

ATTACHMENT A

Project Description

1. Introduction

The Applicant proposes to develop the Project, which would be developed on an approximately 24.4-acre site located in the northwest quadrant of the intersection of De Soto Avenue and Burbank Boulevard (Project Site), in the Warner Center 2035 (WC2035) Plan area, in the Woodland Hills community of the City of Los Angeles (City). The Project Site is currently improved with a contemporary corporate office park (known as Warner Center Corporate Park), consisting of 12 low-rise commercial structures (Existing Buildings), each on a distinct parcel, ranging in height from one to three stories, supported by surrounding surface parking lots. The Existing Buildings include approximately 340,339 square feet of floor area.

The Project includes the phased demolition of the Existing Buildings and other improvements and the phased construction of a mixed-use development consisting of ten new buildings (New Buildings), varying in height from approximately 35 feet (two levels) to 350 feet (24 levels) in height. The Project would be constructed in eight phases (see Figures A-32 through A-39 below) and includes a total of approximately 2,634,268 square feet of floor area, with approximately 1,175,513 square feet of residential floor area (approximately 45 percent of the total floor area) and approximately 1,458,755 square feet of non-residential floor area, consisting of office, retail and hotel uses (approximately 55 percent of the total floor area). The Project's residential uses consist of approximately 1,009 multi-family units, including 841 apartment units (approximately 53 of which will be Work-Live Units, as defined in Section 4 of the WC2035 Plan) and approximately 168 condominium units (approximately 15 of which will be Work-Live Units). The Project's non-residential uses include approximately 1,140,746 square feet of office space, approximately 7,731 square feet of ground-floor restaurant space, approximately 15,741 square feet of ground-floor retail space, approximately 35,311 square feet of ground-floor restaurant and/or retail space, approximately 26,762 square feet of ground-floor office and/or retail space, an approximately 157,535 square-foot hotel with 228 hotel rooms, and approximately 4,068 square feet of community space. The overall floor area ratio (FAR) for the Project is 2.52:1.

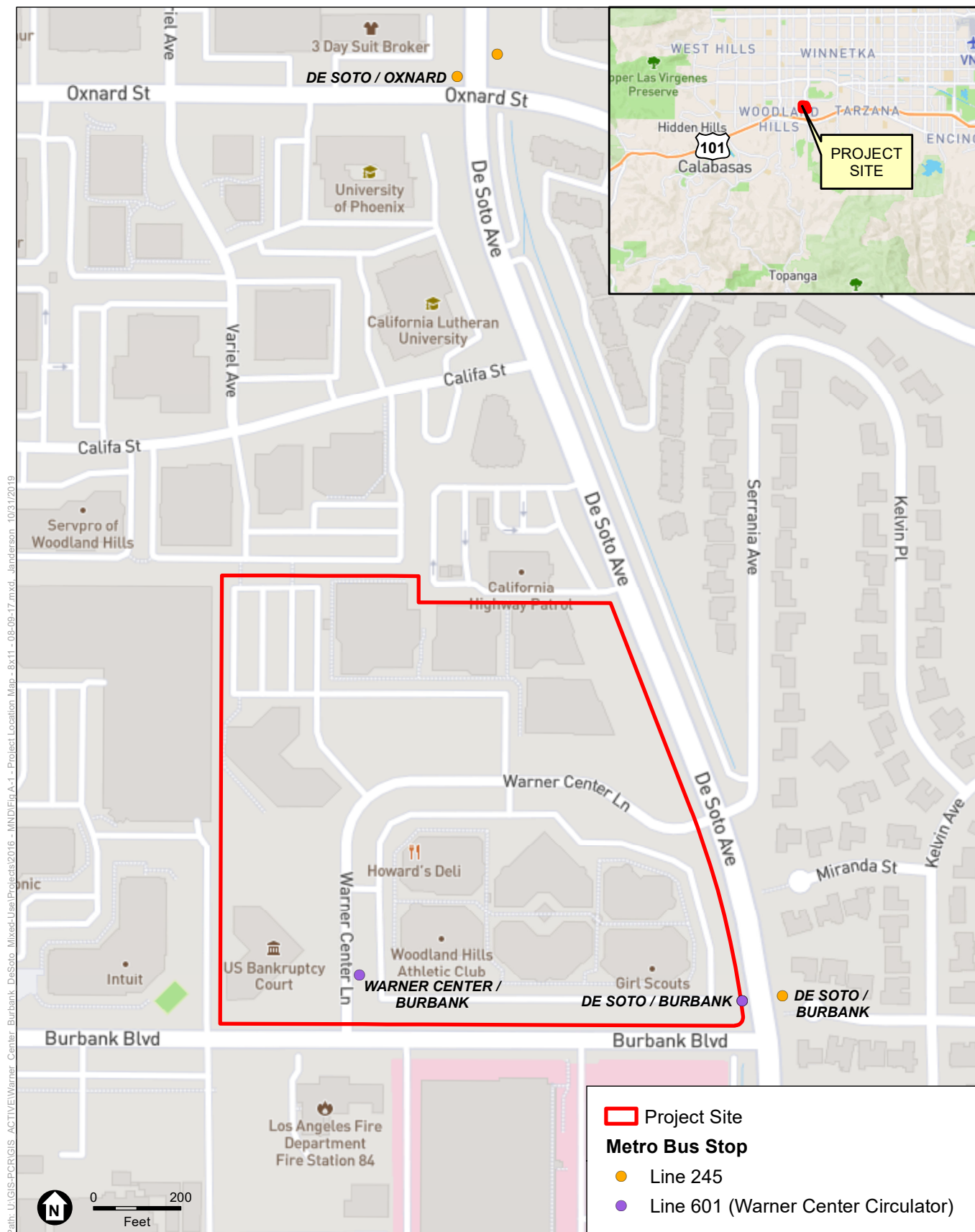
Project parking would be provided within subterranean and podium levels beneath and within eight of the ten New Buildings (New Buildings 1, 2, 3, 5, 6, 7, 8 and 9). Parking for New Buildings 4 and 4a would be provided in podium levels and an attached parking structure in New Building 4. No stand-alone parking structures are proposed. Upon Project completion, onsite parking structures would provide 1,627 residential spaces and 3,921 non-residential spaces, for a total of 5,548 parking spaces. At the time the Applicant filed its application for the Project, it proposed 1,340 long-term bicycle parking spaces and 282 short-term bicycle spaces, for a total of 1,622 bicycle

parking spaces. The City has since amended its bicycle parking ordinance, which has resulted in a reduction of required bicycle parking for the Project. Accordingly, the Project will include 870 long-term bicycle parking spaces and 264 short-term bicycle parking spaces, for a total of 1,134 bicycle parking spaces. In addition, a minimum of 280 parking spaces for motorcycles/scooters will be included as part of the Project.

