NTS

NOT USED
SCALE: NTS

BOOSTER PUMP ENCLOSURE AND CONTROLLER
SCALE: NTS



- LEGEND:**
1. NDS PRO SERIES 1/2" DIA. PLASTIC BOX WITH COVER BRANDED "QCC" INSTALL 2" ABOVE FINISH GRADE IN SHRUB AND GROUND COVER AREAS.
 2. 3 EA. STAINLESS STEEL CLAMP.
 3. QUICK COUPLING VALVE SET 1" BELLOW PLUMBING VALVE WAY FROM ANY SIDEWALK, CURB, ETC. REQUIRED.
 4. 3/8" BRASS NIPPLE, LENGTH AS REQUIRED.
 5. 3/8" SCHED. 40 PVC MAIN LINE SUPPLY TO COUPLER.
 6. 3/8" SPEARS' SCHED. 80 PVC / METAL TRANSITION TEE OR ELL.
 7. 3/8" SPEARS' SCHED. 80 PVC / METAL TRANSITION ELL.
 8. 3/8" BRASS NIPPLE, LENGTH AS REQUIRED.
 9. 1" GAL VANIZED PIPE STAKE MIN 36" LONG OR AS SITE REQUIRES.
 10. 3/8" SPEARS' SCHED. 80 PVC / METAL ELL.
 11. FULL SIZE BRICK FOR SUPPORT.
 12. FINISHED GRADE

