



WEST LA SAWTELLE NEIGHBORHOOD COUNCIL

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PLANNING & LAND USE MANAGEMENT [PLUM] + BOARD OF DIRECTORS JOINT MEETING

LISTENING SESSION: ED1 PROJECTS SAWTELLE

TUES, 05.20.2025 7PM

STONER PARK [SMALL GYM]

1835 STONER AVE. CA 90025

OR JOIN ZOOM <https://us02web.zoom.us/j/81811639087>

OR DIAL IN VIA TELEPHONE (669) 900-6833 or (833) 548-0282

MEETING ID: 824 7476 9234

Si requiere servicios de traducción, avisar al Concejo Vecinal 3 días de trabajo (72 horas) antes del evento. Contacte J. Altuner, Secretaria, james@westlasawtelle.org para avisar al Concejo Vecinal. // Persons wishing to address the Board must dial (833) 548-0282, enter 824 7476 9234 and press # to join the meeting. When prompted by the presiding officer, dial *9 or use the Raise Hand option, to address the Board on any agenda item. Comments on agenda items will be heard only when the respective item is being considered. // Comments on matters not on the agenda that are within the Board's jurisdiction will be heard during the General Public Comment period. Please note that under the Brown Act, the Board is prevented from acting on a matter that you bring to its attention during the General Public Comment period; however, the issue raised by a member of the public may become the subject of a future Board meeting. Public comment is a maximum of 90 seconds per speaker. All agenda items subject to discussion, motion and possible CIS filing.

AGENDA

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **MEETING FOLDER:** <https://tinyurl.com/5eav5ru7>
4. **MOTION: TO APPROVE MINUTES**

GENERAL PUBLIC COMMENT [NON-AGENDA ITEMS - 90 SECONDS ALLOTTED PER SPEAKER]

GOVERNMENT/ AGENCY PARTNER REPORTS

5. **CD11 PLANNING DEPUTY: CRAIG BULLOCK/JEFF KHAU**

EX PARTE COMMUNICATIONS

ADMINISTRATIVE

NEW BUSINESS

6. **1130 W OLYMPIC BLVD [RESTAURANT/KAROAKE BAR]** CUB for full line onsite only (no sales for offsite). 5,420 sf with 20 rooms (134 seats). ABC Type 47 license. Hours 10am to 2am.

MOTIONS MAY BE CONSIDERED.

File: ZA-2025-2401-CUB, ENV-2025-2402-CE.

Status: Submittal on Apr. 24.

Plans/application <https://tinyurl.com/y4vdsu8w>

Entitlement request: Zoning Administrator hearing for CUB, CEQA exempt.

Planner: Julissa Lopez-Hodoyan.

Applicant: Yoshihito Doi, Karaoke Manekineko.

Representative: Brett Engstrom, [LiquorLicense.com](https://www.liquorlicense.com).

7. **ED1 PROJECTS:**

7.1. **WHAT IS EXECUTIVE DIRECTIVE 1?**

MOTION: Approval of Information sheet - Memorandum from the West Los Angeles Sawtelle Neighborhood Council: *Understanding Executive Directive 1 and What It Means for Our Community*

- **CITY ED1 PORTAL** <https://tinyurl.com/jjkneju7>
- **MAYOR'S PRIORITY:** In 2022, the Mayor issued Executive Directive 1 to fast-track the production of affordable and permanent supportive housing throughout the city. The WLASNC supports efforts to address the housing crisis, but we also believe it's essential for our community to understand how ED-1 is changing the rules that shape new development in our neighborhoods.
- **EXPEDITE BUILT PROCESS:** ED-1 allows qualifying projects to bypass many of the zoning regulations that currently guide building size, parking, height, and landscaping. Including community outreach and Neighborhood Council review that is normally part of the community review process through our Planning and Land Use Management Committee. For example, developers may now request significant increases in allowable floor area and height, resulting in much larger and taller buildings than what is typically permitted under existing zoning. Parking requirements can be eliminated entirely, even for large residential developments, which could lead to increased pressure on already limited street parking in our area. [Projects were originally allowed unlimited incentives, such as the 11418 Missouri Apartments. That has been revised to only 5 incentives and 1 waiver of development standards.]
- **RELAXED REQUIREMENTS:** Landscaping and open space requirements have also been relaxed, which could reduce the amount of greenery, trees, and outdoor gathering spaces that contribute to the character and livability of our neighborhood. These changes could result in buildings that are bulkier, offer less shade and

walkability, and alter the visual and functional fabric of our community.

- **BALANCING ACT:** While the goal of ED-1 is to remove barriers to urgently needed housing, these new policies are being implemented with limited input from neighborhoods. The WLASNC is closely monitoring ED-1 projects and encourages residents to stay informed and engaged. We support affordable housing solutions that also consider infrastructure, traffic, public safety, and the long-term well-being of our community.

7.2. **AFFORDABILITY**

Sliding scale of income and rent, set by HUD and State of California Housing and Community Development every year, countywide.

- **INCOME:** <https://www.treasurer.ca.gov/ctcac/2024/supplemental/income4124.pdf>
- **RENT:** <https://www.treasurer.ca.gov/ctcac/2024/supplemental/rent4124.pdf>

7.3. **CURRENT SAWTELLE ED1 PROJECTS**

DEPT PLANNING: UNDER REVIEWED

- 1747 STONER AVE: 53 units, 8 stories. <https://tinyurl.com/yembutjx>
- 1734 BARRINGTON AVE: 37 units, 6 stories. <https://tinyurl.com/7yyrnkj3>
- 1723 CORINTH AVE: 42 units, 5 stories. <https://tinyurl.com/3r35yne8>
- 2215 WELLESLEY AVE: 82 units, 7 stories. <https://tinyurl.com/y8jvutc4>

DEPT PLANNING: APPROVED

- 1723 COLBY AVE: 143 units, 7 stories. <https://tinyurl.com/2f32wmzc>

UNDER CONSTRUCTION

- 2245 AMHERST AVE: 38 units, 4 stories. <https://tinyurl.com/57um59em>
- 11418 MISSOURI AVE: 44 units, 4 stories. <https://tinyurl.com/ysbeyb6t>

7.4. **POTENTIAL IMPACTS ON NEIGHBORHOOD [2215 WELLESLEY AVE]**

- **PARKING [PROS]:** Fewer spaces onsite, higher demand for street parking, some tenants may not have cars and will use bikes, transit, etc.
- **PARKING [CONS]:** Fewer cars may produce less pollution, traffic and noise, and higher bus and light-rail use.
- **URBAN FORESTRY:** Buildings will have no trees at ground level because of short setbacks. Some potted plants and small trees may be on roof decks.
- **COMMUNITY SPACE:** No community room at ground level; some have roof decks.
- **AFFORDABLE HOUSING STOCK:** All units are reserved for low-income tenants, which may be college students, transitional-age youth, young workers, teachers or healthcare aides, seniors on fixed incomes, and disabled persons who earn low wages and salaries.[Rent: Sliding scale based on how much you earn (30-80% of AMI, ~\$50,000 for family of 4, rent of \$1,300 for a 2-bedroom apartment)].
- **RENT:** More affordable units for elderly, working poor, students, disabled, cheaper rent because no parking garage (\$25,000 per space to construct).

