

**ATTACHMENT "A"**  
**5401 – 5425 W. Wilshire Boulevard, 664 - 670 S. Cochran Avenue,**  
**665-671 S. Cloverdale Avenue**  
**Request for Discretionary Approvals**

Walter N. Marks, Inc. (the "Applicant") respectfully requests approval of the following discretionary actions:

1. Pursuant to **Los Angeles Municipal Code ("LAMC") Section 16.05**, the Applicant requests the approval of Site Plan Review findings for a development Project which creates, or results in, an increase of 50 or more dwelling units.
2. Pursuant to **LAMC Section 12.22.A.25** and **Government ("Gov") Code Section 65915**, the Applicant requests approval of a Density Bonus for a Housing Development Project with 348 dwelling units with the following on-menu and off-menu incentives:
  - Pursuant to **LAMC Section 12.22.A.25(f)(8)**, an on-menu incentive to average the density, floor area, open space, parking and vehicle access across the [Q]C4-2-CDO and [Q]C2-1-CDO zones.
  - Pursuant to **LAMC Section 12.22.A.25(f)(6)**, an on-menu incentive to permit a 20% reduction in open space.
  - Pursuant to **LAMC Section 12.22.A.25 (g)(3)**, an off-menu incentive to permit a Floor Area Ratio of up to 8.31 to 1 in lieu of the otherwise permitted 5.11 to 1 Floor Area Ratio.
  - Pursuant to **LAMC Section 12.22.A.25 (g)(3)**, an off-menu incentive to permit a 5-foot side yard setback for a portion of the northern side yard in lieu of a 16-foot side yard otherwise required.
3. Pursuant to **LAMC Section 13.08.E**, the Applicant requests a Community Design Overlay Plan Approval for a Project located within the boundary of the Miracle Mile Community Design Overlay ("CDO") District.
4. Pursuant to **LAMC Section 17.01 and 17.15**, the Applicant requests approval of **Vesting Tentative Tract Map No. 82716** to permit the merger and re-subdivision of the site to create airspace lots.

**Note:** Pursuant to various sections of the LAMC, the Applicant will request administrative approvals and permits from the Building and Safety Department and other municipal agencies for Project construction actions, including but not limited to the following: demolition, excavation, shoring, grading, foundation, building, haul route, street tree removal, and tenant improvements.

## **PROJECT SUMMARY**

### **Applicant**

The Applicant, Walter N. Marks, Inc., is a family-owned real estate and asset management firm that has operated in the greater Los Angeles region since 1956. The family has iconic property holdings in several notable regions of the greater Los Angeles area, including Santa Monica's Third Street Promenade and the Helms Bakery District.

The Applicant purchased the Helms Bakery warehouses in the 1970's and has transformed the property into a hub of retail, restaurant and creative office activity. During three generations of family ownership, the Applicant has converted the iconic warehouse buildings into a thriving design district and creative office industry cluster.

The Applicant purchased the majority of the Project Site in 1968. Since becoming a property owner on the Miracle Mile, the Marks family has been actively involved in improving conditions while preserving the heritage of Wilshire Boulevard. With a proven record of preservation and adaptive reuse, Walter N. Marks, Inc. proposes to redevelop and rehabilitate an underutilized property in the Miracle Mile commercial corridor.

### **Keating Architecture**

Richard Keating, FAIA formed his own firm in 1990 after 23 years as a partner at Skidmore Owings Merrill. Keating's broad range of experience includes award-winning interiors, single family residences, hotels, office buildings all over the world. Keating has designed several skyscrapers including the Wells Fargo Plaza in Houston, One South Dearborn in Chicago, and the Meritz Insurance Headquarters in Seoul, Korea.

In the Los Angeles region, Keating has designed the Beverly West in Century City, the Rolex Building in Beverly Hills and Gas Company Tower, which won numerous awards including the Merit Award by the California Council of the American Institute of Architects (1992) and the Los Angeles Area Chamber of Commerce "Beautification Award" (1994).

### **Project Description**

The Applicant proposes to redevelop and rehabilitate six contiguous lots in the Wilshire Community Plan area of the City of Los Angeles, extending along the north side of Wilshire Boulevard between Cochran Avenue on the west and Cloverdale Avenue on the east (the "Project Site"). The Project Site consists of approximately 57,486 square feet in the [Q]C4-2-CDO and [Q]C2-1-CDO zones. The Project Site is also located in the Miracle Mile Community Design Overlay, a district established by Ordinance No. 176,331 in 2005. The Project Site is currently improved with 2 commercial buildings, notably occupied by Staples office supplies at 5407 Wilshire Boulevard (the "Staples Building") and Wilshire Beauty Supply at 5401 Wilshire Boulevard (the "Sontag Building").

The Applicant proposes to demolish the Staples Building and construct a new 42-story mixed-use building consisting of up to 348 dwelling units, of which 29 dwelling units (11% of the base density) will be restricted affordable at the Very Low Income level and 9 dwelling units will be restricted affordable at the Moderate Income level, and 14,634 square feet of ground floor commercial uses for a total floor area of 477,464 square feet (the "Project"). The south- and east-facing façades

of the Sontag Building will be preserved and rehabilitated, and the remainder of the building will be rebuilt as part of the Project.

In order to achieve the density and building envelope, the Applicant seeks to utilize the Density Bonus program pursuant to LAMC Section 12.22.A.25 and California Government Code Section 65915. By restricting at least 11% of the base density at the Very Low Income level, the Project is eligible for density bonus, parking relief and incentives including open space reduction, averaging of density, floor area, open space, parking and vehicle access across the Project Site, floor area increase and side yard reduction.

The 530-foot building will consist of a 39-story residential tower over a 3-story podium and 3 levels of subterranean automated parking. The podium deck will provide landscaped open space for Project residents including a pool and passive recreation areas. Interior residential amenities will also be provided including a fitness center, yoga room, library and lounge. Overall, the Project includes 30,040 square feet of open space and approximately 5,633 square feet of landscaping. A minimum of 93 trees will be provided.

Pedestrian access to the commercial uses will be from Wilshire Boulevard, Cochran Avenue and Cloverdale Avenue. Pedestrian access to the primary residential lobby will be from Cochran Avenue. Vehicle access will be provided from the side streets and no vehicle access is proposed from Wilshire Boulevard. Off-street access for ride hailing services, deliveries and loading is provided on the ground floor via a one-way, street-to-street porte-cochere from Cochran Avenue to Cloverdale Avenue.

The Project includes approximately 477 vehicle parking spaces contained in both a state-of-the-art subterranean automated parking facility and in two levels of above-ground traditional parking. Parking will be unbundled from tenant leases and the automated parking facility parking will be offered separately to residents and employees. The traditional parking will be available for commercial patrons and residential guests.

Approximately 200 bicycle parking stalls will be provided, of which 172 long-term stalls will be accommodated in the Level 2 above-ground parking area and 28 short-term bicycle parking stalls will be provided at the ground level near the commercial and residential pedestrian entries to the Project.

The Project will improve the appearance, enhance the identity, and activate the pedestrian environment of the Miracle Mile. The architectural design interprets the Streamline Moderne style of the surrounding Miracle Mile through the eyes of the 21<sup>st</sup> century. The architectural design includes a unique curvilinear tower with structural form inspired by the rounded edges of the nearby architecture, especially the Sontag Building located at 5401 Wilshire Boulevard. The exterior tower walls are designed such that each glazing unit is overlapped against the next, which provides a textured aesthetic and a fully breathable wall with operable window vents. The tower is set back from the podium edges to soften the Project massing from the street level. Architectural elements, including material changes, horizontal design elements, and canopied entryways, further scale the Project to a pedestrian level. The ground level promotes a pedestrian streetscape by providing street-facing commercial uses with a storefront glazing system, as well as by improving the sidewalk with special pavers, landscaping and pedestrian amenities.

The primary south and east facades façade of the Sontag Building, currently occupied by Wilshire Beauty Supply, will be preserved and rehabilitated and the remaining area of the building will be

rebuilt as part of the Project. The treatment of this building will ensure that the building's striking Streamline Moderne architectural style and character-defining features are preserved.

**Table 1. Project Data**

<b>LOT AREA AND ZONING INFORMATION</b>			
	<b>Lot Area (SF)</b>		
[Q]C4-2-CDO	46,168		
[Q]C2-1-CDO	11,318		
<b>TOTAL</b>	<b>57,486</b>		
<b>DENSITY</b>			
<b>Standard Zoning</b>	<b>Lot Area (SF)</b>	<b>Ratio (Unit per SF)<sup>1</sup></b>	<b>Units<sup>2</sup></b>
[Q]C4-2-CDO	46,168	1 unit per 200	230
[Q]C2-1-CDO	11,318	1 unit per 400	28
<b>TOTAL</b>			<b>258</b>
<b>Density Bonus</b>	<b>Base Density (Round Up)</b>	<b>% Increase</b>	<b>Units</b>
[Q]C4-2-CDO	231	35%	312
[Q]C2-1-CDO	29	35%	40
<b>TOTAL</b>	260		352
<b>Proposed</b>	<b>Units</b>	<b>%</b>	
<b>TOTAL</b>	348		
Studio	136	39%	
One Bedroom	102	29%	
Two Bedroom	110	32%	
<b>AFFORDABILITY</b>	<b>Units</b>		
Very Low (HCD)	29		
Moderate (HUD)	9		
Total	38		
<b>FAR</b>			
<b>Permitted</b>	<b>FAR</b>	<b>Buildable Area (SF)</b>	<b>Permitted Floor Area (SF)<sup>3</sup></b>
[Q]C4-2-CDO	6 to 1	46,168.00	277,008
[Q]C2-1-CDO	1.5 to 1	11,318.0	16,977
<b>TOTAL<sup>3</sup></b>	5.11 to 1	57,486.00	293,985

<sup>1</sup> C2 zone is limited by [Q] qualified condition. C4 zone ratio assumes mixed-use project pursuant to LAMC 12.22.A.18

<sup>2</sup> Density Bonus On-Menu Incentive for averaging across Project Site.

<sup>3</sup> Density Bonus On-Menu Incentive for averaging across Project Site.

<b>Off-Menu Density Bonus</b>	<b><u>FAR</u></b>	<b><u>% Increase</u></b>	<b><u>Permitted Floor Area (SF)</u></b>	
	8.31 to 1	62%	<b>477,464</b>	
<b>Proposed</b> Total Commercial Residential	<b><u>FAR</u></b>		<b><u>Square Feet (SF)</u></b>	
	8.31 to 1		<b>477,464</b>	
			14,634	
			<b>462,830</b>	
<b>HEIGHT AND STORIES</b>				
<b>Permitted</b>	<b><u>Height (FT)</u></b>	<b><u>Stories</u></b>		
[Q]C4-2-CDO	unlimited	unlimited		
[Q]C2-1-CDO	unlimited	unlimited		
<b>Proposed</b>				
Top of Parapet	504'-6"	42 <sup>4</sup>		
Highest Building Element	530'			
<b>YARDS AND SETBACKS</b>				
	<b><u>Front Yard (Cochran)</u></b>	<b><u>Front Yard (Cloverdale)</u></b>	<b><u>Side Yard - North (DB Incentive)</u></b>	<b><u>Side Yard - South (Building Line)</u></b>
<b>Required</b>	0 Feet	0 Feet	5 Feet	10 Feet
<b>Provided</b>	0 Feet	0 Feet	5 Feet	10 Feet
<b>OPEN SPACE</b>				
<b>Required</b>	<b><u>SF per Unit</u></b>	<b><u>Units</u></b>	<b><u>Square feet</u></b>	
< 3 Habitable rooms	100	238	23,800	
3 Habitable rooms	125	110	13,750	
> 3 habitable rooms	175	0	0	
Total			37,550	
<b>Density Bonus Reduction</b>		<b><u>%</u></b>		
		20%	30,040	
Outdoor	at least	50%	15,020	
Indoor	up to	25%	7,510	

<sup>4</sup> The associated architectural drawings show Level 43 on elevations, however, the Project excludes Level 13.

<b>Proposed</b>	<b><u>Square Feet</u></b>	<b><u>%</u></b>		
<u>Outdoor</u>				
Level 3	3,258			
Level 4	19,272			
Total	22,530	75%		
<u>Indoor</u>				
Level 4	5,341			
Level 5	2,169			
Total	7,510	25%		
<b>TOTAL</b>	<b>30,040</b>	<b>100%</b>		
<b>LANDSCAPING</b>				
	<b><u>SF</u></b>	<b><u>Requirement</u></b>		
Landscape Requirement	5,633	25% of provided outdoor open space		
Landscape Provided	5,633			
	<b><u>Trees</u></b>			
Trees Required	87	1 per 4 dus		
Trees Provided	93			
<b>PARKING</b>				
<b>Required Residential (LAMC)</b>	<b><u>Per Unit</u></b>	<b><u>Units</u></b>	<b><u>Spaces</u></b>	
< 3 Habitable rooms	1	136	136	
3 Habitable rooms	1.5	102	153	
> 3 habitable rooms	2	110	220	
Total			509	
<b>Density Bonus</b>	<b><u>Per Bedroom</u></b>	<b><u>Bedrooms</u></b>	<b><u>Spaces</u></b>	
Gov. Code Section 65915(p)(2)	0.5	458	229	
<b>Required Commercial</b>	<b><u>Ratio</u></b>	<b><u>SF</u></b>	<b><u>Spaces</u></b>	<b><u>Bike Parking Reduction<sup>5</sup></u></b>
Restaurant	1 per 100	4,346	44	
Café	1 per 200	1,000	5	
Retail	1 per 250	9,288	38	
Total		14,634	87	82
<b>Total</b>	<b><u>Residential</u></b>	<b><u>Commercial</u></b>	<b><u>Spaces</u></b>	
	229	82	311	

<sup>5</sup> The Project provides 20 commercial bike parking stalls for a reduction of 5 vehicle parking spaces (LAMC Section 12.21.A.4).

<b>Proposed</b>	<b><u>Spaces</u></b>
<b>Total</b>	477
<b>By Type</b>	
<u>Traditional</u>	70
Standard	39
Compact	26
ADA	5
-	
<u>Automated</u>	407
-	
<b>By Use</b>	
<u>Commercial</u>	
Traditional	68
Automated	14
Total	82
<u>Residential</u>	
Traditional	2
Automated	393
Total	395

**RESIDENTIAL BICYCLE PARKING**

<b>Required Short Term (Residential)</b>	<b><u>Ratio</u></b>	<b><u>Units</u></b>	<b><u>Stalls</u></b>
1 - 25 Dwelling Units	1 per 10	25	3
26 - 100 Dwelling Units	1 per 15	75	5
101 - 200 Dwelling Units	1 per 20	100	5
201 - 572 Dwelling Units	1 per 40	148	4
Total			17
<b>Long Term (Residential)</b>	<b><u>Ratio</u></b>	<b><u>Units</u></b>	<b><u>Stalls</u></b>
1 - 25 Dwelling Units	1 per 1	25	25
26 - 100 Dwelling Units	1 per 1.5	75	50
101 - 200 Dwelling Units	1 per 2	100	50
201 - 572 Dwelling Units	1 per 4	148	37
Total			162

<b>Proposed</b>	<b><u>Stalls</u></b>		
Short Term	18		
Long Term	162		
Total	180		
<b>COMMERCIAL BICYCLE PARKING</b>			
<b>Required</b>			<b><u>Parking Stalls</u></b>
<b>Short Term</b>	<b><u>Ratio</u></b>	<b><u>SF</u></b>	
Café	2 per restaurant	1,000	2
Restaurant	1 per 2,000	4,346	3
Retail	1 per 2,000	9,288	5
Total			10
<b>Long Term</b>	<b><u>Ratio</u></b>	<b><u>SF</u></b>	<b><u>Parking Stalls</u></b>
Café	2 per restaurant	1,000	2
Restaurant	1 per 2,000	4,346	3
Retail	1 per 2,000	9,288	5
Total			10
<b>Proposed</b>	<b><u>Total</u></b>		
Short Term	10		
Long Term	10		
Total	20		

## PROJECT SITE

### Location

The Project will be developed on a relatively flat, approximately 57,486 square foot rectangular-shaped area generally bound by Wilshire Boulevard to the south, Cloverdale Avenue to the east, 6<sup>th</sup> Street to the north and Cochran Avenue to the west. The Project Site has approximately 260 linear feet of frontage on Wilshire Boulevard and 220 linear feet of frontage on both Cochran Avenue and Cloverdale Avenue. The Project Site is comprised of six lots and two assessor's tax parcels located at 5401 – 5425 W. Wilshire Boulevard, 664 – 670 S. Cochran Avenue and 665 S. Cloverdale Avenue.

The Project Site is located within the Wilshire Community Plan, which was adopted by City Council in 2001. The Plan designates the Project Site as Regional Commercial,<sup>6</sup> which corresponds to the CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4 and R5 zones. The Project Site is zoned [Q]C4-2-CDO and [Q]C2-1-CDO. The Project Site is also located in the Miracle Mile Community Design Overlay.

**Table 2. Project Site Information**

Address	Assessor's Parcel Number	Tract	Lot	Zone
5401 W. Wilshire Boulevard	5508-009-001	TR 7705	112	[Q]C4-2-CDO
5407 W. Wilshire Boulevard	5508-009-029		113	[Q]C4-2-CDO
5413 & 5415 W. Wilshire Boulevard			186	[Q]C4-2-CDO
5419 – 5425 W. Wilshire Boulevard, 670 S. Cochran Avenue			187	[Q]C4-2-CDO
664 S. Cochran Avenue			185	[Q]C2-1-CDO
665 S. Cloverdale Avenue			114	[Q]C2-1-CDO

### History

The Miracle Mile is a one-mile commercial corridor fronting Wilshire Boulevard, generally recognized as extending from Sycamore Avenue to Fairfax Avenue. The Miracle Mile conveys the commercial growth in Los Angeles during the 1920s and 1930s as a result of the automobile, which led to the creation of a unique urban commercial center outside of Downtown Los Angeles. Commercial buildings constructed during this time along this section of Wilshire Boulevard are generally representative of the Art Deco and Streamline Moderne architectural styles. Today, Miracle Mile is characterized by high rise office buildings, neighborhood-serving retail, well-known entertainment establishments and the City's greatest concentration of museums.

The Project Site is improved with two commercial buildings within the Miracle Mile. The building located at 5401 Wilshire Boulevard was designed by the architectural firm Nordstrom & Anderson. Completed in 1936, the Streamline Moderne building housed a branch of Sontag Original Cut-Rate Drug Stores. In 1946, the building was converted into three storefronts which housed a

<sup>6</sup> ZIMAS identifies the Project Site as Regional Center Commercial and Regional Commercial, however, the Wilshire Community Plan only identifies the Regional Commercial Land Use Designation.

variety of retail establishments including several appliance stores and a delicatessen. In 1947, a one-story addition was constructed to the north along Cloverdale Avenue. The building was eventually consolidated back into a single storefront and it currently houses the Wilshire Beauty Supply retail store.