NOT USED
SCALE: NTS

NOT USED
SCALE: NTS

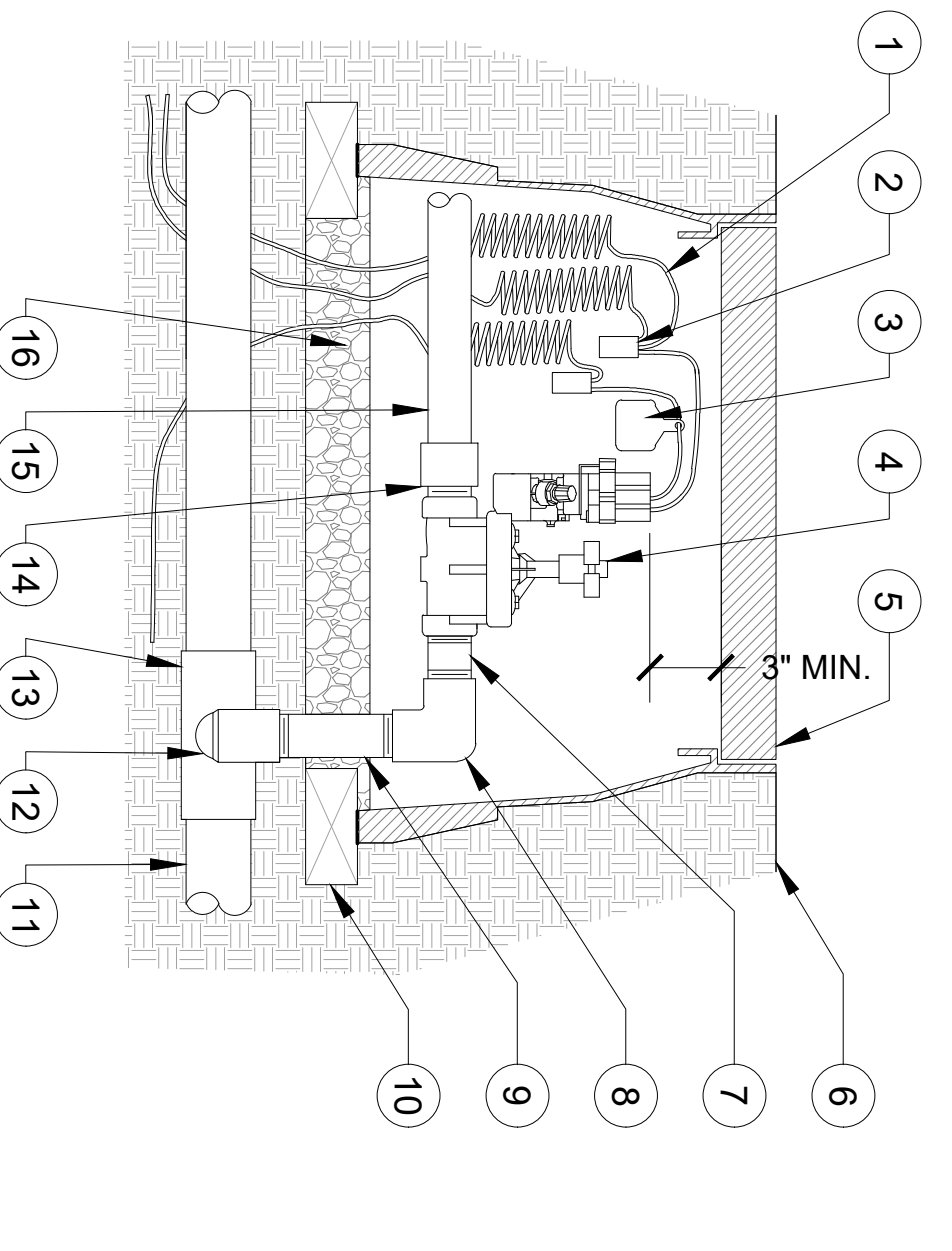
QUICK COUPLER
SCALE: NTS

EXHIBIT "A"
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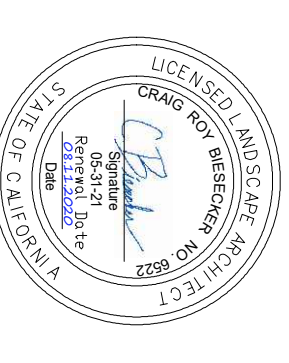
NOT USED
SCALE: NTS

NOT USED
SCALE: NTS

REMOTE CONTROL VALVE
SCALE: 1/2"=1'



- LEGEND:**
1. 30-INCH LINEAR LENGTH WIRE, COILED
 2. WATERPROOF CONNECTION, SPLICE 1' (1 OF 2)
 3. ID TAG
 4. REMOTE CONTROL VALVE
 5. VALVE BOX WITH COVER
 6. FINISH GRADE/TOP OF MULCH
 7. PVC SCH 80 NIPPLE (CLOSE)
 8. PVC SCH 40 ELL
 9. PVC SCH 80 NIPPLE (LENGTH AS REQ'D)
 10. BRICK (1 OF 4)
 11. PVC MANILINE PIPE
 12. SCH 80 NIPPLE (2-INCH LENGTH, HIDDEN) AND SCH 40 ELL
 13. PVC SCH 40 TEE OR ELL
 14. PVC SCH 40 MALE ADAPTER
 15. PVC LATERAL PIPE
 16. 3-INCH MINIMUM DEPTH OF 1/2-INCH WASHED GRAVEL