The Project would be accessible from both Burbank Boulevard to the south and De Soto Avenue to the east. Vehicle access to the parking structures would be provided by an updated internal roadway network. Primary access through the Project Site would be provided by Warner Center Lane, which is a private street that would be reconfigured on a phased basis as part of the Project and qualifies as a "New Street" under the WC2035 Plan. The phased work to reconstruct Warner Center Lane is described in the discussion of "Physical Improvements" in Figures A-32 through A-39 below. Warner Center Lane would connect to two driveways – Commerce Drive to the west and Town Center Drive to the north. The internal circulation system also includes Adler Drive, a third driveway that would be directly accessible from Burbank Boulevard and Commerce Drive. Town Center Drive would provide access to the Phase I and Phase II improvements and would be constructed as described in Figures A-32 and A-33 below.

2. Project Location

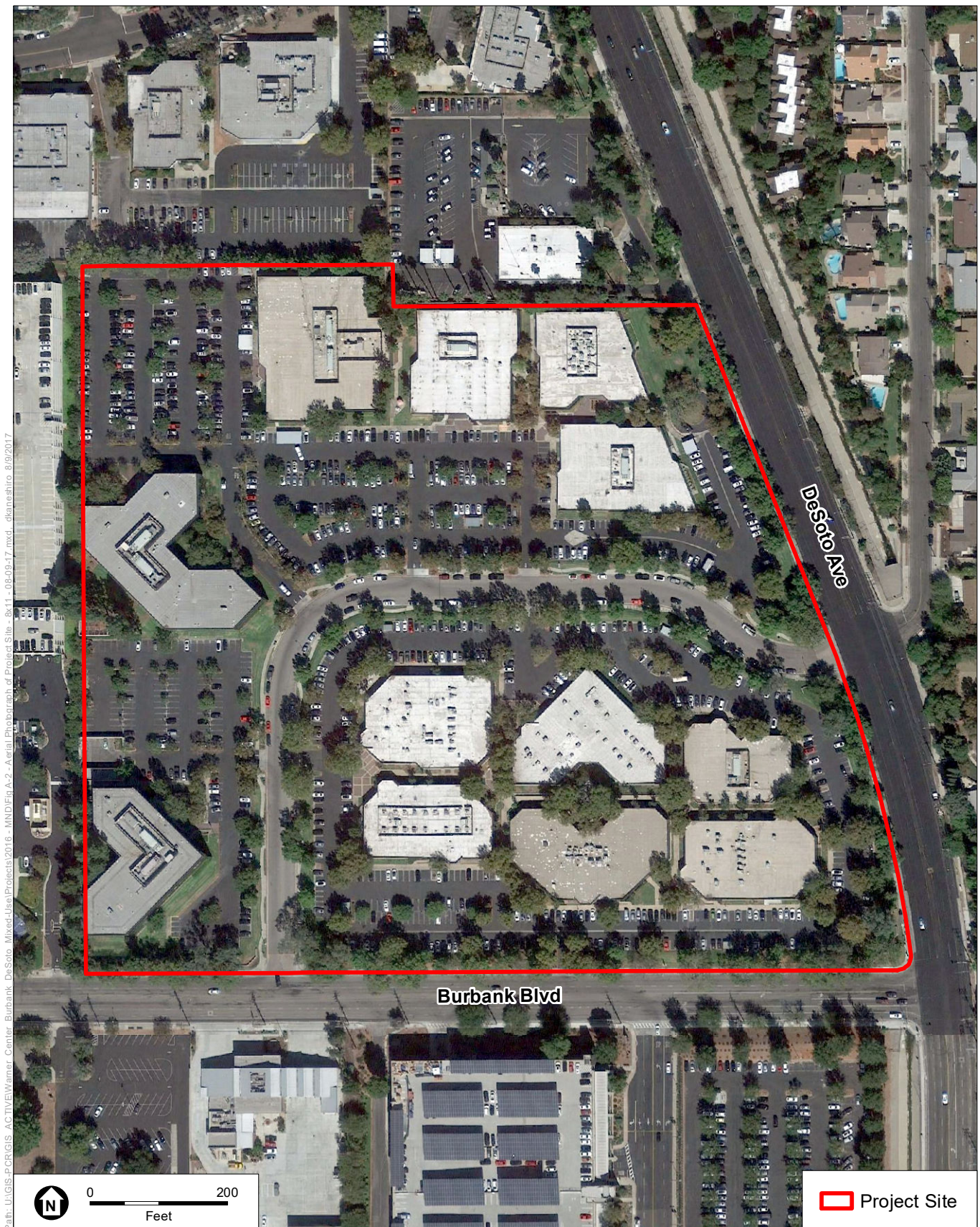
The Project Site is approximately 24.4 acres (1,062,923 square feet) in size and is located in the northwest quadrant of Burbank Boulevard and De Soto Avenue, in the Woodland Hills community of the City. The Project Site is also located in the Commerce District of the Warner Center 2035 Plan area, which is in turn located in the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan area. The Project Site's location is shown in **Figure A-1, Project Location Map**, and **Figure A-2, Aerial Photograph of Project Site**, provides an aerial photo of the Project Site and surrounding uses. The Project Site is bisected by Warner Center Lane, a private road that would be reconfigured on a phased basis as the Project Site is redeveloped with the New Buildings. The addresses of the Existing Buildings and their corresponding Assessor Parcel Numbers are provided in **Table A-1, Project Site Addresses and APNs**, below.