The building located at 5407 - 5425 Wilshire Boulevard was historically three separate buildings. In 1991, an extensive renovation combined the three buildings into one structure now occupied by Staples. The renovation closed the storefronts and pedestrian entrances facing Wilshire Boulevard, relocated the primary entrance from the rear surface parking lot and constructed a saucer-like architectural feature above the building's corner at the intersection of Wilshire Boulevard and Cochran Avenue.

### **Surrounding Uses**

The surrounding neighborhood is improved with a variety of commercial uses including offices, retail, and restaurants as well as residential uses. Properties located adjacent to the Project Site to the north are zoned [Q]C2-2-CDO and improved with two-story multi-family residential buildings. Properties adjacent to the Project Site to the west, east, and south are zoned [Q]C4-2-CDO. To the west, across Cochran Avenue, is a 24-story commercial building. The property to the east, across Cloverdale Avenue, is improved with a two-story commercial building and the property to the south, across Wilshire Boulevard, is improved with a ten-story commercial building.

### **Transit Adjacency**

The Project Site is located approximately 650 feet west of the intersection of Wilshire Boulevard and La Brea Avenue, an intersection that is served by several Metro Rapid and Metro Local Bus Lines. The Metro Rapid Bus Line 720 is one of Metro's busiest bus routes and runs east-west along Wilshire Boulevard between Santa Monica and East Los Angeles, providing access to destinations such as Downtown Los Angeles and Westwood. Metro Local Bus Line 20 runs along the same route between Santa Monica and East Los Angeles. Both the Metro 720 and 20 Bus Lines stop in front of the Project Site at the intersection of Wilshire Boulevard and Cloverdale Avenue. During peak hours, Wilshire Boulevard has 7.7 miles of dedicated bus-only lanes.

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

Additionally, LADOT operates the Fairfax DASH bus route, which stops in front of the Project Site. This route connects the Project to local destinations such as Cedars-Sinai, the Beverly Center, The Grove, LACMA, and City of West Hollywood.

The Project Site is also located in close proximity to a high quality heavy rail line. Metro's Purple Line Extension Project will include a station at the intersection of Wilshire Boulevard and La Brea Avenue. Currently, the Purple Line travels between Union Station and the Wilshire/Western Station in Koreatown. The westward extension will allow the purple line to travel between Union Station and the VA Medical Center in Westwood, a trip that is expected to take approximately 25 minutes<sup>7</sup>. The proposed Wilshire/La Brea station is scheduled for completion in 2023 and the project is aiming for full completion by 2028.

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<sup>7</sup> <https://www.metro.net/Projects/westside/overview/>

## **Street Standards**

- Wilshire Boulevard: The Mobility Plan 2035 designates Wilshire Boulevard as an Avenue I with a required right-of-way width of 100 feet (50-foot half right-of-way) and a required roadway width of 70 feet (35-foot half roadway and a 15-foot sidewalk). Wilshire Boulevard is currently improved with a 100-foot right-of-way.
- Cochran Avenue: The Mobility Plan 2035 designates Cochran Avenue as a Collector Street with a required right-of-way width of 66 feet (33-foot half right-of-way) and a required roadway width of 40 feet (20-foot half roadway and a 13-foot sidewalk). Cochran Avenue is currently improved with a 60-foot right-of-way. The Project anticipates a 3-foot street dedication along the east side of Cochran Avenue.
- Cloverdale Avenue: The Mobility Plan 2035 designates Cloverdale Avenue as a Local Street – Standard with a required right-of-way width of 60 feet (30-foot half right-of-way) and a required roadway width of 36 feet (18-foot half roadway and a 13-foot sidewalk). Cloverdale Avenue is currently improved with a 60-foot right-of-way.

## **ZONING CONFORMANCE**

### **Use**

The Project is located within the [Q]C4-2-CDO and [Q]C2-1-CDO zones, which allows for multi-family residential, commercial and parking uses. Ordinance No. 176,332 (effective January 16, 2005) established [Q] Conditions in the Miracle Mile. The [Q] C2-1-CDO portion of the Project Site is located within Subarea H, which states the use of the property shall be limited to parking lots or residential development up to R4 densities. The Project will be consistent with the uses permitted by the [Q] Condition.

### **Density**

The Project Site consists of approximately 11,318 square feet in the [Q]C2-1-CDO zone and 46,168 square feet in the [Q]C4-2-CDO zone. Pursuant to LAMC Section 12.22.A.18, developments in commercial zones combining residential and commercial uses and located in the Regional Commercial General Plan Land Use Designation are permitted a minimum lot area per dwelling unit of 200 square feet. However, the [Q] Condition on the C2 zoned portion of the site restricts development to R4 densities, which permits a minimum lot area per dwelling unit of 400 square feet. Thus, the by-right base density is 28 units in the C2 zone and 230 units in the C4 zone for a combined total of 258 dwelling units permitted by right.

Under the Density Bonus program, fractional numbers are rounded up for purposes of calculating base density and overall permitted density. As a result, the base density of the C2-zoned portion of the Site is 29 dwelling units, and the base density of the C4-zoned portions of the Site is 231 dwelling units for a combined base density of 260 dwelling units.

The Project will set aside 11% of the base density, 29 dwelling units, for occupancy by residents at the Very Low Income level, which qualifies the Project for Density Bonus incentives pursuant to LAMC Section 12.22.A.25 and California Government Code Section 65915. By providing the

requisite on-site restricted affordable dwelling units, the Project qualifies for a 35% density increase in accordance with Density Bonus incentives.

After the 35% density increase is applied, the maximum permitted density is 352 dwelling units. The Applicant requests an on-menu incentive to average the density across the Project Site.

**Table 3. Density Calculation**

Zone	Lot Area (SF)	Ratio	Base Density	Density Bonus	Total Units Permitted w/ Bonus	Units Proposed	Affordable	Market Rate
C2	11,318	1 du per 400 sf	29	35%	40	348	29 VLI 9 Moderate 38 Total	310
C4	46,168	1 du per 200 sf	231		312			
Total	57,486		260		352			

The Project includes up to 348 dwelling units and will restrict 11% of its base density (29 units) for occupancy by Very Low Income households and an additional 9 units for Moderate Income households. The remaining units (310 units) will be market rate. The 348-unit Project will contain 136 studio units, 102 one-bedroom units, and 110 two-bedroom units.

**Floor Area and Height**

The Project Site is located within a commercial zone, with portions in both Height District 1 and Height District 2. Height District 1 allows a Floor Area Ratio (“FAR”) of 1.5 to 1 and Height District 2 allows an FAR of 6 to 1, or 1.5 and six times the buildable area of the Project Site, respectively. Pursuant to LAMC Section 12.03, the buildable area has the same meaning as the lot area in commercial zones for purposes of calculating requirements for floor area of residential and commercial uses.

The 11,318 square feet of lot area in Height District 1 yields a total permitted floor area of 16,977 square feet. The 46,168 square feet in Height District 2 yields a total permitted floor area of 277,008 square feet. The combined floor area permitted by-right across the Project Site would be 293,985 square feet, which equates to an FAR of 5.11 to 1. The Applicant requests an off-menu incentive pursuant to LAMC Section 12.22.A.25(g)(3) to provide a total floor area of 477,464 square feet, which equates to an FAR of 8.31 to 1.

**Table 4. FAR Calculation**

Zone/ Height District	Lot Area (SF)	Max FAR (LAMC)	Max Floor Area (SF)	Density Bonus Incentive (FAR)	Proposed (SF)
C2-1	11,318	1.5 to 1	16,977	8.31 to 1	477,464
C4-2	46,168	6 to 1	277,008		
Total	57,486	5.11	293,985		



In commercial zones, there are generally no maximum height limits in Height Districts 1 and 2. The Applicant proposes a building that is 42 stories and 530'-0" in height to the tallest building element.

### Yards and Setbacks

The Project Site is rectangular in shape and has three street frontages. The shortest street frontages are along Cochran Avenue and Cloverdale Avenue. Thus, pursuant to LAMC Section 12.03 and the definition of front lot line, the Project Site is a through lot with front yards oriented toward Cochran Avenue and Cloverdale Avenue. The side yards are oriented toward Wilshire Boulevard and the north property line. The Project Site does not have a rear yard.

**Figure 1: Yard Designations**



Pursuant to LAMC Section 12.22.A.18(c)(3), no yard requirements apply to the residential portions of buildings located on lots in the C2 and C4 zones used for combined commercial and residential uses, if such portions are used exclusively for residential uses, abut a street, private street or alley, and the first floor of such buildings at ground level is used for commercial uses or for access to the residential portions of such buildings. Thus, no yards are required along Cochran Avenue or Cloverdale Avenue and no yards are provided.

Also pursuant to LAMC Section 12.22.A.18(c)(3), no yard requirement would apply to the Wilshire Boulevard frontage side yard. However, the Project is subject to a 10-foot building line along Wilshire Boulevard pursuant to Ordinance No. 80695. The Project will provide a 10-foot setback on Wilshire Boulevard.

Regarding the residential use setback at the north side yard, the Applicant requests an off-menu incentive pursuant to LAMC Section 12.22.A.25(g)(3) to utilize the setback requirements of the

RAS3 zone (LAMC Section 12.10.5.C) in lieu of the requirements of the C2 zone. The RAS3 zone allows for 5-foot minimum side yard setbacks. As a result, the Project proposes a 5-foot side yard starting at the first residential use on Level 4.

### **Open Space and Landscaping**

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

The proposed unit mix is 136 studio units, 102 one-bedroom units, and 110 two-bedroom units. Thus, the Project would construct 238 units with less than three habitable rooms and 110 units with three habitable rooms, yielding an open space requirement of 37,550 square feet. The Applicant requests an on-menu incentive for a 20% reduction in the total open space requirement in accordance with the LAMC Section 12.22.A.25(f)(6). After the 20% reduction is applied, the open space requirement would be 30,040 square feet.

The Project will provide at least 30,040 square feet of outdoor and indoor open space throughout the building and Project site. Pursuant to LAMC 12.21.G.2(a)(4)(i), a maximum of 25% of the total required open space may be provided as interior recreation rooms. The Project will provide 7,510 square feet (25%) of its required open space on the fourth and fifth levels with recreation rooms. Outdoor common open space will be provided on the third, fourth and fifth levels. Level 3, or the rooftop of the rehabilitated building located at 5411 Wilshire Boulevard, will include 3,258 square feet of open space. The Level 4 podium deck will provide 14,193 square feet of open space featuring recreational amenities including sitting areas and a pool & spa. Level 5, or the rooftop of the clubhouse, will include 5,079 square feet of open space featuring a lap pool and a bocce ball court. Approximately 5,633 square feet, or 25%, of the provided outdoor common open space would be landscaped.

Trees are required at the rate of one tree per every four residential dwelling units. As a result, 87 trees are required and 93 trees will be provided throughout the site.

### **Vehicle Parking and Access**

The Project would include 11% of the base density as restricted affordable at the Very Low Income level, and the Project Site is located approximately 650 feet west of the major transit stop at the intersection of Wilshire Boulevard and La Brea Avenue. As such, the Project qualifies for a parking reduction in accordance with Government Code Section 65915(p)(2), which reduces the minimum residential parking requirement to 0.5 vehicle parking spaces per bedroom.

The Project would include 458 bedrooms, which equates to 229 required residential parking spaces. However, the Applicant proposes to provide 395 residential parking spaces, of which 393 parking spaces would be located within a three-level subterranean automated parking facility. Vehicular access to the automated parking facility would be provided from Cloverdale Avenue at the rear of the building. The remaining 2 residential parking spaces would be ADA van accessible and located within the second level of the building's podium. Vehicular access to the podium would be provided from Cochran Avenue at the rear of the building.

**Table 5. Residential Parking Requirements**

Unit Type	Unit Count	No. of Bedrooms	Ratio	Required	Proposed
Studio	136	136	0.5 per bedroom	68	<b>395 spaces</b>
1-bedroom	102	102		51	
2-bedroom	110	220		110	
<b>Total</b>	<b>348</b>	<b>458</b>	-	<b>229</b>	

The Project would consist of 14,634 square feet of retail, restaurant, and café space, which would require 87 non-residential parking spaces. Pursuant to LAMC Section 12.21.A.4, required automobile parking spaces may be replaced by bicycle parking at a ratio of one standard or compact automobile parking space for every four required or non-required bicycle parking spaces provided. The Project would provide 10 short-term and 10 long-term commercial bicycle parking stalls, which would permit the replacement of five automobile parking spaces, thus reducing the non-residential parking requirement to 82 parking spaces.

The Applicant proposes to provide 82 non-residential parking spaces. 68 of the non-residential parking spaces would be located within the second and third levels of the building’s podium. The remaining 14 non-residential parking spaces would be located within the subterranean automated parking facility.

**Table 6. Non-Residential Parking Requirements**

Use	Area (SF)	Ratio	Required	Proposed
Café	1,000	1 per 200 sf	5	<b>82 spaces</b>
Restaurant	4,346	1 per 100 sf	44	
Retail	9,288	1 per 250 sf	38	
<b>Total</b>	<b>14,634</b>	-	<b>87</b>	
<b>5 Spaces Replaced with 20 Bicycle Parking Stalls</b>			<b>82</b>	

The Project would provide 477 parking spaces for combined residential and commercial uses. The loading area and a drop-off/pick-up area would be located at the rear of the building, accessed by a one-way driveway spanning across the Project site. Vehicles would enter from Cochran Avenue and exit onto Cloverdale Avenue.

**Bicycle Parking**

Bicycle parking is required pursuant to LAMC Section 12.21.A.16(a). The Project consists of 348 dwelling units, thus a total of 162 long-term and 17 short-term residential bicycle parking stalls are required. The proposed Project provides all 162 required long-term residential within an enclosed room on the second level and 18 short-term residential short-term stalls adjacent to the loading area and on the sidewalk along Cochran Avenue.

Non-residential bicycle parking is required at one space per every 2,000 square feet of floor area, with a minimum of two long-term spaces and two-short term spaces for each proposed use. The Project consists of 14,634 square feet of combined non-residential floor area and includes café, restaurant, and retail uses. In total, the Project is required to provide and will provide 10 short-term and 10 long-term bicycle parking spaces. The short-term bicycle parking would be located on the sidewalk along Wilshire Boulevard and Cloverdale Avenue, and the long-term parking would be located within the commercial parking area on level two of the building’s podium.

## **FINDINGS FOR SITE PLAN REVIEW PURSUANT TO LAMC SECTION 16.05**

### **1. The Project is in substantial conformance with the purposes, intent, and provisions of the General Plan, applicable community plan, and any applicable specific plan.**

The Project is in substantial conformance with the purposes, intent, and provisions of the General Plan (including Housing Element 2013-2021, Mobility Plan 2035, and Plan for a Healthy Los Angeles) and the Wilshire Community Plan. The Project is also in substantial conformance with the guidelines and standards in the applicable Community Design Overlay District (see CDO findings). There are no specific plans that are applicable to the Project Site.

The Project is designed to be consistent with relevant zoning and development standards in the LAMC and Wilshire Community Plan. The General Plan land use designation is Regional Commercial. According to the Framework Element, Regional Centers are “intended to serve as the focal points of regional commerce, identity, and activity... They are typically high-density places whose physical form is substantially differentiated from the lower-density neighborhoods of the City. Generally, Regional Centers will range from FAR 1.5:1 to 6:1 and are characterized by six- to twenty-story (or higher) buildings as determined in the community plan. Their densities and functions support the development of a comprehensive and inter-connected network of public transit and services.”

The Applicant is committed to creating a dynamic and visually appealing Project that improves the conditions of the site, enhances neighborhood character, and provides critically needed housing in close proximity to high-quality public transit. The Applicant proposes to construct a mixed-use development containing 348 residential units and 14,634 square feet of retail space within the ground floor of the new building.

The Project is consistent with General Plan and Wilshire Community Plan goals, objectives and policies, as discussed below.

#### **General Plan Framework – Land Use Element**

##### **The Project furthers the goals, objectives and policies of the General Plan Framework – Land Use Element.**

The General Plan Framework notes that the City has “insufficient vacant properties to accommodate forecast population increases. Consequently, the City’s growth will require the reuse and intensification of existing developed properties.”<sup>8</sup> The Project would redevelop underutilized parcels on commercially zoned land in order to develop a mixed-use Project with 348 dwelling units. The commercially zoned Project Site has unlimited height restrictions and since the area is already developed, the Project is designed to maximize residential density by building up instead of out.

The Project Site is designated on the General Plan Framework’s Metro Long Range Land Use Diagram as a Regional Center area of the City. The General Plan Framework identifies Regional Center areas a “focal point of regional commerce, identity and activity and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and

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<sup>8</sup> The Citywide General Plan Framework, Chapter 4.

supporting services.” Regional Centers are typically major transportation hubs and are characterized by buildings at least 6- to 20-stories high, with buildings often exceeding this height. The Project, which consists of a 42-story mixed-use building, satisfies the intention of the Regional Center land use designation.

Chapter 3 of the General Plan Framework Element addresses key land use issues and presents the goals, objectives, policies, and programs that capitalize on the City's opportunities. Regarding the distribution of Land Use, the Framework Element sets the following goals and objectives.

**GOAL 3A:** *A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.*

**Objective 3.1:** *Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses and visitors.*

**Objective 3.2:** *Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.*

The proposed mixed-use development revitalizes a property that is currently underutilized with a surface parking lot and one-story commercial buildings, retaining the sidewalk-facing commercial uses and adding new high-quality housing at modern densities. The mix of uses in the revitalized development will contribute to the City's long-term fiscal and economic viability. The proposed mixed-use Project supports the needs of the City's existing and future residents by providing 348 dwelling units designed in a variety of configurations and sizes to serve various housing needs within the City. The new residents would be located within walking distance of the some of the region's most popular retail, dining, and entertainment destinations.

The Project's height and density is appropriately placed in a Regional Center and within 650 feet of a Major Transportation Stop (at the intersection of Wilshire Boulevard and La Brea). The Metro Purple Line heavy rail station, currently under construction, will be located at the Wilshire/La Brea intersection. This transit will provide efficient access from the site to the broader region. Additionally, there is a Metro Rapid Bus Line stop immediately in front of the Project Site on Wilshire Boulevard, and several other local and regional bus line stops within easy walking distance of the Site. These transit options afford residents the opportunity to reduce vehicular trips and vehicle miles traveled, and as a result, the proposed development promotes an improved quality of life. The Project will upgrade the sidewalks and further enhance the pedestrian realm, which will conserve the existing neighborhood pedestrian patterns and promote the use of multi-modal transportation options. Furthermore, the Project Site is on a major commercial corridor and would not remove any existing residential buildings, therefore conserving the character of nearby residential neighborhoods.

Consistent with the Objective 3.2 above, the Project will provide a total of 200 bicycle parking spaces, encouraging less reliance on the automobile and resulting in a corresponding reduction in air pollution. All long-term bicycle parking spaces will be secured and comply with the City's bicycle parking regulations (Ordinance 182,386). Additionally, the Project will provide a majority

of its parking in an automated parking system. This type of parking system can be easily converted into a different use if the future demand for parking diminishes.