7.5. **PAST NC MOTIONS ON ED1**

- 7.5.1. **LIMITS INCENTIVES:** Support for WRAC motion City Council file 23-0623 to request compromise that limits incentives – previously unlimited incentives, and 11418 Missouri Ave. had 11 incentives (Approved by Mayor Bass).

In regard to CF 23-0623, the WLASNC, a member of the Westside Neighborhood Alliance of Councils (WRAC), requests that the city cap development waivers at five (5), with no more than one (1) of which may be related to the environment, for Executive Directive 1 (ED1) and Affordable Housing Streamlining Ordinance projects, and further requests that Councilmembers representing WRAC member councils (CMs Park, Yaroslavsky, Raman and Hutt) bring a motion in Council or otherwise direct the Dept. of City Planning (DCP) to institute a DCP policy to effectuate this purpose. <https://tinyurl.com/ma8nbbyc>

- 7.5.2. **DENSITY CORRIDORS:** NC Resolutions to channel housing to commercial corridors and high-density zones, and preserve lower-density neighborhoods.

Jan. 27, 2021: West L.A. Community Plan update – Development standards and zoning regulations – nodes, corridors and interior neighborhoods. Larger densities and heights should be directed to the corridors with transit and services, and shall be balanced with lower densities and heights in interior neighborhoods, which will allow for buildings in character with the neighborhoods and more open space.

<https://tinyurl.com/2tsnfnxs>

7.6. **NEXT STEPS, SOLUTIONS, IDEAS**

IMMEDIATE

7.6.1. **MOTION: ED1 DEVELOPMENT COMPATABILITY AND QUALITY STANDARDS**

The NC supports equitable housing solutions and welcomes projects that meet real community needs, but urges that such developments be responsibly integrated to maintain the livability and cohesion of our neighborhood.

The NC requests the following reasonable modifications or mitigations:

- **HEIGHT COMPATABILITY:** Step back the upper floors or reduce overall height to better transition to adjacent buildings, ideally matching the 5-story context with incentives for design quality or green space.
- **CONTINUOUS LANDSCAPE:** Include street-level landscaping, rooftop gardens, or green walls to compensate for loss of ground-level greenery.
- **PARKING MITIGATION:** Provide some on-site parking or contribute to a shared district parking program, especially for disabled residents and service workers.
- **AFFORDABILITY TRANSPARENCY:** Publicly disclose the rent levels and Area Median Income (AMI) tiers being targeted. Ensure that at least a portion of units serve very low- and extremely low-income households, not just moderate-income. [JR Amendment: Projects usually state affordability level (extremely low, very low, low, moderate)].
- **DESIGN STANDARDS:** Improve façade articulation, material quality, and contextual design to reflect the character and history of the neighborhood. Provide a variety of housing typology for individuals and families of different sizes and needs. Use durable materials, require public-facing transparency, and avoid blank walls.
- **ONGOING OVERSIGHT:** Establish a community design review panel to provide input before final design approvals.

Background:

- WHEREAS, the proposed ED-1 development introduces a building of eight stories in height, which is significantly taller than the prevailing 4- to 5-story buildings in our neighborhood;
- WHEREAS, the development appears to lack adequate landscaping, reducing green space and the visual character that defines our community;
- WHEREAS, the proposal includes no parking at all, which will impact street parking availability for both residents and small businesses;
- WHEREAS, the units are claimed to be “low income,” but the actual affordability levels and rent structures have not been disclosed, raising concerns about whether they truly serve low-income families;
- WHEREAS, the design features inexpensive materials and poor architectural integration, inconsistent with the quality and identity of the surrounding neighborhood;

FALL 2025

7.6.2. **GREEN SPACES PLEASE FILL:** Complete Park Needs Assessment:

<https://needs.parks.lacity.gov/mid-2025-survey/>

7.6.3. **INFRASTRUCTURE**

- 7.6.3.1. Request city study infrastructure current condition and future demand, to determine if this increase in population can be supported.
- 7.6.3.2. Projects are often reviewed one at a time, but ED1 has a CEQA exemption, so we are unsure if proper review is done.
- 7.6.3.3. Report: Status of city's power, water, fire and mobility infrastructure, and if it has enough capacity for increase in housing density in West LA neighborhood (JH).
- 7.6.3.4. **MOTION: ADD THE FOLLOWING FIRE PREVENTION PERFORMANCE CRITERIA GOALS TO NC'S DESIGN GUIDELINES.**

We appreciate the City's continued leadership in making Los Angeles safer and more resilient to wildfire threats. The West Los Angeles Sawtelle Neighborhood Council welcomes collaboration with City Planning, the Fire Department, and Building & Safety to further develop tools, resources, and frameworks that meet these performance objectives

Fire-Resistant Design and Materials

- Require the use of the best and most ignition-resistant construction materials, particularly in roofing, siding, decks, fences, and vents.
- Require integration of defensible space strategies and ember-resistant zones around structures.
- Prioritize compliance with Chapter 7A of the California Building Code and consider enhancements appropriate to local conditions.

Site Planning and Access

- Encourage site designs that provide for multiple points of egress for both residents and emergency vehicles.
- Promote appropriate setbacks from slopes and natural vegetation to reduce fire spread risk.
- Ensure that streets and fire lanes meet minimum width and turnaround radii for firefighting apparatus.
- Provide methodology for use of swimming pools to fight fire and methodology for exterior fire protection systems.
- Provide method that required DWP and other utility services to regularly inspect lines in areas of fire risk.

Landscape and Vegetation Management

- Support enforcement and outreach for maintaining defensible space (per LAMC 57.322).
- Recommend the use of fire-resistant native and drought-tolerant plants.
- Encourage developments to include landscape plans that consider ongoing fuel load reduction.

Community Risk Mitigation

- Encourage development proposals to assess cumulative fire risk impacts and mitigation strategies.
- Support collaboration with LAFD and City Planning for review of projects in or near HFHSZ areas.
- Recommend inclusion of fire-safe education materials for residents and property managers in new developments.
- Create fire watch system or detection in areas where there is potential for fires to erupt.

Resilience and Climate Adaptation

- Align planning goals with LA's Green New Deal and Resilient Los Angeles strategies.