HOOVER
507 N HOOVER ST
LOS ANGELES, 90004

12.08.20	100% DD
09.03.21	90% CD

DATE	DESCRIPTION

PROJECT NO. #Project Code

SHEET NAME

IRRIGATION DETAILS

PLANT SCHEDULE

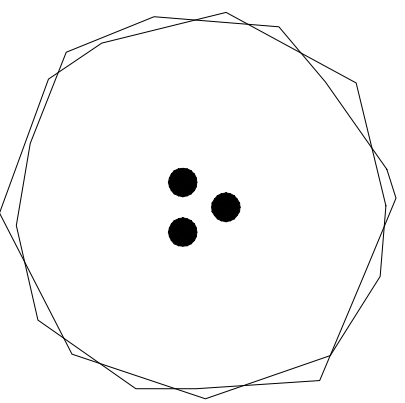
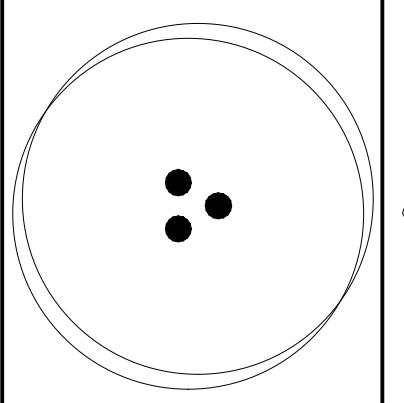
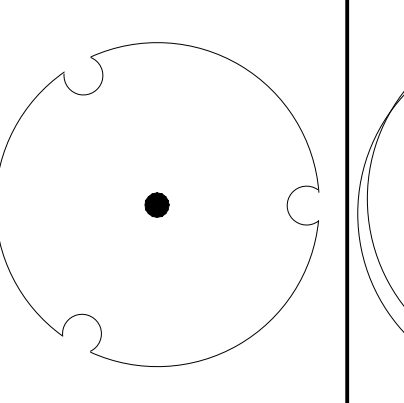
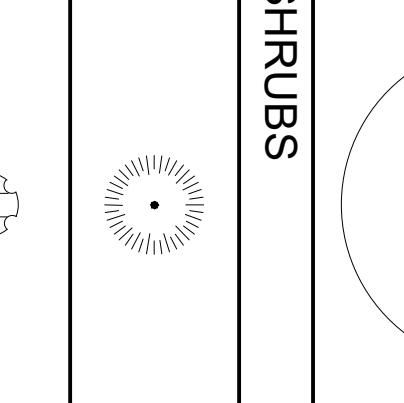
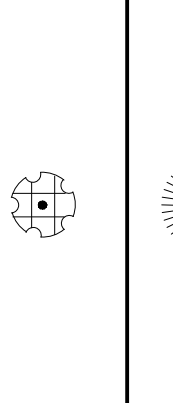
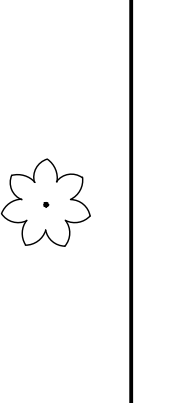
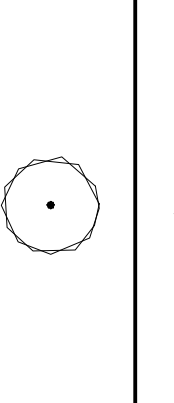
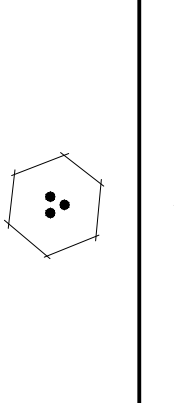
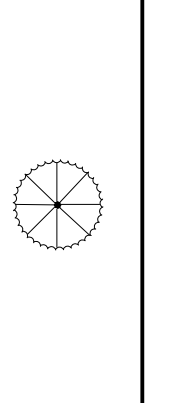
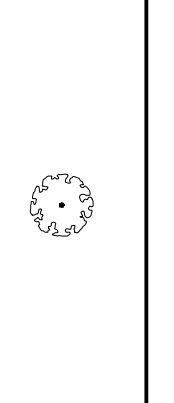
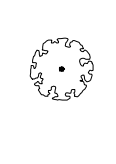
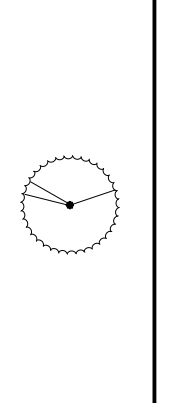
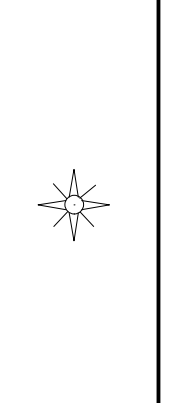
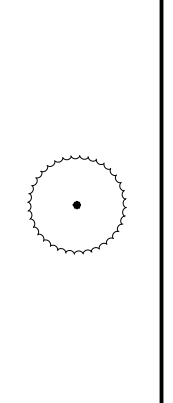
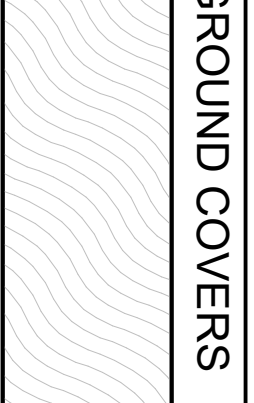
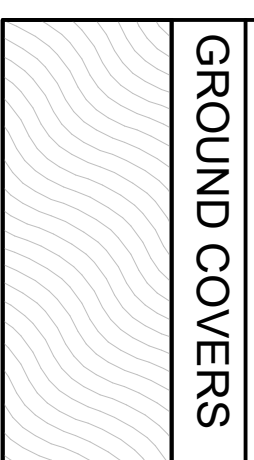
TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	REMARKS	VERY LOW	LOW	MEDIUM	HIGH
	MEL TRE	3	MELALEUCA QUINQUENERVIA	CAJUPUT TREE MULTI-TRUNK	48"				X		
	OLE MUL	5	OLEA EUROPAEA	OLIVE MULTI-TRUNK	48"				X		
	PRO TNL	3	PROSOPIS X AZT	AZT THORNLESS MESQUITE	48"				X		
	SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	REMARKS	VERY LOW	LOW	MEDIUM	HIGH
	ACA CIT	23	ACACIA COGNATA 'ACCOG01'	COUSIN ITT LITTLE RIVER WATTLE	5 GAL.	33" o.c.			X		
	AEO URB	39	AEONIUM URBICUM	DINNER PLATE AEONIUM	1 GAL.	21" o.c.			X		
	AGA RAY	21	AGAVE ATTENUATA 'AGAWVS'	RAY OF LIGHT FOXTAIL AGAVE	5 GAL.	30" o.c.			X		
	BOU BLO	66	BOUTELOUA GRACILIS 'BLONDE AMBITION'	BLONDE AMBITION BLUE GRAMA	5 GAL.	33" o.c.			X		
	CAL LIN	18	CALLISTEMON VIMINALIS 'LITTLE JOHN'	LITTLE JOHN WEEPING BOTTLEBRUSH	5 GAL.	33" o.c.			X	X	
	CAR DIV	90	CAREX DIVULSA	EUROPEAN GREY SEDGE	5 GAL.	30" o.c.			X		
	CRA UN2	29	CRASSULA OVATA 'UNDULATA'	JADE PLANT	5 GAL.	21" o.c.		X			
	FIG PUM	24	FIGUS PUMILA	CREEPING FIG	5 GAL.	34" o.c.				X	
	MAH SCR	49	MAHONIA EURYBRACTEATA 'SOFT CARESS'	SOFT CARESS MAHONIA	5 GAL.	33" o.c.			X		
	SAN LAU	43	SANSEVIERIA TRIFASCIATA 'LAURENTII'	SANSEVIERIA	5 GAL.	24" o.c.			X		
	WES MUN	30	WESTRINGIA FRUTICOSA 'WES05' TM	MUNDI COAST ROSEMARY	5 GAL.	33" o.c.			X		
	GROUND COVERS	CODE	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	REMARKS	VERY LOW	LOW	MEDIUM	HIGH
	LOM IR2	149	LOMANDRA LONGIFOLIA 'BREEZE' TM	BREEZE MAT RUSH	5 GAL.	18" o.c.			X		

