



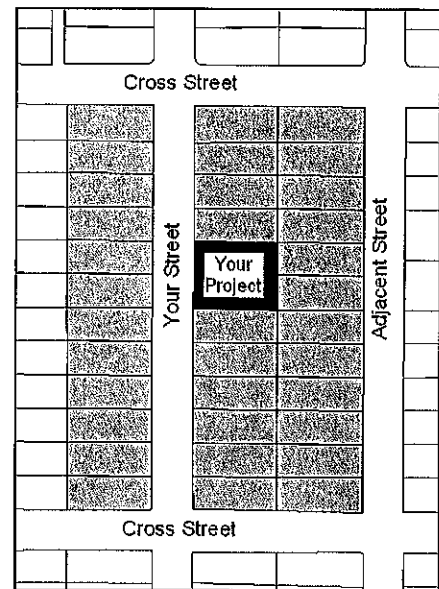
City of Burbank
 Planning and Transportation Division
Development Review for Multifamily Residential Zones
Neighborhood Compatibility Guidelines and Worksheet

150 North Third Street
 Burbank, California 91502
 www.burbankusa.com
 T: 818-235-5250
 F: 818-238-5150

The Community Development Director will consider, at a minimum, the features and neighborhood characteristics from the table below when evaluating your proposed project for neighborhood compatibility as required by Burbank Municipal Code Section 10-1-631. For the purposes of this analysis, your neighborhood includes all properties on both sides of your street between the two nearest cross streets, and all properties in the same block as your property including those on the closest side of the adjacent street to the rear of your property (all properties shown in gray on the diagram).

Please submit this completed worksheet with your Development Review application and attach any supporting information including photographs, sketches, and narratives that helps to show how your project is compatible with the neighborhood. If insufficient supporting information is submitted, the Community Development Director may require additional information to be submitted prior to rendering a decision on your application. Please see the attached application guidelines for additional information.

For the purposes of characterizing the surrounding neighborhood, consider the prevailing development pattern existing in the neighborhood. For those neighborhoods that are a mixture of project types with no clearly dominant development pattern, please check all boxes that apply in the 'Surrounding Neighborhood' column below and attach a narrative describing the mixed nature of the neighborhood character.



REQUIRED INFORMATION

Applicant name (Please Print) : NHW Investors, LLC **Project address :** 2311 N. Hollywood Way

Units existing: N/A **Units proposed:** 863 **Units to be demolished:** none

Age of Neighborhood: New construction in older established neighborhoods should be sensitively designed to ensure that the existing character of the neighborhood is not significantly changed. The age of the neighborhood is often an important issue to consider.

Approximately how old is the existing structure or structures on your property? 58 years

Will the structure or structures be demolished, or maintained and integrated into your project (e.g. new units being constructed behind an existing dwelling that will remain)? Structure(s) will be demolished Structure(s) will be maintained

Approximately how old are most of the structures in the neighborhood?

Neighborhood Characteristics: Identify the neighborhood features that are most prevalent, or in neighborhoods where no feature is prevalent, check all that apply and attach a narrative describing the neighborhood.

Characteristics	Your Proposed Project	Surrounding Neighborhood
Project size (land area)	<input type="checkbox"/> Single Lot (<10,000 s.f.) <input type="checkbox"/> Double Lot (10,000-20,000 s.f.) <input checked="" type="checkbox"/> Multiple Lot (>20,000 s.f.)	<input type="checkbox"/> Single Lot (<10,000 s.f.) <input type="checkbox"/> Double Lot (10,000-20,000 s.f.) <input checked="" type="checkbox"/> Multiple Lot (>20,000 s.f.)
Predominant land use	<input type="checkbox"/> Duplex/triplex <input type="checkbox"/> Units added behind single family home or duplex <input type="checkbox"/> Older style garden apartment <input type="checkbox"/> Apartment – no courtyard <input checked="" type="checkbox"/> Apartment with courtyard	<input type="checkbox"/> Single family home <input type="checkbox"/> Duplex/triplex <input type="checkbox"/> Units added behind single family home or duplex <input type="checkbox"/> Older style garden apartment <input type="checkbox"/> Apartment – no courtyard <input type="checkbox"/> Apartment with courtyard
Number of stories	<input type="checkbox"/> One <input type="checkbox"/> Two <input type="checkbox"/> Three Up to 7 stories	<input type="checkbox"/> One <input type="checkbox"/> Two <input type="checkbox"/> Three Building heights in the vicinity vary.

Parking type	<input type="checkbox"/> Surface uncovered <input type="checkbox"/> Surface tuck-under <input checked="" type="checkbox"/> Surface garage <input type="checkbox"/> Semi-subterranean garage <input type="checkbox"/> Fully subterranean garage	<input type="checkbox"/> Surface uncovered <input type="checkbox"/> Surface tuck-under <input type="checkbox"/> Surface garage <input type="checkbox"/> Semi-subterranean garage <input type="checkbox"/> Fully subterranean garage
Parking location	<input type="checkbox"/> Front of property <input type="checkbox"/> Rear of property <input checked="" type="checkbox"/> Beneath residential units <input checked="" type="checkbox"/> Combination	<input type="checkbox"/> Front of property <input type="checkbox"/> Rear of property <input type="checkbox"/> Beneath residential units <input type="checkbox"/> Combination
Parking access	<input checked="" type="checkbox"/> From street <input type="checkbox"/> From alley <input type="checkbox"/> From both street and alley	<input checked="" type="checkbox"/> From street <input type="checkbox"/> From alley <input type="checkbox"/> From both street and alley
Pedestrian access	<input checked="" type="checkbox"/> Common access from front <input checked="" type="checkbox"/> Common access from side <input type="checkbox"/> Individual access from front <input type="checkbox"/> Individual access from side or interior	<input type="checkbox"/> Common access from front <input type="checkbox"/> Common access from side <input type="checkbox"/> Individual access from front <input type="checkbox"/> Individual access from side or interior
Architectural style	Describe: Contemporary	Describe: Varies
Architectural features	<input type="checkbox"/> Entry porches <input checked="" type="checkbox"/> Balconies <input checked="" type="checkbox"/> Rooftop decks <input type="checkbox"/> Entry gardens <input type="checkbox"/> Dormers <input type="checkbox"/> Bay windows <input checked="" type="checkbox"/> Trim/fascia/shutters <input type="checkbox"/> Cornice <input type="checkbox"/> Chimneys <input type="checkbox"/> Other:	<input type="checkbox"/> Entry porches <input type="checkbox"/> Balconies <input type="checkbox"/> Rooftop decks <input type="checkbox"/> Entry gardens <input type="checkbox"/> Dormers <input type="checkbox"/> Bay windows <input type="checkbox"/> Trim/fascia/shutters <input type="checkbox"/> Cornice <input type="checkbox"/> Chimneys <input type="checkbox"/> Other:
Roof design	<input checked="" type="checkbox"/> Flat roof <input type="checkbox"/> Hip roof <input type="checkbox"/> Gable roof <input type="checkbox"/> Mansard roof <input type="checkbox"/> Combination	<input type="checkbox"/> Flat roof <input type="checkbox"/> Hip roof <input type="checkbox"/> Gable roof <input type="checkbox"/> Mansard roof <input type="checkbox"/> Combination
Briefly explain how you believe your project is compatible with your neighborhood (attach additional sheets if necessary):		
Please see attached Exhibit A.		

Neighborhood Compatibility Application Guidelines

All Development Review applications for projects in multiple-family residential zones must be accompanied by a completed *Neighborhood Compatibility Worksheet* and any supplemental materials including but not limited to photographs, sketches, or narratives as needed to demonstrate that the proposed project would be compatible with surrounding development.

Supplemental Materials

Supplemental materials must be adequate to provide an overview of existing development in the neighborhood, including development on all properties shown on the *Neighborhood Compatibility Worksheet*. Applicants for projects on corner properties or near the ends of a block should also submit materials to describe properties located near the project site on adjacent blocks. If insufficient supporting information is submitted with an application, the application may be deemed incomplete and processing will not commence until adequate supporting documentation is provided.

Photographs are required to be included as supplemental materials. Photographs must include, at a minimum:

- Photos of the project site from the street and alley (if applicable) as it exists at the time of application
- Photos of all sides of any structures that will remain on the project site
- Photos looking in both directions from in front of the project site clearly showing the street frontage on both sides of the street, and additional photos as necessary to clearly show all of the street frontage of all properties on the block (and adjacent blocks as necessary), as shown on the *Neighborhood Compatibility Worksheet* diagram
- Photos looking in both directions from the rear of the project site clearly showing the alley frontage on both sides of the alley (if applicable)
- Photos from the adjacent street to the rear of the project site showing development to the rear of the project site and views onto the project site from the adjacent street

Narrative text, sketches, or any other supplemental materials are optional but should be used as necessary to supplement the photographs.

Project No. _____ Address: 2311 N. Hollywood Way _____ Date: _____



City of Burbank
 Planning and Transportation Division
GENERAL COMMERCIAL AND INDUSTRIAL DEVELOPMENT PERMIT
 Application

150 North Third Street
 Burbank, California 91502
 www.burbankusa.com
 T: 818-238-5250
 F: 818-238-5150

A General Commercial and Industrial development permit application form, along with all applicable specific application forms and other required materials must be completed and submitted to the Planning and Transportation Division for all projects that are subject to review and/or approval by the City of Burbank. Please complete each section. If certain items do not apply to this project, please indicate with a "N/A." Incomplete application forms may result in processing delays.

NOTE: Unless exempt, all project applications are subject to the requirements and guidelines of the California Environmental Quality Act (CEQA). Should you have any questions please call the Planning Division at 818-238-5250.

Application Types		
<input type="checkbox"/> Administrative Use Permit	<input type="checkbox"/> General Plan Amendment	<input type="checkbox"/> Sign Variance
<input type="checkbox"/> Conditional Use Permit	<input type="checkbox"/> Lot Line Adjustment	<input type="checkbox"/> Variance
<input type="checkbox"/> Covenant Agreement	<input type="checkbox"/> Map (Tentative Tract Map, Parcel Map)	<input type="checkbox"/> Zone Map Amendment
<input type="checkbox"/> Development Agreement	<input type="checkbox"/> Planned Development	<input type="checkbox"/> Zone Text Amendment
<input checked="" type="checkbox"/> Development Review	<input type="checkbox"/> Parking Agreement	<input checked="" type="checkbox"/> Other <small>Density Bonus Incentives and waiver</small>

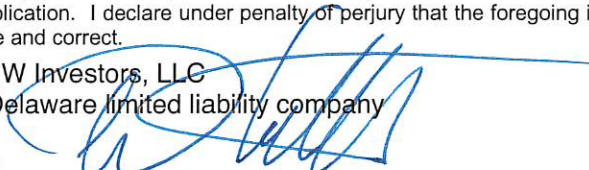
Project Information	
Project Address: 2311 N Hollywood Way	Zoning: C-3
Current use of site: Retail/Commercial	Existing Covenants: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes. If yes, attach copies
Lot Area: 454,330 square feet or 10.43 acres	Year(s) structure(s) built: 1962
APN: 2463-001-019	Legal Description: PM 269-99-100 LOT 1
Number of existing on-site parking spaces: 882	Existing square footage: 104,404 square feet
Current Site Description: Describe the project site as it currently exists, including information about topography, soil stability, plants (including mature trees) and animals, and any cultural historical or scenic attributes. Describe any existing structure(s) on the site and the use of the structure(s). Attach photographs of the site. (Prepare/attach separate exhibit(s) as necessary)	
The current improvements on the site include a one-story 101,967-square foot electronics store with two ancillary structures that are 1,293 square feet and 1,010 square feet. The surface parking lot includes 882 parking spaces. The site is generally flat and almost 100% impervious with very limited landscaping and trees. The site does not include any cultural historical or scenic attributes.	
Project Description/Applicant Request: (You may need to prepare and attach separate exhibits)	
<ol style="list-style-type: none"> 1. If the project involves demolition and new construction, describe total project. e.g. demolition, age of building to be demolished, grading, excavation, construction, etc. 2. If commercial, indicate the type, whether neighborhood, city, or regionally oriented, square footage of sales area, square footage of office area, loading facilities, and number of employees. 3. If industrial, indicate type, estimated employment per shift, number of shifts and loading facilities. 4. If institutional, indicate the major function, estimated employment per shift, number of shifts, estimated occupancy, loading facilities, and community benefits to be derived from the project. 5. Will project be owner-occupied or will it be leased to tenants not currently identified? If tenants are known, please list them. 	
The project includes the demolition of the existing structures and new construction of the following:	
two residential buildings with a total of 863 apartment units including 80 units designated for Very Low Income households and 11 live/work units; 9,000 square feet of neighborhood-serving retail/restaurant uses; and up to 150,000 square feet of office use. Square footage of sales area, loading facilities, number of employees, and tenants are to be determined. (See attached for additional information.)	

Project No. _____ Address: 2311 N Hollywood Way Date: _____

Applicant	
Name/Firm: NHW Investors, LLC (See attached.)	
Address: 1880 Century Park East, Suite 1017, Los Angeles, CA 90067	
Primary phone number 310-552-0065 Ext. 310	Alternate phone number 323-608-4705
E-mail address: JustinF@LaTerraDev.com	
Primary contact for this application: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

Property Owner of Record	
Name/Firm: Charles Tourtellotte / NHW Investors, LLC (See attached.)	
Address: 1880 Century Park East, Suite 1017, Los Angeles, CA 90067	
Primary phone number 310-552-0065	Alternate phone number
E-mail address: CharlieT@LaTerraDev.com	
Primary contact for this application: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

Contact Person (If different from above)	
Name/Firm: Dale Goldsmith / Armbruster Goldsmith & Delvac LLP	
Address: 12100 Wilshire Boulevard, Suite 1600, Los Angeles, CA 90025	
Primary phone number 310-209-8800	Alternate phone number
E-mail address: dale@agd-landuse.com	
Primary contact for this application: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

Property Owner's Affidavit	Applicant's Affidavit
<p>I hereby certify that I am the legally authorized owner of the property involved in this application or have been empowered to sign as the owner on behalf of a corporation, partnership, or business as evidenced by the documents attached hereto. I hereby grant to the applicant of this form permission to submit this application. I declare under penalty of perjury that the foregoing is true and correct.</p> <p>NHW Investors, LLC a Delaware limited liability company</p> <p>By:  Charles Tourtellotte, Authorized Signatory</p>	<p>I hereby certify that the information furnished in this application and the attached materials are true and correct to the best of my knowledge and belief. Further, should the stated information be found false or insufficient, I agree to revise the information as appropriate. I understand that the City of Burbank cannot process this application until all required information is provided. I understand there is no guarantee, expressed or implied, that any permit or application will be granted. I understand that each matter must be carefully investigated and the resulting recommendation or decision may be contrary to a position taken or implied in any preliminary discussions. I understand that I have the burden of proof in the matter arising under this application. I declare under penalty of perjury that the foregoing is true and correct.</p>
Property owner's signature:	Applicant signature:
Date:	Date:

Staff Comments (For City Use Only)			
Filing fee:		Date received:	
Project No.:		Received by:	
<input type="checkbox"/> Plans	<input type="checkbox"/> Labels	<input type="checkbox"/> Radius Map	
Notes:			

2311 N Hollywood Way

Project No. _____ Address: _____ Date: _____

ENVIRONMENTAL INFORMATION

1. List and describe all other related permits and other public approvals required for the project, including those required by City, Regional, State and Federal agencies.

Development Review for construction of a structure in the C-3 zone and a residential development of more than 500 dwelling units
 Density Bonus Review for affordable housing density bonus, incentives for increased building height and reduced open space, and a
 waiver to permit residential uses without ground floor commercial under the State Density Bonus Law
 Los Angeles County Airport Land Use Commission Review

Are the following items applicable to the project or its effects? Discuss below all items checked yes. (Attach additional sheets as necessary.)

2. Are Federal, State and/or County funds involved in this project? If yes, please specify:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
3. Will paints, solvents, asbestos, pressurized gas, cleaning fluids, acids or other chemicals be used in the business? If yes, please specify: * See below.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
4. Do you have a hazardous materials list on file with the Burbank Fire Department?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
5. Change in existing features of any hills or substantial alteration of topography	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
6. Change in scenic views or vistas from existing residential areas, public lands or roads	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
7. Change in pattern, scale or character of general area of project	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
8. Significant amounts of solid waste or litter	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
9. Change in dust, ash, smoke, fumes or odors in vicinity	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
10. Change in ground water quality or quantity, or alteration of existing drainage patterns	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
11. Substantial change in existing noise or vibration levels in the vicinity	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
12. Site on filled land or on slope of 10% or more	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
13. Use or disposal of potentially hazardous materials, such as toxic substances, flammable or explosives	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
14. Substantial change in demand for municipal services (police, fire, water, electricity, sewage, etc.)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
15. Substantial increase in fossil fuel consumption (electricity, oil, natural gas, etc.)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
16. Is there a relationship to a larger project or series of projects? If new construction or expansion of present facilities will take place after demolition, the action is part of a larger project.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
17. Describe the surrounding properties, including information on plants (including mature trees) and animals and any cultural, historical or scenic aspects. Indicate the type of land use (residential, commercial, etc.), intensity of land use (single-family, apartment houses, commercial, industrial, etc...). Photographs may accompany written description (Prepare/attach separate exhibit(s) as necessary.)		