SOURCE: Open Street Map, 2016

De Soto / Burbank Master Plan Project

Figure A-1
Project Location Map



SOURCE: Google Earth, 2016

De Soto / Burbank Master Plan Project

Figure A-2
Aerial Photograph of Project Site

TABLE A-1
PROJECT SITE ADDRESSES AND APNS

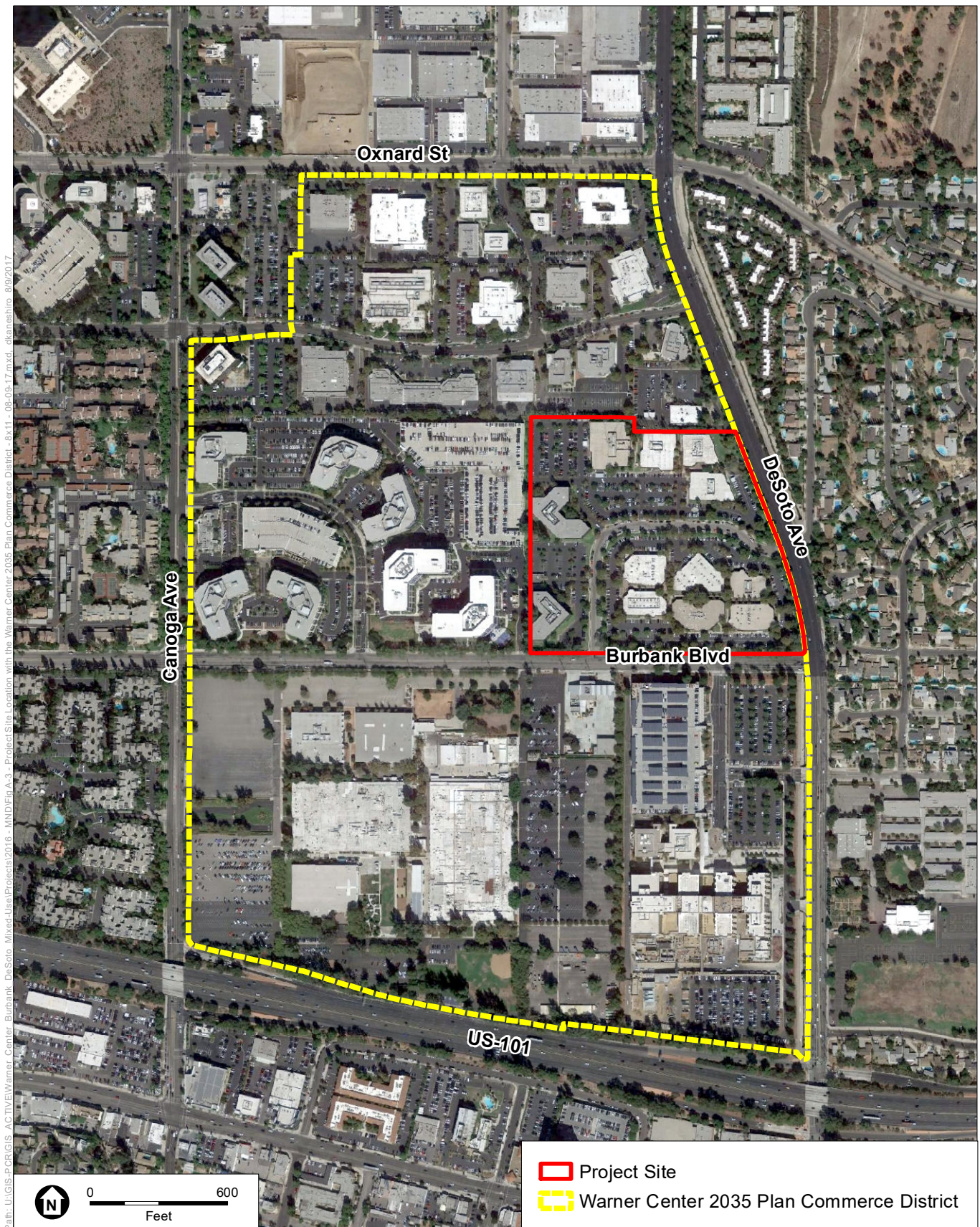
Address	APN	Current Use
1. 20935 Warner Center Lane	2149-017-004	Commercial/Office
2. 20955 Warner Center Lane	2149-017-005	Commercial/Office
3. 21011 Warner Center Lane	2149-017-006	Commercial/Office
4. 21031 Warner Center Lane	2149-017-007	Commercial/Office
5. 21051 Warner Center Lane	2149-017-008	Commercial/Office
6. 21041 Burbank Boulevard	2149-017-009	Commercial/Office
7. 20970 Warner Center Lane	2149-017-010	Commercial/Office
8. 20950 Warner Center Lane	2149-017-011	Commercial/Office
9. 20920 Warner Center Lane	2149-017-012	Commercial/Office
10. 20931 Burbank Boulevard	2149-017-013	Commercial/Office
11. 20951 Burbank Boulevard	2149-017-016	Commercial/Office
12. 20971 Burbank Boulevard	2149-017-015	Commercial/Office

The WC2035 Plan area encompasses the designated Warner Center Regional Center and is approximately 1.5 square miles in size. It is intended to encourage the transformation of Warner Center from a predominately commercial center to a mixed use, transit-oriented development (TOD) center. **Figure A-3, Project Site Location within the Warner Center 2035 Plan Commerce District**, shows the Project Site's location within the WC2035 Plan Area and the Commerce District. The boundaries of the Commerce District are US-101 (Ventura Freeway) on the south, Canoga Avenue on the west, Oxnard Street on the north and De Soto Avenue on the east.

3. Surrounding Uses and Project Site Conditions

The Project vicinity is developed with a mix of commercial and office uses, residential uses, and institutional uses, including Los Angeles Fire Department Station 84, the Kaiser Permanente Woodland Hills Medical Center and the Woodland Hills Academy Middle School, which is a school in the Los Angeles Unified School District.

The existing Warner Center Corporate Park, constructed between 1981 and 1984, is nearly at full occupancy with commercial tenants, which include the U.S. Bankruptcy Court and a range of commercial and business establishments, including, for example, Adler Realty Investments, Inc., Allstate Insurance, Revolution Media, Woodland Hills Athletic Club and the Girls Scouts of Greater Los Angeles, and the California Highway Patrol. Supporting surface parking lots surround each of the 12 Existing Buildings, which are accessed by a system of driveways off of Warner Center Lane. The Project Site is well-landscaped, and there are a total of 569 ornamental trees, in addition to shrubs, bushes and grasses, interspersed throughout, as well as 41 off-site street trees. None of these trees are City or otherwise protected tree species.