- Advocate for developments that consider climate adaptation and long-term community safety.
- Recognize that fire resilience is a critical aspect of environmental and housing equity.

CURRENT BUSINESS

GENERAL PUBLIC COMMENT

ADJOURNMENT - Adjourn and record Meeting adjournment time: _____ PM

AMERICAN WITH DISABILITIES ACT: As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability of services, make your request at least 3 business days (72 hours) prior to the meeting by contacting the Dept of Neighborhood Empowerment at (213) 978-1551 or NCsupport@lacity.org. Si requiere servicios de traducción, avisar al Concejo Vecinal 3 días de trabajo (72 horas) antes del evento. Contacte contact@westlasawtelle.org para avisar al Concejo Vecinal.

PUBLIC POSTING OF AGENDA: Neighborhood Council agendas are posted for public review at Stoner Park 1835 Stoner Ave, www.westlasawtelle.org. You can also receive our agendas via email by subscribing to LA City's Early Notification System <https://www.lacity.org/subscriptions>.

PUBLIC COMMENT: Comments on matters not on the agenda that are within the Board's jurisdiction will be heard during the General Public Comment period. Please note that under the Brown Act, the Board is prevented from acting on a matter that you bring to its attention during the General Public Comment period; however, the issue raised by a member of the public may become the subject of a future Board meeting. Public comment is a maximum of 90 seconds per speaker.

PUBLIC ACCESS OF RECORDS: In compliance with Government Code 54957.5, non-exempt writings that are distributed to a majority of the board in advance of a meeting may be viewed at Stoner Park 1835 Stoner Ave, via appt, at website: www.westlasawtelle.org, online at <https://tinyurl.com/WLASNC-Board>, or at the meeting. If you want a copy of any record on the agenda, contact James Altuner at: james@westlasawtelle.org.

PUBLIC RECORDS ACT REQUEST: Requests shall be forwarded to DONE and the City Attorney for guidance in determining compliance with the request. The Board will respond to the person or agency requesting the records in writing, within 10 days of receipt of the request, informing them that their request has been received and forwarded to DONE and the City Attorney to determine compliance. Link <https://recordsrequest.lacity.org/> DONE link <https://empowerla.org/public-records-requests/>

RECONSIDERATION AND GRIEVANCE PROCESS: For information on the NC's process for board action reconsideration, stakeholder grievance policy, or any other procedural matters related to this Council, please consult the NC Bylaws. The Bylaws are available at our Board meetings and our website www.westlasawtelle.org.

TELECONFERENCING: In conformity with the October 6, 2023 enactment of California Senate Bill 411 (Portanitino) an LA City Council approval on November 1, 2023, The Sawtelle Neighborhood Council will be conducted virtually.

SB 411 UPDATES: If a Neighborhood Council has a quorum of board members in a physical location, board members who wish to join the meeting via teleconferencing must adhere to AB 2449 rules and regulations. If a Neighborhood Council does not have a quorum of board members in a physical location, they must adhere to SB 411 rules and regulations.

In the event of a disruption that prevents the eligible legislative body from broadcasting the meeting to members of the public using the call-in option or internet-based service option, or in the event of a disruption within the eligible legislative body's control that prevents members of the public from offering public comments using the call-in option or internet-based service option, the eligible legislative body shall take no further action on items appearing on the

meeting agenda until public access to the meeting via the call-in option or internet-based service option is restored. Actions taken on agenda items during a disruption that prevents the eligible legislative body from broadcasting the meeting may be challenged pursuant to Section 54960.1.

The eligible legislative body shall not require public comments to be submitted in advance of the meeting and shall provide an opportunity for the public to address the legislative body and offer comments in real time.

Notwithstanding Section 54953.3, an individual desiring to provide public comment through the use of an internet website, or other online platform, not under the control of the eligible legislative body, that requires registration to log in to a teleconference may be required to register as required by the third-party internet website or online platform to participate.

(i) An eligible legislative body that provides a timed public comment period for each agenda item shall not close the public comment period for the agenda item, or the opportunity to register, pursuant to subparagraph, to provide public comment until that timed public comment period has elapsed.

(ii) An eligible legislative body that does not provide a timed public comment period, but takes public comment separately on each agenda item, shall allow a reasonable amount of time per agenda item to allow public members the opportunity to provide public comment, including time for members of the public to register pursuant to subparagraph (D), or otherwise be recognized for the purpose of providing public comment.

(iii) An eligible legislative body that provides a timed general public comment period that does not correspond to a specific agenda item shall not close the public comment period or the opportunity to register, pursuant to subparagraph (D), until the timed general public comment period has elapsed.

PAID REPRESENTATIVES: If you are compensated to monitor, attend, or speak at this meeting, City law may require you to register as a lobbyist and report your activity. See Los Angeles Municipal Code Section 48.01 et seq. More information is available at ethics.lacity.org/lobbying. For assistance, please contact the Ethics Commission at (213) 978-1960 or ethics.commission@lacity.org

Exhibit: Affordability information

- Housing is considered “affordable” for a given household if they spend at most 30% of their gross income on it.
 - This figure was originally 25%, formalized in the “Brooke Amendment” of 1969, itself an amendment to the US Housing act of 1937. This figure was revised to 30% in 1981 in attempt to alleviate budget pressure on public housing agencies (1, 2)
- Affordable to whom? The measurement used is the Area Median Income (AMI), that is the median (middle) income level for all households in some jurisdiction.
 - As an example, the median income for the 90025 zip code (where I live) for a single-individual household is \$104,627. (3, 4)
- Derived from this we have various derived metrics to determine relative income levels.
 - According to California’s Health and Safety Code (HSC) 50079.5, “low income” is defined as being at or below 80% of AMI
 - HSC 50105 and 50106 also define “very low income” and “extremely (or acutely) low income” at 50% and 30% of AMI respectively
 - There’s also a definition for “moderate income” (as defined by HSC 50053) which is at most 110% of AMI
- Putting this all together: housing that is “affordable” for “low income” households for a given area is housing whose annual cost to the resident is $\leq 80\% \times 30\%$ (= 24%) of Area Median Income.

What Makes a Housing Project “Affordable”?

- Generally speaking, a housing project is called “affordable” if it passes certain tests for affordability that grants them certain density bonuses, as laid out in California’s Government Code (GOV) 65915.b.1 (5)
 - This corresponds roughly to LA Municipal code Section 12.22 (9) It’s the municipal implementation of the state law
- The test we most commonly encounter these days is subparagraph (G), where (in effect) a housing project is affordable if, after setting aside 1 unit for a building manager, and up to 20% of units for “moderate income” affordable units, all remaining units (i.e. roughly 80% of units) are “low income” affordable.
 - This specific test is fairly recent, it was enacted in 2019 as AB 1763 (10)
 - This is usually referred to as “100% affordable” developments
 - The other tests under GOV 65915.b.1 are for different housing forms, are targeted to specific classes of individuals (e.g. seniors, students, veterans, etc...), or have a more gradual phase-in of incentives based on a smaller percentage of low or very-low income affordable units provided
- The municipality is responsible for enforcing this condition for at least 55 years after the project is built

What Does This Grant the Developer?