The site is bordered by Vanowen Street to the north, Hollywood Way to the east, Valhalla Drive to the south, and commercial properties to the west.

Across Vanowen Street to the north is a car rental facility. Across Hollywood Way to the east and across Valhalla Drive to the south are commercial uses.

A US Army National Guard Recruiting Office is located across Valhalla Drive to the southwest and a self-storage facility is located across Hollywood Way

to the southeast. The Burbank-Bob Hope Metrolink Station is located approximately 500 feet from the site to the northwest on Vanowen Street. All of the

properties immediately surrounding the site are urban in nature and as such, have minimal landscaping and have a significant amount of surface parking.

18. Describe how the project will affect existing patterns of land use. If new construction alters land use from existing patterns, requires a variance or conditional use permit, or increases size or bulk of existing uses please describe. (Prepare/attach separate exhibit(s) as necessary.)

The project will replace the existing electronics store with a mixed-use project that will include: new residential uses (863 units, including 80 units for

Very Low Income households and 11 live/work units); 9,000 square feet of neighborhood-serving retail/restaurant uses; a maximum of 150,000 square feet of

office use; structured parking; and related improvements. The maximum building height will range from approximately 50 feet to 99 feet and the project will

comply with the applicable federal, state, and local regulations. As noted above, the project will require approval of Conditional Use Permits and other approvals.

See attached Exhibit A for additional information.

* Common cleaning materials in small quantities in accordance with manufacturers specifications.

Project No. _____ Address: 2311 N Hollywood Way Date: _____



City of Burbank
 Planning and Transportation Division
GENERAL MULTIFAMILY PERMIT
 Application

150 North Third Street
 Burbank, California 91502
 www.burbankusa.com
 T: 818-238-5250
 F: 818-238-5150

A General Multi-Family permit application form, along with all applicable specific application forms and other required materials must be completed and submitted to the Planning and Transportation Division for all projects that are subject to review and/or approval by the City of Burbank. Please complete each section. If certain items do not apply to this project, please indicate with a "N/A." Incomplete application forms may result in processing delays.

NOTE: Unless exempt, all project applications are subject to the requirements and guidelines of the California Environmental Quality Act (CEQA). Should you have any questions, please call the Planning Division at (818) 238-5250.

Application Types		
<input type="checkbox"/> Administrative Use Permit	<input type="checkbox"/> Lot Line Adjustment	<input type="checkbox"/> Zone Text Amendment
<input type="checkbox"/> Conditional Use Permit	<input type="checkbox"/> Major or Minor Fence Exception	<input type="checkbox"/> Variance
<input type="checkbox"/> Condominium Conversion	<input type="checkbox"/> Map (Tentative Tract Map, Parcel Map)	<input checked="" type="checkbox"/> Other <small>Density Bonus Incentives and waiver</small>
<input checked="" type="checkbox"/> Development Review	<input type="checkbox"/> Parking Agreement	
<input type="checkbox"/> General Plan Amendment	<input type="checkbox"/> Zone Map Amendment	

Project Information	
Project Address: 2311 N Hollywood Way	Zoning: C-3
Current use of site: Retail/Commercial	Existing Covenants: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes. If yes, attach copies
Lot Area: 454,330 square feet or 10.43 acres	Year(s) structure(s) built: 1962
APN: 2463-001-019	Legal Description: PM 269-99-100 LOT 1
Number of existing on-site parking spaces: 882	Existing square footage: 104,404 square feet
Current Site Description: Describe the project site as it currently exists, including information about topography, soil stability, plants (including mature trees) and animals, and any cultural historical or scenic attributes. Describe any existing structure(s) on the site and the use of the structure(s). Attach photographs of the site. (Prepare/attach separate exhibit(s) as necessary)	
The current improvements on the site include a one-story 101,967-square foot electronics store with two ancillary structures that are 1,293 square feet and 1,010 square feet. The surface parking lot includes 882 parking spaces. The site is generally flat and almost 100% impervious with very limited landscaping and trees. The site does not include any cultural historical or scenic attributes.	
Project Description/Applicant Request: (You may need to prepare and attach separate exhibits)	
<ol style="list-style-type: none"> If the project involves demolition and new construction, describe total project. e.g. demolition, age of building to be demolished, grading, excavation, construction, etc. If commercial, indicate the type, whether neighborhood, city, or regionally oriented, square footage of sales area, square footage of office area, loading facilities, and number of employees. 	
The project includes the demolition of the existing structures and new construction of the following:	
two residential buildings with a total of 863 apartment units including 80 units designated for Very Low Income households and 11 live/work units; 9,000 square feet of neighborhood-serving retail/restaurant uses; and up to 150,000 square feet of office use. Square footage of sales area, loading facilities, number of employees, and tenants are to be determined. (See attached for additional information.)	

Project No. _____ Address: 2311 N Hollywood Way Date: _____

Applicant	
Name/Firm: NHW Investors, LLC (See attached.)	
Address: 1880 Century Park East, Suite 1017, Los Angeles, CA 90067	
Primary phone number 310-552-0065 Ext. 310	Alternate phone number 323-608-4705
E-mail address: JustinF@LaTerraDev.com	
Primary contact for this application: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

Property Owner of Record	
Name/Firm: Charles Tourtellotte / NHW Investors, LLC (See attached.)	
Address: 1880 Century Park East, Suite 1017, Los Angeles, CA 90067	
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Contact Person (If different from above)	
Name/Firm: Dale Goldsmith / Armbruster Goldsmith & Delvac LLP	
Address: 12100 Wilshire Boulevard, Suite 1600, Los Angeles, CA 90025	
Primary phone number 310-209-8800	Alternate phone number
E-mail address: dale@agd-landuse.com	
Primary contact for this application: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

Property Owner's Affidavit	Applicant's Affidavit
<p>I hereby certify that I am the legally authorized owner of the property involved in this application or have been empowered to sign as the owner on behalf of a corporation, partnership, or business as evidenced by the documents attached hereto. I hereby grant to the applicant of this form permission to submit this application. I declare under penalty of perjury that the foregoing is true and correct.</p> <p>NHW Investors, LLC a Delaware limited liability company</p> <p>By:  Charles Tourtellotte, Authorized Signatory</p>	<p>I hereby certify that the information furnished in this application and the attached materials are true and correct to the best of my knowledge and belief. Further, should the stated information be found false or insufficient, I agree to revise the information as appropriate. I understand that the City of Burbank cannot process this application until all required information is provided. I understand there is no guarantee, expressed or implied, that any permit or application will be granted. I understand that each matter must be carefully investigated and the resulting recommendation or decision may be contrary to a position taken or implied in any preliminary discussions. I understand that I have the burden of proof in the matter arising under this application. I declare under penalty of perjury that the foregoing is true and correct.</p>
Property owner's signature:	Applicant signature:
Date:	Date:

Staff Comments (For City Use Only)			
Filing fee:	Date received:		
Project No.:	Received by:		
<input type="checkbox"/> Plans	<input type="checkbox"/> Labels	<input type="checkbox"/> Radius Map	
Notes:			

Project No. _____ Address: 2311 N Hollywood Way Date: _____

ENVIRONMENTAL INFORMATION

1. List and describe all other related permits and other public approvals required for the project, including those required by City, Regional, State and Federal agencies.

Development Review for construction of a structure in the C-3 zone and a residential development of more than 500 dwelling units
 Density Bonus Review for affordable housing density bonus, incentives for increased building height and reduced open space, and a
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 Los Angeles County Airport Land Use Commission Review

Are the following items applicable to the project or its effects? Discuss below all items checked yes. (Attach additional sheets as necessary.)

2. Are Federal, State and/or County funds involved in this project? If yes, please specify:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
3. Will paints, solvents, asbestos, pressurized gas, cleaning fluids, acids or other chemicals be used in the business? If yes, please specify: * See below.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
4. Do you have a hazardous materials list on file with the Burbank Fire Department?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
5. Change in existing features of any hills or substantial alteration of topography	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
6. Change in scenic views or vistas from existing residential areas, public lands or roads	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
7. Change in pattern, scale or character of general area of project	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
8. Significant amounts of solid waste or litter	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
9. Change in dust, ash, smoke, fumes or odors in vicinity	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
10. Change in ground water quality or quantity, or alteration of existing drainage patterns	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
11. Substantial change in existing noise or vibration levels in the vicinity	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
12. Site on filled land or on slope of 10% or more	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
13. Use or disposal of potentially hazardous materials, such as toxic substances, flammable or explosives	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
14. Substantial change in demand for municipal services (police, fire, water, electricity, sewage, etc.)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
15. Substantial increase in fossil fuel consumption (electricity, oil, natural gas, etc.)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
16. Is there a relationship to a larger project or series of projects? If new construction or expansion of present facilities will take place after demolition, the action is part of a larger project.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
17. Describe the surrounding properties, including information on plants (including mature trees) and animals and any cultural, historical or scenic aspects. Indicate the type of land use (residential, commercial, etc.), intensity of land use (single-family, apartment houses, commercial, industrial, etc...). Photographs may accompany written description (Prepare/attach separate exhibit(s) as necessary.)		

The site is bordered by Vanowen Street to the north, Hollywood Way to the east, Valhalla Drive to the south, and commercial properties to the west.

Across Vanowen Street to the north is a car rental facility. Across Hollywood Way to the east and across Valhalla Drive to the south are commercial uses.

A US Army National Guard Recruiting Office is located across Valhalla Drive to the southwest and a self-storage facility is located across Hollywood Way to the southeast. The Burbank-Bob Hope Metrolink Station is located approximately 500 feet from the site to the northwest on Vanowen Street. All of the properties immediately surrounding the site are urban in nature and as such, have minimal landscaping and have a significant amount of surface parking.

18. Describe how the project will affect existing patterns of land use. If new construction alters land use from existing patterns, requires a variance or conditional use permit, or increases size or bulk of existing uses please describe. (Prepare/attach separate exhibit(s) as necessary.)

The project will replace the existing electronics store with a mixed-use project that will include: new residential uses (863 units, including 80 units for Very Low Income households and 11 live/work units); 9,000 square feet of neighborhood-serving retail/restaurant uses; a maximum of 150,000 square feet of office use; structured parking; and related improvements. The maximum building height will range from approximately 50 feet to 99 feet and the project will comply with the applicable federal, state, and local regulations. As noted above, the project will require approval of development review and density bonus incentives and waiver.

See attached Exhibit A for additional information.

Project No. _____ Address: 2311 N Hollywood Way Date: _____

Project Description

Project Location

The site comprises one legal lot (APN 2463-001-019) totaling approximately 10.43 gross acres located at 2311 North Hollywood Way in the City of Burbank, California (the “Project Site”). The Project Site is generally bounded by Vanowen Street to the north, Hollywood Way to the east, Valhalla Drive to the south, and existing commercial uses to the west. The Bob Hope Airport Train Station is located within 500 feet of the Project Site. As illustrated in the site photographs included with this application, the area surrounding the Project Site is generally characterized by commercial and industrial uses with the MetroLink rail tracks across Vanowen Street to the north.

Existing Site Conditions

(Page 1 of the General Commercial and Industrial Development Permit Application and the General Multifamily Permit Application)

The current improvements on the site include a one-story 101,967-square foot electronics store with two ancillary structures that are 1,293 square feet and 1,010 square feet. The surface parking lot includes 882 parking spaces. The site is generally flat and almost 100% impervious with very limited landscaping and trees. The site does not include any cultural historical or scenic attributes.

General Plan and Zoning

The Project Site has a General Plan Land Use Designation of Regional Commercial and corresponding zoning of C3 – Commercial General Business.

Project Description

(Page 1 of the General Commercial and Industrial Development Permit Application and the General Multifamily Permit Application)

NHW Investors, LLC (the “Applicant”) seeks to develop the Project Site with a mixed-use, transit-oriented development with a total of 863 apartment units (including 11 live/work units and 80 Very Low Income units, or 13.2% of the base density), 9,000 square feet of ground floor retail/restaurant uses, and 863 total residential parking spaces and 30 retail/restaurant parking spaces in two seven-story buildings, and one of two office options (the “Project”). The residential component would provide 27 bicycle parking spaces, seven short term and 20 long term.

The first office option (“Option 1”) comprises four three-story buildings that contain a total of 81,000 square feet of office space and 243 parking spaces in a standalone three-story garage. This option provides an additional five bicycle parking spaces for a total of 32 total bicycle parking spaces for the Project. Under Option 1, approximately 89.6% of the total Project floor area would be devoted to residential uses.

The second office option (“Option 2”) comprises a single five-story building with 150,000 square feet of office space and 450 parking spaces in a standalone four-story garage. This option provides an additional six bicycle parking spaces for a total of 33 total bicycle parking spaces for the Project. Under Option 2, approximately 80% of the total Project floor area would be devoted to residential uses.

The Project includes approximately 138,650 square feet of open space with a minimum of approximately 15 percent that will be landscaped. The open space will include private residential balconies, residential courtyards and rooftop decks, a central residential plaza, and privately maintained retail plazas. The central

residential plaza will provide a pedestrian-friendly connection from the Project to Hollywood Way and the extensive commercial uses in the vicinity of the Project.

The commercial uses include retail/restaurant and office uses. The Project includes 863 parking spaces for the residential uses, 30 parking spaces for the retail/restaurant uses and either 243 or 450 parking spaces for office Option 1 or office Option 2, respectively which exceeds the required parking for the proposed uses. In addition, the Project includes 26 bicycle parking spaces for residential and five or six bicycle parking spaces for office Option 1 or office Option 2, respectively. Loading for the Project will be provided at a loading area in the southeast corner of the Project Site adjacent to the retail plaza off of Valhalla Drive. A drop off area will be provided at the northwest corner of the Project Site off of Vanowen Street. A 30-foot driveway and fire lane will be provided along the western boundary of the Project Site.

The Project will comply with California Title 24 energy standards, the 2019 CALGreen building code, and the City's sustainability requirements. The Project is oriented and designed to minimize site disruptions and maximize pedestrian-oriented landscaped open space. Project materials include sustainable products and locally-sourced materials. Energy efficient HVAC systems, LED lighting and high performance glazing will be used. Water efficient appliances and fixtures, drip irrigation, and drought tolerant landscaping will be included. Indoor environmental quality favors formaldehyde-free finishes, low-allergen materials, and use of products with minimal off-gassing or low volatile compounds (VOCs). Residents, employees, visitors, and guests are also provided with access to natural light, outdoor views, and open space.

The Project will be a transit-oriented development that will generate fewer vehicle trips and vehicle miles travelled due to its proximity to a number of bus lines and the MetroLink Station. It will also have ample bicycle parking. In addition, the Project is located within walking distance of both jobs and amenities and will include neighborhood-serving commercial use.

Additional Application Information

(Page 3 of the General Commercial and Industrial Development Permit Application and the General Multifamily Permit Application)

3. Will paints, solvents, asbestos, pressurized gas, cleaning fluids, acids or other chemicals be used in the business? If yes, please describe.

Small quantities of potentially hazardous materials typically associated with residential, retail, restaurant, and office developments, such as painting supplies, solvents, cleaning fluids, pesticides for landscaping, and other chemicals would be used in the occupancy, operation, and maintenance of the residential apartments retail, restaurant, and office uses. These products would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Interior finishes will favor formaldehyde-free finishes, low-allergen materials, and use of products with minimum off-gassing or low volatile organic compounds (VOC's).

7. Change in pattern, scale or character of general area of the project.

While the Project would replace an existing electronics store and surface parking lot with new multi-family and office buildings that will be three to seven stories in height, the Project would expand on the broad pattern of development in the area, which consists of low- to mid-rise buildings punctuated by taller buildings. Therefore, it would be compatible with the overall pattern, scale, or character of general area.

14. Substantial change in demand for municipal services (police, fire, water, electricity, sewage, etc.)

The Project includes the addition of 863 new residential units with 9,000 square feet of commercial uses and up to 150,000 square feet of office uses which will require police, fire, water, electricity, sewage and other municipal services beyond what is currently required to serve the electronics store and surface parking lot. However, the Project Site is located in a highly urbanized area with availability of these services. In addition to the increased revenue from new property, sales, and business taxes that would support increased municipal services, as part of the Project review, the City will assess any increases in service demand and any associated physical improvements that may be required to accommodate these increases in service. The physical improvements (or in lieu fees) will be incorporated into the Project as conditions of approval.

17. Describe the surrounding properties, including information on plants (including mature trees) and animals and any cultural, historical or scenic aspects. Indicate the type of land use (residential, commercial, etc.), intensity of land use (single-family, apartment houses, commercial, industrial, etc.). Photographs may accompany written description (Prepare/attach separate exhibit(s) as necessary.)

The Project Site is surrounded by fully developed properties that are characterized by a mix of low- to mid-rise buildings punctuated by high-rise buildings. The uses immediately surrounding the Project Site include dense commercial and industrial uses and major transportation corridors, including the MetroLink rail tracks. Trees and plantings, as well as animal life, in the area are typical of highly urbanized areas and vary from property to property.

18. Describe how the project will affect existing patterns of land use. If new construction alters land use from existing patterns, requires a variance or conditional use permit, or increases size or bulk of existing uses please describe. (Prepare/attach separate exhibit(s) as necessary.)