SOURCE: Google Earth, 2016

De Soto / Burbank Master Plan Project

Figure A-3
Project Site Location with the Warner Center 2035 Plan Commerce District

Vehicle access to the Existing Buildings is provided by driveways on Warner Center Lane, the private drive that traverses Warner Center Corporate Park and terminates at stop controlled intersections at Burbank Boulevard and De Soto Avenue. Warner Center Lane currently includes a single travel lane and shoulder parking in each direction. Other major roadways in the Project vicinity include Canoga Avenue to the west and Oxnard Street to the north. Regional access is provided by Topanga Canyon Boulevard and the Ventura Freeway, which is located approximately 0.3 mile south of the Project Site. Transit serving the Project Site includes the Los Angeles County Metropolitan Transit Authority (Metro) Lines 244/245 (De Soto/Burbank), Metro Shuttle Line 601, and the Los Angeles Department of Transportation Commuter Express Route 161, which runs from Downtown to Thousand Oaks, with stops at the intersection of Canoga Avenue and Burbank Boulevard. The nearest major transit stop is the Warner Center Transit Hub, approximately 0.7 mile northwest, and the Metro Orange Line Station, approximately 1.1 miles to the north.

The Metro Shuttle Line 601 is the recently implemented Warner Center Shuttle, which now provides two stops located adjacent to and on the Project Site – one stop is located at the northwest intersection of Burbank Boulevard and De Soto Avenue and the other stop to the west of that along Warner Center Lane, just north of Burbank Boulevard – and runs through the Project Site along Warner Center Lane. The Warner Center Shuttle provides direct connection to and from the Metro Orange Line Canoga Station and throughout Warner Center, including direct connection to the Warner Center Towers, Warner Center Corporate Park, and Westfield Topanga, the Village and the Promenade. The Warner Center Shuttle also stops at the Warner Center Transit Hub at the intersection of Oxnard Street and Owensmouth Avenue.

4. Land Use and Zoning

The Project Site is located within the WC2035 Plan area and thus subject to the development standards and other requirements set forth in the WC2035 Plan, which became effective on December 25, 2013. A Final Environmental Impact Report was prepared with respect to the WC2035 Plan, which was certified by the Los Angeles City Council on October 23, 2013 (Council File No. 13-0197) (WC2035 Plan FEIR). The WC2035 Plan evaluated in the WC2035 Plan FEIR encompassed a General Plan Amendment to the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, located in City Council District No. 3, to replace the 1993 Warner Center Specific Plan and established new districts, use and development standards, mobility requirements and urban design guidelines for Warner Center to further sustainability goals and reduce regional greenhouse gas emissions. The WC2035 Plan FEIR is hereby incorporated by reference into this Tiered IS, pursuant to Section 15150 of the CEQA Guidelines. The WC2035 Plan FEIR is available for public review at the Department of City Planning's Valley Office (6262 Van Nuys Boulevard, Van Nuys, CA 91401) or on the Department's website: (planning.lacity.org/eir/WarnerCntrRegionalCore/FEIR/WarnerCenter_FEIR.pdf).

The Project has been designed to comply with all applicable standards and design guidelines in the WC2035 Plan, as well as fulfill the WC2035 Plan's vision to create an "urban center where people can live, work and play." According to the WC2035 Plan, its intent is to create a "vibrant Transit Oriented District area based on sustainability, community connectedness, accessible public transit, and promotion of innovative businesses, job diversity, and safe and friendly pedestrian

environment” and “to help to concentrate a mix of uses that are within walking distance to one another so people can easily walk rather than drive.”

The entire WC2035 Plan area, including the Project Site, is designated Regional Center Commercial in the Community Plan and zoned Warner Center (WC). Within the WC2035 Plan area, the Project Site is located within the Commerce District, one of eight zoning districts or subareas. The Commerce District is intended to accommodate new residential opportunities, including work-live uses, while retaining some of its historical light industrial land uses. According to the WC2035 Plan, the Commerce District is intended to be the most “jobs-rich” district, and it is intended to provide flexible employment uses with some associated retail uses. Commercial and industrial land use potential is to be maintained at the ground floor throughout the District (WC2035 Plan, Section 6.1.2.2). A range of land uses is therefore permitted in the Commerce District, including but not limited to work-live units; multi-family residential dwelling units; certain industrial, manufacturing, and research and development uses; hybrid industrial uses; specific service industry and office uses; retail stores; and restaurants. The WC2035 Plan established a base maximum FAR of 4.5:1 for the Commerce District, together with a graduated FAR requirement that defines the minimum allowable non-residential floor area in order to maintain a districtwide balance between commercial and residential development. Building height within the Commerce District is unlimited, with some exceptions. Ground floor residential uses are not permitted in the Commerce District.

The proposed land uses (i.e., residential, work-live, hotel, commercial office, retail and restaurant) and physical and operational characteristics of the Project are consistent with development envisioned for the Project Site in the WC2035 Plan and the WC2035 Plan FEIR. Overall, the Project is consistent with WC2035 Plan area-wide and Commerce District-wide development standards evaluated in the WC2035 Plan FEIR, in terms of proposed uses, development envelope, building heights, design standards, setbacks, parking, open space requirements, and the graduated FAR requirement for the proportion of residential to non-residential uses in the Commerce District.

5. Project Characteristics

Consistent with the objectives of the WC2035 Plan and the requirements for projects proposed in the Commerce District, the Project includes a broad mix of residential (apartment, condominium and Work-Live Units), office, restaurant, retail and hotel uses. The ten New Buildings would be developed in eight phases, with a total FAR of approximately 2.52:1 and a combined floor area of approximately 2,634,268 square feet. Approximately 55 percent of the new floor area would be dedicated to non-residential uses, and approximately 45 percent of the floor area would be dedicated to residential uses. In order to allow for the 45 percent of residential floor area proposed, the Project includes two "Incentivized Uses," as described in Section 6.2.1.1 of the WC2035 Plan, consisting of (1) five local-serving businesses located on the ground floor and in compliance with all of the applicable regulations as set forth in the WC2035 Plan, and (2) Publicly Accessible Open Space (PAOS) provided at a minimum of 50 percent more than the amount required pursuant to Section 6.2.2 of the WC2035 Plan. Pursuant to Section 6.2.1.2.3, these two Incentivized Uses allow the Project to ascend the Graduated FAR Table (set forth in Section 6.1.2.2.3) for the Commerce

District to the “>3.0 FAR” level, which allows a minimum non-residential floor area of 50 percent and a maximum residential floor area of 50 percent for the Project.