**Objective 3.4** *Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.*

**Policy 3.4.1:** *Conserve existing stable residential neighborhoods and lower intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.*

The Project Site has a Regional Center Land Use Designation and is located along a primary transit corridor and one of the City's major boulevards. The Project Site is located along the north side of Wilshire Boulevard in the Miracle Mile area. The surrounding uses along the arterial streets such as Wilshire Boulevard, La Brea Avenue and Fairfax Avenue are improved with medium to high density retail, commercial and residential uses. The general vicinity of the Project Site includes the La Brea Tar Pits, the Los Angeles County Museum of Art ("LACMA"), the Petersen museum, and the Grove Shopping Center.

Wilshire Boulevard is considered an Avenue I and a Transit Enhanced Network by the Mobility Plan 2035. Wilshire Boulevard has a dedicated lane for Bus Rapid Transit during peak hours of travel and is considered a Transit Enhanced Network with comprehensive transit and a planned railway.

Although located near entertainment and high-quality transit, the Project Site is developed with one- to two-story commercial buildings and a surface parking lot, which does not further the goals of the General Plan. The Project will demolish one of these commercial building and redevelop the underutilized site with new multi-family residential and commercial uses while rehabilitating a 1930's Streamline Moderne building, which promotes the conservation of neighborhood character while enhancing the use of the site. Moreover, the architectural design of the Project takes inspiration from an eclectic mix of architectural styles on the surrounding commercial corridor, including the Art Deco and Streamline Moderne styles. Thus, the Project both creates new residential and commercial development in a Regional Center near transit while at the same time conserving existing residential neighborhoods and the Miracle Mile district.

**Goal 3F:** *Mixed-use centers that provide jobs, entertainment, culture, and serve the region.*

**Objective 3.10:** *Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.*

The General Plan Framework locates the Project Site in a Regional Center. A Regional Center can be built to the highest intensity of use and is typically served by a variety of transportation facilities. The Project Site is located approximately 650 feet from the future Metro Rail station at Wilshire and La Brea that will serve the Metro's Purple Line extension. The Project's residential

uses will appeal to residents wishing to live in a vibrant urban environment with easy access to public transit. Residents of the Project would activate the area's streetscapes and increase pedestrian activity in the surrounding vicinity. The Project will provide ground floor pedestrian-oriented retail, contributing to sidewalk vibrancy in the area. This Project will help to bolster the Regional Center surrounding the intersection of Wilshire Boulevard and La Brea Avenue.

### **General Plan Housing Element**

The Project furthers the following goals, objectives and policies of the Housing Element 2013-2021 of the General Plan:

**Goal 1:** *A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.*

**Objective 1.1:** *Produce an adequate supply of rental and ownership housing in order to meet current and Projected needs.*

**Policy 1.1.3:** *Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.*

**Policy 1.1.4:** *Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.*

The Housing Element notes that the "City of Los Angeles is committed to providing affordable housing and amenity-rich, sustainable neighborhoods for its residents, answering the variety of housing needs of its growing population."<sup>9</sup> The Housing Element recognizes that City households comprise a diverse set of needs that can only be met by providing a wide variety of housing types. The Project would provide housing and residential services in furtherance of the foregoing goals, objectives, and policies at a site that has underutilized potential for a mixed-use development as envisioned by the General Plan and the Wilshire Community Plan.

First and foremost, this mixed-use Project would expand the citywide supply of rental housing that is safe, healthy, and affordable to people of all income levels, races, ages, and suitable for their various needs. The Project proposes a mix of studio, one-bedroom and two-bedroom units geared to various income levels and generations, including young professionals, families, and seniors seeking proximity to work and vibrant cultural and entertainment attractions. The Project will also provide 29 units (11% of its base density) with restricted rents for residents at the Very Low Income level, or 50% of the Area Median Income as determined by the California Department of Housing and Community Development, and an additional 9 units set aside at the Moderate Income level. As such, this Project will offer high quality housing to people who would likely not be able otherwise to find housing in this area, providing them access to surrounding job markets without long commutes. Further, the Project will not jeopardize the existing housing stock as it would not demolish any existing dwelling units or displace existing residents.

The Housing Element recognizes that the City is "renter-dominated" and that programs to assure an adequate supply of rental housing are needed. The Housing Element also notes that "current and future City households comprise a diverse set of needs that can only be met by providing a

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<sup>9</sup> Housing Element 2013-2021 (adopted December 3, 2013), page 6-3.

wide variety of housing types. Serving City residents also requires that housing options be equitably distributed across the City to promote access to job opportunities and services.”<sup>10</sup>

The Housing Element also seeks to expand residential development opportunities in Regional Center areas, including the Project Site. The intent of mixed-use development at this location is to provide housing in close proximity to jobs and services, reducing vehicular trips, and to provide rental housing and to stimulate vibrancy and activity in pedestrian-oriented areas. The proposed Project achieves the intent of the Regional Center concept, as Project residents will have easy walking-distance access to public transit, services, and employment centers, while reducing their reliance on the use of personal vehicles.

**Goal 2:** *A City in which housing helps to create safe, livable and sustainable neighborhoods.*

**Objective 2.2:** *Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.*

**Policy 2.2.2:** *Provide incentives and flexibility to generate new multi-family housing near transit and centers, in accordance with the General Plan Framework element.*

**Objective 2.3:** *Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources.*

**Objective 2.4:** *Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City.*

The Project would provide housing in furtherance of the foregoing goal and objectives at an outdated, underutilized, automobile-oriented commercial site with extensive surface parking that is suitable for the provision of 348 new dwelling units in a development that contributes to a safe, livable, and sustainable neighborhood. The surrounding area includes a mix of residential and commercial uses, and the addition of more residential units to this neighborhood would promote a livable environment where residents have easy access to jobs, transit, and a wide variety of services as well as cultural and entertainment options. The Project is consistent with the Housing Element’s policy of seeking flexibility to generate new multi-family housing near transit. Moreover, by providing Affordable housing on this site, the Project furthers the Housing Element’s policy of promoting mixed-income neighborhoods.

The Project will be constructed in a manner that is consistent with the California Green Building Code, which represents a high standard of sustainability and incorporates features that minimize adverse effects on the environment. The Project’s architectural design also serves as a visual enhancement to the surrounding community. The Applicant proposes a high quality design that would greatly enhance the visual appeal of this mixed-use district, while preserving the key character-defining features of a historic commercial building and drawing inspiration with the mix of architectural styles in the vicinity.

### **Mobility Plan 2035**

Approval of the mixed-use development in proximity to mass transit options would be consistent with the purposes of the Mobility Plan 2035, which encourages various alternative modes of travel,

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<sup>10</sup> *Ibid*, page 6-6.

including walking, biking, and public transit. These mobility options are easily available for a Project located on a commercial boulevard where pedestrian and biking opportunities abound, as well as by the close adjacency of the Project Site to the future Metro Purple Line heavy rail station and to the stops of many regional and local bus lines.

The following policies of the Mobility Plan 2035 apply to the proposed Project:

### **Chapter 3: Access for All Angelenos**

The Mobility Plan 2035 asserts that “a transportation system is only useful insofar as it is accessible and convenient.” It further states that land use is a component of accessibility, and “a measure of this is the percentage of destinations – such as jobs, services and residences – that can be conveniently accessed via non-vehicular modes.” The proposed mixed-use Project would afford residents convenient and easy access to jobs, services and employment via the Metro Purple Line heavy rail station two blocks from the Site, and numerous Metro and other bus options with stops immediately adjacent to the Project Site on Wilshire Boulevard.

The “Objectives” identified in Chapter 3 of the Mobility Plan 2035 include the following:

- Ensure that 90% of households have access within one mile to the Transit Enhanced Network by 2035.
- Ensure that 90% of all households have access within one-half mile to high quality bicycling facilities by 2035.
- Increase the combined mode split of persons who travel by walking, bicycling or transit to 50% by 2035.

The proposed mixed-use Project would help achieve these objectives. Map B in the Mobility Plan 2035 identifies a Transit Enhanced Network. Wilshire Boulevard is designated as a “Comprehensive Transit Enhanced Street”. All residents of the Project will have access to the Transit Enhanced Network. Bicycling opportunities also abound for residents and visitors to the Project Site. As the Project is located in a commercial corridor with transit service and pedestrian activity, residents and visitors will have the opportunity to walk, ride bikes and use public transit.

***Policy 3.3: Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.***

The Project would provide a pedestrian-oriented environment by locating residential and retail uses in proximity to public transit and the employment centers along Wilshire Boulevard. The Project is located in a commercial area where numerous services, shopping and dining opportunities exist. The Project encourages pedestrian activity by activating the street with neighborhood-serving commercial and retail uses. The site is located on Wilshire Boulevard, where many employment opportunities exist in offices and commercial and retail establishments.

***Policy 4.13: Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.***

This policy notes that large parking lots “detract from neighborhood’s visual quality” and “discourage walking by increasing the distances between services and facilities.” The Project will remove existing surface parking from the Project Site. All parking on site will be provided

within the building to enhance the neighborhood's visual quality. Much of it will utilize automated parking technology to reduce the footprint of land dedicated to automobile parking.

***Policy 5.2: Vehicle Miles Traveled (VMT): Support ways to reduce vehicle miles traveled (VMT) per capita.***

New residents of the Project will be able to avail themselves of the many shopping, dining, entertainment and cultural opportunities of the area, including the nearby museums and commercial uses on Wilshire Boulevard and the vibrant commercial corridor on La Brea Avenue. The need for the automobile will be greatly reduced by the many public transit options along Wilshire Boulevard and La Brea Avenue. The opportunity for additional public transit will be available in the near future upon the completion of the Metro Rail Purple Line extension with its rail station located at La Brea Avenue and Wilshire Boulevard. The Project would encourage residents to walk, bike or take mass transit, effectively reducing VMT by providing residents opportunities for non-vehicular travel options.

### **Health and Wellness Element – Plan for a Healthy Los Angeles**

The Project also furthers the goals and objectives of the City's Health and Wellness Element, by addressing mobility goals that pertain to wellness.

**Mobility** – “A balanced, affordable and sustainable transportation system is a cornerstone of a healthy city. As a major contributor of greenhouse gas emissions, trucks and vehicles play a role in the region's poor air quality and smog, in addition to contributing to climate change.”

As discussed in the “Mobility Plan 2035” section above, the Project would help to reduce vehicular travel by encouraging several modes of travel, including walking, biking and riding public transit. The Project's location is conducive to the encouragement of more pedestrian activity and use of mass transit to the extent that the vehicle miles traveled should be significantly reduced.

**Policy 2.2 – Healthy building design and construction:** *Promote a healthy built environment by encouraging the design and rehabilitation of building and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.*

The Project proposes to provide 348 dwelling units in a mixed-use development that will offer healthy design features such as natural light and ventilation, as well as communal areas that are both outdoors and within indoor spaces that promote physical activity and positive social experiences. Working conditions for the retail spaces will also be of high quality. The Project's location and orientation to the street will enhance pedestrian-oriented circulation for both residents and visitors.

### **Wilshire Community Plan**

The Wilshire Community Plan sets forth planning goals and objectives to maintain the community's distinctive character as noted in the “Purpose” section under the chapter entitled “Function of the Community Plan.” Some of the planning goals and objectives are as follows:

***Enhancing the positive characteristics of residential neighborhoods while providing a variety of housing opportunities;***

The Project Site's area is identified as a Regional Center that encourages residential uses combined with commercial uses. This type of development would increase the variety of housing opportunities by providing 348 new residential homes. By locating residents at this location, the streets would be activated with more pedestrian activity, which would serve to enhance the positive characteristics of the nearby residential neighborhood.

***Preserving and strengthening commercial developments to provide a diverse job-producing economic base;***

The Project's housing would enjoy easy pedestrian and public transit access to job locations in the Wilshire area commercial corridor and beyond. The Community Plan's "Community Issues and Opportunities" section notes that residential opportunities abound in the "public transit access to employment centers within the Wilshire Community as well as to Hollywood, Central City, West Los Angeles, Westwood, Century City, and Santa Monica." Residential housing at this location enhances a diverse neighborhood which is economically vibrant and takes advantage of the employment, cultural and entertainment opportunities that are important elements of this community. The Project Site is located in close proximity to LACMA and nearby cultural spaces, as well as to commercial outlets along Wilshire Boulevard and La Brea Avenue.

***Improving the function, design and economic vitality of commercial areas;***

The Project consists of a combination of commercial and residential uses along the commercial corridor of Wilshire Boulevard, where housing and commercial opportunities are abundant and expanding and where public transit offers easy access to Downtown, Hollywood, and the Westside. Additionally, the economic vitality of the commercial area along Wilshire Boulevard and La Brea Avenue would be improved with the new commercial development of 14,634 square feet of retail spaces oriented toward the street (in contrast to existing businesses with entrances from a rear surface parking lot) that stimulate economic vitality by drawing more people to the neighborhood. This Project's retail would complement the nearby retail spaces along Wilshire Boulevard and La Brea Avenue. The influx of new residents in the Project would further benefit businesses within and surrounding the building.

***Preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance;***

The Applicant is proposing to construct a building without creating a negative impact on the mass, scale or aesthetics of the area. The proposed Project maintains its relationship with the existing development of the community and enhances the appearance of the area with a well-designed Project with appealing architectural features. Wilshire Boulevard has historically had an urban character, lined with taller buildings with a mix of uses for most of its length, including along the Miracle Mile. Aesthetically, the Project draws inspiration from the eclectic mix of architectural styles in the surrounding neighborhood, including the forms and materials associated with the Art Deco and Streamline Moderne styles, further enhancing the positive characteristics of its built environment.

***Maximizing development opportunities around existing and future transit systems while minimizing adverse impacts;***

The Project Site is located on Wilshire Boulevard, which is served by the Metro Rapid Bus Line and several local and regional bus lines. The Project will be proximate to the major transportation

hub of the future Wilshire/La Brea Metro Purple Rail Line station, thereby providing even more transit options. The fact that the proposed Project is located proximate to several mass transit systems not only helps to promote use of those systems by the residents, but also creates greater demand for the future development of transit systems.

The Wilshire Community Plan describes the Miracle Mile Regional Commercial Center as follows: “*Miracle Mile is characterized primarily by numerous high rise office buildings, mid to low rise apartments, single-family areas south of 8th Street, entertainment centers, museums, and regional shopping complexes.*” This dynamic commercial center provides opportunity for a variety of uses including high-rise buildings and multi-family residential apartments. The Land Use Plan Policies and Programs section of the Wilshire Community Plan also contains several Goals, Objectives and Policies with which the Project is also consistent:

### **Residential Goals, Objectives and Policies**

**Goal 1:** *Provide a safe, secure, and high quality residential environment to all economic, age, and ethnic segments of the Wilshire community.*

**Objective 1-1:** *Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010.*

**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 Applicant proposes to provide safe, secure and high quality housing for a diverse population of the Wilshire community. The creation of 348 dwelling units on a site that is primarily occupied by surface parking areas and outdated commercial buildings allows new housing without jeopardizing existing housing resources. The new development promotes a safe and secure environment by activating the streets with a 24-hour per day population. The new 348 residential units would provide a supply of much needed housing to meet the needs of a diverse group of potential residents. By virtue of its close proximity to several public transit options, the Project is likely to attract a wide range of potential residents, including younger, childless office workers, and professionals seeking proximity to work and cultural and entertainment attractions. Older residents who no longer have children living at home and now seek the opportunity of living in a vibrant urban center will be able to be less reliant on the use of the automobile and to walk to neighborhood retail and service options. Of the 348 new dwelling units, 110 dwelling units (32%) are two-bedroom units, attractive to families who want to live an urban lifestyle.

**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 public transportation centers.*

This Objective and Policy both seek to establish multiple-family housing in proximity to mass transit systems. This is precisely what the proposed Project achieves. Residents of this development would have easy access to several public transit options. Metro Rapid Bus Line

720 runs east-west on Wilshire Boulevard, connecting to the numerous other commercial corridors along Wilshire, where additional transit options are available. Metro Rapid Bus Line 720 is a major bus route with peak-hour headways of 15 minutes or less. In the near future, the intersection of Wilshire Boulevard and La Brea Avenue, two blocks from the Project Site, will become a major transportation hub when the Metro Rail Purple Line extension reaches the area.

This availability of convenient public transit is likely to encourage many residents to reduce vehicular trips. Many residents will desire to live in a development where they have the opportunity to commute to work by public transit, in addition to the convenience of being able to shop and to attend cultural and entertainment events with greater ease. The Project Site is located within easy walking distance of several mass transit options that would provide transportation to employment centers and to other parts of the City.

***Policy 1-4.3:*** Encourage multiple family residential and mixed use development in commercial zones.

Wilshire Boulevard is a vibrant commercial corridor where properties are generally zoned commercial and developed with commercial uses or mixed-use buildings. Encouraging multiple-family residential and mixed-use development in commercial zones is a policy response that bears similarity to policies encouraging higher density residential uses near major public transportation centers. The proposed Project is the type of mixed-use development that should be encouraged in commercial zones given the close proximity to several transit options that would afford residents easy access to employment centers, schools, shopping, entertainment and dining opportunities.

### **Commercial Goals, Objectives and Policies**

***Goal 2:*** Encourage strong and competitive commercial sectors which promote economic vitality and serve the needs of the Wilshire Community through well-designed, safe and accessible areas, while preserving historic and cultural character.

***Objective 2-1:*** Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services within existing commercial areas.

***Policy 2-1.1:*** New commercial uses should be located in existing established commercial areas or shopping centers.

***Policy 2-1.2:*** Protect existing and planned commercially zoned areas, especially in Regional Commercial Centers, from encroachment by stand alone residential development by adhering to the community plan land use designations.

***Policy 2-1.3:*** Enhance the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.

The commercial component of the mixed-use Project would promote the economic vitality and serve the needs of the Wilshire Community. The Project Site is located in a Regional Center land use area, and the development of a mixed-use Project would protect this commercially zoned area from residential development that reduces commercial opportunities. The presence of residents in 348 new residential units within a mixed-use Project would preserve and strengthen

viable commercial development and create new opportunities for retail businesses serving the existing neighborhood as well as support the needs of new local residents, while remaining compatible with and drawing inspiration from the aesthetic of the neighborhood.

**Objective 2-2:** *Promote distinctive commercial districts and pedestrian-oriented areas.*

**Policy 2-2.3:** *Encourage the incorporation of retail, restaurant, and other neighborhood serving uses in the first floor street frontage of structures, including mixed use Projects located in Neighborhood Districts.*

Introducing a new mixed-use Project with residential units and retail spaces would serve to promote a distinctive commercial district while simultaneously stimulating the pedestrian activity that would serve to activate the streets. Given the Project's location along a commercial corridor in close proximity to several transit options, the Project Site is a pedestrian-oriented area that would benefit from rejuvenating an outdated commercial building with a vibrant commercial and residential property.

For the reasons listed above, the proposed Project furthers the objectives and policies of the Wilshire Community Plan.