As described above, the Project would include three- to seven-story mid-rise residential and office buildings and would expand the broad pattern of development in the area, which consists of low- to mid-rise buildings punctuated by taller buildings. The Project is designed to fit within the existing Burbank pattern of development and the surrounding context.

Density Bonus Incentive Findings

The Project includes the following incentive and waiver requests:

- An incentive for increased height to permit a maximum height of up to 99 feet in lieu of 35 feet otherwise permitted in the C3 zone without a conditional use permit;
- An incentive for reduced open space to permit an up to 20 percent reduction in open space; and
- A waiver to permit residential uses in buildings without ground floor commercial uses.

The City shall grant the concession or incentive requested by the applicant unless the City makes a written finding, based upon substantial evidence, of any of the following:

The concession or incentive does not result in identifiable and actual cost reductions, consistent with subdivision (k), to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c).

The record does not contain substantial evidence that would allow the City to make a finding that the requested incentives and waiver are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable

housing costs for Very Low-, Low-, and Moderate-Income Households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 30 percent gross income based on area median income thresholds dependent on affordability levels.

The requested incentives for increased height and reduced open space and a waiver to permit residential uses without ground floor commercial will allow the Applicant to expand the building envelope to incorporate more square footage to accommodate the 80 affordable and the density bonus units. This will enable the applicant to provide the specified rents for the targeted units.

The concession or incentive would have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, 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 low-income and moderate-income households.

There is no evidence that the proposed incentives and waiver will have a specific adverse impact upon public health and safety or the physical environment. 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." There is no evidence to suggest that the enhanced development rights afforded by the incentives and waiver alone would create a specific adverse impact.

As required by the State density bonus law, the Project meets the eligibility criterion that is required for density bonus projects. Thus, no substantial evidence has been provided to demonstrate that the Project could cause a "specific adverse impact" on the public health or safety or on the physical environment. The Project would involve demolition of an older nondescript commercial building. The existing structures are not listed on the National or California Register or designated as local Historic Cultural Monuments. Thus, there is also no substantial evidence that the Project would have a specific adverse impact on a property listed in the California Register of Historic Resources.

The concession or incentive would be contrary to state or federal law.

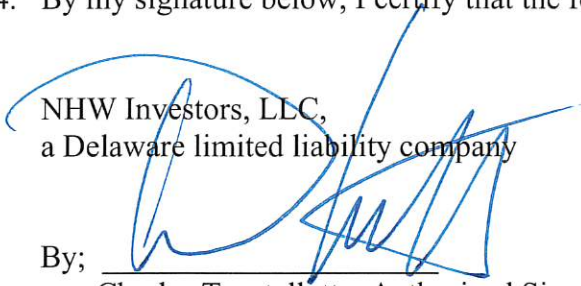
The record does not contain substantial evidence that would allow the City to make a finding that the requested incentives and waiver would be contrary to state or federal law. Furthermore, as a condition of approval, the Project would be required to comply with all state and federal regulatory measures.

November 20, 2020

PROPERTY OWNER AFFIDAVIT

1. I hereby certify that I am have been empowered to sign as the owner on behalf of NHW Investors, LLC, a Delaware limited liability company.
2. I hereby consent to the filing of this Preliminary Application on my property for processing by the City of Burbank for the sole purpose of vesting the proposed housing project subject to the Planning and Zoning ordinances, policies, and standards adopted and in effect on the date that this Preliminary Application is deemed complete.
3. Furthermore, I understand that this Preliminary Application will be terminated and vesting will be forfeited if the housing development project is revised such that the number of residential units or square footage of construction increases or decreases by 20 percent or more, exclusive of any increase resulting from the receipt of a density bonus, incentive, concession, waiver, or similar provision, and/or an application requesting approval of an entitlement is not filed within 180 days of the date that the Preliminary Application is deemed complete.
4. By my signature below, I certify that the foregoing statements are true and correct.

NHW Investors, LLC,
a Delaware limited liability company

By; 
Charles Tourtellotte, Authorized Signatory

2311 N. Hollywood Way Project

SCEA Requirements

The following is a brief overview of the proposed 2311 N. Hollywood Way project, SB-375, the statutory requirements for a Sustainable Communities Environmental Assessment (“SCEA”), and the application of such requirements to the proposed project.

Project Site

The project site (“Site”), located at 2311 N. Hollywood Way in the City of Burbank (“City”), consists of a single legal parcel with a lot area of 454,330 square feet (or approximately 10.43 acres). It is currently developed with a Fry’s Electronics store. The Site is zoned C3-Commerical General Business. The General Plan designation is Regional Commercial under *Burbank2035*.

Project Description

The applicant, NHW Investors LLC, is seeking to develop the Site with a mixed-use, transit-oriented development (the “Project”) with a total of 863 apartment units (including 11 live/work units and 80 Very Low Income units, or 13.2% of the base density), 9,000 square feet of ground floor retail/restaurant uses, and 893 total parking spaces in two seven-story buildings, and an office component, with either of the following two office options. The residential component would provide 27 bicycle parking spaces, seven short term and 20 long term.

The first office option (“Option 1”) comprises four three-story buildings that contain a total of 81,000 square feet of office space and 243 parking spaces in a standalone three-story garage. This option provides an additional five bicycle parking spaces for a total of 32 bicycle parking spaces for the Project. Under Option 1, approximately 89.6% of the total Project floor area would be devoted to residential uses.

The second office option (“Option 2”) comprises a single five-story building with 150,000 square feet of office space and 450 parking spaces in a standalone four-story garage. This option provides an additional six bicycle parking spaces for a total of 33 bicycle parking spaces for the Project. Under Option 2, approximately 80% of the total Project floor area would be devoted to residential uses.

SCEA and SB-375 Overview

In 2008, the California Legislature enacted SB-375 to coordinate land use and transportation planning to help achieve the State’s greenhouse gas (“GHG”) emissions reduction goals. SB-375 created CEQA streamlining provisions for certain types of residential and mixed-use transit priority projects (“TPPs”) that are consistent with the GHG reduction goals. One such streamlining provision allows a lead agency to adopt a new type of environmental document, called a Sustainable Communities Environmental Assessment, or SCEA, for qualifying projects.

Preparation of a SCEA can offer several benefits for lead agencies and project applicants:

- A SCEA typically has reduced processing time when compared to the preparation of an environmental impact report (“EIR”) (e.g., shorter public comment period, no requirement to

prepare responses to comments on the publicly circulated draft document, no required alternatives analysis).

- A SCEA is subject to the more deferential “substantial evidence” standard of judicial review applicable to an EIR.

- A SCEA is not required to discuss or analyze growth-inducing impacts, or project-specific or cumulative impacts resulting from cars and light duty trucks on global warming or the regional transportation network.

SB-375 also required the state’s eighteen Metropolitan Planning Organizations (“MPOs”), including the Southern California Association of Governments (“SCAG”), to add a Sustainable Communities Strategy (“SCS”) to their Regional Transportation Plans (“RTPs”).

On April 7, 2016, SCAG’s Regional Council adopted the 2016-2040 RTP/SCS, which outlines strategies to meet or exceed the GHG emission targets set by the California Air Resources Board (“CARB”). Under Executive Order G-16-066, approved June 28, 2016, CARB determined that the 2016-2040 RTP/SCS would achieve CARB’s 2020 and 2035 GHG emission reduction targets.

On September 3, 2020, SCAG’s Regional Council approved and adopted the Connect SoCal (2020–2045 RTP/SCS). Similar to the 2016-2040 RTP/SCS, the 2020-2045 RTP/SCS is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles (including the 2016-2040 RTP/SCS) to increase mobility options and achieve a more sustainable growth pattern, while achieving CARB’s GHG reduction targets. CARB has not yet certified the 2020-2045 RTP/SCS; accordingly, this analysis primarily assesses the Project in relation to the 2016-2040 RTP/SCS, with supplemental references to, and assessment of, the 2020-2045 RTP/SCS as applicable.

SCEA Requirements

SB 375 allows the City, acting as lead agency, to prepare a SCEA as the environmental CEQA clearance for TPPs that are consistent with SCAG’s RTP/SCS. For purposes of projects in the SCAG region, a qualifying TPP is a project that meets the following criteria (see Public Resources Code Sections 21155(a) and (b) and 22155.2(a)):

1. Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the SCAG RTP/SCS;
2. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
3. Provides a minimum net density of at least 20 units per acre;
4. Is within one-half mile of a major transit stop or high-quality transit corridor included in the SCAG RTP/SCS; and
5. Incorporates all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs.

As discussed below, the Project qualifies for a SCEA pursuant to the above criteria.

Consistency with Criterion 1: Project uses designations, density, building intensity, and applicable policies specified for the Project area in the SCAG RTP/SCS.

For the 2016-2040 RTP/SCS, using data collected from local jurisdictions, including general plans, SCAG categorized existing land use into land use types, then combined the land use types into 35 Place Types, including the following:

Urban Residential: The land use mix for the Urban Residential place type is approximately 64 percent residential, 4 percent employment, 12 percent mixed use, and 21 percent open/civic space. The Urban Residential place type is typically found within or adjacent to major downtowns. They include high- and mid-rise residential towers, with some ground-floor retail space. Parking is usually structured below or above ground. Residents within Urban Residential place types are well-served by transit and can walk or bicycle for many of their daily needs. Residential density may range from 75-500 households per acre, building heights may range from 5-60 stories, and total net FAR of the built environment within this place type may achieve 9.0:1.

City Residential: Similar to the Urban Residential land use mix, the land use mix for the City Residential place type is 65 percent residential, 4 percent employment, 11 percent mixed use, and 20 percent open/civic space. The City Residential place type is a dense residential-focused type, dominated by mid- and high-rise residential towers, with some ground floor retail space. Parking is usually structured, and located below or above ground. Residents are well-served by transit and can walk or bike for many daily needs. Residential density may range from 35-75 households per acre, building heights may range from 5-40 stories, and total net FAR of the built environment within this place type may achieve 2.9:1.

The Project is consistent with the Urban Residential and City Residential place types described in the 2016-2040 RTP/SCS, as it is located within an urbanized area within the City of Burbank and proposes to develop uses and buildings that are consistent with the contemplated place types of the RTP/SCS (residential, retail/restaurant and office uses). The Site is located in a High Quality Transit Corridor¹ and well-served by existing and proposed transit infrastructure, including the Bob Hope Airport Metrolink/Amtrak Station (“Metrolink Station”). The total net FAR, including the residential uses, is 1.9 for Option 1 and 2.1 for Option 2. The residential density is approximately 83 dwelling units per acre, including density bonus units. The Project’s building heights range from five to seven stories.

For the 2020-2045 RTP/SCS, SCAG revised its depiction of forecasted growth patterns by focusing more generally on transportation infrastructure and existing job centers in order to determine where future growth of employment and households would likely occur. Specifically, 2020-2045 RTP/SCS has identified Priority Growth Areas in the region where growth is forecasted to occur due to proximity to existing and planned transit, existing job centers, existing and planned infrastructure to support more walkability and use of alternative transportation modes, and in areas identified for jurisdictional expansion (i.e., spheres of influence). These Priority Growth Areas are anticipated to contain 95 percent of the growth in the region through the horizon year of 2045.

As shown in Figure 3-9 of the 2020-2045 RTP/SCS, the Project Site falls within an identified Priority Growth Area. Therefore, the Project is consistent with SCAG’s current forecasted

¹ <https://gisdata-scag.opendata.arcgis.com/search?q=high-quality%20transit%20areas>

development pattern for the region, including the general use designation, density, building intensity, and applicable policies specified for the area.

Applicable Policies Specified for the Project Area

The Project would be consistent with applicable goals and policies presented within SCAG’s 2016-2040 RTP/SCS, as shown in the consistency analysis in the table below.

Consistency Analysis with the RTP/SCS

2016-2040 RTP/SCS Goals and Policies	Consistency Assessment
<p>Goal 1 Align the plan investments and policies with improving regional economic development and competitiveness.</p>	<p>Not Applicable. This goal is directed towards SCAG and does not apply to individual development projects such as the Project.</p>
<p>Goal 2 Maximize mobility and accessibility for all people and goods in the region.</p>	<p>No Conflict. Senate Bill 743 updates the way transportation impacts are evaluated in California for new development projects, with a focus on providing active transportation and reducing vehicle miles traveled. Under SB 743, providing active transportation infrastructure and promoting infill development near existing and future transit areas serves to reduce single occupancy vehicle use and reduce the amount of travel of people and goods in the region. The Project is located in an urbanized area in the City within a High Quality Transit Area (HQTA), as defined by SCAG, and a Transit Priority Area (TPA), as defined by SB 743.² The Project would develop residential, neighborhood-serving commercial, and office uses in a location that is well-served by existing transit infrastructure. Specifically, the Project Site is located less than one-third mile (at its furthest point) from the Metrolink Station and is served by Metro Rapid Line 794 and Metro Bus Lines 222, 169, 165, 164, and 94. The Project would also include 32 bicycle parking spaces under Option 1 and 33 bicycle spaces under Option 2. As a result, the Project would provide residents, employees, and visitors with convenient access to public transit and opportunities for walking and biking. Furthermore, the Project Site is within walking distance of the airport and existing office, institutional, recreational, and neighborhood-serving commercial uses. Therefore, the location of the Project encourages mobility and accessibility for residents, employees, and visitors of the Project Site.</p> <p>Note that Goal 2 of the 2020-2045 RTP/SCS (“Improve mobility, accessibility, reliability, and travel safety for all people and goods”) is functionally equivalent to Goal 2 of the 2016-2040 RTP/SCS; therefore, the above consistency analysis remains the same.</p>

² HQTA’s are identified frequent transit service or major transit stations located in communities throughout the SCAG region. A TPA is defined as the area within one-half mile from a major transit stop. A major transit stop is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

<p>Goal 3 Ensure travel safety and reliability for all people and goods in the region.</p>	<p>No Conflict. Although this Goal is not directly applicable to individual development projects, the Project would support this Goal by improving public safety infrastructure near the Project Site. The Project would provide new building identification, accent lighting, wayfinding lighting, and security lighting. Pedestrian areas including pathways and entryways into the Project would be well-lit for security. In addition, the Project would be subject to the development review requirements of the City to ensure that all access roads, driveways, and parking areas would not create a design hazard to local roadways.</p> <p>Note that Goal 2 of the 2020-2045 RTP/SCS (“Improve mobility, accessibility, reliability, and travel safety for all people and goods”) is functionally equivalent to Goal 3 of the 2016-2040 RTP/SCS; therefore, the above consistency analysis remains the same.</p>
<p>Goal 4 Preserve and ensure a sustainable regional transportation system.</p>	<p>Not Applicable. This Goal is directed towards SCAG and not does apply to individual development projects such as the Project. Nevertheless, the Project would minimize impacts on the existing roadway system by placing new housing, neighborhood-serving commercial, and office uses near transit, and by providing bicycle parking and pedestrian infrastructure to incentivize increased biking and walking. Moreover, due to its proximity to numerous existing bus lines, as well as the Metrolink Station, the Project also encourages increased rail and bus usage, thereby contributing to increased ridership and sustainability of the City’s multimodal transportation system in the region.</p> <p>Note that Goal 3 of the 2020-2045 RTP/SCS (“Enhance the preservation, security, and resilience of the regional transportation system”) is functionally equivalent to Goal 4 of the 2016-2040 RTP/SCS; therefore, the above consistency analysis remains the same.</p>
<p>Goal 5 Maximize the productivity of our transportation system.</p>	<p>No Conflict. Although this goal is not directly applicable to individual development projects, the Project would support this goal by encouraging the use of public transit, walking, and bicycling. The Project would locate new residential, neighborhood-serving commercial, and office uses on the Project Site in close proximity to numerous bus lines, as well as the existing Metrolink Station. Thus, the Project would contribute to the productivity and use of the regional transportation system by providing housing and job opportunities near transit.</p> <p>Note that Goal 4 of the 2020-2045 RTP/SCS (“Increase person and goods movement and travel choices within the transportation system”) is functionally equivalent to Goal 5 of the 2016-2040 RTP/SCS; therefore, the above consistency analysis remains the same.</p>
<p>Goal 6 Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).</p>	<p>No Conflict. The Project would be consistent with this goal by facilitating the use of alternative modes of transportation, which would aid in reducing vehicle trips. As discussed, the Project Site is in close proximity</p>