5.1 Development Program

The statistics for the Project, including a detailed breakdown of uses within each New Building, open space and landscaping, automobile and bicycle parking data, the Leadership in Environmental Energy and Design (LEED®) checklist, and additional project development data are presented in **Figure A-4, Building Project Statistics 1**, and **Figure A-5, Building Project Statistics 2**. A summary of the proposed land uses and square footage of each of the ten New Buildings are presented in **Table A-2, Proposed Development Program**.

BUILDING PROJECT STATISTICS

BUILDING 1 - For Additional Data Refer to Sheet A1.1
MIXED USE (WRAP/PODIUM RESIDENTIAL APARTMENTS
WITH WORK-LIVE & GROUND FLOOR COMMERCIAL)

FLOOR AREA SUMMARY (PER LAMC) :
NON-RESIDENTIAL FLOOR AREA (RESTAURANT/ RETAIL): 12,439 SF
NON-RESIDENTIAL FLOOR AREA (WORK/LIVE) : 49,017 SF
RESIDENTIAL FLOOR AREA (APARTMENTS) : 387,357 SF
RESIDENTIAL FLOOR AREA (WORK/LIVE): 42,781 SF
TOTAL FLOOR AREA : 491,594 SF

UNIT SUMMARY:
TOTAL RESIDENTIAL UNITS : 355 UNITS
Unit Mix: (53) studios, (216) 1-bdrm, (77) 2-bdrm, (9) 3-bdrm
TOTAL WORK/LIVE UNITS : 48 UNITS
Unit Mix: (6) 1-bdrm , (38) 2-bdrm , (4) 3-bdrm
TOTAL : 403 UNITS

PARKING SUMMARY: Residential Parking: 526 Spaces / Visitor Parking: 32 Spaces/ Restaurant/ Retail Parking: 47 Spaces
NON-RESIDENTIAL PARKING (RESTAURANT/ RETAIL) : 47 STALLS
REQUIRED RESTAURANT/ RETAIL PARKING RATIO : MIN 2 PER 1,000 SF / MAX 4 PER 1,000 SF
PROVIDED RESTAURANT/ RETAIL PARKING RATIO : 3.78 STALLS PER 1,000 SF
RESIDENTIAL PARKING (APARTMENTS/ WORK-LIVE) : 558 STALLS
REQUIRED RESIDENTIAL PARKING RATIO : MIN 1 PER UNIT / MAX 2 PER UNIT
PROVIDED RESIDENTIAL PARKING RATIO : 1.31 STALLS PER UNIT, 1.38 STALLS PER UNIT (W/ VISITOR PARKING)
TOTAL: 605 STALLS

BUILDING HEIGHT:
±63' (7 STORIES)

BUILDING 2 - For Additional Data Refer to Sheet A2.1
MIXED USE (PODIUM RESIDENTIAL APARTMENTS
WITH WORK-LIVE & GROUND FLOOR COMMERCIAL)

FLOOR AREA SUMMARY (PER LAMC) :
NON-RESIDENTIAL FLOOR AREA (RESTAURANT) : 3,265 SF
NON-RESIDENTIAL FLOOR AREA (WORK/LIVE) : 5,639 SF
RESIDENTIAL FLOOR AREA (APARTMENTS) : 218,088 SF
RESIDENTIAL FLOOR AREA (WORK/LIVE) : 5,804 SF
TOTAL FLOOR AREA : 232,796 SF

UNIT SUMMARY:
TOTAL RESIDENTIAL UNITS : 199 UNITS
Unit Mix: (28) studios, (120) 1-bdrm, (49) 2-bdrm, (5) 3-bdrm
TOTAL WORK/LIVE UNITS : 5 UNITS
Unit Mix: (5) 2-bdrm
TOTAL : 204 UNITS

PARKING SUMMARY: Residential Parking: 260 Spaces / Visitor Parking: 48 Spaces/ Restaurant Parking: 13 Spaces
NON-RESIDENTIAL PARKING (RESTAURANT): 13 STALLS
REQUIRED RESTAURANT PARKING RATIO : MIN 2 PER 1,000 SF / MAX 4 PER 1,000 SF
PEOVIDED RESTAURANT PARKING RATIO : 3.98 STALLS PER 1,000 SF
RESIDENTIAL PARKING (APARTMENTS/ WORK-LIVE) : 308 STALLS
REQUIRED RESIDENTIAL PARKING RATIO : MIN 1 PER UNIT / MAX 2 PER UNIT
PROVIDED RESIDENTIAL PARKING RATIO : 1.27 STALLS PER UNIT, 1.50 STALLS PER UNIT (W/ VISITOR PARKING)
TOTAL: 321 STALLS

BUILDING HEIGHT:
±88' (7 STORIES)

BUILDING 3 - For Additional Data Refer to Sheet A3.1
MIXED USE (PODIUM RESIDENTIAL APARTMENTS
WITH GROUND FLOOR COMMERCIAL)

FLOOR AREA SUMMARY (PER LAMC) :
NON-RESIDENTIAL FLOOR AREA (RESTAURANT/ RETAIL): 5,100 SF
RESIDENTIAL FLOOR AREA (APARTMENTS) : 251,927 SF
TOTAL FLOOR AREA : 257,027 SF

UNIT SUMMARY:
TOTAL RESIDENTIAL UNITS : 234 UNITS
Unit Mix: (44) studios, (106) 1-bdrm, (84) 2-bdrm

PARKING SUMMARY: Residential Parking: 319 Spaces / Visitor Parking: 64 Spaces/ Restaurant/ Retail Parking: 20 Spaces
NON-RESIDENTIAL PARKING (RESTAURANT/ RETAIL) : 20 STALLS
REQUIRED RESTAURANT/ RETAIL PARKING RATIO : MIN 2 PER 1,000 SF / MAX 4 PER 1,000 SF
PROVIDED RESTAURANT/ RETAIL PARKING RATIO : 3.92 STALLS PER 1,000 SF
RESIDENTIAL PARKING (APARTMENTS) : 383 STALLS
REQUIRED RESIDENTIAL PARKING RATIO : MIN 1 PER UNIT / MAX 2 PER UNIT
PROVIDED RESIDENTIAL PARKING RATIO : 1.36 STALLS PER UNIT, 1.63 STALLS PER UNIT (W/ VISITOR PARKING)
TOTAL: 403 STALLS