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PLANTING NOTES

- MINIMUM OF 75% OF PLANTS TO COME FROM LOS ANGELES COUNTY DROUGHT-TOLERANT PLANT LIST. SEE CHART THIS PAGE.
- SEE SHEET 1.600 FOR PLANTING AND SPACING DETAILS.
- UNDER NO CIRCUMSTANCES WILL THERE BE ANY MATERIAL SUBSTITUTIONS EXCEPT WITH THE EXPRESS CONSENT OF THE LANDSCAPE ARCHITECT.
- 21 DAYS PRIOR TO PLANT INSTALLATION, THE CONTRACTOR IS TO SUBMIT A COMPLETE LIST OF PLANT MATERIAL. THIS LIST IS TO INCLUDE PLANT SPECIFICATIONS (HEIGHT, SPREAD, AND CALIPER WHERE APPLICABLE), NURSERY SOURCES AND CONTACTS. CONTRACTOR IS TO PROVIDE PHOTOGRAPHS OF EACH TREE AND A REPRESENTATIVE PHOTOGRAPH OF EACH SHRUB AND GROUND COVER SPECIES. NO SUBSTITUTIONS WILL BE ALLOWED FOLLOWING SUBMITTAL OF THE LIST.
- EACH CONTAINER PLANT DELIVERED TO THE SITE MUST BE CLEARLY LABELED AS TO SPECIES, VARIETY, AND NURSERY SOURCE.
- ANY PLANTS SHIPPED WITHOUT LABELS AND CORRESPONDING PACKING SLIP WILL BE REJECTED AND IMMEDIATELY REMOVED FROM THE SITE. CONTRACTOR TO NOTIFY NURSERY THAT THIS PROVISION WILL BE STRICTLY ENFORCED DISPUTES REGARDING IDENTIFICATION OF PLANT SPECIES OR VARIETY WILL BE RESOLVED BY THE LANDSCAPE ARCHITECT AND HIS/HER DECISION WILL BE FINAL. CONTRACTOR TO BE RESPONSIBLE FOR SOIL COMPACTATION OF ANY MATERIALS. COMPACTED SOILS SHALL BE TRANSFORMED TO A FRABLE CONDITION. SHOULD BE AVOIDED IN ALL AT GRADE PLANTING AREAS.
- A SOILS MANAGEMENT REPORT CONSISTENT WITH § 492.5 OF THE CALIFORNIA CODE OF REGULATIONS TITLE 23, DIVISION 2.
- CHAPTER 2.7 SHALL BE PROVIDED TO THE CITY INSPECTOR AT TIME OF FINAL LANDSCAPE INSPECTION. IN THE EVENT THE SOILS MANAGEMENT REPORT RECOMMENDS SOIL MODIFICATIONS, THE PROJECT APPLICANT OR HIS/HER DESIGNER SHALL SUBMIT ADDITIONAL DOCUMENTATION VERIFYING IMPLEMENTATION OF SOILS MANAGEMENT REPORT RECOMMENDATIONS.
- THE CONTRACTOR IS RESPONSIBLE FOR THE COSTS ASSOCIATED WITH PROCURING THE SERVICES OF A SOIL TESTING LABORATORY (WALLACE LABS - OR EQUAL) TO PERFORM AN AGRICULTURAL SUITABILITY ANALYSIS. THE LABS RECOMMENDATIONS ARE TO BE FOLLOWED FOR SOIL PREPARATION AND BACKFILL AMENDMENT AND PROCEDURES. AND FOR MAINTENANCE OF THE NEW PLANTING AREA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COSTS OF LABOR AND MATERIALS FOR SOIL TESTING AND BACKFILL AMENDMENT AND PROCEDURES. 1 FROM THE NEW PALMER COURT AT GRADE PLANTING AREA. SAMPLES SHALL BE DELIVERED BY THE CONTRACTOR TO THE SOILS TESTING LABORATORY. THE LABORATORY SHOULD BE INFORMED OF THE INTENDED PLANTING FOR EACH SAMPLE. THE LANDSCAPE ARCHITECT AND/OR THE OWNERS AUTHORIZED REPRESENTATIVE WILL ASSIST WITH SELECTING TESTING LOCATIONS. 9. FOR BIDDING PURPOSES ONLY, THE CONTRACTOR IS TO ASSUME THE FOLLOWING AMENDMENT FOR SOIL PREPARATION, AND IS TO ASSUME UTILIZATION OF AMENDED SITE SOIL FOR PLANT PIT BACKFILL. INCORPORATE INTO THE SOIL THE FOLLOWING MATERIALS. PER PROCEDURES DESCRIBED IN THE SPECIFICATIONS. MATERIAL AMOUNTS PER 1000 SQUARE FEET: 3 CU. YD. NITROGEN FORTIFIED WOOD COMPOST 2 CU. YD. ORGANIC FERTILIZER 30 LBS. ORGANIC FERTILIZER 30 LBS. ORGANIC FERTILIZER 10. SEE SPECIFICATIONS FOR OVER STRUCTURE IMPORT SOIL. 11. PLACE A 3" DEEP SHREDED CEDAR BARK MULCH COVER IN PLANTING AREAS. SOIL SHALL NOT BE VISIBLE THROUGH MULCH. KEEP MULCH 3" CLEAR OF BASE OF SHRUBS AND GROUND COVER AND 6" CLEAR OF TREE TRUNKS. PRIOR TO ORDERING MULCH, CONTRACTOR IS TO SUBMIT SAMPLE TO LANDSCAPE ARCHITECT AND THE OWNERS AUTHORIZED REPRESENTATIVE FOR APPROVAL. 12. FINISHED GRADE OF TURF IS TO BE 1" BELOW FINISHED SURFACE OF ADJACENT PAVING OR MOWSTRIP. 13. ALL ON-STRUCTURE PLANTERS TO BE FILLED WITH IMPORT SOIL PER SPECIFICATIONS. 14. A MINIMUM 3-INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS. CREEPING OR ROOTING GROUND COVERS OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED SOIL SHALL NOT BE VISIBLE THROUGH MULCH. KEEP MULCH 3" CLEAR OF PLANT STEMS AND 6" CLEAR OF TREE TRUNKS PRIOR TO ORDERING MULCH. CONTRACTOR IS TO SUBMIT SAMPLE TO LANDSCAPE ARCHITECT FOR APPROVAL. 14.1 ORGANIC MULCH SHALL TAKE PRECEDENCE OVER INORGANIC MATERIALS OR VIRGIN FOREST PRODUCTS UNLESS THE RECYCLED POST CONSUMER PRODUCTS ARE NOT LOCALLY AVAILABLE. 15. TO PROVIDE HABITAT FOR BENEFICIAL INSECTS AND OTHER WILDLIFE UP TO 5% OF THE LANDSCAPE AREA MAY BE LEFT WITHOUT MULCH. 16. STABILIZING MULCHING PRODUCTS SHALL BE USED ON SLOOPES THAT MEET CURRENT ENGINEERING STANDARDS. 17. PLANT COUNTS ARE PROVIDED FOR CONVENIENCE. CONTRACTOR IS RESPONSIBLE FOR VERIFYING QUANTITIES. 18. RE-CIRCULATING WATER SYSTEMS SHALL BE USED FOR WATER FEATURES. 19. A MINIMUM 3-INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT FOR TERRACING AREAS, CREEPING OR ROOTING GROUND COVERS, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED. 20. FOR SOILS LESS THAN 6% ORGANIC MATTER IN THE TOP 6 INCHES OF SOIL, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF FERMENBABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL.