	<p>to a variety of public transit options. The Project would also include 32 bicycle parking spaces under Option 1 and 33 bicycle parking spaces for Option 2. The Project would encourage pedestrian activity by locating new residential, neighborhood-serving commercial, and office uses on the Project Site within walking distance of the airport and existing office, institutional, recreational, and neighborhood-serving commercial uses in the area. Furthermore, the Project would include pedestrian-friendly landscaping, ground floor neighborhood serving commercial uses, and streetscape improvements that would enliven the pedestrian experience. This would encourage walking, biking, and the use of public transportation, which would help to reduce vehicle miles traveled, thereby improving the air quality in the region.</p> <p>Note that Goal 5 of the 2020-2045 RTP/SCS (“Reduce greenhouse gas emissions and improve air quality”) is functionally equivalent to Goal 6 of the 2016-2040 RTP/SCS; therefore, the above consistency analysis remains the same.</p>
<p>Goal 7 Actively encourage and create incentives for energy efficiency, where possible.</p>	<p>No Conflict. Although this goal refers to the creation of incentives, the Project would indirectly support this goal. As discussed under Goal 6, above, the Project would reduce vehicle trips by encouraging alternative modes of transportation, including walking, biking, and the use of public transit, which would lead to a reduction in transportation energy demand. In addition, the Project would be required to comply with the California Building Energy Efficiency Standards Code (Title 24, Part 6) and the California Green Building Standards Code (Title 24, Part 11).</p> <p>Note that Goal 5 of the 2020-2045 RTP/SCS (“Reduce greenhouse gas emissions and improve air quality”) is functionally equivalent to Goal 7 of the 2016-2040 RTP/SCS; therefore, the above consistency analysis remains the same.</p>
<p>Goal 8 Encourage land use and growth patterns that facilitate transit and active transportation.</p>	<p>No Conflict. As stated above, the Project Site is located within a HQTAs as defined by SCAG and a TPA as defined by SB 743. Specifically, the Project Site is located less than one-third of a mile (at its furthest point) from the Metrolink Station and numerous bus lines and would include 32 bicycle parking spaces under Option 1 and 33 bicycle parking spaces under Option 2. As a result, the Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking. In addition, the Project Site is the airport and existing office, institutional, recreational, neighborhood-serving commercial uses in the area. Therefore, the Project would encourage the use of transit and active transportation.</p> <p>Note that Goal 6 of the 2020-2045 RTP/SCS (“Support healthy and equitable communities”) is functionally equivalent to Goal 8 of the 2016-2040 RTP/SCS; therefore, the above consistency analysis remains the same.</p>

Goal 9 Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Not Applicable. This goal is directed towards SCAG to ensure the safety and security of the regional transportation system. No further discussion is required for individual projects such as the Project.
Guiding Policy 1 Transportation investments shall be based on SCAG’s adopted regional Performance Indicators.	Not Applicable. This policy is directed towards SCAG in allocating transportation investments. This policy does not apply to individual development projects; therefore, no further analysis is required.
2016-2040 RTP/SCS Guiding Policy 2 Ensuring safety, adequate maintenance and efficiency of operations on the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region.	Not Applicable. This policy is directed towards SCAG in allocating transportation system funding. This policy does not apply to individual development projects; therefore, no further analysis is required.
Guiding Policy 3 RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives.	Not Applicable. This policy is directed towards SCAG and does not apply directly to the Project. Nevertheless, the Project would develop new residential and institutional uses within a HQTA as defined by SCAG and a TPA as defined by SB 743, which would support the smart growth initiatives for the region.
Guiding Policy 4 Transportation demand management (TDM) and active transportation will be focus areas, subject to Policy 1.	Not Applicable. This policy is directed towards transportation investment by SCAG and does not apply to individual projects such as the Project. However, the Project Site’s location within a HQTA and a TPA promotes the use of public transit and pedestrian and bicycle activity.
Guiding Policy 5 HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1.	Not Applicable. This policy is directed towards transportation investment by SCAG to support HOV gap closures and does not apply to individual development projects.
Guiding Policy 6 The RTP/SCS will support investments and strategies to reduce non-recurrent congestion and demand for single occupancy vehicle use, by leveraging advanced technologies.	Not Applicable. This policy relates to SCAG goals in supporting investments and strategies to reduce congestion and the use of single occupancy vehicles and does not apply to individual development projects. Nevertheless, the Project is located within a HQTA and a TPA and would encourage the use of alternative modes of transportation that would reduce single-occupancy vehicle use.
Guiding Policy 7 The RTP/SCS will encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system and sustainable outcomes in the long run.	Not Applicable. This policy is directed towards SCAG and governmental agencies to encourage and support transportation investments and does not apply to the Project.
Guiding Policy 8 Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.	Not Applicable. This policy is directed towards SCAG and does not apply to the Project.
Land Use Policy 1 Identify regional strategic areas for infill and investment.	Not Applicable. This policy is directed towards SCAG to identify regional strategic areas. Nevertheless, the Project is an infill development within a HQTA and TPA and would provide residential, neighborhood-serving commercial, and office uses in an urbanized area within an urbanized area of the City.
Land Use Policy 2 Structure the plan on a three-tiered system of centers development. ³	Not Applicable. This Land Use Policy is directed towards SCAG and does not apply to the Project.

³ The 2016-2040 RTP/SCS reaffirms the 2008 Advisory Land Use Policies that were incorporated into the 2012-2035 RTP/SCS. The complete language from the original SCAG Advisory Land Use Policies is “Identify strategic centers based on a three-tiered system of existing, planned and potential relative to transportation infrastructure. This strategy

<p>Land Use Policy 3 Develop “Complete Communities.”</p>	<p>No Conflict. SCAG describes the development of “complete communities” as providing areas that encourage households to be developed with a range of mobility options to complete short trips. The 2016-2040 RTP/SCS supports the creation of these districts through a concentration of activities with housing, employment, and a mix of retail and services, located in close proximity to each other, where most daily needs can be met within a short distance of home, providing residents with the opportunity to patronize their local area and run daily errands by walking or cycling rather than traveling by automobile.⁴</p> <p>As stated above, the Project would develop residential, neighborhood-serving commercial, and office uses in a transit-rich area. The Project Site’s proximity to public transit, services, parks, neighborhood-serving commercial uses, and employment opportunities promotes the use of alternative modes of transportation, including walking, cycling, and the use of public transit. Therefore, the Project would be consistent with the SCAG’s goals of increasing mixed uses in transit-rich areas near services, and employment opportunities to reduce vehicle miles traveled.</p>
<p>Land Use Policy 4 Develop nodes on a corridor.</p>	<p>Not Applicable. The 2016-2040 RTP/SCS describes nodes as mixed-use development centers at key locations that meet most of residents’ daily needs and that support livable corridors. This policy is directed towards SCAG and does not apply to individual projects.</p>
<p>Land Use Policy 5 Plan for additional housing and jobs near transit.</p>	<p>No Conflict. As stated above, the Project would develop residential and institutional uses in a HQTA and TPA. Specifically, the Site is located less than one-third mile (at its furthest point) from the Metrolink Station and is served by Metro Rapid Line 794 and Metro Bus Lines 222, 169, 165, 164, and 94. As a result, the Project would provide residents, employees, and visitors with convenient access to public transit. The Project would construct a total of 863 residential units and provide employment opportunities in the Project’s neighborhood-serving commercial and office components. Therefore, the Project would support this policy by providing housing and jobs near transit.</p>
<p>Land Use Policy 6 Plan for changing demand in types of housing.</p>	<p>No Conflict. The Project would develop 863 new apartment units in a variety of configurations, including 11 live/work and 80 Very Low Income units, to help meet the demand for housing in the City. Therefore, the Project is consistent with this policy.</p>
<p>Land Use Policy 7 Continue to protect stable, existing single-family areas.</p>	<p>No Conflict. The Project Site is currently developed with a Fry’s Electronics store and associated surface parking and is not located in or adjacent to a single-family area. Therefore, the Project is consistent with this policy.</p>

more effectively integrates land use planning and transportation investment.” A more detailed description of these strategies and policies can be found on pages 90–92 of the SCAG 2008 Regional Transportation Plan, adopted in May 2008.

⁴ SCAG, 2016-2040 RTP/SCS, April 2016 (page 79).

Land Use Policy 8 Ensure adequate access to open space and preservation of habitat.	Not Applicable. This policy is directed towards SCAG and does not directly apply to the Project. Nevertheless, the Project is located within an urbanized area within the City. Development of the Project would not remove any existing open space areas or habitat, since the Project Site is fully developed. The Project would provide approximately 95,000 square feet of common open space that would include landscaping and trees.
Land Use Policy 9 Incorporate local input and feedback on future growth.	Not Applicable. This Land Use Policy is directed towards SCAG and does not apply to the Project.
<i>Source: Southern California Association of Governments, 2016-2040 RTP/SCS, April 2016, and 2020-2045 RTP/SCS, September 2020.</i>	

Consistency with Criterion #2: The Project contains at least 50 percent residential use, based on total building square footage.

Option 1 would contain 778,200 square feet of residential uses out of a total Project square footage of 868,200 square feet. Option 2 would contain 778,200 square feet of residential uses out of a total Project square footage of 937,200 square feet. As the Project’s residential floor area would comprise between approximately 80 to 89.6 percent of the Project’s building square footage, the Project would be consistent with this Criterion.

Consistency with Criterion #3: The Project includes a minimum net density of at least 20 dwelling units per acre.

The Project would develop 863 residential units on 10.43 acres, for a net residential density of approximately 83 dwelling units per acre, including density bonus units. Accordingly, the Project would be consistent with this Criterion.

Consistency with Criterion #4: The Project Site is located within one-half mile of a major transit stop or high-quality transit corridor included in the RTP/SCS.

PRC Section 21064.3 defines a major transit stop as “[a] site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” The Project Site is located less than one-third of a mile (at the furthest point) from the Bob Hope Airport Metrolink/Amtrak Station, which is an existing rail transit station that constitutes a major transit stop. Accordingly, the Project would be consistent with this Criterion.

Consistency with Criterion #5: Incorporation of Applicable EIR Mitigation Measures

The EIRs that would be applicable to the Project are the EIRs for the 2020-2045 RTP/SCS and Burbank2035. Both are programmatic EIRs that include general and commonly required mitigation measures. The SCEA will incorporate each of the mitigation measures that are applicable to the Project, or equivalent ones. Accordingly, the Project would be consistent with this Criterion.

SCEA Processing Requirements

After a lead agency decides to prepare a SCEA for a qualifying project, it must prepare an initial study to identify all significant or potentially significant impacts of the project, other than those which do not need to be reviewed pursuant to SB-375 (i.e., growth-inducing impacts, or project-specific or cumulative impacts resulting from car and light-duty truck trips on global warming or the regional transportation network).

The draft SCEA must be circulated for public comment for no less than 30 days. Notice shall be provided in the same manner as required for an EIR, pursuant to Public Resources Code Section 21092.

SB-375 allows the Planning Board to approve a SCEA if the jurisdiction has adopted an ordinance providing for direct appeals of CEQA documents to the legislative body. Burbank has adopted such an ordinance (Burbank Municipal Code Section 9-3-108 D).

Prior to acting on the SCEA, the lead agency shall consider all comments received regarding the SCEA. When approving a SCEA, the lead agency must make the following findings:

- All potentially significant or significant effects required to be identified in the initial study have been identified and analyzed.
- With respect to each significant effect on the environment required to be identified in the initial study, either of the following apply:
 - Changes or alterations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of insignificance.
 - Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.



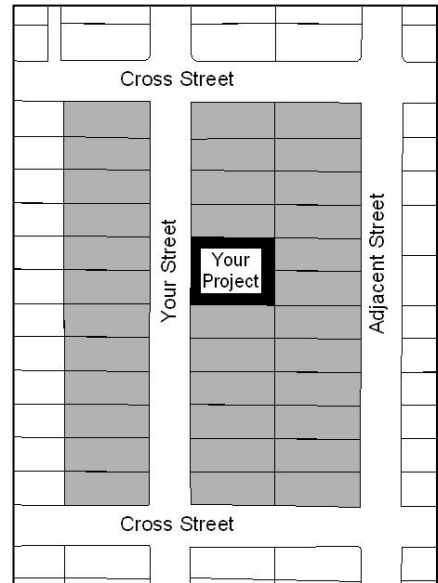
City of Burbank
 Planning and Transportation Division
Development Review for Multifamily Residential Zones
Neighborhood Compatibility Guidelines and Worksheet

150 North Third Street
 Burbank, California 91502
 www.burbankusa.com
 T: 818-235-5250
 F: 818-238-5150

The Community Development Director will consider, at a minimum, the features and neighborhood characteristics from the table below when evaluating your proposed project for neighborhood compatibility as required by Burbank Municipal Code Section 10-1-631. For the purposes of this analysis, your neighborhood includes all properties on both sides of your street between the two nearest cross streets, and all properties in the same block as your property including those on the closest side of the adjacent street to the rear of your property (all properties shown in gray on the diagram).

Please submit this completed worksheet with your Development Review application and attach any supporting information including photographs, sketches, and narratives that helps to show how your project is compatible with the neighborhood. If insufficient supporting information is submitted, the Community Development Director may require additional information to be submitted prior to rendering a decision on your application. Please see the attached application guidelines for additional information.

For the purposes of characterizing the surrounding neighborhood, consider the prevailing development pattern existing in the neighborhood. For those neighborhoods that are a mixture of project types with no clearly dominant development pattern, please check all boxes that apply in the 'Surrounding Neighborhood' column below and attach a narrative describing the mixed nature of the neighborhood character.



REQUIRED INFORMATION

Applicant name (Please Print) : _____ **Project address** : _____

Units existing: _____ **Units proposed:** _____ **Units to be demolished:** _____

Age of Neighborhood: New construction in older established neighborhoods should be sensitively designed to ensure that the existing character of the neighborhood is not significantly changed. The age of the neighborhood is often an important issue to consider.

Approximately how old is the existing structure or structures on your property?

Will the structure or structures be demolished, or maintained and integrated into your project (e.g. new units being constructed behind an existing dwelling that will remain)? Structure(s) will be demolished Structure(s) will be maintained

Approximately how old are most of the structures in the neighborhood?

Neighborhood Characteristics: Identify the neighborhood features that are most prevalent, or in neighborhoods where no feature is prevalent, check all that apply and attach a narrative describing the neighborhood.

Characteristics	Your Proposed Project	Surrounding Neighborhood
Project size (land area)	<input type="checkbox"/> Single Lot (<10,000 s.f.) <input type="checkbox"/> Double Lot (10,000-20,000 s.f.) <input type="checkbox"/> Multiple Lot (>20,000 s.f.)	<input type="checkbox"/> Single Lot (<10,000 s.f.) <input type="checkbox"/> Double Lot (10,000-20,000 s.f.) <input type="checkbox"/> Multiple Lot (>20,000 s.f.)
Predominant land use	<input type="checkbox"/> Duplex/triplex <input type="checkbox"/> Units added behind single family home or duplex <input type="checkbox"/> Older style garden apartment <input type="checkbox"/> Apartment – no courtyard <input type="checkbox"/> Apartment with courtyard	<input type="checkbox"/> Single family home <input type="checkbox"/> Duplex/triplex <input type="checkbox"/> Units added behind single family home or duplex <input type="checkbox"/> Older style garden apartment <input type="checkbox"/> Apartment – no courtyard <input type="checkbox"/> Apartment with courtyard
Number of stories	<input type="checkbox"/> One <input type="checkbox"/> Two <input type="checkbox"/> Three Up to 7 stories	<input type="checkbox"/> One <input type="checkbox"/> Two <input type="checkbox"/> Three Building heights in the vicinity vary.

Parking type	<input type="checkbox"/> Surface uncovered <input type="checkbox"/> Surface tuck-under <input type="checkbox"/> Surface garage <input type="checkbox"/> Semi-subterranean garage <input type="checkbox"/> Fully subterranean garage	<input type="checkbox"/> Surface uncovered <input type="checkbox"/> Surface tuck-under <input type="checkbox"/> Surface garage <input type="checkbox"/> Semi-subterranean garage <input type="checkbox"/> Fully subterranean garage
Parking location	<input type="checkbox"/> Front of property <input type="checkbox"/> Rear of property <input type="checkbox"/> Beneath residential units <input type="checkbox"/> Combination	<input type="checkbox"/> Front of property <input type="checkbox"/> Rear of property <input type="checkbox"/> Beneath residential units <input type="checkbox"/> Combination
Parking access	<input type="checkbox"/> From street <input type="checkbox"/> From alley <input type="checkbox"/> From both street and alley	<input type="checkbox"/> From street <input type="checkbox"/> From alley <input type="checkbox"/> From both street and alley
Pedestrian access	<input type="checkbox"/> Common access from front <input type="checkbox"/> Common access from side <input type="checkbox"/> Individual access from front <input type="checkbox"/> Individual access from side or interior	<input type="checkbox"/> Common access from front <input type="checkbox"/> Common access from side <input type="checkbox"/> Individual access from front <input type="checkbox"/> Individual access from side or interior
Architectural style	Describe:	Describe:
Architectural features	<input type="checkbox"/> Entry porches <input type="checkbox"/> Balconies <input type="checkbox"/> Rooftop decks <input type="checkbox"/> Entry gardens <input type="checkbox"/> Dormers <input type="checkbox"/> Bay windows <input type="checkbox"/> Trim/fascia/shutters <input type="checkbox"/> Cornice <input type="checkbox"/> Chimneys <input type="checkbox"/> Other:	<input type="checkbox"/> Entry porches <input type="checkbox"/> Balconies <input type="checkbox"/> Rooftop decks <input type="checkbox"/> Entry gardens <input type="checkbox"/> Dormers <input type="checkbox"/> Bay windows <input type="checkbox"/> Trim/fascia/shutters <input type="checkbox"/> Cornice <input type="checkbox"/> Chimneys <input type="checkbox"/> Other:
Roof design	<input type="checkbox"/> Flat roof <input type="checkbox"/> Hip roof <input type="checkbox"/> Gable roof <input type="checkbox"/> Mansard roof <input type="checkbox"/> Combination	<input type="checkbox"/> Flat roof <input type="checkbox"/> Hip roof <input type="checkbox"/> Gable roof <input type="checkbox"/> Mansard roof <input type="checkbox"/> Combination
Briefly explain how you believe your project is compatible with your neighborhood (attach additional sheets if necessary):		

Neighborhood Compatibility Application Guidelines

All Development Review applications for projects in multiple-family residential zones must be accompanied by a completed *Neighborhood Compatibility Worksheet* and any supplemental materials including but not limited to photographs, sketches, or narratives as needed to demonstrate that the proposed project would be compatible with surrounding development.