**2. The Project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties.**

The Project is designed to be compatible with both the existing and future development of neighboring properties and the surrounding neighborhood. In the immediate vicinity of the Project Site, the surrounding uses include mid- and high-rise commercial buildings as well as low-rise multi-family residential buildings. The Project Site is located within the Miracle Mile commercial corridor on Wilshire Boulevard. The Miracle Mile commercial corridor includes an eclectic mix of architectural styles including a notable concentration of Art Deco and Streamline Moderne buildings, as well as examples of Mid-Century Modern architecture. From Fairfax Avenue to Sycamore Avenue, there are several Mid-Century Modern high rise commercial office buildings including the California Federal Plaza Building (5650 Wilshire Boulevard), Prudential Square (5779 Wilshire Boulevard), Mutual Benefit Life Plaza (5950 Wilshire Boulevard), and Lee Tower (5455 Wilshire Boulevard), all of which have been identified through SurveyLA as excellent examples of the Corporate International style. The Project draws inspiration from these high-rise buildings, in addition to the vertical lines and curvilinear forms of the earlier Art Deco and Streamline Moderne buildings along the Miracle Mile, all of which embody a spirit of innovation through architectural design, which is also exhibited in the more recent designs for the Peterson Museum and the proposed LACMA Building for the Permanent Collection.

Additionally, the Project will preserve and rehabilitate the existing facades of the Sontag Building currently occupied by Wilshire Beauty Supply. This building was originally constructed in the 1930s and exhibits Streamline Moderne design. The rehabilitation of these facades, including the removal of noncontributing alterations that detract from its historic character, will conserve and strengthen the Art Deco and Streamline Moderne character of the Miracle Mile. The rounded edges and corner windows also influence the Project's curvilinear design.

The Project includes a commercial ground level below a three-story podium. The ground level is approximately 18 feet in height. Along Wilshire Boulevard, the ground floor is designed with

storefront glazing above 18 inches from the sidewalk consistent with the Community Design Overlay. The ground floor is covered with a textile awning to further break the building down into smaller pedestrian scale components.

The podium exterior skin employs a curvilinear geometry with juxtaposed horizontal lines, which provides visual interest and a transition in scale to the adjacent 5401 Wilshire Boulevard building. The podium will extend beyond the footprint of the ground floor to differentiate the ground floor from the podium. Soft continuous lighting will be incorporated into the podium curves to complement and highlight the unique volume at night. The top of the podium reaches 48 feet in height.

Stepbacks and tiering of buildings, especially in a manner with a tower atop a podium, is also an effect synonymous with the massing of Art Deco buildings, such as 5225 Wilshire Boulevard at the corner of Wilshire Boulevard and La Brea Avenue. This massing scheme furthers the Project's compatibility with the surrounding built environment.

The Project will provide off-street parking in a three-story subterranean automated parking structure and in the above ground parking podium. In the subterranean garage, 407 parking spaces will be provided for the Project residents and commercial tenants. In the podium, 70 parking spaces will be provided for the commercial uses and residential guests. The Project will also provide 172 long-term bicycle parking stalls and 28 short-term bicycle parking stalls.

Vehicle access to the Project will be provided from the side streets, Cochran Avenue and Cloverdale Avenue. Off-street access for ride hailing services, deliveries and loading is provided on the ground floor via a street-to-street porte-cochere from Cochran Avenue to Cloverdale Avenue. Trash collection is also proposed from the porte-cochere area.

The Project will provide 5,633 square feet of landscaping throughout its open space areas and 93 trees. At the ground level, the Project proposes street trees and a landscaped parkway (subject to change based on approvals from various agencies) to improve the pedestrian environment and complement the landscaping of the Wilshire Boulevard median and south sidewalk landscaping on this block. The Project will provide a portion of its open-to-the-sky open space on the roof of the rehabilitated 5401 Wilshire Boulevard building and will subsequently landscape the building's roof generously. The Level 4 podium deck allows the greatest opportunity for landscaping including trees, shrubs and ground cover. Although the podium landscaping may not be visible from street, the outdoor landscaping will reduce the heat island effect and increase biodiversity in the area.

The impetus for the first wave of development in this area of Los Angeles was the automobile, with Wilshire Boulevard providing a means for new development outside of Downtown Los Angeles. The Project is also transit oriented, but as the planning of cities moves away from the private vehicle and toward multi-modal transportation opportunities, the Project is enabled by the transit enhanced neighborhood. As contemplated by the Purple Line Transit Neighborhood Area Plans, it is anticipated that future development will continue to increase residential density around the Wilshire/La Brea Purple Line Metro Station.

### **3. Any residential Project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.**

The Project will provide at least 30,040 square feet of outdoor and indoor open space throughout the building and Project Site. The Project will provide 7,510 square feet (25%) of its required open

space on the fourth and fifth levels with recreation rooms such as a fitness center and a library. Outdoor common open space will be provided on the rooftop of the rehabilitated 5401 Wilshire Boulevard building, on Level 4, and on the rooftop of the clubhouse. The rooftop of the rehabilitated building will include 3,258 square feet of open space. The Level 4 podium deck will provide 14,193 square feet of open space featuring recreational amenities including a pool & spa and sitting areas. The rooftop of the clubhouse will provide 5,079 square feet of open space featuring a lap pool and bocce ball court. Approximately 5,633 square feet, or 25%, of the provided outdoor common open space will be landscaped.

## **FINDINGS FOR COMMUNITY DESIGN OVERLAY PURSUANT TO LAMC SECTION 13.08.E**

The Miracle Mile Community Design Overlay District (CDO) applies to commercially zoned areas along Wilshire Boulevard between Fairfax Avenue to the west and Sycamore Avenue to the east. The Miracle Mile CDO Design Guidelines & Standards document (the “CDO Guidelines”) sets forth guidelines for public and private development Projects in the CDO area.

### **1. The Project substantially complies with the adopted Community Design Overlay Guidelines and Standards.**

In the “Miracle Mile Background” section, the CDO Guidelines set forth the intention that the CDO “preserve the existing Art Deco architecture and insure that new construction is consistent with the *spirit* of the District.” The Project, which includes a new Art Deco inspired mixed-use building and the rehabilitation of the façade and reconstruction of 5401 Wilshire Boulevard, a contributing historic resource in the CDO identified in Appendix A of the CDO Guidelines, would help preserve and enhance the Art Deco architectural fabric in the CDO.

The new mixed-use development includes the demolition and redevelopment of the single commercial “Staples Building” located at 5407 - 5425 Wilshire Boulevard. Although the historical antecedents to this building are listed in Appendix A of the CDO Guidelines, the building(s) has been dramatically altered throughout the years. Originally three separately buildings, an extensive renovation in 1991 combined the three buildings into one structure now occupied by Staples. The renovation altered the buildings’ key character-defining features by closing the storefronts and pedestrian entrances facing Wilshire Boulevard, relocating the primary entrance to the rear surface parking lot and adding a new saucer-like architectural feature above the building’s corner at the intersection of Wilshire Boulevard and Cochran Avenue. The Project would demolish this building and redevelop the Project Site with a new building that would remain consistent with the spirit of the CDO by employing Streamline Moderne language within a contemporary, high-quality building that is oriented to the Wilshire streetscape and revives the pedestrian-oriented storefronts.

The CDO Guidelines describe the Streamline Moderne style of the Art Deco movement as emblematic of a shift from the opulence of the 1920s to the austerity of the 1930s. “Architectural shapes of this style shifted from a vertical to a more horizontal orientation. Buildings became heavy and blocky, with a monumental column, evidence of the change in attitudes from the frivolous and decorative to those of strength and security. . . . Buildings were constructed to resemble modern age machinery: airplanes, trains and ocean liners. Aerodynamic curves and industrial materials created an appearance of movement” (CDO Guidelines, Appendix B).

The Project interprets the Streamline Moderne style through the eyes of the 21<sup>st</sup> century. Employing cutting edge technologies of the 21<sup>st</sup> Century, including automated vehicle parking and a breathable tower skin, the Project embodies the spirit of the modern machine age. Although the Project avoids the heaviness of some 1930s architecture by incorporating a slender tower, the Project design incorporates the horizontal orientation described in the CDO Guidelines by including simple linear ornamentation, cantilevered awnings and level rooflines. The Project’s strong ground floor and podium underscore the building’s horizontal orientation while the tower creates a vertical emphasis reminiscent of the 1920s, when resources were available for more decadent construction. The Project is designed to mirror the southerly adjacent Dominguez Wilshire Building (5410 Wilshire Boulevard) with a podium of comparable height and vertical emphasis atop the podium. Appendix B of the CDO Guidelines describes this vertical emphasis

as “a representation of the optimistic view that man can accomplish anything.” Additional Streamline Moderne design features include rounded edges, corner windows, flat roofs, metal-framed windows, curved awnings, smooth wall finishes and metal window trim. Through the use of these character defining features, the Project design embodies the spirit of the 1930s without directly replicating buildings from the past.

The CDO Guidelines neither contemplate nor dictate that all new construction directly replicate buildings from the past. In the Introduction to the CDO Guidelines, the document sets forth “the intent of the CDO . . . to provide guidance and direction in the design of new and rehabilitation of existing buildings and storefronts in order to improve the appearance, enhance the identity and promote the pedestrian environment of the District.” The Goals of the CDO listed in Section 2 of the CDO Guidelines expand upon these ideas. These goals include 1) promoting development that preserves and enhances the physical appearance of the corridor, 2) encouraging development that adds to a pedestrian friendly retail environment and contributes to the safety and comfort of both pedestrian and automobile traffic, 3) insuring a high degree of design quality and 4) preserving architecturally significant buildings.

The Project would improve the appearance, enhance the identity of the district and promote the pedestrian environment of the Miracle Mile. The appearance of the District would be improved through preservation and rehabilitation of the existing Sontag Building facades located at 5401 Wilshire Boulevard to preserve its Art Deco origins, as well as by the high-quality design and construction of a new 42-story mixed-use tower that evidences a contemporary use of Art Deco and Streamline Moderne vocabulary.

The Project would enhance the identity of the district by preserving the Streamline Moderne facades located at the Sontag Building and by redeveloping an outdated retail store into a mixed-use development that has used the Sontag Building as inspiration for its design. The Project’s ground floor is designed for street-facing commercial uses, which would utilize ample transparent building elements to allow interaction between commercial uses and the pedestrian environment and enhance eyes-on-the-street.

The pedestrian environment would be dramatically improved from current conditions. The existing Staples Building at 5407 - 5425 Wilshire Boulevard presents a solid wall facing Wilshire Boulevard, with its primary pedestrian entry oriented toward the rear of the Project Site in the surface parking lot. The ground floor elements of the new building will orient toward Wilshire Boulevard with pedestrian-focused entries and revived storefront facades reminiscent of the area’s historic predecessors including contemporary curved awnings.

Additional pedestrian safety elements provided by the Project include an innovatively designed landscaped parkway with street trees to provide a barrier between the roadway and the pedestrian pathway, widened sidewalks along Cochran Avenue and portions of Wilshire Boulevard and the location of vehicle access points on the side streets. Additional pedestrian amenities include 7 proposed street trees (no street trees currently exist on the Project Site) and 5 Canary Island Date Palms (subject to approval by Urban Forestry), as well as public benches and specialty pavers around the entire Project Site. The unique row of Canary Island Date Palms at the Dominguez Wilshire Building which help create a unique urban space on Wilshire Boulevard while travelling between the two buildings.

The Project is therefore consistent with the intent and goals of the CDO. The Project also substantially complies with the guidelines and standards set forth in the CDO Guidelines:

## **Section 5. A. Building Orientation**

**Guideline 1:** *Orient buildings towards Wilshire Boulevard and adjacent cross-streets in order to encourage pedestrian activity along the sidewalks of the Miracle Mile and facilitate pedestrian access to and from the sidewalk to adjacent properties.*

The Project is oriented toward Wilshire Boulevard and both adjacent cross-streets, Cochran Avenue and Cloverdale Avenue. The Project deploys ground floor commercial uses oriented toward all street frontages. Primary pedestrian access to the Project's residential lobby as well as to the proposed café will be provided on Cochran Avenue. The Wilshire Boulevard frontage features two new retail entries and one enhanced entry to the retail parking/residential tower and (see sheet PL-313 for entry diagram). The corner entry at the Wilshire Boulevard and Cloverdale Avenue intersection would also be rehabilitated. Two additional retail entries would be located on Cloverdale Avenue. In total, the Project includes seven pedestrian entries to encourage pedestrian activity along the sidewalks (see sheet PL-401 for an entry diagram).

The Project Site encompasses the entire block from Cochran Avenue to Cloverdale Avenue along Wilshire Boulevard, so pedestrian access to and from adjacent commercial properties on Wilshire Boulevard requires crossing public streets. Both Cochran Avenue and Cloverdale Avenue are currently improved with stoplights and painted crosswalks for pedestrian safety. The proposed streetscape improvements allow for safer pedestrian access for patrons and customers to access the commercial uses and transportation infrastructure along Wilshire Boulevard.

**Standard 1:** *Projects with rear lot lines abutting a street, alley, or parking lot should incorporate pedestrian entrances at the rear lot line in addition to those on Wilshire Boulevard.*

The Project Site encompasses the entire block from Cochran Avenue to Cloverdale Avenue along Wilshire Boulevard and the Project Site is considered a through lot with front yards oriented toward Cloverdale Avenue and Cochran Avenue. The side yards are oriented toward Wilshire Boulevard and an interior property line abutting the [Q]C2 zone. The Project would provide pedestrian entrances along all street frontages, but no pedestrian entry would be provided along the rear property line because it is not a public right-of-way.

## **Section 5. B. Circulation**

**Guideline 2:** *Provide easy sidewalk access to pedestrians by locating vehicle access and loading areas where there will be minimal physical or visual impact on pedestrians, the flow of traffic, and/or adjacent uses.*

**Standard 2a:** *All vehicular entrances should be located off of a side street or an alley in order to minimize pedestrian and vehicular conflicts.*

Vehicle access would be provided from the side streets, Cloverdale Avenue and Cochran Avenue, instead of from Wilshire Boulevard, to facilitate a safer pedestrian network on Wilshire Boulevard. Furthermore, passenger and commercial loading will take place off-street in a porte-cochere that extends from Cochran Avenue to Cloverdale Avenue to eliminate curbside competition on all street frontages.

Vehicular conflicts have been eliminated within the building as well, with separate vehicle access points for commercial parking, residential parking and a rideshare/loading area. The

rideshare/loading access is designed with one-way access from Cochran Avenue to Cloverdale Avenue. The Cochran Avenue frontage maintains a minimum 13-foot 3.5-inch sidewalk and distinguishes the pedestrian pathway from driveway apron to promote pedestrian safety (see sheet PL-314 of the architectural drawings). Once vehicles enter the Project, rideshare and passenger loading functions are guided toward the residential lobby so passengers can access the Project entry without needing to cross vehicle traffic. Other vehicles accessing the Project for loading purposes are provided a separate lane to not interfere with passenger loading (see sheet PL-101 of the architectural drawings).

**Standard 2b:** *Walkways for pedestrian access should be provided between parking areas and the Project.*

All parking will be located on-site. Residents, guests, employees and patrons would park on-site as parking is provided to accommodate all of the uses and not compete with street parking resources on the adjacent residential side streets. Pedestrian connections from the above ground/traditional parking area to the commercial uses would utilize an elevator and stairs from the above-ground traditional parking area to a ground floor lobby on Wilshire Boulevard. As a result, all patrons accessing the Project by vehicle walk within the Project itself to the elevator. Once patrons arrive on the ground floor, they exit onto Wilshire Boulevard in order to access the individual storefronts. As a result, even those who use a vehicle to access the Project are still integrated into the Miracle Mile pedestrian experience.

**Standard 2c:** Passenger loading zones located on the street should not impede foot traffic or sidewalks.

Passenger and commercial loading would take place off-street in a porte-cochere that extends from Cochran Avenue to Cloverdale Avenue, thereby eliminating curbside competition on all street frontages. See above for a more detailed description or see sheet PL-101 of the architectural drawings.

**Standard 2d:** Parking lots and structures should be designed to provide safe pedestrian circulation between parked vehicles and the primary building through the use of clearly marked pedestrian walkways, stop signs, speed bumps, lighting, or other similar measures.

All Project parking would be located on-site. Residents, guests, employees and patrons would have the ability to park on-site as parking is provided to accommodate all of the uses and not compete with residential parking resources on the adjacent side streets. The Project would provide a portion of its parking in a subterranean, fully automated parking facility and an above-ground traditional parking area. The subterranean automated parking system acts as an automated valet. The system would only be accessible to people who have registered to use it, including residents, retail employees and other lessees of parking space (commercial patrons and residential guests would not be able to access the system).

A special sensor placed on the front windshield of a private vehicle permits the system to recognize and allow access to authorized users. Each driver parks their vehicle on a pallet, taps a key fob and exits the system while the system then parks the car. Upon return, the driver taps the key fob and the system retrieves their car. Among its many other benefits, this parking system allows for safe pedestrian activity because it eliminates typical parking lot dangers like vehicles backing out of parking stalls or drivers walking to vehicles alone in parking areas at night. Instead, a driver enters and exits the system through a safe, well-lit vestibule. The vestibule provides

elevator access to the primary residential lobby where internal circulation is available to residential areas or, in the case of commercial employees, to the retail spaces.

The traditional parking located in the above-ground parking area for commercial patrons is designed to provide safe pedestrian circulation between parked vehicles and primary building areas through use of clearly marked pedestrian walkways, stop signs, lighting, and similar measures. Pedestrian connection from the parking area to the commercial uses would be from an elevator and stair access from the above-ground parking area to the ground floor on Wilshire Boulevard through the retail lobby. As a result, patrons accessing the Project by vehicle are still integrated into the Miracle Mile pedestrian experience.

## **Section 5 C. Utility & Service Areas**

**Guideline 3:** *Locate utilities, storage areas, mechanical equipment, fire alarms, sprinklers and other service areas so that they are not visible from the public right-of-way.*

**Standard 3:** *Utilities, storage areas, mechanical equipment, fire alarms and sprinklers installed as part of a new project should be placed to the rear of the site or underground when feasible.*

To the extent feasible, the utilities, storage areas, mechanical equipment, fire alarms, sprinklers and other service areas would be located in areas not visible from the public right-of-way. They are designed to be located in the rear of the Project Site and underground with access from Cochran Avenue and Cloverdale Avenue (see sheet PL-1P1 and PL-101). The transformer and related utilities would be enclosed within the reconstructed Sontag Building (see sheet PL-101). Moreover, the area within the Sontag Building proposed for the transformer would not only be closed, but is designed with a green wall facing the street in lieu of a solid blank wall (see sheet PL-203-3).

## **Section 6. Architecture**

### **A. Articulation**

**Guideline 1:** *Reduce the monotony of large buildings by breaking architectural elements into smaller pedestrian scale components or through use of varied materials, textures or colors, trim, roof lines, canopies and awnings in order to provide variation and visual interest.*

The Project would demolish the existing Staples Building, which was originally three separate buildings that underwent extensive renovation in 1991 that combined the three buildings into one structure. The renovation created a monotonous horizontal building with a landscape setback between the building wall and the pedestrian right-of-way. The Project would redevelop this building into a mixed-use Project designed with a distinctive ground floor streetscape intended to break the larger building into smaller pedestrian-scale components utilizing varied materials, roof lines, canopies, awnings and unique structural articulation to create visual interest.