507 N HOOVER ST
LOS ANGELES, 90004

HOOVER



ENVIRONMENTAL DESIGN STUDIO
201 LOS ANGELES CA 90001
WWW.ENVIRONMENTALDESIGNSTUDIO.COM

PROJECT NO. #Project Code

SHEET NAME

PLANTING LEGEND AND NOTES

L5.00

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS.



12.08.20	100% DD
09.03.21	90% CD

DATE	DESCRIPTION

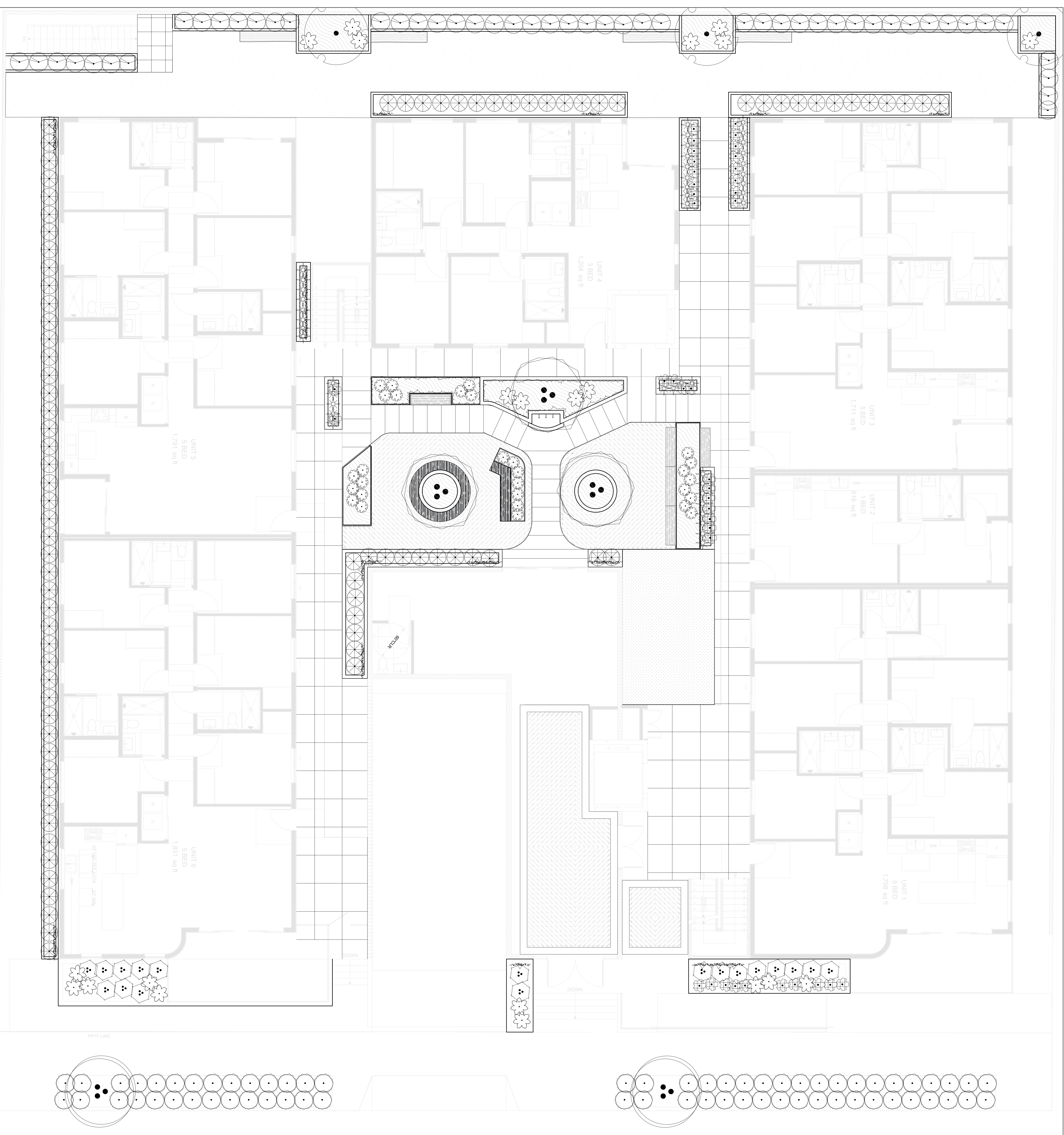
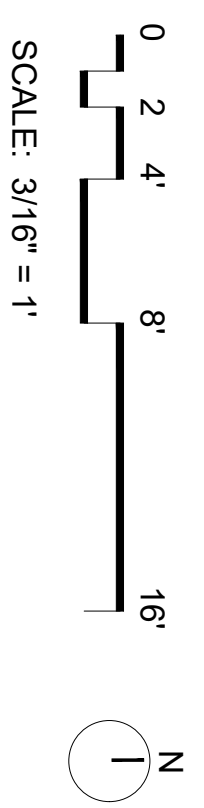
PROJECT NO. #Project Code

SHEET NAME
PLANTING
PLAN
1ST FLOOR

L5.10

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS.

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Case No. DIR-2021-2250-TOC-HCA



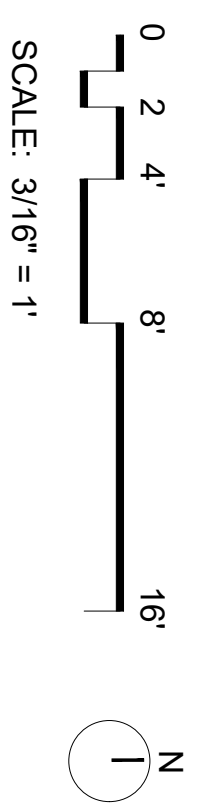


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Case No. DIR-2021-2250-TOC-HCA

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS.