Supplemental Materials

Supplemental materials must be adequate to provide an overview of existing development in the neighborhood, including development on all properties shown on the *Neighborhood Compatibility Worksheet*. Applicants for projects on corner properties or near the ends of a block should also submit materials to describe properties located near the project site on adjacent blocks. If insufficient supporting information is submitted with an application, the application may be deemed incomplete and processing will not commence until adequate supporting documentation is provided.

Photographs are required to be included as supplemental materials. Photographs must include, at a minimum:

- Photos of the project site from the street and alley (if applicable) as it exists at the time of application
- Photos of all sides of any structures that will remain on the project site
- Photos looking in both directions from in front of the project site clearly showing the street frontage on both sides of the street, and additional photos as necessary to clearly show all of the street frontage of all properties on the block (and adjacent blocks as necessary), as shown on the *Neighborhood Compatibility Worksheet* diagram
- Photos looking in both directions from the rear of the project site clearly showing the alley frontage on both sides of the alley (if applicable)
- Photos from the adjacent street to the rear of the project site showing development to the rear of the project site and views onto the project site from the adjacent street

Narrative text, sketches, or any other supplemental materials are optional but should be used as necessary to supplement the photographs.

Project No. _____ Address: _____ Date: _____

LIMITED LIABILITY COMPANY CERTIFICATE
OF NHW INVESTORS, LLC

Lauren Boyd, is executing this certificate as of the 23rd day of November, 2020, as the Chief Legal Officer of LaTerra Development II, LLC, a Delaware limited liability company, the sole member of LaTerra Burbank NHW, LLC, a Delaware limited liability company, the managing member of NHW MU Holdings, LLC, a Delaware limited liability company, the sole member of NHW Investments GP, LLC, a Delaware limited liability company, the general partner of GORT, A California Limited Partnership, who is the sole member of NHW INVESTORS, LLC, a Delaware limited liability company (the "Company"), on behalf of the Company.

WHEREAS, the Company is a member managed company formed in Delaware and qualified to do business in the State of California;

WHEREAS, the Company owns certain real property in the City of Burbank, CA and intends to entitle and develop the same (the "Property")

WHEREAS, LaTerra Development II, LLC, a Delaware limited liability company, has approved on behalf of LaTerra Burbank NHW, LLC, a Delaware limited liability company, on behalf of NHW MU Holdings, LLC on behalf of NHW Investments GP, LLC ("GP"), on behalf of GORT, A California Limited Partnership ("GORT"), on behalf of the Company, the entitling the Property; and

WHEREAS, Charles Tourtellotte, Manager of LaTerra Development II, has been and is hereby authorized as an authorized signatory of the Company.

NOW THEREFOR, Charles Tourtellotte is authorized and empowered, in the capacity as an authorized signatory of the Company, acting for and on behalf of and in the name of the Company and as the Company's act and deed:

- (a) To cause the Company to execute documentation as necessary to entitle the Property, including as needed in connection with the submissions made to the City of Burbank;
- (b) To perform all acts and to execute and deliver all documents as necessary for the Company to perform in accordance with the such instruments and documentation related to the entitlement of the Property.

The authority hereby conferred is in addition to that conferred by any other certificate heretofore or hereafter delivered by the Company as related to the entitlement of the Property and shall continue in full force and effect until revoked by the Company. The authority hereby conferred shall be deemed retroactive, and any and all acts authorized herein which were performed prior to the execution of this certificate are hereby approved and ratified.

These certifications constitute duly authorized activities of the Company and are now in full force and effect, as of the date first written above.

NHW Investors, LLC,
a Delaware limited liability company

By: GORT, A California Limited Partnership
Its: Sole Member

By: NHW Investments GP, LLC,
a Delaware limited liability company
Its: General Partner

By: NHW MU Holdings, LLC,
a Delaware limited liability company
It: Sole Member

By: LaTerra Burbank NHW, LLC,
a Delaware limited liability company
It: Managing Member

By: LaTerra Development II, LLC,
a California limited liability company
It: Sole Member

By: 

Lauren Boyd, Chief Legal Officer

This page is part of your document - DO NOT DISCARD



20200567578



Pages:
0005

Recorded/Filed in Official Records
Recorder's Office, Los Angeles County,
California

05/26/20 AT 08:00AM

FEES:	41.00
TAXES:	0.00
OTHER:	0.00
SB2:	75.00
PAID:	116.00



LEADSHEET



202005260230067

00018294205



010784573

SEQ:
01

SECURE - 8:00AM



THIS FORM IS NOT TO BE DUPLICATED

101_5189085_1

FOR REFERENCE ONLY: 20200567578

RECORDING REQUESTED BY

First American Title

AND WHEN RECORDED MAIL DOCUMENT TO:

NAME Gort, A California Limited Partnership

STREET ADDRESS 600 E. Brokaw Road

CITY, STATE & ZIP CODE San Jose, CA 95112

GRANT DEED

Title of Document

Pursuant to Senate Bill 2 - Building Homes and Jobs Act (GC Code Section 27388.1), effective January 1, 2018, a fee of seventy-five dollars (\$75.00) shall be paid at the time of recording of every real estate instrument, paper, or notice required or permitted by law to be recorded, except those expressly exempted from payment of recording fees, per each single transaction per parcel of real property. The fee imposed by this section shall not exceed two hundred twenty-five dollars (\$225.00).

- Exempt from fee per GC 27388.1 (a) (2); recorded concurrently "in connection with" a transfer subject to the imposition of documentary transfer tax (DTT).
- Exempt from fee per GC 27388.1 (a) (2); recorded concurrently "in connection with" a transfer of real property that is a residential dwelling to an owner-occupier.
- Exempt from fee per GC 27388.1 (a) (1); fee cap of \$225.00 reached.
- Exempt from the fee per GC 27388.1 (a) (1); not related to real property.

THIS COVER SHEET ADDED TO PROVIDE ADEQUATE SPACE FOR RECORDING INFORMATION
(\$3.00 Additional Recording Fee Applies)

RECORDING REQUESTED BY
First American Title
AND WHEN RECORDED MAIL DOCUMENT TO:

NAME Gort, A California Limited Partnership

STREET ADDRESS 600 E. Brokaw Road

CITY, STATE & ZIP CODE San Jose, CA 95112

GRANT DEED

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- Exempt from fee per GC 27388.1 (a) (1); fee cap of \$225.00 reached.
- Exempt from the fee per GC 27388.1 (a) (1); not related to real property.

THIS COVER SHEET ADDED TO PROVIDE ADEQUATE SPACE FOR RECORDING INFORMATION
(\$3.00 Additional Recording Fee Applies)

Recording Requested By:
First American Title Insurance Company
National Commercial Services, Ontario, CA

NCS-1009167-ONT2

RECORDING REQUESTED BY:

First American Title Insurance Company

WHEN RECORDED MAIL TO:

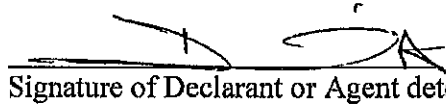
Gort, A California Limited Partnership
600 E Brokaw Road
San Jose, CA 95112
Attn: Steve Rebagliati, Esq.

Above Space for Recorder's Use
Tax Parcel Number 2463-001-019

GRANT DEED

The undersigned grantor declares:

DOCUMENTARY TRANSFER TAX IS \$0*



Signature of Declarant or Agent determining tax — Firm Name

*The grantors and the grantees in this conveyance are comprised of the same parties who continue to hold the same proportionate interest in the property, R & T 11925(d).

FOR NO MONETARY CONSIDERATION, GORT, A CALIFORNIA LIMITED PARTNERSHIP, hereby grants to NHW INVESTORS, LLC, a Delaware limited liability company, the following described real property (the "Property") situated in the City of Burbank, County of Los Angeles, State of California:

See Exhibit "A" attached hereto and incorporated herein by this reference.

The Property is further conveyed subject to:

1. Non-delinquent general, special and supplemental real property taxes and assessments; and
2. Covenants, conditions, restrictions, easements, licenses, reservations, rights, rights-of-way and other matters of record or discoverable by inspections or surveys.

IN WITNESS WHEREOF, said company has caused its company name to be affixed hereto and this instrument to be executed by its duly authorized officer.

GORT, A CALIFORNIA LIMITED PARTNERSHIP

By: [Signature]
David A. Fry, General Partner

Dated: May 20, 2020

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Santa Clara)

On May 20, 2020, before me, Andrew M. Lane, a Notary Public, personally appeared David A. Fry, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature [Signature]

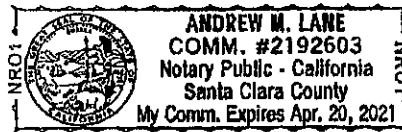


EXHIBIT "A"
LEGAL DESCRIPTION

Real property in the City of Burbank, County of Los Angeles, State of California, described as follows:

PARCEL 1 OF PARCEL MAP NO. 24143, IN THE CITY OF BURBANK, AS PER MAP FILED IN BOOK 269 PAGES 99 AND 100 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.



Secretary of State
Statement of Information
(Limited Liability Company)

LLC-12

91

FILED
Secretary of State
State of California

JUN 03 2020

IMPORTANT — This form can be filed online at bizfile.sos.ca.gov.

Read instructions before completing this form.

Filing Fee — \$20.00

Copy Fees — First page \$1.00; each attachment page \$0.50;
Certification Fee — \$5.00 plus copy fees

21/20 PC
Above Space For Office Use Only

1. Limited Liability Company Name (Enter the exact name of the LLC. If you registered in California using an alternate name, see instructions.)

NHW Investors, LLC

2. 12-Digit Secretary of State Entity (File) Number

202013910787

3. State, Foreign Country or Place of Organization (only if formed outside of California)

Delaware

4. Business Addresses

Table with 4 columns: Address, City, State, Zip Code. Row 1: 1880 Century Park East, Suite 1017, Los Angeles, CA, 90067.

5. Manager(s) or Member(s)

If no managers have been appointed or elected, provide the name and address of each member. At least one name and address must be listed.

Table with 4 columns: Name, Middle Name, Last Name, Suffix. Row 1: Gort, A California Limited Partnership, Los Angeles, CA, 90067.

6. Service of Process (Must provide either Individual OR Corporation.)

INDIVIDUAL — Complete Items 6a and 6b only. Must include agent's full name and California street address.

Table with 4 columns: Name, Middle Name, Last Name, Suffix. Row 1: Lauren Boyd, Los Angeles, CA, 90067.

CORPORATION — Complete Item 6c only. Only include the name of the registered agent Corporation.

Table with 1 column: California Registered Corporate Agent's Name (if agent is a corporation) — Do not complete item 6a or 6b.

7. Type of Business

Describe the type of business or services of the Limited Liability Company All business related to the acquisition, ownership, development and operation of the real property located at 2311 N. Hollywood Way, Burbank, CA 91505

8. Chief Executive Officer, if elected or appointed

Table with 4 columns: Name, Middle Name, Last Name, Suffix. Row 1: Lauren Boyd, Los Angeles, CA, 90067.

9. By signing, I affirm under penalty of perjury that the information herein is true and correct and that I am authorized by California law to sign.

May 8, 2020

Lauren Boyd

Authorized Person

Date

Type or Print Name of Person Completing the Form

Title

Signature

Handwritten signature of Lauren Boyd

Site Photos



1 - HOLLYWOOD WAY / VANOWEN INTERSECTION



3 - HOLLYWOOD WAY / VALHALLA INTERSECTION



2 - VANOWEN FRONTAGE



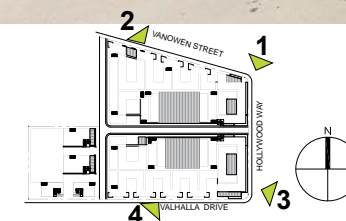
4 - VALHALLA FRONTAGE



CONCEPT PRESENTATION
2311 NORTH HOLLYWOOD WAY
 MASTER PLAN

CURRENT SITE CONDITIONS

Attachment 5-35



09.01.2020

Preliminary Set of Plans

2311 North Hollywood Way

OFFICE BUILDING [OPTION 1]

LOCATION: BURBANK, CA 91505
DATE: 11/20/2020



1657 alvira street second floor los angeles, CA 90035
tel. 323.954.9996
u-a-lab.com © 2020

SITE INFORMATION

PROJECT ADDRESS: 2311 NORTH HOLLYWOOD WAY
 APN: 2463-001-019
 CURRENT ZONE: C3 - Commercial General Business
 PROPOSED ZONE: C3 - Commercial General Business
 GENERAL PLAN DESIGNATION: Reginal Commercial
 LOT AREA: 454,330 10.43 ac
 CURRENT USE OF SITE: Commercial / Retail

OVERALL PROJECT SUMMARY

RESIDENTIAL UNITS	863
RETAIL SF	9,000
OFFICE SF	81,000
RESIDENTIAL PARKING SPACES	
RESIDENTIAL PARKING SPACES	863
RETAIL PARKING SPACES	30
OFFICE PARKING SPACES	243
TOTAL PARKING SPACES	1,136
TOTAL BICYCLE PARKING	31
COMMON OPEN SPACE (SF)	
TOTAL BUILDING AREA (SF)	868,200 Residential and Retail (Common Areas not included)
FAR	1.9
BUILDING COVERAGE	65%

1- RESIDENTIAL

RESIDENTIAL BUILDING 1	
7-Story	83'-4" TO CEILING OF HIGHEST FLOOR FROM AVERAGE GRADE PLANE
424 units	98'-8" TO HIGHEST POINT OF BUILDING (STAIR, ELEVATOR SHAFT) FROM AVERAGE GRADE PLANE
RESIDENTIAL BUILDING 2	
7-Story	84'-10" TO CEILING OF HIGHEST FLOOR FROM AVERAGE GRADE PLANE
439 units	98'-8" TO HIGHEST POINT OF BUILDING (STAIR, ELEVATOR SHAFT) FROM AVERAGE GRADE PLANE

TOTAL RESIDENTIAL UNITS PROVIDED: (BUILDING 1 + BUILDING 2)
 863 units

UNIT MIX

UNIT TYPE	QTY	AVE SF	%
STUDIO (0 BD/1 BA)	332	525	38.5%
1 BDRM (1 BD/1 BA)	358	685	41.5%
1 BDRM (LIVE / WORK)	1	720	0.1%
2 BDRM (2 BD/2 BA)	141	1,000	16.3%
2 BDRM (LIVE / WORK)	11	1,500	1.3%
3 BDRM (3 BD/2 BA)	20	1,250	2.3%
TOTAL	863	771	100%

TOTAL RESIDENTIAL BLDG AREA ± 671,000 SF *
 *Excludes: parking, bicycle parking, driveways, mechanical, courtyard, rec. deck, balconies, and exterior walls.

ADJUSTED GROSS FLOOR AREA (BMC Title 10 Zoning 10-1-203): Means Gross Floor Area less the area occupied by the following permanent construction: exterior and interior walls, columns, stair shafts, elevator shafts, duct shafts, and in the case of office buildings, mechanical equipment rooms. Atriums, foyers, courtyards, and other open space which are not necessary to satisfy any requirement of this Code may be deducted from Gross Floor Area upon recordation of a covenant between the property owner and the City limiting the use or occupancy of such space. Except as otherwise provided in this definition, no areas or spaces within a building or structure shall be deducted from Gross Floor Area.