BUILDING HEIGHT:
±86' (7 STORIES)

BUILDING 4 & 4A - For Additional Data Refer to Sheet A4.1
MIXED USE (OFFICE WITH GROUND FLOOR COMMERCIAL)

FLOOR AREA SUMMARY (PER LAMC) :
BLDG 4A:
NON-RESIDENTIAL FLOOR AREA (RESTAURANT/ RETAIL): 3,942 SF
NON-RESIDENTIAL FLOOR AREA (COMMUNITY SPACE): 4,068 SF
TOTAL BLDG 4A FLOOR AREA: 8,010 SF

PARKING SUMMARY: PARKING PROVIDED IN BUILDING 4.
NON-RESIDENTIAL PARKING (RESTAURANT/ RETAIL): 8 STALLS PROVIDED IN BLDG. 4
NON-RESIDENTIAL PARKING (COMMUNITY SPACE): 82 STALLS PROVIDED IN BLDG. 4
TOTAL PARKING: 90 STALLS PROVIDED IN BLDG. 4
REQUIRED RESTAURANT/ RETAIL PARKING RATIO: MIN 2 PER 1,000 SF/ MAX 4 PER 1,000 SF
PROVIDED RESTAURANT/ RETAIL PARKING RATIO: 2.03 STALLS PER 1,000 SF
REQUIRED COMMUNITY SPACE (AUDITORIUM W/OUT FIXED SEATS)- 1 PER 50SF
PROVIDED COMMUNITY SPACE (AUDITORIUM WITHOUT SEATS)- 1 PER 49.61SF

BLDG 4:
NON-RESIDENTIAL FLOOR AREA (RESTAURANT/ RETAIL): 4,897 SF
NON-RESIDENTIAL FLOOR AREA (RETAIL): 15,741 SF
NON-RESIDENTIAL FLOOR AREA (OFFICE): 421,051 SF
NON-RESIDENTIAL FLOOR AREA (OFFICE SUPPORT): 8,077 SF
TOTAL BLDG 4 FLOOR AREA: 449,766 SF

TOTAL FLOOR AREA (BLDG 4 + 4A) : 457,776 SF

PARKING SUMMARY BLDG. 4 & 4A:
NON-RESIDENTIAL PARKING (RESTAURANT/ RETAIL) : 97 STALLS (INCLUDES 8 STALLS SERVING BLDG. 4A)
REQUIRED RESTAURANT/ RETAIL PARKING RATIO : MIN 2 PER 1,000 SF / MAX 4 PER 1,000 SF
PROVIDED RESTAURANT/ RETAIL PARKING RATIO : 3.9 STALLS PER 1,000 SF
NON-RESIDENTIAL PARKING (OFFICE) : 1,287 STALLS (82 FOR COMMUNITY SERVING USE BLDG 4A & 1,205 FOR OFFICE IN BLDG. 4)
REQUIRED OFFICE PARKING RATIO : MIN 1 PER 1,000 SF / MAX 4 PER 1,000 SF
PROVIDED OFFICE PARKING RATIO : 2.8 STALLS PER 1,000 SF
TOTAL: 1,384 STALLS

BUILDING HEIGHT:
BLDG 4 ± 350' (24 STORIES) / BLDG 4A ± 35' (2 STORY)

BUILDING 5 - For Additional Data Refer to Sheet A5.1
MIXED USE (PODIUM RESIDENTIAL CONDOMINIUMS
WITH WORK-LIVE & GROUND FLOOR COMMERCIAL)

FLOOR AREA SUMMARY (PER LAMC) :
NON-RESIDENTIAL FLOOR AREA (RESTAURANT/ RETAIL) : 8,933 SF
NON-RESIDENTIAL FLOOR AREA (WORK/LIVE) : 16,205 SF
RESIDENTIAL FLOOR AREA (CONDO) : 253,351 SF
RESIDENTIAL FLOOR AREA (WORK/LIVE): 16,205 SF
TOTAL FLOOR AREA : 294,694 SF

UNIT SUMMARY:
TOTAL CONDO UNITS : 153 UNITS
Unit Mix: (35) 1-bdrm, (89) 2-bdrm, (34) 3-bdrm

TOTAL WORK/LIVE UNITS : 15 UNITS
Unit Mix: (4) 2-bdrm, (11) 3-bdrm

TOTAL : 168 UNITS

PARKING SUMMARY: Residential Parking: 336 Spaces / Visitor Parking: 42 Spaces/ Restaurant/ Retail Parking: 34 Spaces
NON-RESIDENTIAL PARKING (RESTAURANT/ RETAIL): 34 STALLS
REQUIRED RESTAURANT/ RETAIL PARKING RATIO : MIN 2 PER 1,000 SF / MAX 4 PER 1,000 SF
PROVIDED RESTAURANT/ RETAIL PARKING RATIO : 3.81 STALLS PER 1,000 SF
RESIDENTIAL PARKING (CONDOS/ WORK-LIVE) : 378 STALLS (336 +42 VISITOR)
REQUIRED RESIDENTIAL PARKING RATIO : MIN 1 PER UNIT / MAX 2 PER UNIT
PROVIDED RESIDENTIAL PARKING RATIO : 2.0 STALLS PER UNIT, 2.25 STALLS PER UNIT (W/ VISITOR PARKING)
TOTAL : 412 STALLS

BUILDING HEIGHT:
± 88' (7 STORIES)

BUILDING 6 - For Additional Data Refer to Sheet A6.1
MIXED USE (PODIUM HOTEL WITH
GROUND FLOOR COMMERCIAL)

FLOOR AREA SUMMARY (PER LAMC) :
NON-RESIDENTIAL FLOOR AREA (RESTAURANT): 4,466 SF
NON-RESIDENTIAL FLOOR AREA (HOTEL): 167,535 SF
TOTAL FLOOR AREA : 162,001 SF

UNIT SUMMARY:
TOTAL HOTEL ROOMS : 228 ROOMS
Room Mix: (86) Standard, (81) Studio, (61) 1-bdrm