HOOVER

507 N HOOVER ST
LOS ANGELES, 90004



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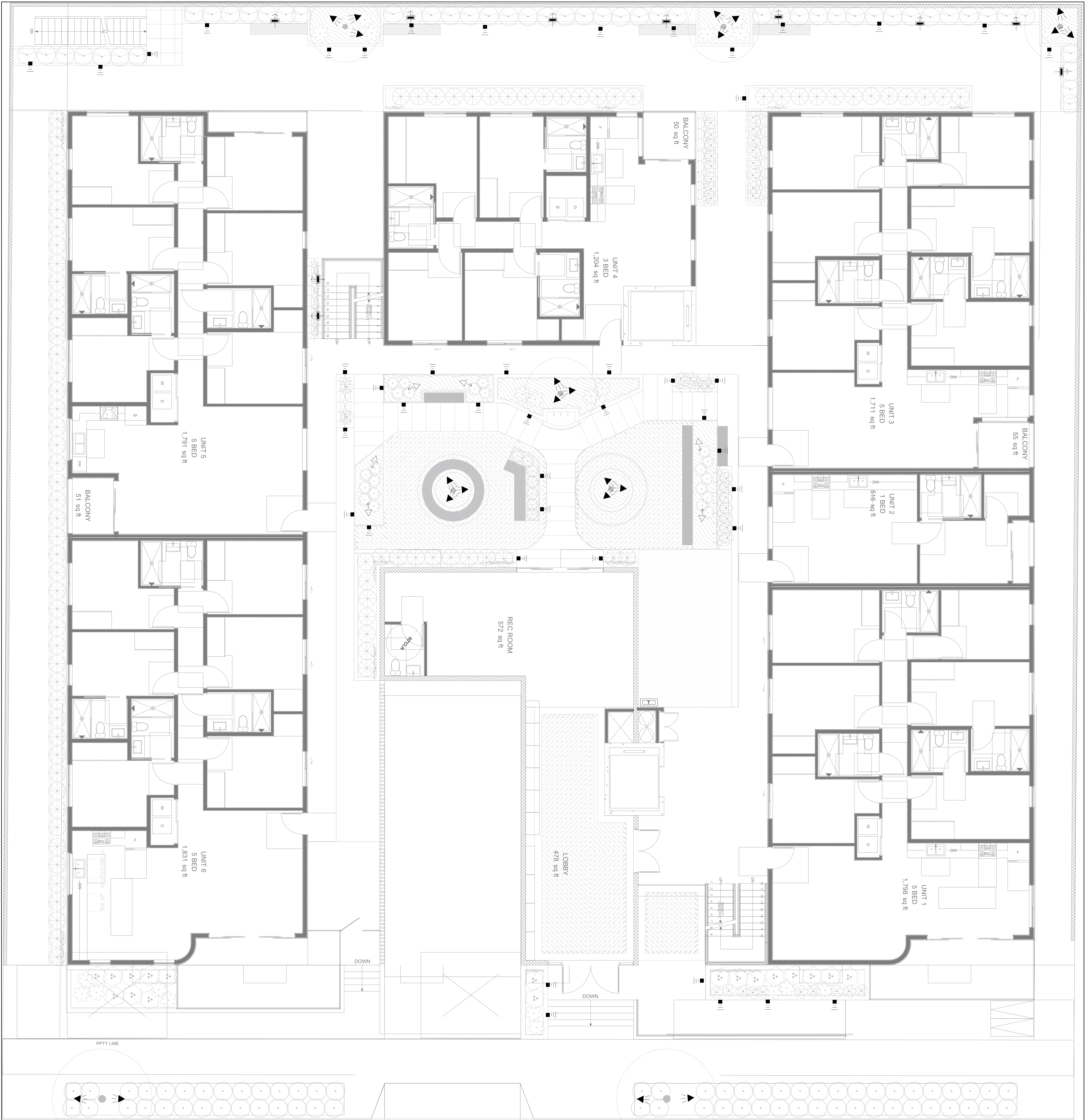
DATE	DESCRIPTION

PROJECT NO. #Project Code

SHEET NAME

**PLANTING
PLAN
6TH FLOOR**

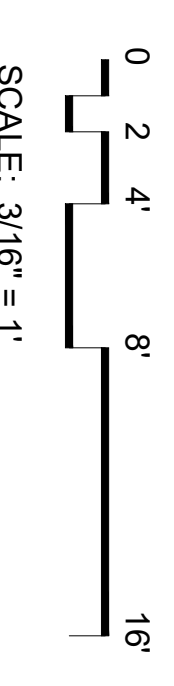
L5.60



LIGHTING SCHEDULE			
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	DETAIL
◀	SP1 LIGHTING SP1-L1 8W Solid Brass, Aged Brass (AG), Surface Mount	31	
■	SP1 LIGHTING SP1-MS12 Solid Brass, 0	55	
◻	SP1 LIGHTING MR. UNIVERSE-MBR Lamp: FB-20K-SL-7A16 2W 2/A, 2700K	8	
+	SP1 LIGHTING SP1-SL-12 Lamp: SP1-LU-12 4W 4/A, 2700K	10	