OPEN SPACE REQUIRED

COMMON OPEN SPACE REQUIRED			
Min. 150 sf per dwelling unit	x	863 units =	129,450 SF
Min. 15% landscaped	=		19,418 SF
Per Burbank Municipal Code, Table 10-1-628(A)			
PRIVATE OPEN SPACE REQUIRED			
Min. 50 sf per dwelling unit	x	863 units =	43,150 SF
Per Burbank Municipal Code, Table 10-1-628(A)			
TOTAL OPEN SPACE REQUIRED			
Private + Common =			172,600 SF

OPEN SPACE PROVIDED

COMMON OPEN SPACE PROVIDED				
(3) Residential Courtyards	36,000 SF	including min.	15%	5,400 SF Landscape
Residential Pool Deck (L8)	34,000 SF	including min.	15%	5,100 SF Landscape
Fry's Way Plaza	17,500 SF	including min.	15%	2,625 SF Landscape
Privately Maintained-Plaza's	+ / - 8,000 SF	including min.	15%	1,200 SF Landscape
TOTAL COMMON OPEN SPACE	95,500 SF	including min.	15%	14,325 SF Landscape
PRIVATE OPEN SPACE PROVIDED				
863 units with balconies and private patios x 50sf				43,150 SF
100% units have balconies				
TOTAL OPEN SPACE PROVIDED				
Private + Common =				138,650 SF
			-20%	

RESIDENTIAL PARKING REQUIRED

UNIT TYPE	QTY	#/UNIT	SPACES
STUDIO (0 BD/1 BA)	332	0.50	166
1 BDRM (1 BD/1 BA)	359	0.50	180
2 BDRM (2 BD/2 BA)	152	1.00	152
3 BDRM (3 BD/2 BA)	20	1.50	30
GUEST	863	0	0
TOTAL REQUIRED Residential Parking			528
HC Parking Required (2% of Total Spaces)			11

RESIDENTIAL PARKING PROVIDED (BUILDING 1)

UNIT TYPE	QTY	#/UNIT	SPACES
STUDIO (0 BD/1 BA)	155	1.00	155
1 BDRM (1 BD/1 BA)	197	1.00	197
2 BDRM (2 BD/2 BA)	62	1.00	62
3 BDRM (3 BD/2 BA)	10	1.00	10
GUEST	424	0	0
TOTAL PROVIDED Residential Parking			424
HC Parking Required (2% of Total Spaces)			8

RESIDENTIAL PARKING PROVIDED (BUILDING 2)

UNIT TYPE	QTY	#/UNIT	SPACES
STUDIO (0 BD/1 BA)	177	1.00	177
1 BDRM (1 BD/1 BA)	162	1.00	162
2 BDRM (2 BD/2 BA)	90	1.00	90
3 BDRM (3 BD/2 BA)	10	1.00	10
GUEST	439	0	0
TOTAL PROVIDED Residential Parking			439
HC Parking Required (2% of Total Spaces)			9

RESIDENTIAL BICYCLE PARKING REQUIRED & PROVIDED

TOTAL REQUIRED Residential Bicycle Parking		528	x .05 =	26 SPACES
Short term:	25% =	7 spaces	provided near the main entrance	
Long term:	75% =	20 spaces	provided in the garage	

2- RETAIL

Retail off Hollywood Way	14'-0" TO HIGHEST POINT OF BUILDING FROM 1ST FLOOR
1-Story, 28'-0" high (to top parapet) - Retail (Hollywood Way)	58'-0" TO HIGHEST POINT OF BUILDING FROM AVERAGE GRADE PLANE
	9,000 SF

RETAIL PARKING REQUIRED & PROVIDED

3.3 spaces / 1,000 General Retail (Division 2 10-1-1408) sf = **30 SPACES**

3- OFFICE

Office Building off Vahalla	75'-0" 5-STORY (OVER 300' FROM R1)
Allowable Building Height	1.25 REGIONAL COMMERCIAL
Allowable FAR	15'-0" TO HIGHEST POINT OF BUILDING FROM 1ST FLOOR
Lowest Point of Grade	55'-0" TO HIGHEST POINT OF BUILDING FROM AVERAGE GRADE PLANE
Height of Building	

OFFICE BUILDING SF SUMMARY

Building Area **81,000 SF**

OFFICE PARKING REQUIRED & PROVIDED

3 spaces / 1,000 (Division 2 10-1-1408) sf = **243 SPACES**
 Bike Parking (4 per 50,000 / 1 per 50,000 after) **5 Req. & Provided**

4- TOTAL PARKING REQUIRED

Residential Parking Required	=	528 SPACES
Retail Parking Required	=	30 SPACES
Office Parking Required	=	243 SPACES
Total Parking Required	=	801 SPACES

5- TOTAL PARKING PROVIDED

Residential Parking Provided	=	863 SPACES
Retail Parking Provided	=	30 SPACES
Office Parking Provided	=	243 SPACES
Total Parking Provided	=	1,136 SPACES

6- TOTAL BUILDING AREA PROPOSED

Residential (Buildings 1 & 2 Units)	=	671,000 SF
COMMON AMENITIES	=	13,500
RESIDENTIAL LOBBIES	=	5,200
CIRCULATION (excludes shafts)	=	88,500
Retail	=	9,000 SF
Office Building	=	81,000
Total Building Area Proposed	=	868,200 SF
Total Non-Residential Building Area Proposed	=	90,000 SF
BUILDING COVERAGE PROPOSED	65%	297,251 SF /
DWELLING UNIT DENSITY	83	DU / ACRE
		454,330 SF

PROJECT INFORMATION

2311 North Hollywood Way

OFFICE BUILDING PACKAGE
 BURBANK, CA 91505
 DATE: 11/20/2020

Attachment 5-37

G0.01



KEYPLAN



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UNITS (STUDIO)
 UNITS (1B)
 UNITS (2B)
 UNITS (3B)
 LOBBY
 COMMON
 OFFICE
 CIRCULATION
 BOH / BIKE
 PARKING
 TERRACE
 RETAIL

FIRST FLOOR PLAN

RESIDENTIAL PARKING PROVIDED (BUILDING 1)
DEPT. OF CITY PLANNING, AB 744 DENSITY BONUS

UNIT TYPE	QTY	#/UNIT	SPACES
STUDIO (0 BD/1 BA)	155	1.00	155
1 BDRM (1 BD/1 BA)	197	1.00	197
2 BDRM (2 BD/2 BA)	62	1.00	62
3 BDRM (3 BD/2 BA)	10	1.00	10
GUEST	424	0	0
TOTAL PROVIDED Residential Parking			424
HC Parking Required (2% of Total Spaces)			8

RESIDENTIAL PARKING PROVIDED (BUILDING 2)
DEPT. OF CITY PLANNING, AB 744 DENSITY BONUS

UNIT TYPE	QTY	#/UNIT	SPACES
STUDIO (0 BD/1 BA)	177	1.00	177
1 BDRM (1 BD/1 BA)	162	1.00	162
2 BDRM (2 BD/2 BA)	90	1.00	90
3 BDRM (3 BD/2 BA)	10	1.00	10
GUEST	439	0	0
TOTAL PROVIDED Residential Parking			439
HC Parking Required (2% of Total Spaces)			9

BUILDING 1 (VANOWEN)

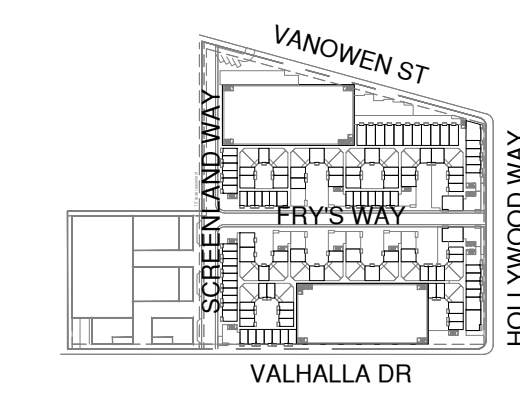
LEVEL	STUDIO	1-BD	2-BD	3-BD	TOTAL
1	15	23	17	0	55
2	29	39	8	2	78
3	29	39	8	2	78
4	29	39	8	2	78
5	29	39	8	2	78
6	12	16	8	2	38
7	12	2	5	0	19
TOTAL (BLDG 1)	155	197	62	10	424

BUILDING 2 (VALHALLA)

LEVEL	STUDIO	1-BD	2-BD	3-BD	TOTAL
1	18	24	14	0	56
2	33	32	15	2	82
3	33	32	15	2	82
4	33	32	15	2	82
5	33	32	15	2	82
6	17	8	10	2	37
7	10	2	6	0	18
TOTAL (BLDG 2)	177	162	90	10	439

TOTAL	STUDIO	1-BD	2-BD	3-BD	TOTAL
332	359	152	20		863
	38%	42%	18%	2%	100%

SCALE: 1/64" = 1'-0"



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 BURBANK, CA 91505
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RESIDENTIAL PARKING PROVIDED (BUILDING 1)
DEPT. OF CITY PLANNING, AB 744 DENSITY BONUS

UNIT TYPE	QTY	#/UNIT	SPACES
STUDIO (0 BD/1 BA)	155	1.00	155
1 BDRM (1 BD/1 BA)	197	1.00	197
2 BDRM (2 BD/2 BA)	62	1.00	62
3 BDRM (3 BD/2 BA)	10	1.00	10
GUEST	424	0	0
TOTAL PROVIDED Residential Parking			424
HC Parking Required (2% of Total Spaces)			8

RESIDENTIAL PARKING PROVIDED (BUILDING 2)
DEPT. OF CITY PLANNING, AB 744 DENSITY BONUS

UNIT TYPE	QTY	#/UNIT	SPACES
STUDIO (0 BD/1 BA)	177	1.00	177
1 BDRM (1 BD/1 BA)	162	1.00	162
2 BDRM (2 BD/2 BA)	90	1.00	90
3 BDRM (3 BD/2 BA)	10	1.00	10
GUEST	439	0	0
TOTAL PROVIDED Residential Parking			439
HC Parking Required (2% of Total Spaces)			9

BUILDING 1 (VANOWEN)

LEVEL	STUDIO	1-BD	2-BD	3-BD	TOTAL
1	15	23	17	0	55
2	29	39	8	2	78
3	29	39	8	2	78
4	29	39	8	2	78
5	29	39	8	2	78
6	12	16	8	2	38
7	12	2	5	0	19
TOTAL (BLDG 1)	155	197	62	10	424

BUILDING 2 (VALHALLA)

LEVEL	STUDIO	1-BD	2-BD	3-BD	TOTAL
1	18	24	14	0	56
2	33	32	15	2	82
3	33	32	15	2	82
4	33	32	15	2	82
5	33	32	15	2	82
6	17	8	10	2	37
7	10	2	6	0	18
TOTAL (BLDG 2)	177	162	90	10	439

TOTAL	STUDIO	1-BD	2-BD	3-BD	TOTAL
332	359	152	20		863
	38%	42%	18%	2%	100%

UNITS (STUDIO)
 UNITS (1B)
 UNITS (2B)
 UNITS (3B)
 LOBBY
 COMMON
 OFFICE
 CIRCULATION
 BOH / BIKE
 PARKING
 TERRACE
 RETAIL

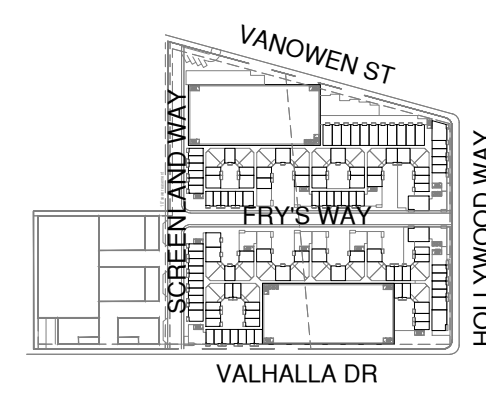
SECOND - FIFTH FLOOR PLAN

SCALE: 1/64" = 1'-0"



2311 North Hollywood Way

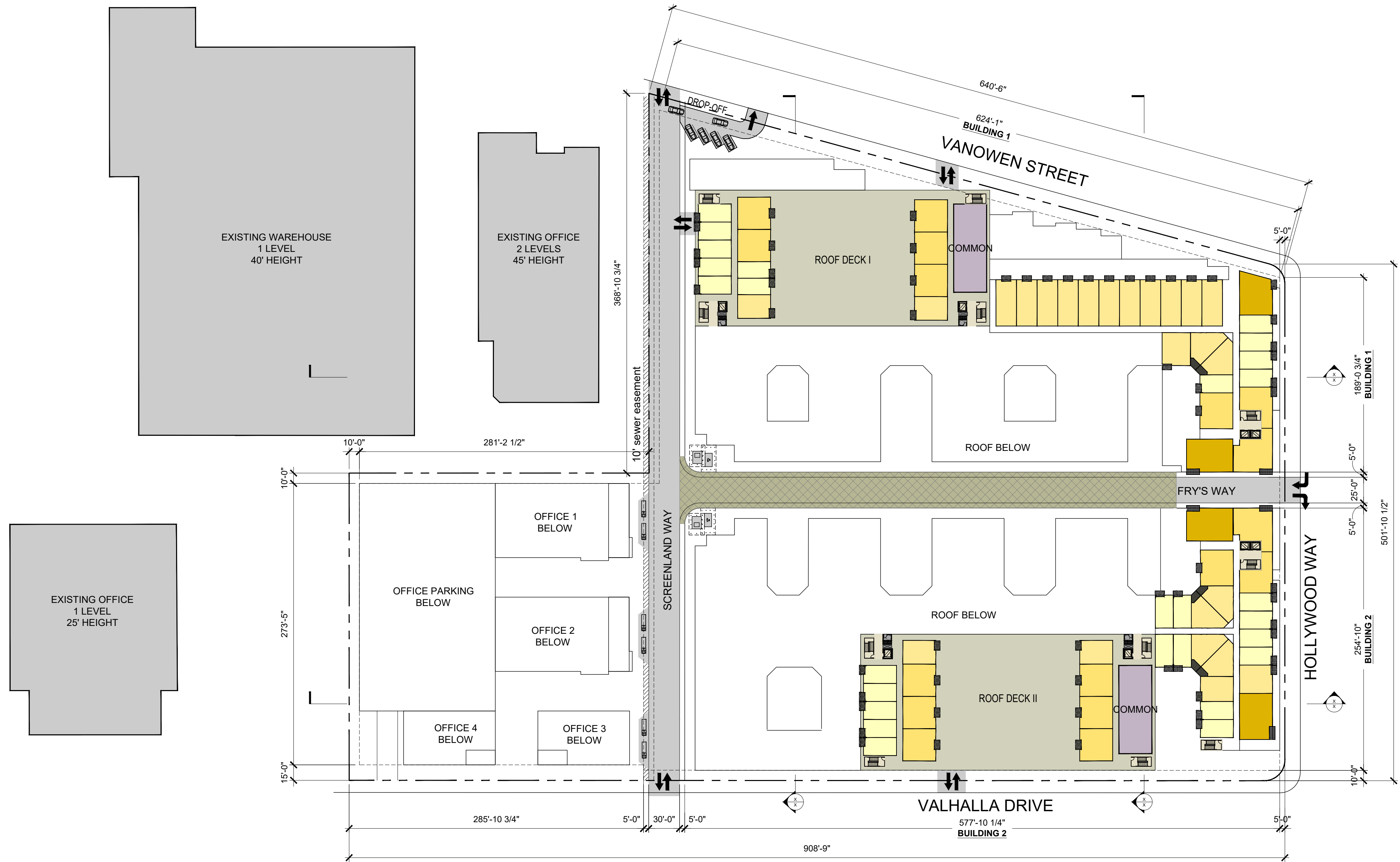
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KEYPLAN



BUILDING 1 (VANOWEN)					
LEVEL	STUDIO	1-BD	2-BD	3-BD	TOTAL
1	15	23	17	0	55
2	29	39	8	2	78
3	29	39	8	2	78
4	29	39	8	2	78
5	29	39	8	2	78
6	12	16	8	2	38
7	12	2	5	0	19
TOTAL (BLDG 1)	155	197	62	10	424

BUILDING 2 (VALHALLA)					
LEVEL	STUDIO	1-BD	2-BD	3-BD	TOTAL
1	18	24	14	0	56
2	33	32	15	2	82
3	33	32	15	2	82
4	33	32	15	2	82
5	33	32	15	2	82
6	17	8	10	2	37
7	10	2	6	0	18
TOTAL (BLDG 2)	177	162	90	10	439

TOTAL	STUDIO	1-BD	2-BD	3-BD	TOTAL
332	359	152	20		863
	38%	42%	18%	2%	100%

UNITS (STUDIO)
 UNITS (1B)
 UNITS (2B)
 UNITS (3B)
 LOBBY
 COMMON
 OFFICE
 CIRCULATION
 BOH / BIKE
 PARKING
 TERRACE
 RETAIL