- In exchange for a project being “affordable” the jurisdiction will grant the developer certain variances to local zoning (this is what people refer to when they say “Density Bonus”)
 - These bonuses are afforded to the developer with the intent of mitigating the loss in revenue resulting from renting units at below-market rates
- Generally speaking these bonuses take two forms:
 - Explicit state calculations to increase allowed density and height, and reduce parking requirements
 - Incentives and waivers, which are handled at a local level
 - These are usually governed by common application and convention, and are subject to review by the city

- These must demonstrate material cost savings, must not cause undue health, safety, or property issues (this includes historic designations), and must not (obviously) contravene other state or federal law.
- Typical incentives requested are things like reductions in setback and open-space requirements
- These bonuses have specific criteria and calculations based on the test for “affordability” used.
- Using GOV 65915.b.1.G (AKA 100% affordable developments) as an example:
 - By default, the density bonus is 80% of the number of lower income units provided (i.e. $80\% * 80\% = +64\%$ density)
 - If the development is within ½ mile of a major transit stop, there is no control on maximum density, and the developer is allowed an additional 3 stories of height along with no parking minimums
 - If the development is in a “Very Low Vehicle Travel Area” within a designated urbanized county (Los Angeles is such a designated county), there is likewise no control on maximum density and 3 stories of height are granted (parking minimums are still set per the law in this case, however developers may ask for further parking minimum reductions as an incentive under ED1)
 - o “Very Low Vehicle Travel Area” is defined as the per-capita Vehicle Miles Traveled by residents in that area is $\leq 85\%$ of the overall regional average.
 - o This is a relatively recent addition to California Law (AB 2334, passed in 2022). (7, 8)
 - o Sawtelle generally is considered such an area: projects in our area that do not fall under the zoning radius of a major transit stop almost invariably fall into this category instead
 - Additionally, up to 5 incentives or concessions are granted to the developer
- ED1 further adds 1 waiver of development standards that the developer can request from the city (i.e. one zoning “rule” they’re allowed to “break”, within reason). It also, as a matter of convention, permits much broader incentives to be requested from the city for qualifying affordable projects.

Commonly Referred to Laws (11, 12)

- AB 1151 (1979): this is the name for the California Density Bonus Law (GOV 65915), and is generally the basis for most affordable housing incentives in the state.
- AB 1763 (2019): this bill introduced “100% affordable” (which is really 80% affordable) projects, and is the most commonly seen density bonus used in our area (10)
- AB 2292 (2002): Any new development must result in “no net loss” of housing units
- AB 2097 (2023): Projects within ½ mile of a major transit stop have no parking minimums imposed
- AB 2334 (2022): Projects in specified urban counties with low vehicle miles traveled per capita are granted 3 additional stories in height and unlimited density
- AB 2222 (2014): Increases the minimum time for the affordability covenant from 30 years to 55 years

References

1. <https://shelterforce.org/2017/04/25/defense-30-percent-standard-cases/>
2. https://nlihc.org/sites/default/files/Sec1.03_Historical-Overview_2015.pdf
3. <https://www.laalmanac.com/employment/em12c.php>
4. <https://data.census.gov>
5. https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV§ionNum=65915
6. <https://www.housingca.org/wp-content/uploads/2022/02/AB-2334-Wicks-Fact-Sheet-2-28-22.pdf>
7. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB2345
8. <https://alcl.assembly.ca.gov/sites/alcl.assembly.ca.gov/files/aB%202334%20%28Wicks%29.pdf>
9. https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-114455
10. <https://bbklaw.com/resources/housing-density-bonus-and-reporting-changes-for-local-agencies>

11. <https://www.cp-dr.com/articles/node-862>
12. https://en.wikipedia.org/wiki/California_Density_Bonus_Law

Exhibit: ED1 project – 2215 S. Wellesley Ave.

Height: 7 stories (78 ft).

Units: 80 - 42 studios, 38 1-bedroom units (98+ tenants).

Parking: 0 spaces.

Open/recreation space: Front setback of 15 ft (transformer, entrance walkway, 1 tree, no recreation area).

Roof deck.

Affordability: 100% affordable - 63 low-income units, 16 moderate-income units.

Base Incentives (3):

1. Unlimited density (80 units).
2. Reduced parking (0 spaces)
3. 33-ft height increase (to 7 stories, 78 ft).

Off-Menu Incentives (4):

1. 50% REDUCTION OF OPEN SPACE, TO PERMIT 4,000 SF., IN LIEU OF 8,000 SF.
2. 10.3% REDUCTION OF THE MINIMUM REQUIRED UNIT FLOOR AREA, TO PERMIT 314 S.F. units, IN LIEU OF 350 S.F. units
3. YARD REDUCTIONS:
 - a. 50% NORTH SIDE YARD REDUCTION, TO PERMIT 5', IN LIEU OF 10'
 - b. 50% SOUTH SIDE YARD REDUCTION, TO PERMIT 5', IN LIEU OF 10'.
 - c. 46.7% REAR YARD REDUCTION, TO PERMIT 8', IN LIEU OF 15'.
 - d. 50% LONG-TERM RESIDENTIAL BICYCLE PARKING REDUCTION, TO PERMIT 31 SPACES, IN LIEU OF 62 SPACES

Waiver of Development Standards (1)

1. 69.7% FAR INCREASE, TO PERMIT 5.09, IN LIEU OF 3.0.