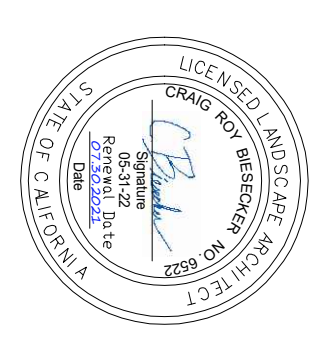
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HOOVER

507 N HOOVER ST
LOS ANGELES, 90004



12.08.20 100% DD
09.03.21 90% CD

DATE	DESCRIPTION

PROJECT NO. #Project Code

SHEET NAME

LIGHTING PLAN
1ST FLOOR

L7.10



12.08.20 100% DD
09.03.21 90% CD

DATE DESCRIPTION
PROJECT NO. #Project Code

SHEET NAME
LIGHTING PLAN
6TH FLOOR

L7.60

0 2 4 8 16'
SCALE: 3/16" = 1'

EXHIBIT "A"
Page No. 36 of 36
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LIGHTING SCHEDULE		
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY DETAIL
▲	SPJ LIGHTING SPJ-LAL-1-4W Solid Brass, Aged Brass (AG), Surface Mount	31
■	SPJ LIGHTING SPJ-LMS-2 Solid Brass, 0	55
◁▷	SPJ LIGHTING MR. UNIVERSE-AMR Cast Brass, Aged Brass (AG), 1/2" NPT Spike (Incl) Lamp: FB-2W-CV-1-TA16, 2W 2/14, 2/20K	6
↔	SPJ LIGHTING SPJ-LST-12 Copper Solid Brass (AG), 1/2" NPT 4/4, 2/20K	10



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

Applicant Copy
 Office: Downtown
 Application Invoice No: 78269

City of Los Angeles
 Department of City Planning



Scan this QR Code® with a barcode reading app on your Smartphone. Bookmark page for future reference.



6800178269



City Planning Request

NOTICE: The staff of the Planning Department will analyze your request and accord the same full and impartial consideration to your application, regardless of whether or not you obtain the services of anyone to represent you.

This filing fee is required by Chapter 1, Article 9, L.A.M.C.

If you have questions about this invoice, please contact the planner assigned to this case. To identify the assigned planner, please visit <https://planning.lacity.org/pdiscaseinfo/> and enter the Case Number.

Receipt Number:080222E3D-1E684DBB-9689-475B-80DC-3FF6649A87C2, Amount:\$194.34, Paid Date:02/08/2022

Applicant: WHEATLEY, DAVID (323-8210203)
Representative:
Project Address: 505 N HOOVER ST, 90004

NOTES:

ENV-2021-2251-CE-1A			
Item	Fee	%	Charged Fee
Appeal by Person Other Than The Applicant *	\$158.00	100%	\$158.00
Case Total			\$158.00

Item	Charged Fee
*Fees Subject to Surcharges	\$158.00
Fees Not Subject to Surcharges	\$0.00
Plan & Land Use Fees Total	\$158.00
Expediting Fee	\$0.00
Development Services Center Surcharge (3%)	\$4.74
City Planning Systems Development Surcharge (6%)	\$9.48
Operating Surcharge (7%)	\$11.06
General Plan Maintenance Surcharge (7%)	\$11.06
Grand Total	\$194.34
Total Invoice	\$194.34
Total Overpayment Amount	\$0.00
Total Paid (this amount must equal the sum of all checks)	\$194.34

Council District: 13
 Plan Area: Wilshire
 Processed by CHAN, JASON on 02/08/2022

Signature: _____

Building & Safety Copy
 Office: Downtown
 Application Invoice No: 78269

City of Los Angeles
 Department of City Planning



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6800178269



City Planning Request

NOTICE: The staff of the Planning Department will analyze your request and accord the same full and impartial consideration to your application, regardless of whether or not you obtain the services of anyone to represent you.

This filing fee is required by Chapter 1, Article 9, L.A.M.C.

If you have questions about this invoice, please contact the planner assigned to this case. To identify the assigned planner, please visit <https://planning.lacity.org/pdiscaseinfo/> and enter the Case Number.

Receipt Number:080222E3D-1E684DBB-9689-475B-80DC-3FF6649A87C2, Amount:\$194.34, Paid Date:02/08/2022

Applicant: WHEATLEY, DAVID (323-8210203)
Representative:
Project Address: 505 N HOOVER ST, 90004

NOTES:

ENV-2021-2251-CE-1A			
Item	Fee	%	Charged Fee
Appeal by Person Other Than The Applicant *	\$158.00	100%	\$158.00
Case Total			\$158.00

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