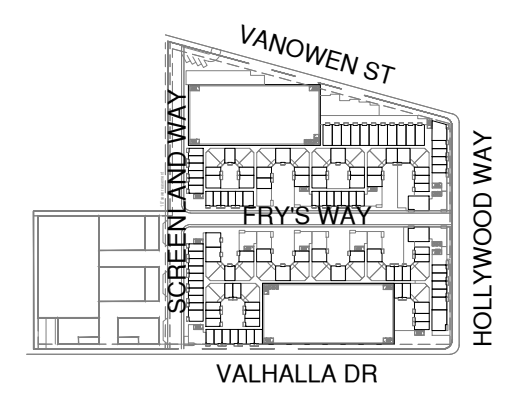
SIXTH FLOOR PLAN

SCALE: 1/64" = 1'-0"
A1.13

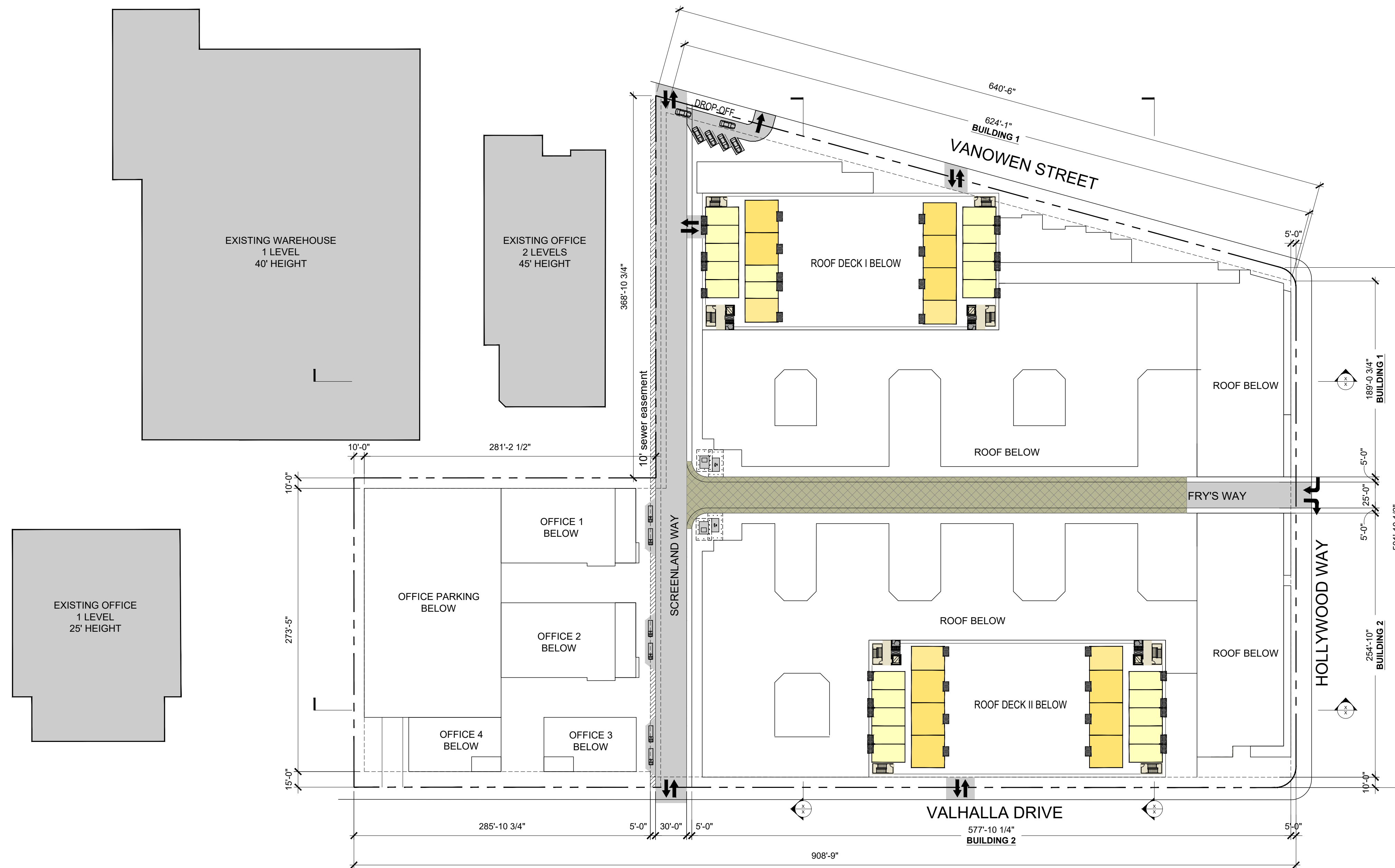


2311 North Hollywood Way

OFFICE BUILDING PACKAGE
 BURBANK, CA 91505
 DATE: 11/20/2020
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BUILDING 1 (VANOWEN)					
LEVEL	STUDIO	1-BD	2-BD	3-BD	TOTAL
1	15	23	17	0	55
2	29	39	8	2	78
3	29	39	8	2	78
4	29	39	8	2	78
5	29	39	8	2	78
6	12	16	8	2	38
7	12	2	5	0	19
TOTAL (BLDG 1)	155	197	62	10	424

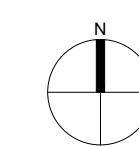
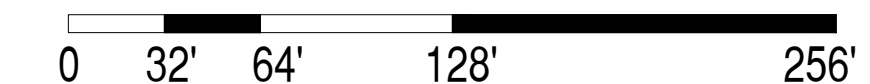
BUILDING 2 (VALHALLA)					
LEVEL	STUDIO	1-BD	2-BD	3-BD	TOTAL
1	18	24	14	0	56
2	33	32	15	2	82
3	33	32	15	2	82
4	33	32	15	2	82
5	33	32	15	2	82
6	17	8	10	2	37
7	10	2	6	0	18
TOTAL (BLDG 2)	177	162	90	10	439

TOTAL	332	359	152	20	863
	38%	42%	18%	2%	100%

- UNITS (STUDIO)
- UNITS (1B)
- UNITS (2B)
- UNITS (3B)
- LOBBY
- COMMON
- OFFICE
- CIRCULATION
- BOH / BIKE
- PARKING
- TERRACE
- RETAIL

SEVENTH FLOOR PLAN

SCALE: 1/64" = 1'-0"



A1.14



2311 North Hollywood Way

OFFICE BUILDING PACKAGE
BURBANK, CA 91505
DATE: 11/20/2020

Attachment 5-41



KEYPLAN



2311 North Hollywood Way

OFFICE BUILDING [OPTION 2]

LOCATION: BURBANK, CA 91505
DATE: 11/20/2020



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SITE INFORMATION

PROJECT ADDRESS: 2311 NORTH HOLLYWOOD WAY
 APN: 2463-001-019
 CURRENT ZONE: C3 - Commercial General Business
 PROPOSED ZONE: C3 - Commercial General Business
 GENERAL PLAN DESIGNATION: Reginal Commercial
 LOT AREA: 454,330 10.43 ac
 CURRENT USE OF SITE: Commercial / Retail

OVERALL PROJECT SUMMARY

RESIDENTIAL UNITS	863
RETAIL SF	9,000
OFFICE SF	150,000
RESIDENTIAL PARKING SPACES	
RESIDENTIAL PARKING SPACES	863
RETAIL PARKING SPACES	30
OFFICE PARKING SPACES	450
TOTAL PARKING SPACES	1,343
TOTAL BICYCLE PARKING	32
COMMON OPEN SPACE (SF)	
COMMON OPEN SPACE (SF)	95,500
TOTAL BUILDING AREA (SF)	937,200 Residential and Retail (Common Areas not included)
FAR	2.1
BUILDING COVERAGE	69%

1- RESIDENTIAL

RESIDENTIAL BUILDING 1	
7-Story	83'-4" TO CEILING OF HIGHEST FLOOR FROM AVERAGE GRADE PLANE
424 units	98'-8" TO HIGHEST POINT OF BUILDING (STAIR, ELEVATOR SHAFT) FROM AVERAGE GRADE PLANE
RESIDENTIAL BUILDING 2	
7-Story	84'-10" TO CEILING OF HIGHEST FLOOR FROM AVERAGE GRADE PLANE
439 units	98'-8" TO HIGHEST POINT OF BUILDING (STAIR, ELEVATOR SHAFT) FROM AVERAGE GRADE PLANE

TOTAL RESIDENTIAL UNITS PROVIDED: (BUILDING 1 + BUILDING 2)
 863 units

UNIT MIX

UNIT TYPE	QTY	AVE SF	%
STUDIO (0 BD/1 BA)	332	525	38.5%
1 BDRM (1 BD/1 BA)	358	685	41.5%
1 BDRM (LIVE / WORK)	1	720	0.1%
2 BDRM (2 BD/2 BA)	141	1,000	16.3%
2 BDRM (LIVE / WORK)	11	1,500	1.3%
3 BDRM (3 BD/2 BA)	20	1,250	2.3%
TOTAL	863	771	100%

TOTAL RESIDENTIAL BLDG AREA ± 671,000 SF *
 *Excludes: parking, bicycle parking, driveways, mechanical, courtyard, rec. deck, balconies, and exterior walls.

ADJUSTED GROSS FLOOR AREA (BMC Title 10 Zoning 10-1-203): Means Gross Floor Area less the area occupied by the following permanent construction: exterior and interior walls, columns, stair shafts, elevator shafts, duct shafts, and in the case of office buildings, mechanical equipment rooms, Atriums, foyers, courtyards, and other open space which are not necessary to satisfy any requirement of this Code may be deducted from Gross Floor Area upon recordation of a covenant between the property owner and the City limiting the use or occupancy of such space. Except as otherwise provided in this definition, no areas or spaces within a building or structure shall be deducted from Gross Floor Area.

OPEN SPACE REQUIRED

COMMON OPEN SPACE REQUIRED			
Min. 150 sf per dwelling unit	x	863 units =	129,450 SF
Min. 15% landscaped	=		19,418 SF
Per Burbank Municipal Code, Table 10-1-628(A)			
PRIVATE OPEN SPACE REQUIRED			
Min. 50 sf per dwelling unit	x	863 units =	43,150 SF
Per Burbank Municipal Code, Table 10-1-628(A)			
TOTAL OPEN SPACE REQUIRED			
Private + Common =			172,600 SF

OPEN SPACE PROVIDED

COMMON OPEN SPACE PROVIDED				
(3) Residential Courtyards	36,000 SF	including min.	15%	5,400 SF Landscape
Residential Pool Deck (L8)	34,000 SF	including min.	15%	5,100 SF Landscape
Fry's Way Plaza	17,500 SF	including min.	15%	2,625 SF Landscape
Privately Maintained-Plaza's	+ / - 8,000 SF	including min.	15%	1,200 SF Landscape
TOTAL COMMON OPEN SPACE	95,500 SF	including min.	15%	14,325 SF Landscape
PRIVATE OPEN SPACE PROVIDED				
863 units with balconies and private patios x 50sf	43,150 SF			
100% units have balconies				
TOTAL OPEN SPACE PROVIDED				
Private + Common =		138,650 SF	-20%	

RESIDENTIAL PARKING REQUIRED

UNIT TYPE	QTY	#/UNIT	SPACES
STUDIO (0 BD/1 BA)	332	0.50	166
1 BDRM (1 BD/1 BA)	359	0.50	180
2 BDRM (2 BD/2 BA)	152	1.00	152
3 BDRM (3 BD/2 BA)	20	1.50	30
GUEST	863	0	0
TOTAL REQUIRED Residential Parking			528
HC Parking Required (2% of Total Spaces)			11

RESIDENTIAL PARKING PROVIDED (BUILDING 1)

UNIT TYPE	QTY	#/UNIT	SPACES
STUDIO (0 BD/1 BA)	155	1.00	155
1 BDRM (1 BD/1 BA)	197	1.00	197
2 BDRM (2 BD/2 BA)	62	1.00	62
3 BDRM (3 BD/2 BA)	10	1.00	10
GUEST	424	0	0
TOTAL PROVIDED Residential Parking			424
HC Parking Required (2% of Total Spaces)			8

RESIDENTIAL PARKING PROVIDED (BUILDING 2)

UNIT TYPE	QTY	#/UNIT	SPACES
STUDIO (0 BD/1 BA)	177	1.00	177
1 BDRM (1 BD/1 BA)	162	1.00	162
2 BDRM (2 BD/2 BA)	90	1.00	90
3 BDRM (3 BD/2 BA)	10	1.00	10
GUEST	439	0	0
TOTAL PROVIDED Residential Parking			439
HC Parking Required (2% of Total Spaces)			9

RESIDENTIAL BICYCLE PARKING REQUIRED & PROVIDED

TOTAL REQUIRED Residential Bicycle Parking	528	x .05 =	26 SPACES
Short term:	25% =	7 spaces	provided near the main entrance
Long term:	75% =	20 spaces	provided in the garage

2- RETAIL

Retail off Hollywood Way	14'-0" TO HIGHEST POINT OF BUILDING FROM 1ST FLOOR
1-Story, 28'-0" high (to top parapet) - Retail (Hollywood Way)	58'-0" TO HIGHEST POINT OF BUILDING FROM AVERAGE GRADE PLANE
	9,000 SF

RETAIL PARKING REQUIRED & PROVIDED

3.3 spaces / 1,000 General Retail (Division 2 10-1-1408) sf = **30 SPACES**

3- OFFICE

Office Building off Vahalla	75'-0" 5-STORY (OVER 300' FROM R1)
Allowable Building Height	1.25 REGINAL COMMERCIAL
Allowable FAR	15'-0" TO HIGHEST POINT OF BUILDING FROM 1ST FLOOR
Lowest Point of Grade	75'-0" TO HIGHEST POINT OF BUILDING FROM AVERAGE GRADE PLANE
Height of Building	

OFFICE BUILDING SF SUMMARY

Building Area **150,000 SF**

OFFICE PARKING REQUIRED & PROVIDED

3 spaces / 1,000 (Division 2 10-1-1408) sf = **450 SPACES**
 Bike Parking (4 per 50,000 / 1 per 50,000 after) **6 Req. & Provided**

4- TOTAL PARKING REQUIRED

Residential Parking Required	=	528 SPACES
Retail Parking Required	=	30 SPACES
Office Parking Required	=	450 SPACES
Total Parking Required	=	1,008 SPACES

5- TOTAL PARKING PROVIDED

Residential Parking Provided	=	863 SPACES
Retail Parking Provided	=	30 SPACES
Office Parking Provided	=	450 SPACES
Total Parking Provided	=	1,343 SPACES

6- TOTAL BUILDING AREA PROPOSED

Residential (Buildings 1 & 2 Units)	=	671,000 SF
COMMON AMENITIES	=	13,500
RESIDENTIAL LOBBIES	=	5,200
CIRCULATION (excludes shafts)	=	88,500
Retail	=	9,000 SF
Office Building	=	150,000
Total Building Area Proposed	=	937,200 SF
Total Non-Residential Building Area Proposed	=	159,000 SF
BUILDING COVERAGE PROPOSED	69%	312,008 SF /
DWELLING UNIT DENSITY	83	DU / ACRE
		454,330 SF

PROJECT INFORMATION

2311 North Hollywood Way

OFFICE BUILDING PACKAGE
 BURBANK, CA 91505
 DATE: 11/20/2020

Attachment 5-43

G0.01



KEYPLAN





RESIDENTIAL PARKING PROVIDED (BUILDING 1)
DEPT. OF CITY PLANNING, AB 744 DENSITY BONUS

UNIT TYPE	QTY	#/UNIT	SPACES
STUDIO (0 BD/1 BA)	155	1.00	155
1 BDRM (1 BD/1 BA)	197	1.00	197
2 BDRM (2 BD/2 BA)	62	1.00	62
3 BDRM (3 BD/2 BA)	10	1.00	10
GUEST	424	0	0
TOTAL PROVIDED Residential Parking			424
HC Parking Required (2% of Total Spaces)			8

RESIDENTIAL PARKING PROVIDED (BUILDING 2)
DEPT. OF CITY PLANNING, AB 744 DENSITY BONUS

UNIT TYPE	QTY	#/UNIT	SPACES
STUDIO (0 BD/1 BA)	177	1.00	177
1 BDRM (1 BD/1 BA)	162	1.00	162
2 BDRM (2 BD/2 BA)	90	1.00	90
3 BDRM (3 BD/2 BA)	10	1.00	10
GUEST	439	0	0
TOTAL PROVIDED Residential Parking			439
HC Parking Required (2% of Total Spaces)			9

BUILDING 1 (VANOWEN)

LEVEL	STUDIO	1-BD	2-BD	3-BD	TOTAL
1	15	23	17	0	55
2	29	39	8	2	78
3	29	39	8	2	78
4	29	39	8	2	78
5	29	39	8	2	78
6	12	16	8	2	38
7	12	2	5	0	19
TOTAL (BLDG 1)	155	197	62	10	424

BUILDING 2 (VALHALLA)

LEVEL	STUDIO	1-BD	2-BD	3-BD	TOTAL
1	18	24	14	0	56
2	33	32	15	2	82
3	33	32	15	2	82
4	33	32	15	2	82
5	33	32	15	2	82
6	17	8	10	2	37
7	10	2	6	0	18
TOTAL (BLDG 2)	177	162	90	10	439

TOTAL	STUDIO	1-BD	2-BD	3-BD	TOTAL
332	359	152	20		863
	38%	42%	18%	2%	100%

- UNITS (STUDIO)
- UNITS (1B)
- UNITS (2B)
- UNITS (3B)
- LOBBY
- COMMON
- OFFICE
- CIRCULATION
- BOH / BIKE
- PARKING
- TERRACE
- RETAIL

FIRST FLOOR PLAN

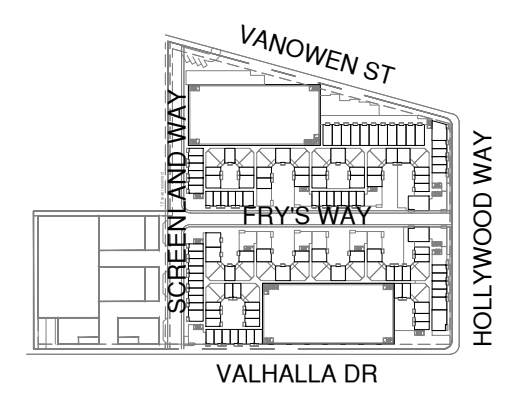
SCALE: 1/64" = 1'-0"