Kevin Tsai Architecture
ARCHITECTS

2015-2016
2017-2018

2019-2020

2021-2022

ARCHITECTURAL INDEX

| | |
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| G003 | BI-CYCLE SPECIFICATION |
| G004 | EXPO TRIP |
| G010 | F.A.R. CALCULATION |
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| G013 | BLDG. GROSS CALCULATION |
| G014 | OPEN SPACE CALCULATION |
| G015 | OPEN SPACE CALCULATION |
| G016 | BLDG. AREA CALCULATION |

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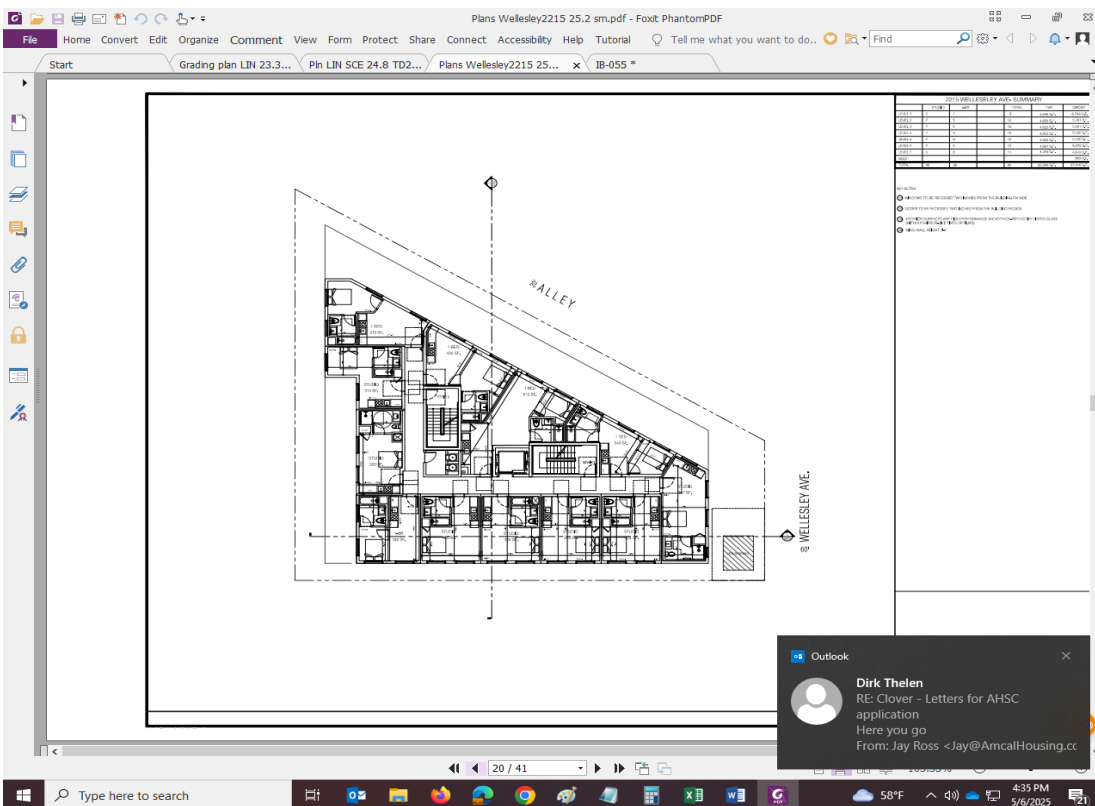
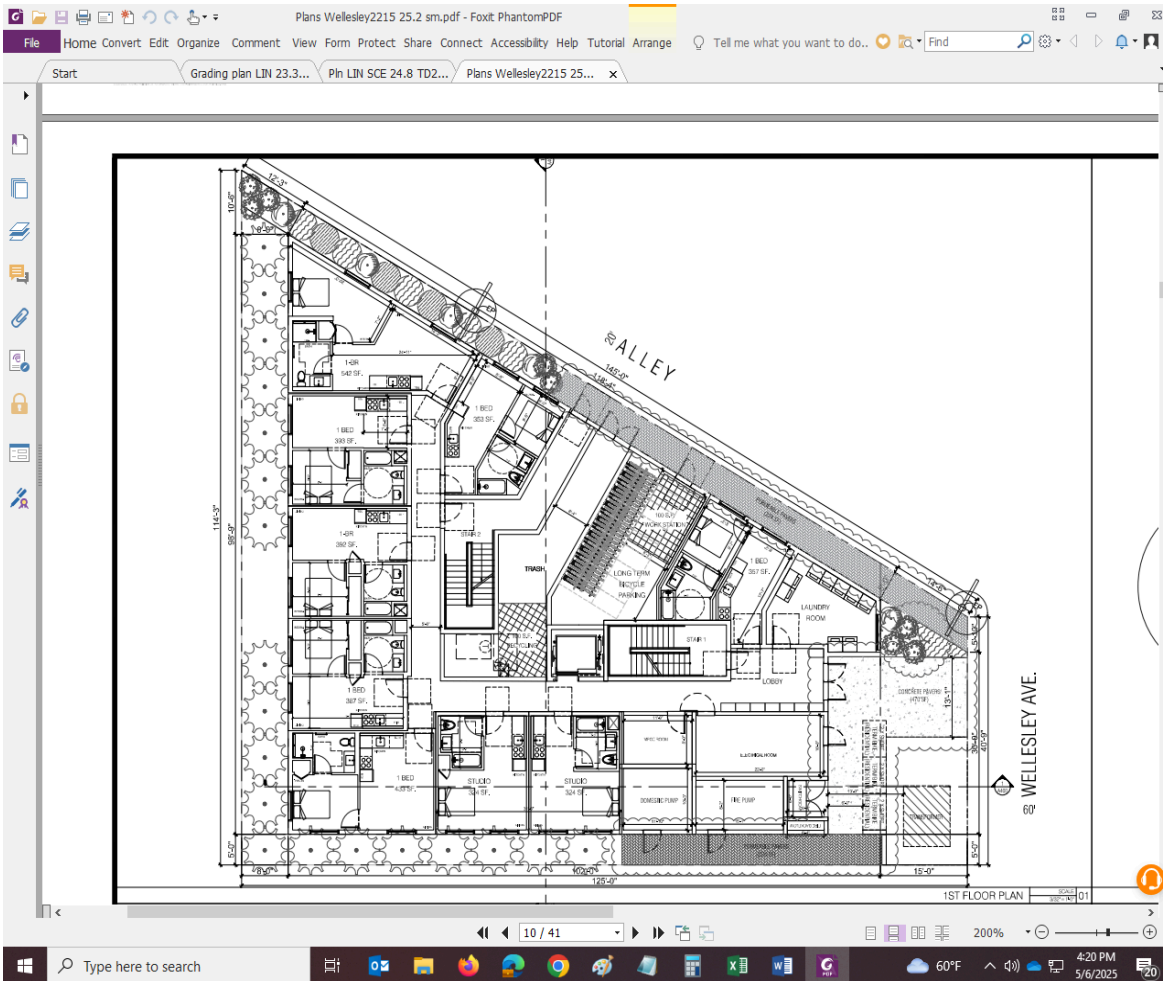
ZONING CODE AREA CALCULATIONS

BUILDABLE AREA DEFINITION PER LAND USE:

| PROJECT INFORMATION | |
|----------------------|---|
| PROJECT NAME: | WELLESLEY APARTMENTS |
| ADDRESS: | 2215 S WELLESLEY AVE LOS ANGELES, CA 90064 |
| PROJECT DESCRIPTION: | |
| PROJECT FUNDING: | 100% PRIVATELY FUNDED |
| CONSTRUCTION TYPE: | TYPE I-A 1ST-2ND, II-A 3RD-7TH |
| SPRINKLERED: | |
| FIRE ALARM: | AUTOMATIC FIRE ALARM |