Although the Project Site encompasses the entire block of Wilshire Boulevard between Cochran Avenue and Cloverdale Avenue, the Project is broken into distinct areas to break the street frontage into smaller components: the Sontag Building rehabilitated façade, the commercial lobby access and the new retail storefronts. Each component incorporates different materials (see sheet PL-203-1). The rehabilitated façade of the Sontag Building consists of smooth troweled

plaster (PL-211 and PL-212). The commercial lobby access is designed with ceramic-patterned glass, metal frame and a distinguishing canopy (see sheet PL-313). The new commercial storefront is composed primarily of clear glass, with a dark graphite gray louver band and framing and canopied entrances (see sheet PL-310).

Each component is also designed to different heights. The Sontag Building is approximately 31 feet in height, the commercial lobby entry framing would achieve approximately 18 feet in height and the metal louvers framing the new commercial storefront system would achieve approximately 14 feet in height (see sheet PL-212 and PL-310). A 3-foot white metal horizontal band above the black metal louver band would extend beyond the footprint of the building. This horizontally oriented juxtaposition amplifies the ground floor and creates vertical layers to reduce visual monotony.

The entries along Wilshire Boulevard to the commercial lobby and new commercial storefront incorporate glass canopies with metal frames and support (see sheet PL-311). The Art Deco-inspired round canopies located above the metal framed glass doors differentiate the entryways from the rest of the storefront system. The 5401 Wilshire Boulevard building's rehabilitated storefronts would be improved with awnings above the storefronts (sheet PL-312).

The building's interaction with the public right-of-way also reduces the visual monotony that would be created by a bulkier, flat façade. The new construction includes a curvilinear building footprint, with proposed sidewalk pavers extending from the curb to the building footprint such that the sidewalk width changes as pedestrians pass the building frontage (see sheet PL-101 and PL-203-1). This unique material and paving articulation, in addition to the above-mentioned design features, break the Project into smaller pedestrian scale components.

***Standard 1a:*** *The incorporation of expressed architectural bays should be encouraged to break up large unbroken surfaces along the street wall.*

The CDO Guidelines define "architectural bays" as "the area enclosed by the storefront cornice above, piers on the side and the sidewalk at the bottom." The Project accomplishes contemporary architectural bays in several ways. First, in a more traditional sense, the ground floor retail glass wall is designed with elegant metal door entry frames associative of earlier retail periods of the Wilshire Boulevard history. Second, the curvilinear footprint of the building is not parallel to the street curb. This interaction between the building and the curb reshapes the pedestrian experience and acts as an alternative to traditional architectural bays by breaking up the street wall through non-linear articulation. Lastly, the podium extends beyond the building footprint toward the sidewalk along Wilshire Boulevard, which creates a covered bay-like area (shadow from the covered area is depicted on sheet PL-101). Thus, the intent of this standard is also satisfied through the use of alternative architectural design features.

***Standard 1b:*** *All Projects should provide horizontal architectural treatments and/or facade articulations such as cornices, friezes, balconies, piers, awnings, pedestrian amenities, or other features for the first 30 feet of building height.*

See sheets PL-203-1 and PL-212 for enlarged elevations of the first 30 feet of the building oriented toward Wilshire Boulevard, and sheet PL-310 for an enlarged wall section with detailed materials and elevations. These sheets illustrate the horizontal architectural treatments and façade articulations within the first 30 feet of building height.

Portions of the Project containing new construction utilize a metal band extending from the ground to a height of 18 inches. From 18 inches to approximately 11 feet, the proposed glass storefront system will be punctuated with storefront entries and metal entry canopy structures. Between approximately 11 feet and approximately 14 feet, a dark graphite gray metal louver system is proposed. The metal louvers provide a window trim for the ground floor before transitioning to the podium facade. This system is also aligned with the top of the storefront system and awning on the rehabilitated Sontag Building.

Between 14 feet and approximately 19 feet, a bone white smooth metal panel is proposed. Above 19 feet and extending beyond 30 feet, a podium screen is proposed. The screen is made as a horizontal frieze with Art Deco-inspired expressed diagonal textures. The podium design carries the horizontal language of the existing Sontag Building. Thus, the new construction would provide several layers of juxtaposed horizontal architectural features within the first 30 feet of the building's height.

***Standard 1c:*** *Projects with forty linear feet or more of building frontage should provide vertical architectural treatments and/or facade articulations such as columns, pilasters, indentations, storefront bays, windows, landscaping, or other feature at least every thirty feet on center. The vertical break shall be at least two feet in width.*

The Project looks to the Sontag Building, the Streamline Moderne building located at 5401 Wilshire Boulevard, for design inspiration. The character-defining features of the Streamline Moderne design period of the 1930's focused on horizontal movement as opposed to vertical movement from the Art Deco design period of the 1920's. As a result, the Project's vertical treatments are more subtle than the more clearly defined horizontal treatments described above.

The Project Site includes approximately 260 linear feet along Wilshire Boulevard. The development consists of approximately 240 feet of linear frontage along Wilshire Boulevard given the widths of the sidewalk along Cochran Avenue and Cloverdale Avenue. The new construction would occupy approximately 170 feet of linear frontage and the frontage of the Sontag Building extends approximately 70 feet of linear frontage. The Project proposes to rehabilitate the existing Sontag Building frontage, so only the 170 feet of new construction is analyzed below.

Along the ground floor, three canopied storefront entries, each greater than six feet in width, vertically interrupt the curved glazed façade along the ground floor every 50 feet. The Project proposes four Canary Island Date Palms (subject to approval by Urban Forestry) within the public right-of-way that would create a vertical punctuation at approximately every 40 feet. The combination of alternating entry canopies, glazing and landscaping provide vertical treatments.

Additionally, the Project accomplishes the overall intention of articulating the street wall through the curvilinear vocabulary of the entire façade. Since the building footprint is not parallel to the street curb and the podium level is juxtaposed above the ground floor footprint, the Project avoids creating a flat unarticulated street wall.

***Standard 1d:*** *Balconies fronting Wilshire Boulevard and/or the side streets setback less than 30 feet from Wilshire Boulevard are generally discouraged because of the historic context of Wilshire Boulevard as a major commercial corridor. Notwithstanding the above, small decorative balconies that protrude 30 inches from the building wall and are no more than 12 feet in length may be included.*

No balconies are proposed.

## **Section 6 B. Building Continuity**

**Guideline 2:** *Maintain building openings that enhance building design and continuity, as well as the pedestrian experience.*

**Standard 2:** *Buildings should generally be designed to maintain a continuous street wall along the length of a block except to accommodate building articulation pursuant to Guideline 1.*

The Project is designed to maintain a continuous street wall along the length of the block. Building articulation at the ground level has been reimagined with a curved building footprint that allows for architectural articulation while maintaining a continuous storefront system. Horizontal architectural elements are designed to align with the adjacent 5401 Wilshire Boulevard building to create a continuous experience while the overall undulating storefront will provide several pedestrian entrances and articulated elements as contemplated by Guideline 1.

**Section 6 C. Entry Treatment Guideline 3:** *Construct a dominant Wilshire Boulevard entryway to reinforce the character of the building, add visual interest, break up the monotony of flat surfaces, add a vertical element to break up the facade of the building and create an inviting entrance.*

The Project would demolish the existing building located at 5411 Wilshire Boulevard (Staples Building), which presently directs its primary entrance toward the surface parking lot to the rear of the site and places little-used emergency exits toward Wilshire Boulevard. The Project would redevelop the Project Site with a new mixed-use building including up to 14,634 square feet of ground floor commercial uses. These commercial uses include both the retail portions of the redeveloped 5411 Wilshire Boulevard and the rehabilitated Sontag Building.

Commercial parking and residential tower access would be provided from an elevator vestibule that delivers patrons to and from Wilshire Boulevard. The entry to the elevator vestibule (residential tower and commercial parking) would be the dominant Wilshire Boulevard entryway, and would utilize different visual elements from the commercial storefront system to the west and the rehabilitated frontage of the Sontag Building to the east.

Note, the primary residential lobby is accessed from Cochran Avenue because the Los Angeles Fire Department requires the primary address to be from Cochran Avenue and the lobby is associated with the primary address.

**Standard 3a:** *A dominant entryway fronting Wilshire Boulevard that is differentiated from the building facade and provides a distinctive use of architectural treatments, materials, or special lighting should be constructed.*

The dominant Wilshire Boulevard entry, centrally located with access to the residential tower and parking areas, would be located between the structural curve of the new storefront system and the rehabilitated plaster façade of the Sontag Building (see sheet PL-203-1 and PL-212). The proposed ceramic covered glass is distinguished from the transparent glazing lining the new retail area and the existing plaster walls, creating a materially distinct entry.

**Standard 3b:** *Buildings constructed on a corner should place the dominant entry on the corner at a diagonal. The use of a curvilinear element for this entryway is strongly encouraged.*

The existing corner entry at Cloverdale Avenue would be retained within the rehabilitated façade of the Sontag Building, the dominant entry to that building. Because the Project intends to keep this building in place, it is not practical for this to be the dominant entry for the entirety of the mixed-use Project. A curvilinear corner would be provided at Cochran Avenue, although the dominant entry on Wilshire Boulevard would be located mid-block and the primary residential entry would be located on Cochran Avenue based on LAFD feedback, for project functionality and residents' safety.

**Standard 3c:** *Building entries should be illuminated at night.*

The building entries would be illuminated at night. Please see lighting plan.

**Standard 3d:** *Doors should be comprised of non-tinted clear glass, which is free of temporary signage and/or other types of materials that may obstruct visibility.*

Door and windows will be transparent and free of temporary signage. The storefront system will utilize a low iron glass, triple-silver coated solar control low e glass with 68% visible light transmission to allow for an unobstructed experience between the pedestrian in the public right-of-way and the patron or employee of the ground floor commercial uses.

#### **Section 6 D. Roof Lines**

**Guideline 4:** *Design new buildings to achieve consistency by creating continuity between the heights of adjacent roofs, parapets, and cornices.*

See sheet PL-200-1. The Project creates many layers of consistency both between the new construction and the rehabilitated Sontag Building facade as well as between the new construction and the adjacent buildings located across Cochran and Cloverdale Avenues and Wilshire Boulevard.

The horizontal metal band framing the ground floor storefront system and the Project's entry canopies maintain heights that are consistent with the height of the awning of the Sontag Building. The height of the dominant Wilshire Boulevard entry with ceramic-covered glass and framing will be aligned with the horizontal features of the Sontag Building.

The top of the Project's podium would achieve an overall height of 48 feet, which is consistent with the height of the 5371 Wilshire Boulevard building. The approximately 63-foot podium of the 5455 Wilshire Boulevard building is out-of-scale with surrounding buildings and the Project does not propose consistency with this podium height.

**Standard 4a:** *Roof lines should be designed to reflect the prevailing styles of the Miracle Mile 1) a relatively consistent horizontal cornice with a dominant vertical architectural element to pierce the roof line similar to the Dominguez Wilshire Building at 5410 Wilshire Blvd. or 2) a collage affect with clearly juxtaposed roof lines that have a repetitive element.*

The design of the building's mass and rhythm has drawn inspiration from the surrounding environment, especially the Sontag Building on the Project Site. The Project references the

Streamline Moderne design style in horizontal design elements and juxtaposed roof lines and repetitive elements. The roofline of the Sontag Building, the curvilinear extension of the podium over the ground floor footprint and the residential tower setback all contribute to the clearly juxtaposed rooflines. Metal band cornices are designed into the ground floor storefront and the podium design. However, the roof-piercing vertical element is not employed at the podium level as it is not an appropriate design feature for the Project. The tower parapet includes individual vertical elements designed to overlap resulting in a unique building design that will not only complement the Miracle Mile, but also contribute to the architectural notoriety of the Los Angeles region as a whole.

Dominant vertical architectural elements are included such as the verticality of the residential tower, which is reflective of the Miracle Mile's history in buildings such as Dominguez Wilshire and the Wilshire Tower (The Desmond).

**Standard 4b:** *Severe roof pitches that create prominent out-of-scale building elements should be avoided.*

Severe roof pitches are not proposed.

#### **Section 6 E. Exterior Surface Materials**

**Guideline 5:** *Select building materials to reduce building mass, create visual interest, and complement the existing historic resources of the Miracle Mile.*

The surrounding built environment in the Miracle Mile spans time periods that range from the pre-historic tar pits to the futuristic panels on the Peterson Museum. The Project will complement the complexity of the surrounding resources by utilizing metal, ceramic, plaster and high-performing glass to create a distinctive building form. These elements especially complement the distinctive materials palette of the concentration of Art Deco and Streamline Moderne buildings along the Miracle Mile, as well as the many Mid-Century Modern and Corporate International style buildings (identified as historic resources through SurveyLA) that line the corridor. See sheet PL-810 for the materials board.

**Standard 5a:** *The base of a building (the first two to five feet above the sidewalks) should be differentiated from the rest of the building facade with treatments such as change in material and/or color.*

The base of the new construction is designed in compliance with the [Q] Condition from Ordinance No. 176,332, which requires the ground floor façade of all buildings be comprised of a minimum of 60% glazing and that the bottom of a storefront cannot be lower than 18 inches from the sidewalk.

**Standard 5b:** *The exterior facade of low-and mid-rise buildings should incorporate no more than three complementary building materials including but not limited to glass, tile, stucco or stone.*

The exterior façade of the residential tower would include metal, concrete and glass.

**Guideline 6:** *Add visual interest and create a feeling of openness by incorporating windows with architectural defining features such as window frames, sashes, muntins, glazing, paneled or decorated jambs and moldings.*

The Project is designed with ample glazing to create a feeling of openness. The Project design utilizes a decorative ceramic material to add visual interest.

**Standard 6a:** *Street facing, ground floor windows should be comprised of non-tinted, clear glass.*

See sheet PL-201 and PL-202 for overall elevation materials. All windows will be comprised of non-tinted, clear, high performing glass. See sheet PL-403 for inspiration of ceramic pattern designs. See sheet PL-404 for enlarged examples of ceramic patterns. Overall, see sheet PL-810 for a material board.

**Standard 6b:** *Windows of high-rise buildings should be comprised of non-tinted, clear glass.*

All windows will be comprised of non-tinted, clear, high performing glass.

### **Section 6 G. Storefronts**

**Guideline 7:** *Promote an active pedestrian district by incorporating attractive and functional storefronts into new construction.*

The Project will feature ground floor commercial uses with attractive and functional storefronts with non-tinted clear glass storefront glazing system and multiple pedestrian entrances from the street.

**Standard 7a:** *Multiple storefronts within a single building should be architecturally consistent, but defined and separated through structural bays, horizontal lintels, vertical piers or other architectural features at 20-30 foot intervals.*

The new construction includes only one proposed commercial space, with two storefront entries. Additionally, the new construction includes pedestrian access to the above-ground parking and residential tower. All three of these entries along Wilshire Boulevard are architecturally consistent and defined by 6-foot wide vertical door portals and by Streamline Moderne-inspired canopies. The storefronts in the rehabilitated 5401 Wilshire Boulevard building facades will resemble the current storefront as it exists today.

**Standard 7b:** *Individual storefronts should not be used for storage or left empty without window displays.*

Individual storefronts will not be used for storage or left in an unattractive fashion.

### **Section 6 H. Color**

**Guideline 8:** *Use a color palette which complements adjacent buildings and promotes the Art Deco identity of the Miracle Mile*

**Standard 8a:** *Bright or intense colors should not be utilized for large areas unless consistent with the historical context of the area as shown in historic documentation.*

**Standard 8b:** Bright colors on architectural detailing, trim, window sashes, doors and frames, or awnings may be used if they are consistent with the historical context of the area as shown in historic documentation.

**Standard 8c:** All vents, gutters, down spouts, etc. should be painted to match the color of the adjacent surface, unless being used expressly as trim or an accent element.

The Project will use a color palette which complements adjacent buildings. The surrounding buildings use black, white and tan colors. The Project proposes a color spectrum from black to white with greys and other complementary colors. No bright colors are proposed. All vents, gutters, down spouts, etc. will be painted to match the color of the building.

### **Section 6 I. Awnings and Canopies**

**Guideline 9:** Add awnings or canopies to provide variation to simple storefront designs in order to establish a horizontal rhythm between structures where none exists and add color to a storefront

**Standard 9a:** The size, scale and color of the awnings should be compatible with the rest of the building and should be designed as an integral part of the building architecture.

**Standard 9b:** Barrel awnings are strongly discouraged.

**Standard 9c:** Awnings and canopies should be constructed of high quality, substantial materials which must be durable and fade resistant and maintained in good condition and replaced periodically

**Standard 9d:** Canopies and awnings that span an entire building are discouraged. The careful spacing of awnings that highlight certain features of a storefront or entryway are encouraged

The Project would include durable horizontal textile awnings above individual commercial entries of the Sontag Building. Glass and metal canopies are proposed over the new entries on Wilshire Boulevard. The scale of the awnings is intended to break the building down to a pedestrian level, and the new canopies are designed as a continuous and integral part of the ground floor design. Barrel awnings are not proposed.

### **Section 6 J. Ground Floor Lighting**

**Guideline 10:** Incorporate lighting into the design not only to accentuate architectural features, but to provide a safe environment for pedestrian activity.

**Standard 10a:** Lighting should be shielded to prevent glare

**Standard 10b:** Intense lighting which is used solely for advertising purposes should not be used.

**Standard 10c:** Buildings should be highlighted through “up” lights or accent lights placed on the facade.

The lighting design will both accentuate architectural features and promote a safe pedestrian environment. Lighting will be shielded to prevent glare and spillover onto adjacent private property. The Project does not propose intense lighting for advertising purposes. Soft continuous lighting will be incorporated into the podium curves to highlight the unique volume of the building. Uplighting is proposed to line the ground floor to accent the façade as well as promote pedestrian safety.

### **Section 6 K. Utilities and Mechanical Equipment Screening and Trash Containers**

**Guideline 11:** *Screen or enclose existing utilities, storage areas, mechanical equipment, fire alarms, sprinklers and other service areas with attractive landscaping or architectural barriers*

**Standard 11a:** *Screen or enclose rooftop mechanical equipment by materials that are architecturally integrated with the building.*

**Standard 11b:** *Locate enclosed trash containers at the rear where they are not visible to the public.*

**Standard 11c:** *Trash storage bins should be located within a gated, covered enclosure constructed of materials identical to the exterior wall of the building and screened with landscaping, so as not to be viewed from the public right-of-way.*

The utilities, storage areas, mechanical equipment, etc. will be screened or properly gated in compliance with the standards above. The Project is designed such that any back-of-house use is screened from the public.

### **Section 6 L. Security Grilles**

**Guideline 12:** *Use alternatives to roll down security grilles that are attached to building facades so as not to obscure storefront windows and create a negative atmosphere that detracts from a positive pedestrian environment.*

The Project does not propose security grilles.

### **Section 8. A. Surface Parking**

The Project does not include any surface parking.