A1.11



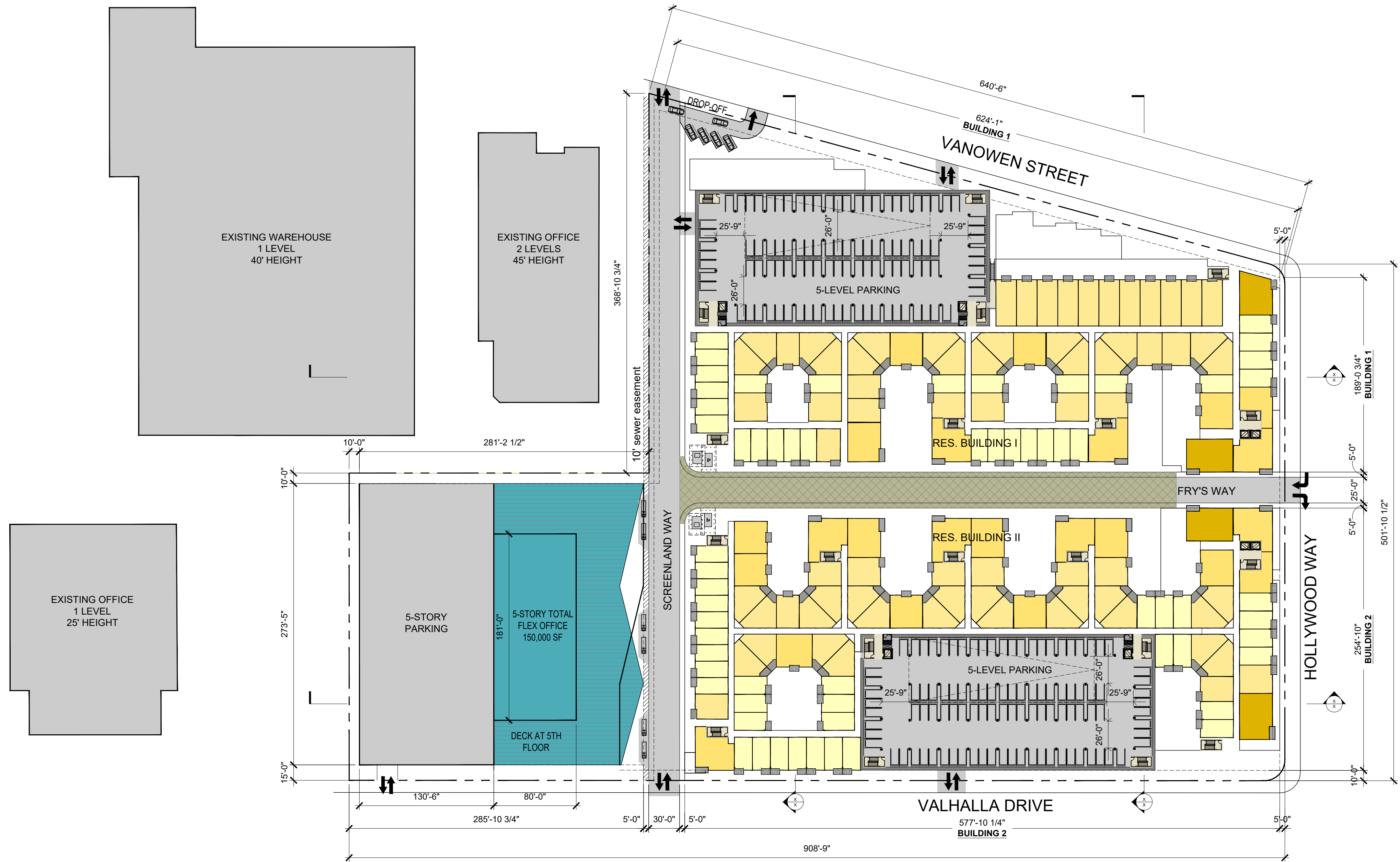
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RESIDENTIAL PARKING PROVIDED (BUILDING 1)
DEPT. OF CITY PLANNING, AB 744 DENSITY BONUS

UNIT TYPE	QTY	#/UNIT	SPACES
STUDIO (0 BD/1 BA)	155	1.00	155
1 BDRM (1 BD/1 BA)	197	1.00	197
2 BDRM (2 BD/2 BA)	62	1.00	62
3 BDRM (3 BD/2 BA)	10	1.00	10
GUEST	424	0	0
TOTAL PROVIDED Residential Parking			424
HC Parking Required (2% of Total Spaces)			8

RESIDENTIAL PARKING PROVIDED (BUILDING 2)
DEPT. OF CITY PLANNING, AB 744 DENSITY BONUS

UNIT TYPE	QTY	#/UNIT	SPACES
STUDIO (0 BD/1 BA)	177	1.00	177
1 BDRM (1 BD/1 BA)	162	1.00	162
2 BDRM (2 BD/2 BA)	90	1.00	90
3 BDRM (3 BD/2 BA)	10	1.00	10
GUEST	439	0	0
TOTAL PROVIDED Residential Parking			439
HC Parking Required (2% of Total Spaces)			9

BUILDING 1 (VANOWEN)

LEVEL	STUDIO	1-BD	2-BD	3-BD	TOTAL
1	15	23	17	0	55
2	29	39	8	2	78
3	29	39	8	2	78
4	29	39	8	2	78
5	29	39	8	2	78
6	12	16	8	2	38
7	12	2	5	0	19
TOTAL (BLDG 1)	155	197	62	10	424

BUILDING 2 (VALHALLA)

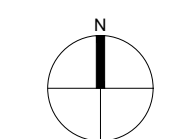
LEVEL	STUDIO	1-BD	2-BD	3-BD	TOTAL
1	18	24	14	0	56
2	33	32	15	2	82
3	33	32	15	2	82
4	33	32	15	2	82
5	33	32	15	2	82
6	17	8	10	2	37
7	10	2	6	0	18
TOTAL (BLDG 2)	177	162	90	10	439

TOTAL	STUDIO	1-BD	2-BD	3-BD	TOTAL
332	359	152	20		863
	38%	42%	18%	2%	100%



SECOND - FIFTH FLOOR PLAN

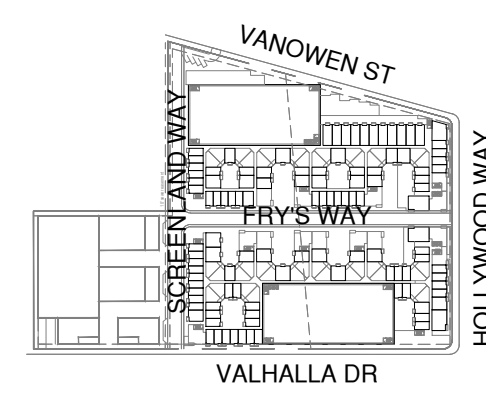
SCALE: 1/8" = 1'-0"
0 8' 16' 24' 32'



2311 North Hollywood Way

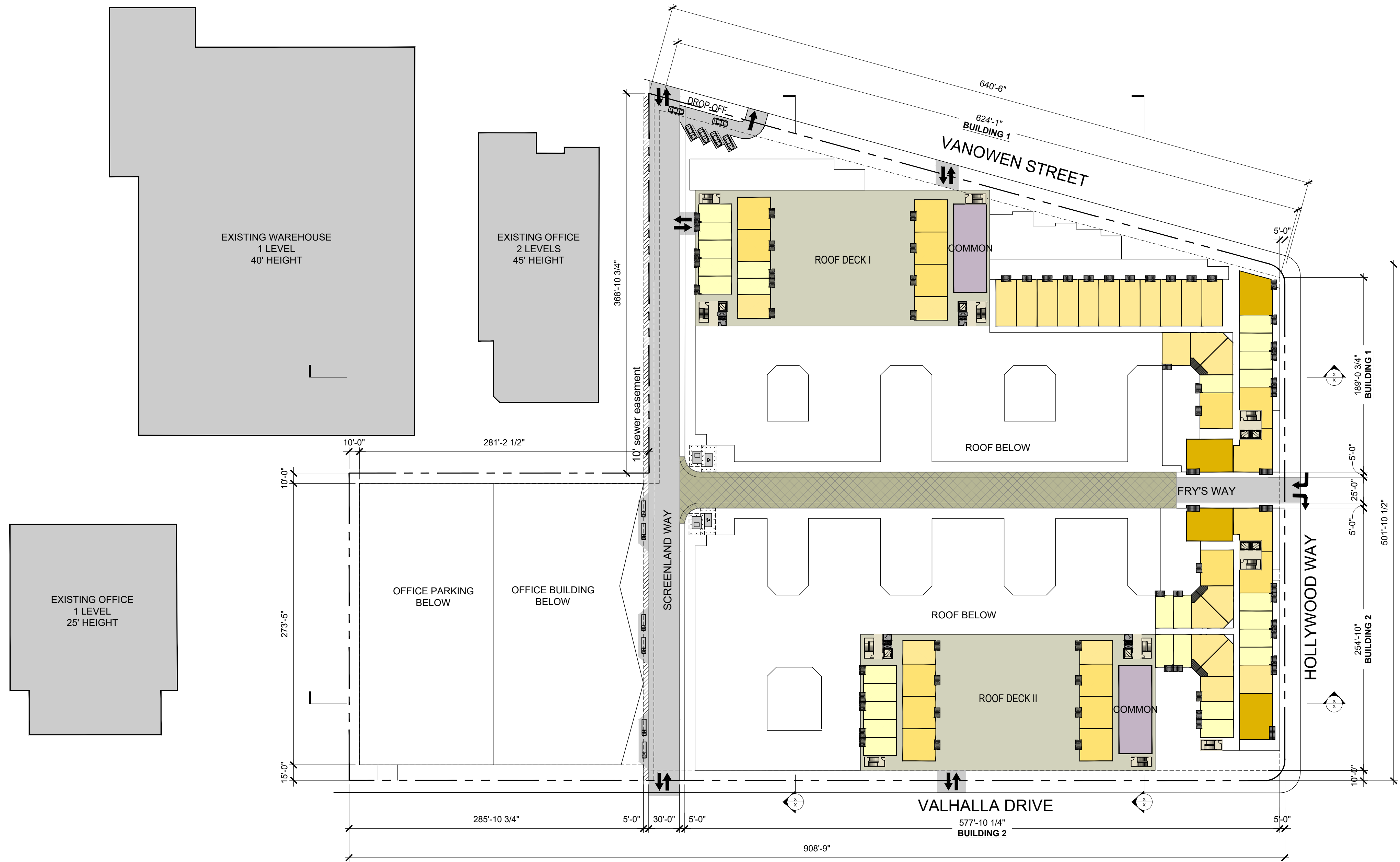
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Attachment 5-45



KEYPLAN





UNITS (STUDIO)
 UNITS (1B)
 UNITS (2B)
 UNITS (3B)
 LOBBY
 COMMON
 OFFICE
 CIRCULATION
 BOH / BIKE
 PARKING
 TERRACE
 RETAIL

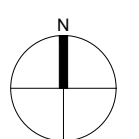
BUILDING 1 (VANOWEN)					
LEVEL	STUDIO	1-BD	2-BD	3-BD	TOTAL
1	15	23	17	0	55
2	29	39	8	2	78
3	29	39	8	2	78
4	29	39	8	2	78
5	29	39	8	2	78
6	12	16	8	2	38
7	12	2	5	0	19
TOTAL (BLDG 1)	155	197	62	10	424

BUILDING 2 (VALHALLA)					
LEVEL	STUDIO	1-BD	2-BD	3-BD	TOTAL
1	18	24	14	0	56
2	33	32	15	2	82
3	33	32	15	2	82
4	33	32	15	2	82
5	33	32	15	2	82
6	17	8	10	2	37
7	10	2	6	0	18
TOTAL (BLDG 2)	177	162	90	10	439

TOTAL	332	359	152	20	863
	38%	42%	18%	2%	100%

SIXTH FLOOR PLAN

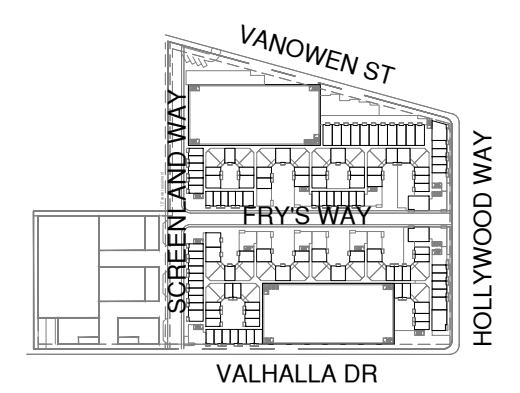
SCALE: 1/64" = 1'-0"



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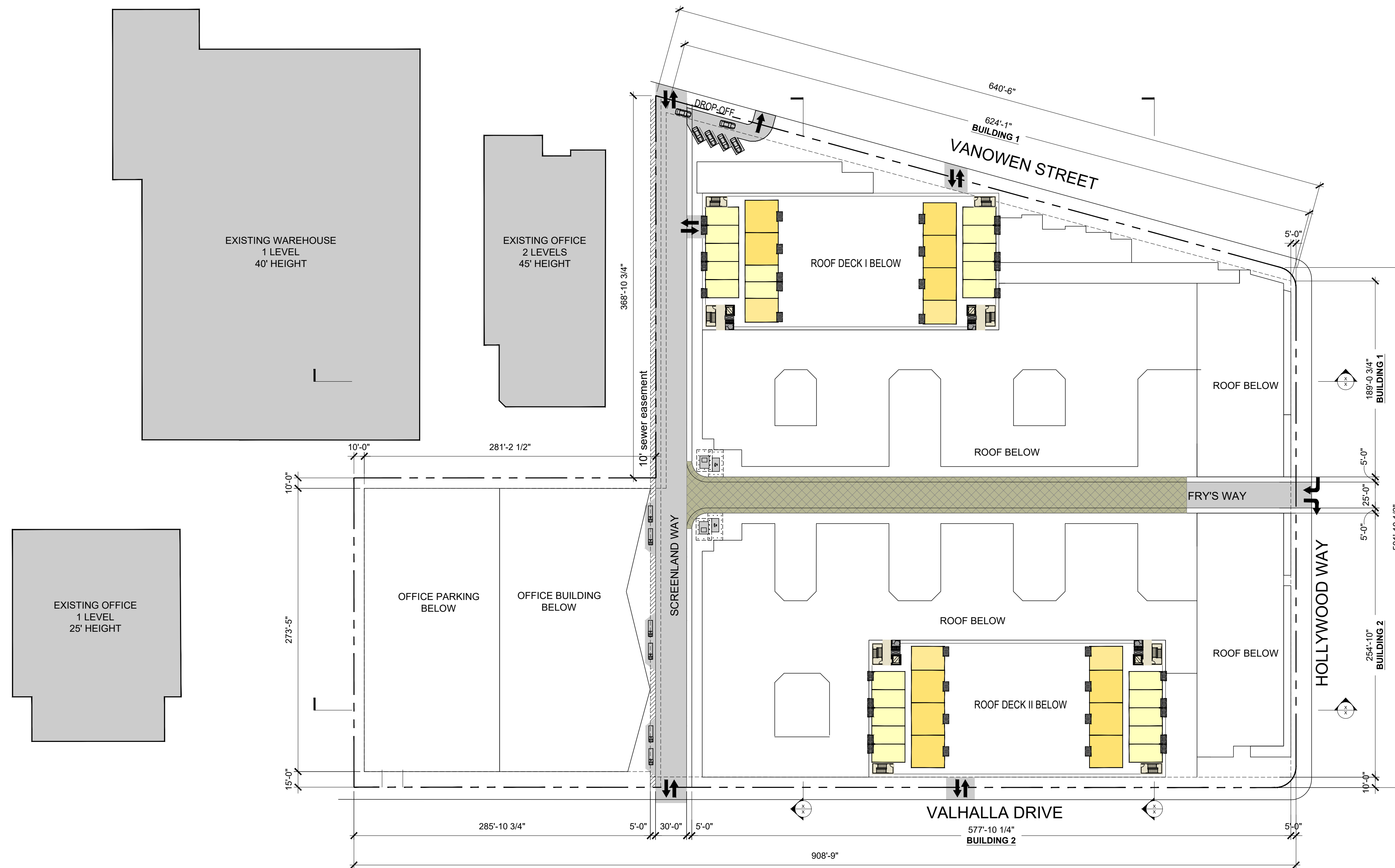
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Attachment 5-46



KEYPLAN

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BUILDING 1 (VANOWEN)					
LEVEL	STUDIO	1-BD	2-BD	3-BD	TOTAL
1	15	23	17	0	55
2	29	39	8	2	78
3	29	39	8	2	78
4	29	39	8	2	78
5	29	39	8	2	78
6	12	16	8	2	38
7	12	2	5	0	19
TOTAL (BLDG 1)	155	197	62	10	424

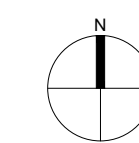
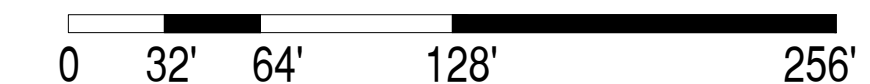
BUILDING 2 (VALHALLA)					
LEVEL	STUDIO	1-BD	2-BD	3-BD	TOTAL
1	18	24	14	0	56
2	33	32	15	2	82
3	33	32	15	2	82
4	33	32	15	2	82
5	33	32	15	2	82
6	17	8	10	2	37
7	10	2	6	0	18
TOTAL (BLDG 2)	177	162	90	10	439

TOTAL	STUDIO	1-BD	2-BD	3-BD	TOTAL
	332	359	152	20	863
	38%	42%	18%	2%	100%

UNITS (STUDIO)
 UNITS (1B)
 UNITS (2B)
 UNITS (3B)
 LOBBY
 COMMON
 OFFICE
 CIRCULATION
 BOH / BIKE
 PARKING
 TERRACE
 RETAIL

SEVENTH FLOOR PLAN

SCALE: 1/64" = 1'-0"



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Attachment 5-47



KEYPLAN