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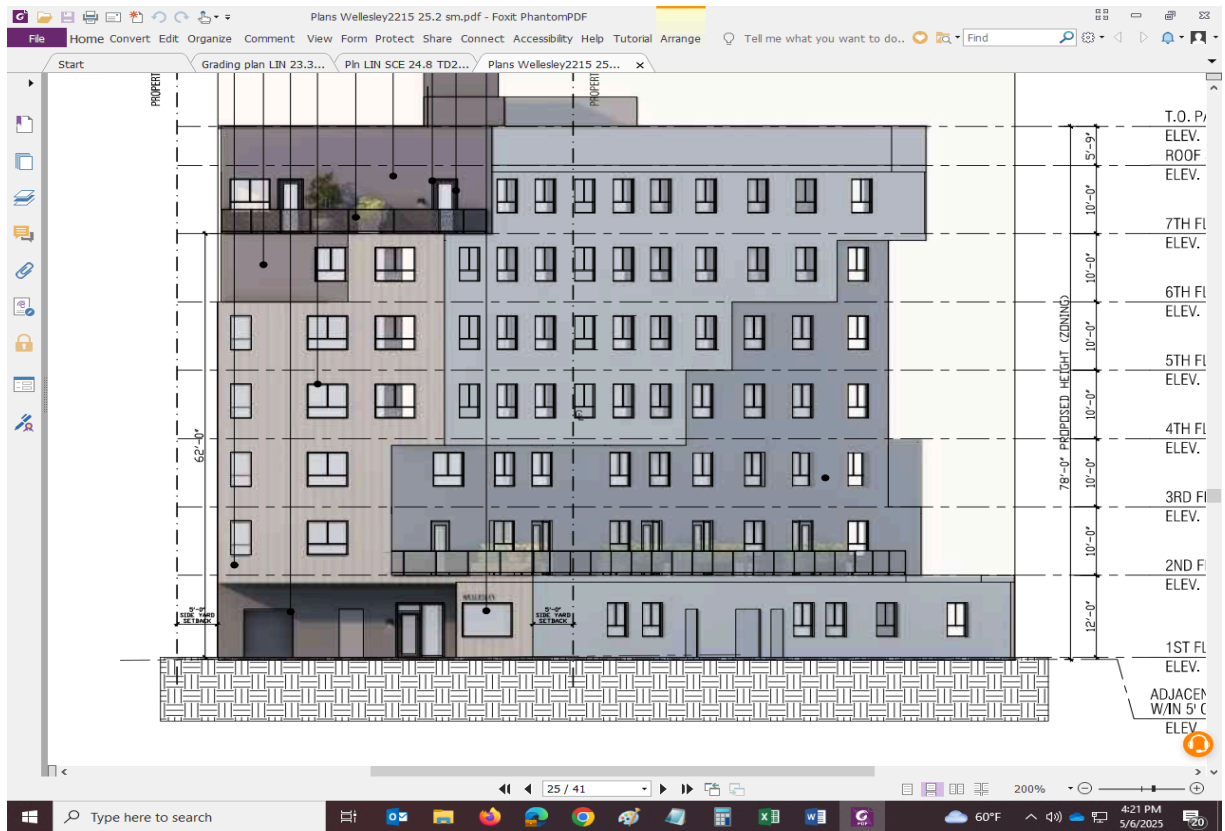


Exhibit: Superblocks

https://www.washingtonpost.com/opinions/interactive/2024/superblocks-barcelona-cities-congestion/?itid=hp_opinions_p002_f001

How to transform city streets — without losing your parking spot

By [Amanda Shendruk](#)

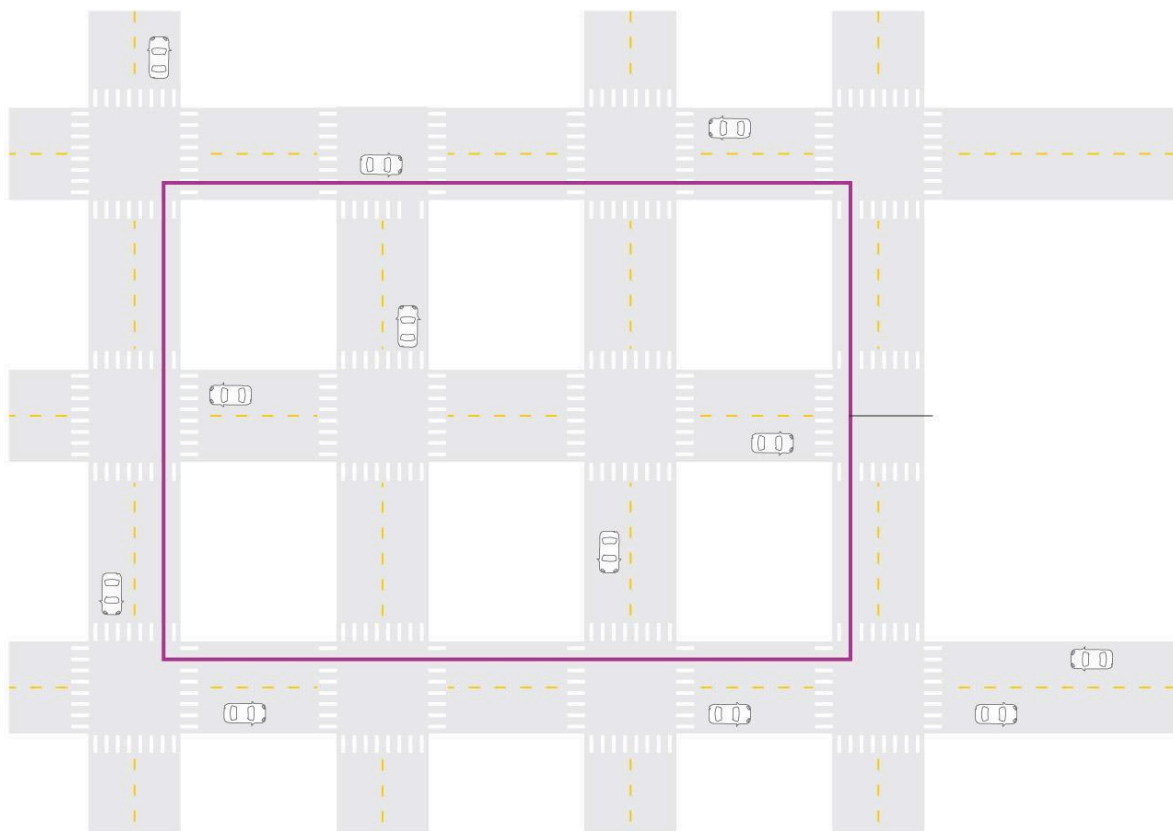
If you live in a big city, you know the challenges: Pollution, traffic, noise and lack of nature can cause both physical and mental stress. For many, it's just the reality of urban living. But what if it didn't have to be? What if, instead, a road could be a tree-lined pedestrian walkway with benches? An intersection could be a playground. Safer, healthier, less lonely cities — who wouldn't want that?