### **Section 8. B. Parking Structures.**

**Guideline 2:** *Integrate a parking structure into the overall design of a development through compatible materials, color and architectural defining features.*

**Standard 2a:** *Parking should be located underground where possible.*

**Standard 2b:** *Parking structures should be compatible with the main building through a consistency in building material, color and design.*

The Project includes 348 dwelling units and approximately 14,634 square feet of commercial uses. The Project proposes 395 residential parking spaces or approximately 1.14 parking spaces per unit, all of which would be located in a subterranean automated parking structure with the exception of two ADA Van spaces in the traditional parking area. This subterranean area is restricted by the Metro Purple Line subsurface improvements, so only three levels of subterranean parking are possible. This subterranean parking would be developed as an automated parking system, which would allow the Applicant to maximize the amount of parking available since automated structures do not require ramps or aisles. Automated parking can also be repurposed in the future if Angelenos become less dependent on vehicles as regional public transportation systems expand.

The 14,634 square feet of commercial uses require 82 parking stalls, after the bicycle parking reduction is applied. The Project includes these 82 parking stalls in a traditional self-park area located on Levels 2 and 3. Within these areas, the Project also includes 172 long-term bicycle parking stalls, a 100 square foot bicycle work area and residential amenity/support area that includes back-of-house uses critical to the building's operation. Levels 2 and 3 are designed with complementary building material, color and design as the rest of the building. These levels are structurally articulated through curvilinear articulation and the overall design includes a large frieze with diagonal metal folds.

## **Section 9. Landscaping**

### **Section 9.A Surface Parking Lots**

The Project does not include surface parking.

### **Section 9.B Building Site**

**Guideline 2.** *Landscape the areas surrounding a building including site entrances, walkways and parking lots with small trees, planter boxes and tubs of flowers.*

The Project includes 5,633 square feet of landscaping and at least 93 trees. The Project consists of additional landscaping in the public right-of-way including street trees, ground cover and palm trees.

**Standard 2a:** *Landscaping should not obstruct the pedestrian right-of-way or create inappropriate visual physical barriers for vehicles and pedestrians.*

The Project includes streetscape improvements to enhance the pedestrian right-of-way, including, but not limited to, street trees, public benches and uplighting. Along Wilshire Boulevard, the Project maintains a minimum of approximately 20-foot sidewalk (on both public and private property), which allows ample space for both pedestrians and amenities.

**Standard 2b:** *Landscape plans should include a maintenance plan and be designed by a certified landscape architect.*

The landscape drawings have been prepared by Studio MLA, a design studio that integrates landscape architecture, urban design, and planning to create places that inspire human connection, unite communities, and restore environmental balance. Advocacy is a foundation of Studio MLA's practice – to catalyze ecological and social change with inclusivity and authenticity.

Studio MLA's landscape designs are highly acclaimed. In 2019, the studio received awards from the American Society of Landscape Architects, the Los Angeles Business Council, the American Institute of Architects and the American Society of Civil Engineers, among others. Some notable projects include the Banc of California Stadium, the Los Angeles River Revitalization Master Plan and Dodger Stadium.

***Standard 2c:*** Blank walls or other unattractive areas of a site or building shall be screened with landscaping.

The blank wall of the Sontag Building, which shields the MEP area, is proposed to be a green wall.

***Standard 2d:*** Landscaping should be designed in such a way as to accentuate the architectural features of a building, not detract from them.

The Project is designed to include ample landscaping that accentuates the building's architecture and provides privacy for Project residents. The Project includes substantial soil depths to allow for mature tree growth on Levels 3 and 4. The Project also includes drought-tolerant ground cover.

Along Wilshire Boulevard, the Project proposes Canary Island Date Palms. This not only references the Miracle Mile's legacy of Palm Trees, but mirrors the row of Canary Island Date Palms improved in the public right-of-way in front of the Wilshire Dominguez building across the street.

### **Section 10. Signage**

Signage will be requested under a separate application. Any signage depicted in the architectural drawings is for reference only.

#### **2. The structures, site plan, and landscaping are harmonious in scale and design with existing development and any cultural, scenic, or environmental resources adjacent to the site and in the vicinity.**

The Project is harmonious in scale and design with existing development and any cultural, scenic or environmental resources adjacent to the site and in the vicinity. The Project is designed to be consistent with relevant zoning and development standards in the Zoning Code and the Wilshire Community Plan. The General Plan land use designation is Regional Center Commercial. According to the Framework Element, Regional Centers are "intended to serve as the focal points of regional commerce, identity, and activity... They are typically high-density places whose physical form is substantially differentiated from the lower-density neighborhoods of the City." The Applicant is committed to creating a dynamic and visually appealing Project that improves the conditions of the site, enhances neighborhood character, and provides critically needed housing in close proximity to high-quality public transit. The Applicant proposes to construct a mixed-use high-rise development containing 348 residential units and 14,634 square feet of retail space within the ground floor of the new building. The density and size of the Project satisfies the intent of the Regional Center Commercial land use designation.

The surrounding neighborhood is improved with a variety of commercial uses including offices, retail, and restaurants as well as residential uses. Properties adjacent to the Project Site to the

west, east, and south are zoned [Q]C4-2-CDO. To the west, across Cochran Avenue, is a 24-story commercial building. The property to the east, across Cloverdale Avenue, is improved with a two-story commercial building and the property to the south, across Wilshire Boulevard, is improved with a ten-story commercial building. These buildings represent a variety of architectural design throughout the decades of development along the miracle mile. The architectural design of the Project respects the surrounding Art Deco and Streamline Moderne architecture to be consistent with the Miracle Mile Community Design Overlay.

The architectural design includes a unique curvilinear tower with structural form inspired by the vertical forms and rounded edges of the surrounding architecture. The exterior tower walls are designed such that each glazing unit is overlapped against the next, which provides for both a textured aesthetic and a fully breathable wall. The tower is set back from the podium edges to soften the Project massing from the street level.

The Project includes a commercial ground level below a three-story podium. The ground level is approximately 18 feet in height. Along Wilshire Boulevard, the ground floor is designed with storefront glazing above 18 inches from the sidewalk consistent with the Community Design Overlay. The ground floor is covered with a textile awning to further break the building down into smaller pedestrian scale components.

The podium exterior skin employs a curvilinear geometry with juxtaposed horizontal lines, which provides visual interest and a transition in scale to the adjacent 5401 Wilshire Boulevard building. The podium will extend beyond the footprint of the ground floor to differentiate the ground floor from the podium. Soft continuous lighting will be incorporated into the podium curves to complement and highlight the unique volume at night. The top of the podium reaches 48 feet in height.

Stepbacks and tiering of buildings is also an effect synonymous with the Art Deco architectural shape and can be seen in the 5225 Wilshire Boulevard building at the corner of Wilshire Boulevard and La Brea Avenue. The Project also employs a vertical emphasis with a tower atop a podium, which is also a character defining feature of Art Deco and furthers the Projects compatibility with the surrounding environment.

The northerly adjacent residential neighborhood is improved with low-rise Period Revival multi-family residential buildings. The northerly adjacent residential neighborhood has been identified on Survey LA as the Ridgeley Drive-Detroit Street Multi-Family Residential Historic District as an eligible historic district for being an example of an early Jewish enclave, representing the earliest movement of the Jewish community into the area in the 1920s and early 1930s. The District's period of significance for its Period Revival architecture is 1920 to 1952, which captures its major period of development and the time during which most of its buildings were constructed. The development of the Project does not compromise the integrity of this multi-family residential neighborhood, which was originally constructed adjacent to the Wilshire Boulevard commercial corridor and has historically been characterized as abutting denser development along the commercial corridor. The Project does not demolish any residential units. Additionally, the Project will elevate the livability of the neighborhood by bringing more neighborhood-serving retail and improving the pedestrian environment on Wilshire Boulevard.

Wilshire Boulevard is a designated scenic highway in the Mobility Plan 2035. Scenic highways include many of the City's iconic streets. The scenic feature identified by the Mobility Plan 2035 is the landscaped median. The Project will not alter the landscaped median. The Project will also reinforce the Miracle Mile landscaping by providing Canary Island Date Palms on the north side

of Wilshire Boulevard to match the existing Canary Island Date Palms on the south side of Wilshire Boulevard. The Project does not propose to remove any street trees from Wilshire Boulevard.

### **Miracle Mile [Q] Conditions (Ordinance No. 176,332)**

In addition to the Community Design Overlay District, the City adopted permanent [Q] conditions intended to prevent new construction and/or alterations to existing buildings that have a blighting and degrading affect upon the community and are incompatible with the CDO Design Guidelines.

#### **1. Site Planning**

- a) **New buildings shall be constructed to the sidewalk. Corner buildings shall be constructed to the sidewalks of Wilshire Boulevard and adjacent cross street. Small setbacks from the sidewalk no greater than fifteen feet in depth to accommodate building entries and/or pedestrian-scaled areas such as individual store entries will be permitted. In no case shall the total gross length of these setbacks exceed 20% of the linear frontage of the building fronting Wilshire Boulevard.**

The Applicant proposes to construct a continuous sidewalk from the curb to the building footprint, with the exception of bike racks, pedestrian benches and parkway improvements that help separate the pedestrian right-of-way from the roadway. The Project building footprint respects the 10-foot building line and also provides a varying setback beyond the 10-foot building line for a total of at least approximately 20 feet of sidewalk. Although the building footprint would be setback from the property line, the Project would still construct the sidewalk to the building footprint with a portion of the sidewalk improved on private property.

The Applicant proposes to repave the sidewalk with special pavers from the curb to the building footprint, which would improve both the public and private sidewalk. The sidewalk extension on private property would allow for a greater and safer pedestrian experience while maintaining a strong street wall. See sheet PL-907 of the architectural drawings for a rendered street view of the Wilshire Boulevard pedestrian experience, which illustrates the streetscape.

- b) **All buildings shall have a primary ground floor entrance that serves the building as a whole with at least one (1) secondary entrance for every 100 linear feet of building frontage. In addition, each business fronting Wilshire Boulevard shall have at least one entryway on Wilshire Boulevard, which is open and unlocked during business hours.**

See Sheet PL-402. The Project Site fronts on Wilshire Boulevard, Cloverdale Avenue and Cochran Avenue. In total, the Project has approximately 700 feet of linear frontage along these streets. However, the Project is designed such that the parking, loading and other vehicle activity is located away from Wilshire Boulevard. As a result, only approximately 160 feet of the building façades fronting both Cochran Avenue and Cloverdale Avenue are improved with active uses.

Along Cochran Avenue, the Project is designed with one primary ground floor entrance that serves the building as a whole.

Along Cloverdale Avenue, the Project is designed with three commercial units fronting the right-of-way. The corner unit provides the pedestrian entry facing to the corner. The two other units each provide ground floor pedestrian entrances onto Cloverdale Avenue.

Along Wilshire Boulevard, all proposed commercial units on the ground floor with frontage have at least one pedestrian entrance on Wilshire Boulevard. The ground floor commercial unit in the new construction is designed for one retail space and is proposed to have two pedestrian entrances. The rehabilitated 5401 Wilshire Boulevard building is designed to have two commercial units, one with a pedestrian entrance directly onto Wilshire Boulevard and one entrance oriented toward the corner of Wilshire Boulevard and Cloverdale Avenue (as previously discussed), which will maintain the building's historic pedestrian orientation and Art Deco nature with corner-facing pedestrian entrances.

Additionally, the design envisions a dominant Wilshire Boulevard pedestrian entrance to access the traditional above-ground commercial parking areas, as well as the residential tower. Vertical transportation serves the above ground commercial parking and provides access to Wilshire Boulevard and the commercial units. Thus, all commercial patrons arriving by vehicle will exit to the street in order to enter the commercial units, encouraging all commercial patrons to move along Wilshire Boulevard.

- c) New driveway cuts and/or vehicular points of access off of Wilshire Blvd shall be prohibited except for key lots where no other access is available.**

No new driveway cuts and/or vehicular points of access are proposed off Wilshire Boulevard. All vehicle access is proposed from Cochran Avenue and Cloverdale Avenue.

- d) Ground floor parking stalls incorporated within a building shall be located at least 40 feet behind the building facade for adequately sized storefronts or lobbies.**

No parking is proposed on the ground floor level. Regardless, the vehicle access on Cochran Avenue is proposed approximately 162 feet away from Wilshire Boulevard and vehicle access on Cloverdale Avenue is proposed 166 feet away from Wilshire Boulevard. Thus, no vehicles are proposed within 40 feet of Wilshire Boulevard. See sheet PL-101.

## **2. Circulation**

- a) Loading areas shall be located at the rear of structure.**

All loading areas are proposed off-street, toward the rear of the building and away from Wilshire Boulevard.

## **3. Architecture**

- a) The ground floor facade of all buildings shall be comprised of a minimum of 60% glazing. The bottom of a window or storefront display window shall not be lower than 18 inches from the sidewalk.**

Sheet PL-402 shows that glazing comprises more than 60% of the ground floor facade. Glazing along Wilshire Boulevard is approximately 232 feet of the linear ground floor material. With a street frontage of approximately 245 feet, glazing is approximately 94% of total ground floor facade. Sheet PL-212 shows an enlarged elevation of the ground floor and illustrates that the majority of the ground floor facade is glazing.

Sheets PL-212 and PL-810 illustrate the materials sections for the base of the ground floor facades, distinct from the other portions of the streetscape façade higher than 18 inches. Specifically, the first 18 inches above the sidewalk feature a dark graphite gray metal to contrast with the glazed surfaces.

- b) All floors of a building above the ground floor shall incorporate a minimum of 40% masonry to include smooth finished plaster, brick, concrete, ceramic tile, stone, or metal finishes and a minimum of 20% glazing. The use of heavily textured stucco (combed finish, dash troweled finish, stipple-troweled finish) as the primary exterior for all buildings shall be prohibited. The use of reflective or mirrored glass as part of the facade treatment for high-rise buildings shall be prohibited.**

The Project includes a diverse range of materials including ceramic, metal, precast concrete, plaster and glass. Sheet PL-810 provides an overview of the project materials including smooth troweled plaster, metal and ceramic, as well as glass.

Although the Project appears as a glass tower in a rendering from a distance, the tower's proposed design is extremely intricate with a combination of glass, metal and ceramic. Sheet PL-407 elaborates on the complexity of each window panel, which consists of 53% glass, 19% metal and 28% ceramic.

Sheets PL-405 and PL-406 shows the material surface calculation for the overall elevations of the Project. The south elevation (fronting Wilshire Boulevard) would consist of approximately 50% glass, 35% metal, 15% ceramic and 10% precast concrete, which satisfies the above condition. The other three elevations would also satisfy this requirement.

According to the staff report that accompanied the [Q] Qualified Conditions, CPC-2003-1779-CDO-ZC, the purpose of this specific condition is to maintain the Art Deco nature of the Miracle Mile. In response to this condition, the Project has creatively incorporated prescribed materials in homage to Art Deco architecture through a contemporary lens in order to translate the Art Deco vocabulary to high rise forms.

The Project would provide ample glass, consisting of more than 20% of the exterior surface area. The Project would utilize a high-performing glass that also satisfies Title 24. The glass is not mirrored and would bear no resemblance to the surrounding glass-skinned buildings of the Corporate International style. The exterior panels of the Project's residential tower are depicted on sheet PL-403, which details the combination of glass, ceramic and metal. The curvilinear shape of the building incorporates a unique texturing of each glass/ceramic/metal vertical component. The layering of these vertical units allows each one to interact uniquely with light, and reduces reflective qualities common among smooth, rectilinear buildings.

- c) All exterior mechanical equipment, including, sprinklers, fire alarms, air conditioning equipment, satellite dishes, cellular antennas shall not be visible from public rights-of-way, but enclosed or screened through use of building parapets, masonry walls or other architectural treatments. No new mechanical equipment shall be permitted in window or door openings, except that new window air conditioning units shall be permitted in window or door openings of any facade where existing air conditioning units are located.**

No exterior mechanical equipment will be visible from public right-of-way. The Switch Gear and transformer and emergency generator will be located inside the 5401 Wilshire Boulevard building (see sheet PL-101). There is a 30-foot high parapet on top of the tower to hide cooling towers, boilers, exhaust fans, etc... The parapet is an attractively designed ceramic and glass crown that will be lit at night.

- d) New exterior security grilles or permanently affixed security bars, or roll-down grilles that conceal storefront windows shall be prohibited.**

These are not proposed as part of the Project.

- e) Enlarging, closing or filling in, or altering windows, door openings and/or storefront windows within the first 35 feet in height on a facade fronting a public street shall be prohibited, unless such changes are necessary to maintain the structural integrity of the building. Enlarging, closing or filling in, or altering windows above 35 feet in height on all facades shall be prohibited, unless such changes are necessary to maintain the structural integrity of the building.**

This does not apply to the Project.

#### **4. Parking**

- a) The ground floor of parking structures fronting Wilshire Boulevard shall be comprised of storefronts, the area of a retail establishment that faces the street and consists of a display window(s) and an entrance(s), with architectural detailing to maintain visual interest and continue the street wall. Automobiles on those parking levels above the ground floor shall be screened from public view. A parking structure adjacent or across the street or alley from a residential zone or use shall install 5-foot solid decorative walls along the sides of the structure adjoining the residential areas to block light and noise, exhaust vents venting to public streets, solid spandrel panels a minimum of 3 feet in height at the ramps of the structure, and texture surfaces on the garage floors and ramps to minimize tire squeal.**

The ground floor of the Project fronting Wilshire Boulevard is comprised of storefronts, display windows, and building entrances. No automobile parking is proposed on the ground floor, although passenger loading areas are proposed and screened from the street by approximately 150 feet of habitable uses including storefronts and lobbies.

The Project, as currently designed, includes two floors of above ground parking. This parking area will be screened from public view such that no passers-by would be able to see vehicle or headlights from the public right-of-way.

The Project Site is surrounded by commercial zones to the north, south, east and west. However, the northerly adjacent lots are improved with residential uses. Thus, the Project proposes a decorative wall to the north where residential uses are located (see sheet PL-211). The wall oriented to the north is designed to be precast concrete material that will best protect the adjacent residential area to the north from any noise or light from the above-ground parking area. To reduce any visual impact of this wall, the wall is designed with a textured pattern that will be imprinted into the precast concrete. The proposed pattern would include trees to create a forest-like visual effect.

The surface of the garage floor would include textured surfaces to minimize tire squeal.

- b) New surface parking shall not be located between the front property line and any building fronting Wilshire Blvd and shall be located to the rear of all structures. Surface parking lighting shall be shielded to prevent glare to adjacent residential properties.**

The Project does not propose any surface parking.

- d) Parking areas adjacent to a public right-of-way shall be separated from the sidewalk with a 5-foot landscape buffer to be located between the sidewalk and parking area. The landscape buffer shall contain one fifteen-gallon tree for every 20 lineal feet of parking frontage and may contain fountains, flowering plants, decorative tile, vines and grass, and shall include an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the Planning Department.**

The Project does not propose any surface parking.

## **5. Signage**

No signage is proposed as part of the Project. A signage program will be submitted later as a separate approval.