PARKING SUMMARY: Hotel Parking: 183 Spaces / Restaurant Parking: 12 Spaces
NON-RESIDENTIAL PARKING (RESTAURANT): 12 STALLS
REQUIRED RESTAURANT PARKING RATIO : MIN 2 PER 1,000 SF / MAX 4 PER 1,000 SF
PROVIDED RESTAURANT PARKING RATIO : 2.58 STALLS PER 1,000 SF
NON-RESIDENTIAL (HOTEL) PARKING: 183 STALLS
REQUIRED HOTEL PARKING RATIO : FIRST 30 RMS = 1 STALL / NEXT 30 RMS= ½ STALL / ALL REMAINING = ½ STALL = MIN: 101 STALLS REQ.
PROVIDED HOTEL PARKING RATIO : .80 STALLS PER ROOM
TOTAL : 195 STALLS

BUILDING HEIGHT:
± 85' (7 STORIES)

BUILDING 7 - For Additional Data Refer to Sheet A7.1
MIXED USE (OFFICE WITH GROUND FLOOR COMMERCIAL)

FLOOR AREA SUMMARY (PER LAMC) :
NON-RESIDENTIAL FLOOR AREA (OFFICE/ RETAIL): 11,870 SF
NON-RESIDENTIAL FLOOR AREA (OFFICE): 246,499 SF
NON-RESIDENTIAL FLOOR AREA (OFFICE SUPPORT): 3,853 SF
TOTAL FLOOR AREA : 262,222 SF

PARKING SUMMARY: Office/ Retail Parking: 42 Spaces / Office Visitor Parking: 165 Spaces/ Office Monthly Parking: 594 Spaces
NON-RESIDENTIAL PARKING (OFFICE/ RETAIL) : 42 STALLS
REQUIRED OFFICE/ RETAIL PARKING RATIO (BASED ON RETAIL USE (COMMERCIAL): MIN 2 PER 1,000 SF / MAX 4 PER 1,000 SF
PROVIDED OFFICE/RETAIL PARKING RATIO : 3.54 STALLS PER 1,000 SF
NON-RESIDENTIAL PARKING (OFFICE) : 759 STALLS
REQUIRED OFFICE PARKING RATIO : MIN 1 PER 1,000 SF / MAX 4 PER 1,000 SF
PROVIDED OFFICE PARKING RATIO : 3.03 STALLS PER 1,000 SF
TOTAL: 801 STALLS

BUILDING HEIGHT:
±222' (15 STORIES)

BUILDING 8 - For Additional Data Refer to Sheet A8.1
MIXED USE (OFFICE WITH GROUND FLOOR COMMERCIAL)

FLOOR AREA SUMMARY (PER LAMC) :
NON-RESIDENTIAL FLOOR AREA (OFFICE/ RETAIL): 4,864 SF
NON-RESIDENTIAL FLOOR AREA (OFFICE): 234,397 SF
NON-RESIDENTIAL FLOOR AREA (OFFICE SUPPORT): 2,313 SF
TOTAL FLOOR AREA : 241,574 SF

PARKING SUMMARY: Office/ Retail Parking: 19 Spaces / Office Visitor Parking: 173 Spaces/ Office Monthly Parking: 555 Spaces
NON-RESIDENTIAL PARKING (OFFICE/ RETAIL) : 19 STALLS
REQUIRED OFFICE/ RETAIL PARKING RATIO (BASED ON RETAIL USE (COMMERCIAL) : MIN 2 PER 1,000 SF / MAX 4 PER 1,000 SF
PROVIDED OFFICE/ RETAIL PARKING RATIO : 3.91 STALLS PER 1,000 SF
NON-RESIDENTIAL PARKING (OFFICE) : 728 STALLS
REQUIRED OFFICE PARKING RATIO : MIN 1 PER 1,000 SF / MAX 4 PER 1,000 SF
PROVIDED OFFICE PARKING RATIO : 3.07 STALLS PER 1,000 SF
TOTAL: 747 STALLS

BUILDING HEIGHT:
±243' (15 STORIES)

BUILDING 9 - For Additional Data Refer to Sheet A8.1
MIXED USE (OFFICE WITH GROUND FLOOR COMMERCIAL)

FLOOR AREA SUMMARY (PER LAMC) :
NON-RESIDENTIAL FLOOR AREA (OFFICE/ RETAIL): 10,028 SF
NON-RESIDENTIAL FLOOR AREA (OFFICE): 222,065 SF
NON-RESIDENTIAL FLOOR AREA (OFFICE SUPPORT): 2,491 SF
TOTAL FLOOR AREA : 234,584 SF

PARKING SUMMARY: Office/ Retail Parking: 24 Spaces / Office Visitor Parking: 154 Spaces/ Office Monthly Parking: 502 Spaces
NON-RESIDENTIAL PARKING (OFFICE/ RETAIL) : 24 STALLS
REQUIRED OFFICE/ RETAIL PARKING RATIO (BASED ON RETAIL USE (COMMERCIAL) : MIN 2 PER 1,000 SF / MAX 4 PER 1,000 SF
PROVIDED OFFICE/ RETAIL PARKING RATIO : 2.39 STALLS PER 1,000 SF
NON-RESIDENTIAL PARKING (OFFICE) : 656 STALLS
REQUIRED OFFICE PARKING RATIO : MIN 1 PER 1,000 SF / MAX 4 PER 1,000 SF
PROVIDED OFFICE PARKING RATIO : 2.92 STALLS PER 1,000 SF
TOTAL: 680 STALLS

BUILDING HEIGHT:
±239' (15 STORIES)