There's an obvious problem: More street space for people means less space for vehicles. And in car-centric America, where freedom often depends on access to a vehicle, many wouldn't want *that*. Fortunately, there's a way to have your park — and parking, too.

It's called a superblock — an urban planning concept that is gaining traction throughout Europe. And it's something [urban planners](#) think could work in the United States.

First, find a neighborhood. Here's a small example, but the idea could be implemented across larger areas.

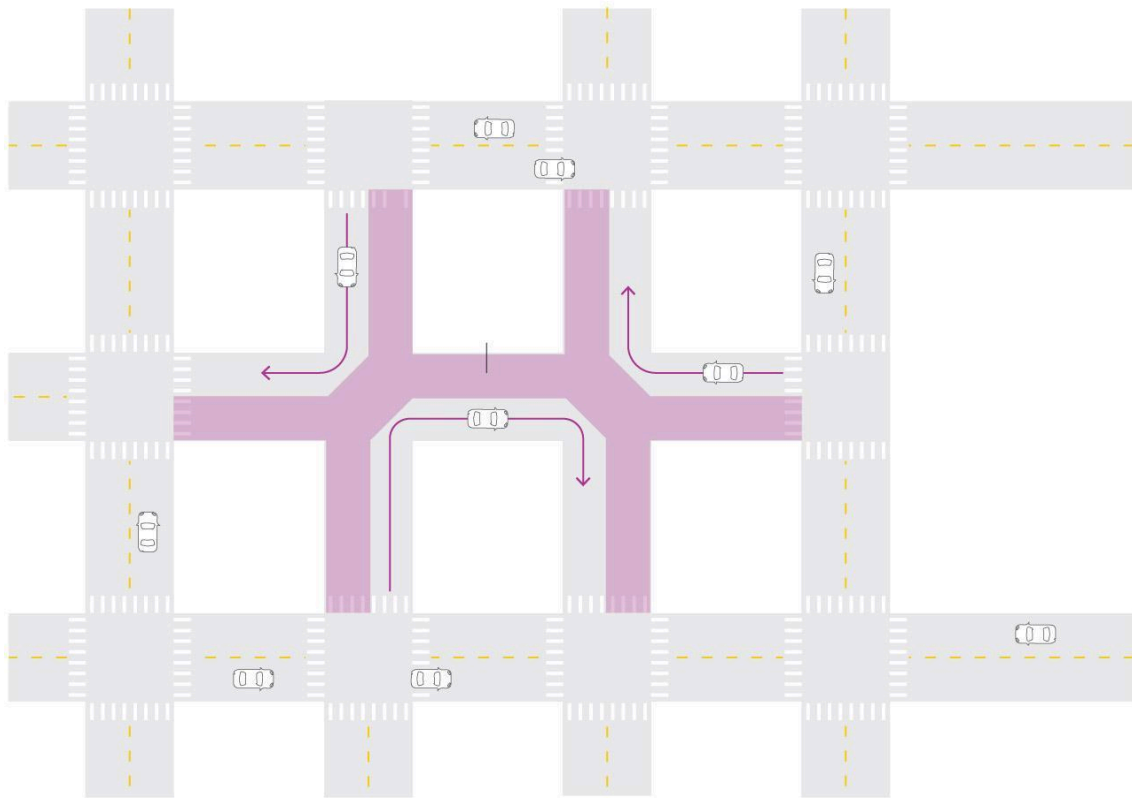
This graphic shows a small superblock that is three blocks by two. (The original concept is three blocks by three.)



A small superblock could be 3-by-2 blocks. (The original concept is 3-by-3 blocks.)

On the “inner streets” of the neighborhood, city planners limit vehicle speed, prohibit through-traffic and designate portions of road and intersection as pedestrian-first space.

This graphic shows how traffic could be diverted in a superblock to create pedestrian-first areas. Cars can still access the area, but through-traffic is blocked.

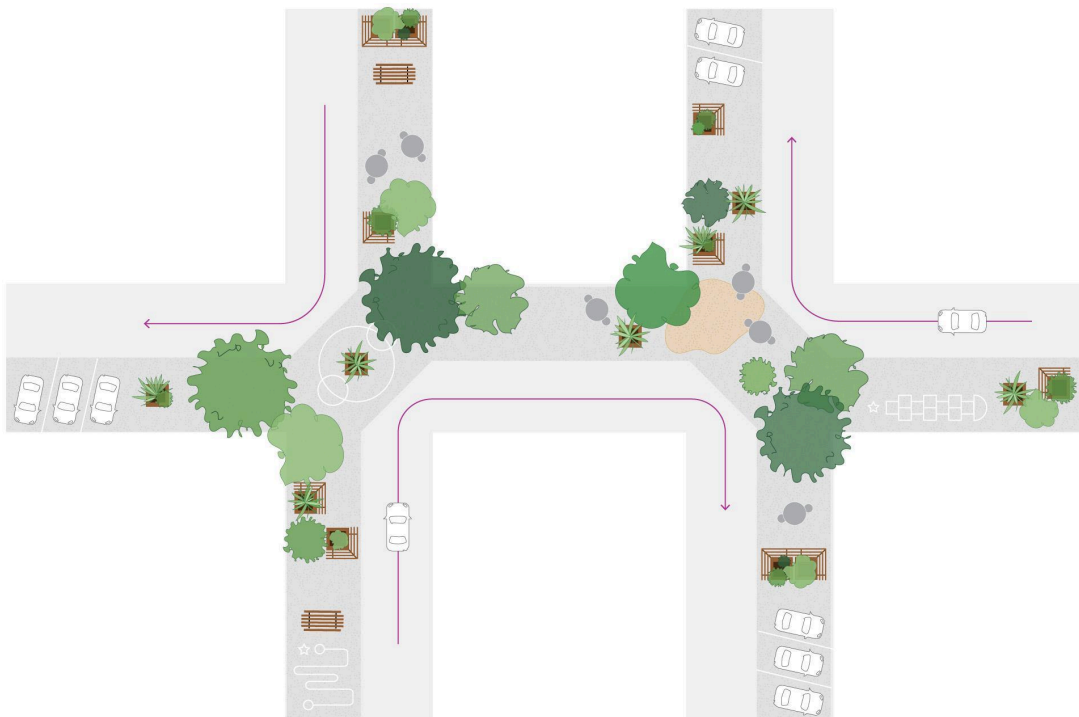


Pedestrian- first area

Through traffic is cut off, but cars still have access.