## FINDINGS FOR DENSITY BONUS PURSUANT TO LAMC SECTION 12.22 A 25(g)(2)(c)

### A. ***The Incentives are required*** in order 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.

There is insufficient evidence related to the proposed Project that would support a finding by the the decision-maker that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health and Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for extremely low, 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 Applicant is providing 11% of the base density for Very Low Income households and an additional 9 units for Moderate Income households. Pursuant to LAMC Section 12.22.A.25, the Project is entitled to a 35% density increase and a parking reduction. The 35% density increase would permit up to 352 total dwelling units on the Project Site. The Applicant proposes to construct 348 total dwelling units.

The Project Site is located in close proximity to a Major Transit Stop (approximately 650 feet distant) at the intersection of Wilshire Boulevard and La Brea Avenue. Pursuant to Government Code Section 65915(p)(2), the Project is entitled to a minimum residential parking requirement of 0.5 vehicle parking spaces per bedroom, or 229 total residential parking spaces. The Project includes 395 total residential parking spaces.

The Applicant is requesting on-menu incentives for reduced open space and averaging of FAR, density, open space, parking and vehicular access across the Project Site. The requested off-menu incentives address FAR and the side yard setback. The requested incentives would allow for the construction of 348 residential units, of which 38 would be restricted to Very Low Income and Moderate Income households, and expand the Project's building envelope to accommodate the featured amenities and open space available to all of the residents within the Project.

### **On-Menu Incentives**

**Incentive 1: Pursuant to LAMC Section 12.22.A.25(f)(8)**, the Project is permitted to average floor area ratio, density, open space, parking and vehicular access across the Project Site. The Project Site consists of two lots in the [Q]C2-1-CDO zone and four lots in the [Q]C4-2-CDO zone. The incentive requested is necessary to create one unified development on the Project Site.

**Incentive 2: Pursuant to LAMC Section 12.22.A.25(f)(6)**, the Project is permitted up to a 20% decrease in required open space. The Project is required to provide 37,550 square feet of open space based on the proposed unit configuration. With the 20% reduction, the Project would be required to provide 30,040 square feet of open space. The Project would provide a total of 30,040 square feet of common open space, of which 22,530 square feet would be exterior common open space, and 7,510 square feet would be interior common open space. The 20% reduction in the open space requirement is necessary to achieve an **economically feasible development** that provides high quality new housing and affords both exterior and interior recreational space for the residents.

## Off-Menu Incentives

**Incentive 1: Pursuant to LAMC Section 12.22.A.25(g)(3)**, the Applicant requests an off-menu incentive to permit a 5-foot northerly side yard setback in lieu of the required 16-foot side yard setback pursuant to LAMC Section 12.11.C.2.

The northerly portion of the Project Site is located in the C2 zone. The yard requirements for the C2 zone are outlined under LAMC Section 12.14.C. At the first floor used for residential purposes, the side yard setbacks must conform to the requirements of the R4 zone under LAMC Section 12.11.C.2. In the R4 zone, a minimum 5-foot side yard setback is required. For buildings greater than two stories in height, one foot for each additional story above the second story is required to be provided in each side yard setback, up to a maximum of 16 feet. The Project is proposed to be 42 stories in height, and thus the required side yard setback is 16 feet.

The request to reduce the northerly side yard setback to 5 feet is consistent with the incentives offered under the Transit-Oriented Communities (TOC) Guidelines, which allow for Eligible Housing Developments in C zones to utilize any of the setback requirements of the RAS3 zone, in accordance with LAMC Section 12.10.5.C. The required side yard setback in the RAS3 zone is 5 feet, regardless of the total height of the building.

Relief from the side yard setback requirement is necessary to provide the requisite open space as the Project provides all required open space on the podium levels. It is also necessary to provide the requisite commercial parking and vehicle circulation in the above-grade parking garage.

Moreover, the 5-foot setback would only be utilized for the first four stories of the Project. The residential tower is set back approximately 43 feet from the northerly property line.

**Incentive 2: Pursuant to LAMC Section 12.22.A.25(g)(3)**, the Applicant requests an off-menu incentive to increase the FAR to 8.31:1, in lieu of the otherwise permitted 5.11:1.

The Project Site is located within both the C2 and C4 zones. The C2 portion of the Site is located within Height District 1, which permits a maximum FAR of 1.5 times the buildable area of the lot. The buildable area of the C2 portion of the Site is approximately 11,318 square feet, which yields a total permitted floor area of 16,977 square feet. The C4 portion of the Site is located within Height District 2, which permits a maximum FAR of 6 times the buildable area of the lot. The buildable area of the C4 portion of the Site is approximately 46,168 square feet, which yields a total permitted floor area of 277,008 square feet. Averaged across the Project Site, the total permitted floor area is 293,985 square feet on 57,486 square feet of buildable area, which equates to an FAR of 5.11:1.

The request to increase the FAR to 8.31:1 is consistent with the Tier 4 incentives offered under the TOC Guidelines. The Project Site would be eligible for Tier 4 incentives due to its location less than 750 feet from the intersection of Wilshire Boulevard and La Brea Boulevard, which contains a Rapid Bus stop and the future Wilshire/La Brea Metro Purple Line station. The Tier 4 incentive for FAR under the TOC Guidelines permits a 55% FAR increase, or an FAR increase resulting in at least a 4.25:1 FAR in commercial zones, whichever is greater. Applying a 55% FAR increase to the C4 portions of the Project Site and a 4.25:1 FAR to the C2 portions of the Project Site yields a total permitted floor area of 477,464 square feet, which equates to an FAR of 8.31:1 averaged across the Project Site.

The additional floor area will allow the Project to achieve the proposed density of 348 units. Providing 38 units for Very Low Income and Moderate Income households would not be financially feasible if the proposed density could not be achieved. The requested incentive will allow the Project to provide the much-needed affordable housing that is encouraged by City policy and would be consistent with the goals and objectives of the 2013-2021 Housing Element, which seeks to expand affordable rental housing for all income groups that need assistance.

**B. The Incentives will not have a Specific Adverse Impact upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is 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 general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.**

The proposed incentives will not have specific adverse impacts upon the public health and safety or the physical environment. On the contrary, the Applicant proposes a Project designed to satisfy the requirements of the underlying zone, the General Plan, the Mobility Plan 2035, the Housing Element, the Health and Wellness Element and the Wilshire Community Plan. The Applicant is requesting on-menu and off-menu Density Bonus incentives per LAMC Section 12.22.A.25, Site Plan Review for the construction of a residential Project with more than 50 dwelling units and consistency with the Community Design Overlay. The Project does not request any Conditional Uses or Variances.

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,” pursuant to the definition contained in LAMC Section 12.22 A 25 (b).

The Project is designed to the current building code standards that would result in a residential development that is safe and does not jeopardize the health of its residents, visitors and property management team. The proposed mixed-use development also does not adversely impact the public health of the surrounding area because the uses are consistent with the existing residential developments built on the adjacent parcels. The Project would be consistent with density and building heights in the surrounding area, especially in the Miracle Mile commercial corridor and in proximity to the Wilshire/La Brea Purple Line Metro Station. There are no proposed uses on the Project site that are inconsistent with the commercial and residential uses and zones in the immediate Project vicinity that would jeopardize the health, safety or physical environment by emitting smoke, noise, vibration, odors, use toxics materials, create excess traffic or other incompatible impacts. The Project is consistent with the needs of the City of Los Angeles to provide more affordable housing. The requests for the on-menu and off-menu incentives under the Density Bonus program have no impact on public health and safety or the physical environment. The proposed Project will not have specific adverse impacts upon any real property that is listed on the California Register of Historic Resources or the National Register of Historic Resources. The Project Site contains buildings that are listed as eligible resources and the Applicant is working with a historic preservation consulting firm to rehabilitate a resource and work within the Secretary of Interior’s Standard and Guidelines.

## GENERAL FINDINGS (FORM CP 3251-DB)

- 1. The façade of any portion of a building that abuts a street shall be articulated with a change of material or with a break in plane, so that the façade is not a flat surface.**

The new development consists of a 42-story residential building that fronts on Wilshire Boulevard, Cochran Avenue and Cloverdale Avenue. The façade of the building abutting these streets would be articulated through distinct horizontal design elements, material changes and landscaping.

The Project is designed with a strong base on Wilshire Boulevard to distinguish the ground floor level from the levels above, but also to activate the pedestrian level. The sidewalk will approach the footprint of the building at the street level and the storefront glazing system along the ground floor allows for a clear frontage to engage the pedestrian environment.

The façade of the upper levels uses different materials to help create visual interest. The residential tower will employ a curvilinear geometry, a unique shape that avoids flat surfaces and minimizes shade/shadow impacts. A creative operable window system will create a unique textured skin on the residential tower.

- 2. All buildings must be oriented to the street by providing entrances, windows, architectural features and/or balconies on the front and along any street facing elevations.**

The Project will demolish and existing commercial use with its primary entrance from a rear surface parking lot and create a mixed-use building with several ground floor commercial units with access from Wilshire Boulevard. The street facing elevations are thoughtfully designed

- 3. The Housing Development Permit shall not be a contributing structure in a designated Historic Preservation Overlay Zone and shall not be on the City of Los Angeles list of Historical-Cultural Monuments.**

The Project Site is neither in a Historic Preservation Overlay Zone nor listed as a Historical-Cultural Monument. The Applicant is working with Historic Resources Group to ensure all new development and any rehabilitation of existing resources will be in conformance with the Secretary of Interior's standards.

- 4. The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.4908 of the Municipal Code.**

The Project Site is not located on a substandard street or in a Very High Fire Hazard Severity Zone.

## **FINDINGS FOR A VESTING TENTATIVE TRACT MAP PURSUANT TO LAMC SECTION 17.01 AND LAMC SECTION 17.15**

Pursuant to **LAMC Section 17.01 and 17.15**, the Applicant requests approval of a Vesting Tentative Tract Map to permit the merger and re-subdivision of the land to create one master ground lot and 7 airspace lots.

### **a) The proposed map is consistent with applicable General and Specific Plans.**

The Project is in substantial conformance with the purposes, intent, and provisions of the General Plan (including Housing Element 2013-2021, Mobility Plan 2035, and Plan for a Healthy Los Angeles) and the Wilshire Community Plan. The Project is also in substantial conformance with the guidelines and standards in the applicable Community Design Overlay District (see CDO findings). There are no specific plans that are applicable to the Project Site.

The Project is designed to be consistent with relevant zoning and development standards in the LAMC and Wilshire Community Plan. The General Plan land use designation is Regional Commercial. According to the Framework Element, Regional Centers are “intended to serve as the focal points of regional commerce, identity, and activity... They are typically high-density places whose physical form is substantially differentiated from the lower-density neighborhoods of the City. Generally, Regional Centers will range from FAR 1.5:1 to 6:1 and are characterized by six- to twenty-story (or higher) buildings as determined in the community plan. Their densities and functions support the development of a comprehensive and inter-connected network of public transit and services.”

The Applicant is committed to creating a dynamic and visually appealing Project that improves the conditions of the site, enhances neighborhood character, and provides critically needed housing in close proximity to high-quality public transit. The Applicant proposes to construct a mixed-use development containing 348 residential units and 14,634 square feet of retail space within the ground floor of the new building.

The Project is consistent with General Plan and Wilshire Community Plan goals, objectives and policies, as discussed below.

### **General Plan Framework – Land Use Element**

#### **The Project furthers the goals, objectives and policies of the General Plan Framework – Land Use Element.**

The General Plan Framework notes that the City has “insufficient vacant properties to accommodate forecast population increases. Consequently, the City’s growth will require the reuse and intensification of existing developed properties.”<sup>11</sup> The Project would redevelop underutilized parcels on commercially zoned land in order to develop a mixed-use Project with 348 dwelling units. The commercially zoned Project Site has unlimited height restrictions and since the area is already developed, the Project is designed to maximize residential density by building up instead of out.

The Project Site is designated on the General Plan Framework’s Metro Long Range Land Use Diagram as a Regional Center area of the City. The General Plan Framework identifies Regional

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<sup>11</sup> The Citywide General Plan Framework, Chapter 4.

Center areas a “focal point of regional commerce, identity and activity and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services.” Regional Centers are typically major transportation hubs and are characterized by buildings at least 6- to 20-stories high, with buildings often exceeding this height. The Project, which consists of a 42-story mixed-use building, satisfies the intention of the Regional Center land use designation.

Chapter 3 of the General Plan Framework Element addresses key land use issues and presents the goals, objectives, policies, and programs that capitalize on the City's opportunities. Regarding the distribution of Land Use, the Framework Element sets the following goals and objectives.

**GOAL 3A:** *A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.*

**Objective 3.1:** *Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses and visitors.*

**Objective 3.2:** *Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.*

The proposed mixed-use development revitalizes a property that is currently underutilized with a surface parking lot and one-story commercial buildings, retaining the sidewalk-facing commercial uses and adding new high-quality housing at modern densities. The mix of uses in the revitalized development will contribute to the City's long-term fiscal and economic viability. The proposed mixed-use Project supports the needs of the City's existing and future residents by providing 348 dwelling units designed in a variety of configurations and sizes to serve various housing needs within the City. The new residents would be located within walking distance of the some of the region's most popular retail, dining, and entertainment destinations.

The Project's height and density is appropriately placed in a Regional Center and within 650 feet of a Major Transportation Stop (at the intersection of Wilshire Boulevard and La Brea). The Metro Purple Line heavy rail station, currently under construction, will be located at the Wilshire/La Brea intersection. This transit will provide efficient access from the site to the broader region. Additionally, there is a Metro Rapid Bus Line stop immediately in front of the Project Site on Wilshire Boulevard, and several other local and regional bus line stops within easy walking distance of the Site. These transit options afford residents the opportunity to reduce vehicular trips and vehicle miles traveled, and as a result, the proposed development promotes an improved quality of life. The Project will upgrade the sidewalks and further enhance the pedestrian realm, which will conserve the existing neighborhood pedestrian patterns and promote the use of multi-modal transportation options. Furthermore, the Project Site is on a major commercial corridor and would not remove any existing residential buildings, therefore conserving the character of nearby residential neighborhoods.

Consistent with the Objective 3.2 above, the Project will provide a total of 200 bicycle parking spaces, encouraging less reliance on the automobile and resulting in a corresponding reduction in air pollution. All long-term bicycle parking spaces will be secured and comply with the City's bicycle parking regulations (Ordinance 182,386). Additionally, the Project will provide a majority of its parking in an automated parking system. This type of parking system can be easily converted into a different use if the future demand for parking diminishes.

**Objective 3.4** *Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.*

**Policy 3.4.1:** *Conserve existing stable residential neighborhoods and lower intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.*

The Project Site has a Regional Center Land Use Designation and is located along a primary transit corridor and one of the City's major boulevards. The Project Site is located along the north side of Wilshire Boulevard in the Miracle Mile area. The surrounding uses along the arterial streets such as Wilshire Boulevard, La Brea Avenue and Fairfax Avenue are improved with medium to high density retail, commercial and residential uses. The general vicinity of the Project Site includes the La Brea Tar Pits, the Los Angeles County Museum of Art ("LACMA"), the Petersen museum, and the Grove Shopping Center.

Wilshire Boulevard is considered an Avenue I and a Transit Enhanced Network by the Mobility Plan 2035. Wilshire Boulevard has a dedicated lane for Bus Rapid Transit during peak hours of travel and is considered a Transit Enhanced Network with comprehensive transit and a planned railway.

Although located near entertainment and high-quality transit, the Project Site is developed with one- to two-story commercial buildings and a surface parking lot, which does not further the goals of the General Plan. The Project will demolish one of these commercial building and redevelop the underutilized site with new multi-family residential and commercial uses while rehabilitating a 1930's Streamline Moderne building, which promotes the conservation of neighborhood character while enhancing the use of the site. Moreover, the architectural design of the Project takes inspiration from an eclectic mix of architectural styles on the surrounding commercial corridor, including the Art Deco and Streamline Moderne styles. Thus, the Project both creates new residential and commercial development in a Regional Center near transit while at the same time conserving existing residential neighborhoods and the Miracle Mile district.

**Goal 3F:** *Mixed-use centers that provide jobs, entertainment, culture, and serve the region.*

**Objective 3.10:** *Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.*

The General Plan Framework locates the Project Site in a Regional Center. A Regional Center can be built to the highest intensity of use and is typically served by a variety of transportation facilities. The Project Site is located approximately 650 feet from the future Metro Rail station at Wilshire and La Brea that will serve the Metro's Purple Line extension. The Project's residential uses will appeal to residents wishing to live in a vibrant urban environment with easy access to public transit. Residents of the Project would activate the area's streetscapes and increase pedestrian activity in the surrounding vicinity. The Project will provide ground floor pedestrian-oriented retail, contributing to sidewalk vibrancy in the area. This Project will help to bolster the Regional Center surrounding the intersection of Wilshire Boulevard and La Brea Avenue.

### **General Plan Housing Element**

The Project furthers the following goals, objectives and policies of the Housing Element 2013-2021 of the General Plan:

**Goal 1:** *A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.*

**Objective 1.1:** *Produce an adequate supply of rental and ownership housing in order to meet current and Projected needs.*

**Policy 1.1.3:** *Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.*

**Policy 1.1.4:** *Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.*

The Housing Element notes that the "City of Los Angeles is committed to providing affordable housing and amenity-rich, sustainable neighborhoods for its residents, answering the variety of housing needs of its growing population."<sup>12</sup> The Housing Element recognizes that City households comprise a diverse set of needs that can only be met by providing a wide variety of housing types. The Project would provide housing and residential services in furtherance of the foregoing goals, objectives, and policies at a site that has underutilized potential for a mixed-use development as envisioned by the General Plan and the Wilshire Community Plan.

First and foremost, this mixed-use Project would expand the citywide supply of rental housing that is safe, healthy, and affordable to people of all income levels, races, ages, and suitable for their various needs. The Project proposes a mix of studio, one-bedroom and two-bedroom units geared to various income levels and generations, including young professionals, families, and seniors seeking proximity to work and vibrant cultural and entertainment attractions. The Project will also provide 29 units (11% of its base density) with restricted rents for residents at the Very Low Income level, or 50% of the Area Median Income as determined by the California Department of Housing and Community Development, and an additional 9 units set aside at the Moderate Income level. As such, this Project will offer high quality housing to people who would likely not be able otherwise to find housing in this area, providing them access to surrounding job markets without long commutes. Further, the Project will not jeopardize the existing housing stock as it would not demolish any existing dwelling units or displace existing residents.

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<sup>12</sup> Housing Element 2013-2021 (adopted December 3, 2013), page 6-3.

The Housing Element recognizes that the City is “renter-dominated” and that programs to assure an adequate supply of rental housing are needed. The Housing Element also notes that “current and future City households comprise a diverse set of needs that can only be met by providing a wide variety of housing types. Serving City residents also requires that housing options be equitably distributed across the City to promote access to job opportunities and services.”<sup>13</sup>

The Housing Element also seeks to expand residential development opportunities in Regional Center areas, including the Project Site. The intent of mixed-use development at this location is to provide housing in close proximity to jobs and services, reducing vehicular trips, and to provide rental housing and to stimulate vibrancy and activity in pedestrian-oriented areas. The proposed Project achieves the intent of the Regional Center concept, as Project residents will have easy walking-distance access to public transit, services, and employment centers, while reducing their reliance on the use of personal vehicles.