Now that most traffic has been pushed to exterior roads, the next step is to make space for nature and community by adding trees, planters, benches and playgrounds.

This graphic shows how the streets can be transformed into community areas with things like plants, playgrounds and seating.



Tables Plants Sandbox Play area Trees Parking Seating

Superblocks don't aim to eliminate cars; they just make them less important. The space is designed primarily for pedestrians; vehicles are secondary. Why? Because city streets are terrible for residents' health, and the chief culprit is often cars.

Air pollution, much of which comes from vehicle exhaust, [contributes to numerous conditions](#), including asthma, heart disease, lung cancer and strokes. The [noise is bad](#) for us, too. Additionally, most streets lack any kind of nature. This has a significant impact on [depression and anxiety](#), and can make ["heat islands"](#) worse in warm months.

Good urban design can help. "At the end of the day, what kind of city do you want?" asks Mark J. Nieuwenhuijsen, who studies the health impacts of superblocks and is the director of multiple programs at the Barcelona Institute for Global Health. "Do you want to have a city for cars? Or do you want to have a city for people? I believe cities are there for people."

Superblocks are already working

Barcelona has a history of [innovative, health-focused urban design](#). In the 19th century, architect Ildefons Cerdà designed a neighborhood beyond the city walls as an antidote to cramped, unhealthy conditions within them. His wider streets allowed for greater airflow, each block had internal green space, and buildings were oriented for the best light and circulation.

This graphic shows a schematic of Cerdà's original plan for the Eixample district, and how that differs from today. Very few blocks remain as Cerdà envisioned them.

Soon, however, Cerdà's green spaces were filled in with buildings, and his wide streets left residents choking in some of the [highest pollution rates](#) in Europe.

What Cerdà suspected, and what we now know for sure, is that city design has a big impact on health.

So, Barcelona again tried to find a better way. Initially proposed in 1987, the first superblock was [implemented in Barcelona in 2003](#). Now, the Catalan city is home to about six traditional superblocks, and city planners have converted other roads into similar pedestrian-first zones.

I spent time in Barcelona's vibrant Sant Antoni superblock in May. Established in 2018, it's a showpiece of the concept.

Kids filled the center of a former intersection after school. Some chased a ball between the planters, while others enjoyed snacks in the shade. At a picnic table, an American living in the neighborhood was working on her laptop. "I love that people here live their life outside," she told me.

Parking was available curbside, though most spaces were in public underground garages. I saw large metal racks full of bikes and delivery vehicles unloading in front of shops.

On internal streets, through traffic was restricted and vehicles kept to 10 km/hr (about 6 mph). An irregular flow of cars, trucks and motorbikes occupied the narrow traffic lanes. One stopped as an unsupervised soccer ball took right of way.

Studies already show the [superblocks are a success](#): "There's a positive effect on health and well-being," says Nieuwenhuijsen. "There's more green, less air pollution, less noise. And we know it has a better impact on physical activity levels, and better mental health. And of course it's also good for CO2 emissions. They're being reduced." The areas are safer, and residents report more interactions with their neighbors. Local business hasn't taken a hit. Traffic has dropped and, crucially, didn't increase on external streets.

Could superblocks work in the United States?

Other cities, including Berlin, Vienna and Bogotá, have seen Barcelona's success and are experimenting with their own versions.

But the United States is different: Americans love and depend on their cars, and American centers — to say nothing of its suburbs — are built differently. Designed around vehicle ownership, most U.S. cities aren't as walkable as those in Europe, and decent public transit isn't a given.

The American track record of re-engineering cities for the public good is not great. [Urban renewal](#) of the 1950s and '60s — which was meant to revitalize deteriorating neighborhoods but instead displaced and destroyed communities — was a fiasco. And Americans are famous for resisting anything perceived as anti-car: The 15-minute city concept is [swamped in conspiracy](#) theories, congestion pricing in New York

has faced years of [delays and legal challenges](#), and bike lanes in D.C. are deemed “[controversial](#).” But the need for healthier cities isn’t going away. Already [80 percent of Americans](#) live in urban areas, and that percentage is [expected to grow](#).

Sven Eggimann is a researcher at the Hebrew University of Jerusalem who [developed an algorithm](#) for identifying prime superblock locations. Using open-sourced maps and population density data, he analyzed an area of about three square miles in the centers of some U.S. cities: D.C., Los Angeles, New York, Chicago, Atlanta and Seattle. What he [found was promising](#): between 17 percent and 24 percent of the streets in those centers could be suitable superblocks or smaller “miniblocks.”

His findings for D.C. show how the idea could work in an American city. The map below highlights areas with potential for a superblock or mini superblock.

This won’t be easy. Converting streets into superblocks would [raise issues](#) around accessibility to good public transit, rental prices and gentrification, and local resistance to change. In Barcelona, hurdles emerged from [lack of meaningful consultation](#) and communication with residents.

It will take creativity and political will. But it can be done.

In Los Angeles — perhaps America’s most car-centric city — a superblock-inspired experiment is getting underway. “In talking to constituents, they want more parks, more green space, but the challenge is, where do you put it?” says Los Angeles City Council member Hugo Soto-Martinez. His team plans to pilot their “park block” in a working-class, immigrant community in City Council District 13. “There are a ton of streets that could be used in this way.”

Soto-Martinez’s park block won’t look exactly like those in Barcelona — “the streets are different, the flow of traffic is different, the public transportation infrastructure is very different” — but the strategy is the same. It will cut off through-traffic, reduce vehicle speeds and make the streets pedestrian-first. If it’s successful, he plans to replicate it: “We’re very excited. I want to see it across many parts of the district.”

Taking space away from cars — even just a little bit — can be a hard sell. But if we care about the well-being of our communities, our children, and the planet, we can’t stick with the status quo. Pilot programs, collaboration with local business and community organizations, and policy incentives can go a long way in [convincing a skeptical group](#). Even using [AI-generated images](#) to show a street’s transformation can improve support. And it doesn’t have to just be up to politicians like Soto-Martinez. In Los Angeles, the clear benefits of healthier streets are driving public action, too. In March, a [citizen-sponsored ballot measure](#) that requires the city to add hundreds of miles of bike and bus lanes [passed](#) with 65.5 percent in favor.

Change is coming whether we like it or not: The problems with unhealthy streets are [exacerbated](#) by climate change, and as calls to reduce emissions continue to ramp up, cars are in the line of fire. But we can do something now — maybe a little less parking and a little more park — to make that change a positive one.