**Goal 2:** *A City in which housing helps to create safe, livable and sustainable neighborhoods.*

**Objective 2.2:** *Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.*

**Policy 2.2.2:** *Provide incentives and flexibility to generate new multi-family housing near transit and centers, in accordance with the General Plan Framework element.*

**Objective 2.3:** *Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources.*

**Objective 2.4:** *Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City.*

The Project would provide housing in furtherance of the foregoing goal and objectives at an outdated, underutilized, automobile-oriented commercial site with extensive surface parking that is suitable for the provision of 348 new dwelling units in a development that contributes to a safe, livable, and sustainable neighborhood. The surrounding area includes a mix of residential and commercial uses, and the addition of more residential units to this neighborhood would promote a livable environment where residents have easy access to jobs, transit, and a wide variety of services as well as cultural and entertainment options. The Project is consistent with the Housing Element’s policy of seeking flexibility to generate new multi-family housing near transit. Moreover, by providing Affordable housing on this site, the Project furthers the Housing Element’s policy of promoting mixed-income neighborhoods.

The Project will be constructed in a manner that is consistent with the California Green Building Code, which represents a high standard of sustainability and incorporates features that minimize adverse effects on the environment. The Project’s architectural design also serves as a visual enhancement to the surrounding community. The Applicant proposes a high quality design that would greatly enhance the visual appeal of this mixed-use district, while preserving the key character-defining features of a historic commercial building and drawing inspiration with the mix of architectural styles in the vicinity.

## **Mobility Plan 2035**

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<sup>13</sup> *Ibid*, page 6-6.

Approval of the mixed-use development in proximity to mass transit options would be consistent with the purposes of the Mobility Plan 2035, which encourages various alternative modes of travel, including walking, biking, and public transit. These mobility options are easily available for a Project located on a commercial boulevard where pedestrian and biking opportunities abound, as well as by the close adjacency of the Project Site to the future Metro Purple Line heavy rail station and to the stops of many regional and local bus lines.

The following policies of the Mobility Plan 2035 apply to the proposed Project:

### **Chapter 3: Access for All Angelenos**

The Mobility Plan 2035 asserts that “a transportation system is only useful insofar as it is accessible and convenient.” It further states that land use is a component of accessibility, and “a measure of this is the percentage of destinations – such as jobs, services and residences – that can be conveniently accessed via non-vehicular modes.” The proposed mixed-use Project would afford residents convenient and easy access to jobs, services and employment via the Metro Purple Line heavy rail station two blocks from the Site, and numerous Metro and other bus options with stops immediately adjacent to the Project Site on Wilshire Boulevard.

The “Objectives” identified in Chapter 3 of the Mobility Plan 2035 include the following:

- Ensure that 90% of households have access within one mile to the Transit Enhanced Network by 2035.
- Ensure that 90% of all households have access within one-half mile to high quality bicycling facilities by 2035.
- Increase the combined mode split of persons who travel by walking, bicycling or transit to 50% by 2035.

The proposed mixed-use Project would help achieve these objectives. Map B in the Mobility Plan 2035 identifies a Transit Enhanced Network. Wilshire Boulevard is designated as a “Comprehensive Transit Enhanced Street”. All residents of the Project will have access to the Transit Enhanced Network. Bicycling opportunities also abound for residents and visitors to the Project Site. As the Project is located in a commercial corridor with transit service and pedestrian activity, residents and visitors will have the opportunity to walk, ride bikes and use public transit.

***Policy 3.3: Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.***

The Project would provide a pedestrian-oriented environment by locating residential and retail uses in proximity to public transit and the employment centers along Wilshire Boulevard. The Project is located in a commercial area where numerous services, shopping and dining opportunities exist. The Project encourages pedestrian activity by activating the street with neighborhood-serving commercial and retail uses. The site is located on Wilshire Boulevard, where many employment opportunities exist in offices and commercial and retail establishments.

***Policy 4.13: Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.***

This policy notes that large parking lots “detract from neighborhood’s visual quality” and “discourage walking by increasing the distances between services and facilities.” The Project will remove existing surface parking from the Project Site. All parking on site will be provided within the building to enhance the neighborhood’s visual quality. Much of it will utilize automated parking technology to reduce the footprint of land dedicated to automobile parking.

***Policy 5.2: Vehicle Miles Traveled (VMT): Support ways to reduce vehicle miles traveled (VMT) per capita.***

New residents of the Project will be able to avail themselves of the many shopping, dining, entertainment and cultural opportunities of the area, including the nearby museums and commercial uses on Wilshire Boulevard and the vibrant commercial corridor on La Brea Avenue. The need for the automobile will be greatly reduced by the many public transit options along Wilshire Boulevard and La Brea Avenue. The opportunity for additional public transit will be available in the near future upon the completion of the Metro Rail Purple Line extension with its rail station located at La Brea Avenue and Wilshire Boulevard. The Project would encourage residents to walk, bike or take mass transit, effectively reducing VMT by providing residents opportunities for non-vehicular travel options.

### **Health and Wellness Element – Plan for a Healthy Los Angeles**

The Project also furthers the goals and objectives of the City’s Health and Wellness Element, by addressing mobility goals that pertain to wellness.

**Mobility** – “A balanced, affordable and sustainable transportation system is a cornerstone of a healthy city. As a major contributor of greenhouse gas emissions, trucks and vehicles play a role in the region’s poor air quality and smog, in addition to contributing to climate change.”

As discussed in the “Mobility Plan 2035” section above, the Project would help to reduce vehicular travel by encouraging several modes of travel, including walking, biking and riding public transit. The Project’s location is conducive to the encouragement of more pedestrian activity and use of mass transit to the extent that the vehicle miles traveled should be significantly reduced.

**Policy 2.2 – Healthy building design and construction:** *Promote a healthy built environment by encouraging the design and rehabilitation of building and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.*

The Project proposes to provide 348 dwelling units in a mixed-use development that will offer healthy design features such as natural light and ventilation, as well as communal areas that are both outdoors and within indoor spaces that promote physical activity and positive social experiences. Working conditions for the retail spaces will also be of high quality. The Project’s location and orientation to the street will enhance pedestrian-oriented circulation for both residents and visitors.

### **Wilshire Community Plan**

The Wilshire Community Plan sets forth planning goals and objectives to maintain the community’s distinctive character as noted in the “Purpose” section under the chapter entitled “Function of the Community Plan.” Some of the planning goals and objectives are as follows:

***Enhancing the positive characteristics of residential neighborhoods while providing a variety of housing opportunities;***

The Project Site's area is identified as a Regional Center that encourages residential uses combined with commercial uses. This type of development would increase the variety of housing opportunities by providing 348 new residential homes. By locating residents at this location, the streets would be activated with more pedestrian activity, which would serve to enhance the positive characteristics of the nearby residential neighborhood.

***Preserving and strengthening commercial developments to provide a diverse job-producing economic base;***

The Project's housing would enjoy easy pedestrian and public transit access to job locations in the Wilshire area commercial corridor and beyond. The Community Plan's "Community Issues and Opportunities" section notes that residential opportunities abound in the "public transit access to employment centers within the Wilshire Community as well as to Hollywood, Central City, West Los Angeles, Westwood, Century City, and Santa Monica." Residential housing at this location enhances a diverse neighborhood which is economically vibrant and takes advantage of the employment, cultural and entertainment opportunities that are important elements of this community. The Project Site is located in close proximity to LACMA and nearby cultural spaces, as well as to commercial outlets along Wilshire Boulevard and La Brea Avenue.

***Improving the function, design and economic vitality of commercial areas;***

The Project consists of a combination of commercial and residential uses along the commercial corridor of Wilshire Boulevard, where housing and commercial opportunities are abundant and expanding and where public transit offers easy access to Downtown, Hollywood, and the Westside. Additionally, the economic vitality of the commercial area along Wilshire Boulevard and La Brea Avenue would be improved with the new commercial development of 14,634 square feet of retail spaces oriented toward the street (in contrast to existing businesses with entrances from a rear surface parking lot) that stimulate economic vitality by drawing more people to the neighborhood. This Project's retail would complement the nearby retail spaces along Wilshire Boulevard and La Brea Avenue. The influx of new residents in the Project would further benefit businesses within and surrounding the building.

***Preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance;***

The Applicant is proposing to construct a building without creating a negative impact on the mass, scale or aesthetics of the area. The proposed Project maintains its relationship with the existing development of the community and enhances the appearance of the area with a well-designed Project with appealing architectural features. Wilshire Boulevard has historically had an urban character, lined with taller buildings with a mix of uses for most of its length, including along the Miracle Mile. Aesthetically, the Project draws inspiration from the eclectic mix of architectural styles in the surrounding neighborhood, including the forms and materials associated with the Art Deco and Streamline Moderne styles, further enhancing the positive characteristics of its built environment.

***Maximizing development opportunities around existing and future transit systems while minimizing adverse impacts;***

The Project Site is located on Wilshire Boulevard, which is served by the Metro Rapid Bus Line and several local and regional bus lines. The Project will be proximate to the major transportation hub of the future Wilshire/La Brea Metro Purple Rail Line station, thereby providing even more transit options. The fact that the proposed Project is located proximate to several mass transit systems not only helps to promote use of those systems by the residents, but also creates greater demand for the future development of transit systems.

The Wilshire Community Plan describes the Miracle Mile Regional Commercial Center as follows: “*Miracle Mile is characterized primarily by numerous high rise office buildings, mid to low rise apartments, single-family areas south of 8th Street, entertainment centers, museums, and regional shopping complexes.*” This dynamic commercial center provides opportunity for a variety of uses including high-rise buildings and multi-family residential apartments. The Land Use Plan Policies and Programs section of the Wilshire Community Plan also contains several Goals, Objectives and Policies with which the Project is also consistent:

### **Residential Goals, Objectives and Policies**

**Goal 1:** *Provide a safe, secure, and high quality residential environment to all economic, age, and ethnic segments of the Wilshire community.*

**Objective 1-1:** *Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010.*

**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 Applicant proposes to provide safe, secure and high quality housing for a diverse population of the Wilshire community. The creation of 348 dwelling units on a site that is primarily occupied by surface parking areas and outdated commercial buildings allows new housing without jeopardizing existing housing resources. The new development promotes a safe and secure environment by activating the streets with a 24-hour per day population. The new 348 residential units would provide a supply of much needed housing to meet the needs of a diverse group of potential residents. By virtue of its close proximity to several public transit options, the Project is likely to attract a wide range of potential residents, including younger, childless office workers, and professionals seeking proximity to work and cultural and entertainment attractions. Older residents who no longer have children living at home and now seek the opportunity of living in a vibrant urban center will be able to be less reliant on the use of the automobile and to walk to neighborhood retail and service options. Of the 348 new dwelling units, 110 dwelling units (32%) are two-bedroom units, attractive to families who want to live an urban lifestyle.

**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 public transportation centers.*

This Objective and Policy both seek to establish multiple-family housing in proximity to mass transit systems. This is precisely what the proposed Project achieves. Residents of this development would have easy access to several public transit options. Metro Rapid Bus Line 720 runs east-west on Wilshire Boulevard, connecting to the numerous other commercial corridors along Wilshire, where additional transit options are available. Metro Rapid Bus Line 720 is a major bus route with peak-hour headways of 15 minutes or less. In the near future, the intersection of Wilshire Boulevard and La Brea Avenue, two blocks from the Project Site, will become a major transportation hub when the Metro Rail Purple Line extension reaches the area.

This availability of convenient public transit is likely to encourage many residents to reduce vehicular trips. Many residents will desire to live in a development where they have the opportunity to commute to work by public transit, in addition to the convenience of being able to shop and to attend cultural and entertainment events with greater ease. The Project Site is located within easy walking distance of several mass transit options that would provide transportation to employment centers and to other parts of the City.

***Policy 1-4.3:*** Encourage multiple family residential and mixed use development in commercial zones.

Wilshire Boulevard is a vibrant commercial corridor where properties are generally zoned commercial and developed with commercial uses or mixed-use buildings. Encouraging multiple-family residential and mixed-use development in commercial zones is a policy response that bears similarity to policies encouraging higher density residential uses near major public transportation centers. The proposed Project is the type of mixed-use development that should be encouraged in commercial zones given the close proximity to several transit options that would afford residents easy access to employment centers, schools, shopping, entertainment and dining opportunities.

## **Commercial Goals, Objectives and Policies**

***Goal 2:*** Encourage strong and competitive commercial sectors which promote economic vitality and serve the needs of the Wilshire Community through well-designed, safe and accessible areas, while preserving historic and cultural character.

***Objective 2-1:*** Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services within existing commercial areas.

***Policy 2-1.1:*** New commercial uses should be located in existing established commercial areas or shopping centers.

***Policy 2-1.2:*** Protect existing and planned commercially zoned areas, especially in Regional Commercial Centers, from encroachment by stand alone residential development by adhering to the community plan land use designations.

***Policy 2-1.3:*** Enhance the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.

The commercial component of the mixed-use Project would promote the economic vitality and serve the needs of the Wilshire Community. The Project Site is located in a Regional Center land

use area, and the development of a mixed-use Project would protect this commercially zoned area from residential development that reduces commercial opportunities. The presence of residents in 348 new residential units within a mixed-use Project would preserve and strengthen viable commercial development and create new opportunities for retail businesses serving the existing neighborhood as well as support the needs of new local residents, while remaining compatible with and drawing inspiration from the aesthetic of the neighborhood.

**Objective 2-2:** *Promote distinctive commercial districts and pedestrian-oriented areas.*

**Policy 2-2.3:** *Encourage the incorporation of retail, restaurant, and other neighborhood serving uses in the first floor street frontage of structures, including mixed use Projects located in Neighborhood Districts.*

Introducing a new mixed-use Project with residential units and retail spaces would serve to promote a distinctive commercial district while simultaneously stimulating the pedestrian activity that would serve to activate the streets. Given the Project's location along a commercial corridor in close proximity to several transit options, the Project Site is a pedestrian-oriented area that would benefit from rejuvenating an outdated commercial building with a vibrant commercial and residential property.

For the reasons listed above, the proposed Project furthers the objectives and policies of the Wilshire Community Plan.

**b) The site is physically suitable for the proposed type of development.**

The Project Site is generally level and physically suitable for the Project. The Project Site is currently improved with a surface parking lot and two small commercial buildings. It is located in an urban infill area such that 100% of the property lines are adjacent to an urban use. The Project Site is generally bound by Wilshire Boulevard to the south, Cloverdale Avenue to the east, 6<sup>th</sup> Street to the north and Cochran Avenue to the west. The surrounding neighborhood is improved with a variety of commercial uses including offices, retail, and restaurants as well as residential uses. Adjacent to the Project Site to the north is zoned C2-2-CDO and improved with two-story multi-family residential buildings. Properties adjacent to the Project Site to the west, east, and south are zoned [Q]C4-2-CDO. To the west, across Cochran Avenue, is a 24-story commercial building. The property to the east, across Cloverdale Avenue, is improved with a two-story commercial building and the property to the south, across Wilshire Boulevard, is improved with a ten-story commercial building.

The Project Site is physically accessible from three public rights-of-way: Wilshire Boulevard (Avenue I), Cochran Avenue (Collector Street) and Cloverdale Avenue (Local Street – Standard). Vehicle access to the on-site parking spaces for the commercial and residential parking will be from the side street, Cochran Avenue and Cloverdale Avenue. There is also enough space on-site for commercial loading and rideshare loading.

The Project is not located in an Alquist-Priolo Fault Zone, Landslide area, Liquefaction Area, Preliminary Fault Rupture Study Area or Tsunami Inundation Zone. The Project Site is not located in an Airport Hazard Area, a Coastal Zone, a Very High Fire Hazard Severity Zone, a Flood Zone, a Watercourse, a Hazardous Waste Area, a High Wind Velocity Area, or a Special Grading Area. Thus, the Project Site is ideal for redevelopment of a mixed-use Project.

**c) The site is physically suitable for the proposed density of development.**

The Project Site is physically suitable for the proposed density of the development. The Project Site is located in a commercial zone within the Regional Center Commercial land use designation, which allows the most density per lot area. The entitlements for the Project include a concurrent application for Density Bonus on-menu and off-menu incentives. The Project is providing 11% of its base density for Very Low Income households, plus an additional 9 units for Moderate Income households. The pre-evaluated density increase would be 35% in accordance with LAMC 12.22.A.25(c)(1). The Project proposes a 34% density increase.

The Site is physically suitable for the proposed density due to its size and its surrounding environment. As a flat, underutilized infill property in the Community Plan area, the Project Site can accommodate significant vertical density. Its location in relationship to large employment bases via existing public transportation on Wilshire Boulevard allows access to Downtown Los Angeles and Century City. Future public transportation (the Metro Purple Line extension) creates realistic opportunities for residents to not require a personal automobile, which in turn reduces total vehicle miles traveled. The Project's suitability for the proposed density is exemplified by its proximity to major cultural centers such as LACMA, the Peterson Museum and the La Brea Tar Pits. There is also a vast array of restaurants and retail available in the area for residents to patronize.

**d) The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.**

The Project is undergoing an environmental review pursuant to the California Environmental Quality Act ("CEQA"). As there are apparently no water bodies on the site development and runoff would be directed to local storm sewers, it will not result in any injury to fish as a result of the Project.

Any potential wildlife and habitats would be studied in the CEQA analysis. As the Project site appears to have been graded at one time and was kept clear of most vegetation that could serve as wildlife habitats before construction commenced, there are not any existing habitats or endangered wildlife that would be disturbed.

**e) The design of the subdivision or type of improvements are not likely to cause serious public health problems.**

The Vesting Tentative Tract Map No. 82716 was designed by KPFF, a Registered Professional Civil Engineer in accordance with the requirements of LAMC Article 7, Section 17.06B. The Tract Map provides all pertinent data including ownership and applicant information, Project address, applicable zoning lot dimensions and areas (gross and net for dedication purposes), legal description and other pertinent survey data to the appropriate scale as established by professional standards of the LAMC Division of Land and the California Subdivision Map Act. There are no identified potential public health problems caused by the design of the subdivision or the proposed improvements to the property.

The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to a treatment plan to meet State-wide ocean discharge standards. The proposed subdivision and subsequent Project improvements will be subject to numerous provisions of the Los Angeles Municipal Code (e.g., the Fire Code, Planning and Zoning Code,

Health and Safety Code) and the Building Code. Other health and safety related requirements mandated by law would apply where applicable to ensure the public health and welfare (e.g., asbestos abatement, seismic safety, flood hazard management).

**f) The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.**

The design of the subdivision or the type of improvements will not conflict with easements. Needed public access for roads and utilities will be acquired by the City prior to recordation of the proposed tract.

**g) The design of the proposed subdivision will provide, to the extent feasible, for future passive or natural heating or cooling opportunities.**

In assessing the feasibility of passive or natural cooling opportunities in the proposed subdivision design, the Applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcels(s) to be subdivided and other design and improvement requirements.

Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed.

The topography of the site has been considered in the maximization of passive or natural heating and cooling opportunities. In addition, by obtaining a building permit, the subdivider must consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.