DPAD001.EP

SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

De Soto / Burbank Master Plan Project

Figure A-4
Building Project Statistics 1



DPAD001-EP

TOTAL PROJECT PARKING SUMMARY:		
NON-RESIDENTIAL PARKING :	RESIDENTIAL PARKING :	TOTAL PARKING :
BUILDING 1: 47 STALLS	BUILDING 1: 558 STALLS	BUILDING 1: 605 STALLS
BUILDING 2: 13 STALLS	BUILDING 2: 308 STALLS	BUILDING 2: 321 STALLS
BUILDING 3: 20 STALLS	BUILDING 3: 383 STALLS	BUILDING 3: 403 STALLS
BUILDING 4 & 4A: 1,384 STALLS	BUILDING 4 & 4A: -	BUILDING 4 & 4A: 1,384 STALLS
BUILDING 5: 34 STALLS	BUILDING 5: 378 STALLS	BUILDING 5: 412 STALLS
BUILDING 6: 195 STALLS	BUILDING 6: -	BUILDING 6: 195 STALLS
BUILDING 7: 801 STALLS	BUILDING 7: -	BUILDING 7: 801 STALLS
BUILDING 8: 747 STALLS	BUILDING 8: -	BUILDING 8: 747 STALLS
BUILDING 9: 680 STALLS	BUILDING 9: -	BUILDING 9: 680 STALLS
TOTAL NON-RESIDENTIAL: 3,921 PARKING STALLS/ 2.87 STALLS PER 1000 SF WITHOUT HOTEL/ 2.68 STALLS PER 1,000 SF WITH HOTEL	TOTAL RESIDENTIAL: 1,627 PARKING STALLS/ 1.61 STALLS PER LIVING UNIT (INCLUDES VISITOR PARKING)	TOTAL PROJECT PARKING: 5,548 PARKING STALLS

SITE AREA SUMMARY:		
TOTAL SITE AREA (BEFORE DEDICATIONS) : 1,062,923 SF / 24.4 ACRES		
TOTAL SITE AREA (AFTER DEDICATIONS) : 1,042,301 SF / 23.92 ACRES		
TOTAL PROJECT FLOOR AREA SUMMARY:		
NON-RESIDENTIAL FLOOR AREA :	RESIDENTIAL FLOOR AREA :	TOTAL FLOOR AREA :
BUILDING 1: 61,456 SF	BUILDING 1: 430,138 SF	BUILDING 1: 491,594 SF
BUILDING 2: 8,904 SF	BUILDING 2: 223,892 SF	BUILDING 2: 232,796 SF
BUILDING 3: 5,100 SF	BUILDING 3: 251,927 SF	BUILDING 3: 257,027 SF
BUILDING 4: 449,766 SF	BUILDING 4: -	BUILDING 4: 449,766 SF
BUILDING 4A: 8,010 SF	BUILDING 4A: -	BUILDING 4A: 8,010 SF
BUILDING 5: 25,138 SF	BUILDING 5: 289,556 SF	BUILDING 5: 294,694 SF
BUILDING 6: 162,001 SF	BUILDING 6: -	BUILDING 6: 162,001 SF
BUILDING 7: 262,222 SF	BUILDING 7: -	BUILDING 7: 262,222 SF
BUILDING 8: 241,574 SF	BUILDING 8: -	BUILDING 8: 241,574 SF
BUILDING 9: 234,584 SF	BUILDING 9: -	BUILDING 9: 234,584 SF
TOTAL NON-RESIDENTIAL FLOOR AREA : 1,458,755 SF (56%) / 50% min required	TOTAL RESIDENTIAL FLOOR AREA : 1,175,513 SF (45%) / 50% max permitted	TOTAL PROJECT FLOOR AREA: 2,634,268 SF
		2,634,268 / 1,042,301 = FAR 2.52
NOTE: PER WC 2035 PLAN SECTION 6.2.1.2.3, A RESIDENTIAL BONUS IS PERMITTED FOR UP TO 2 INCENTIVIZED USES TO ASCEND THE GRADUATED FAR TABLE USE MIX BY TWO LEVELS. TWO INCENTIVIZED USES ARE PROPOSED - 5 LOCAL SERVING RETAIL BUSINESSES (EACH WITH UP TO 5,000 SF OF FLOOR AREA) AND 50% ADDITIONAL PAOS.		

TOTAL NON-RESIDENTIAL AREA:										
	RETAIL:	RESTAURANT:	RESTAURANT/ RETAIL:	COMMUNITY SPACE:	WORK/LIVE NON-RESIDENTIAL:	OFFICE/ RETAIL:	OFFICE:	OFFICE SUPPORT:	HOTEL:	TOTAL:
BUILDING 1:	-	-	12,439 SF	-	49,017 SF	-	-	-	-	61,456 SF
BUILDING 2:	-	3,265	-	-	5,639 SF	-	-	-	-	8,904 SF
BUILDING 3:	-	-	5,100 SF	-	-	-	-	-	-	5,100 SF
BUILDING 4	15,741 SF	-	4,897 SF	-	-	-	421,051 SF	8,077 SF	-	449,766 SF
BUILDING 4A:	-	-	3,942 SF	4,068 SF	-	-	-	-	-	8,010 SF
BUILDING 5:	-	-	8,933 SF	-	-	-	-	-	-	25,138 SF
BUILDING 6:	-	4,466 SF	-	-	-	-	-	-	157,535 SF	162,001 SF
BUILDING 7:	-	-	-	-	-	11,870 SF	246,499 SF	3,853 SF	-	262,222 SF
BUILDING 8:	-	-	-	-	-	4,864 SF	234,397 SF	2,313 SF	-	241,574 SF
BUILDING 9:	-	-	-	-	-	10,028 SF	222,065 SF	2,491 SF	-	234,584 SF
	TOTAL RETAIL AREA: 15,741 SF	TOTAL RESTAURANT AREA: 7,731 SF	TOTAL RESTAURANT/ RETAIL AREA: 36,311 SF	TOTAL COMMUNITY SPACE: 4,068 SF	TOTAL WORK/LIVE NON-RESIDENTIAL AREA: 70,661 SF	TOTAL OFFICE/ RETAIL AREA: 26,762 SF	TOTAL OFFICE AREA: 1,124,012 SF	TOTAL OFFICE/ SUPPORT AREA: 16,734 SF	TOTAL HOTEL AREA: 157,535 SF	TOTAL NON-RESIDENTIAL AREA: 1,458,755 SF

TOTAL PROJECT UNIT SUMMARY:					
	WORK/ LIVE UNITS :	RESIDENTIAL UNITS :	CONDO UNITS :	HOTEL ROOMS :	TOTAL UNITS/ ROOMS :
BUILDING 1:	48 UNITS	355 UNITS	-	-	403 UNITS
BUILDING 2:	5 UNITS	199 UNITS	-	-	204 UNITS
BUILDING 3:	-	234 UNITS	-	-	234 UNITS
BUILDING 4 & 4A:	-	-	-	-	-
BUILDING 5:	15 UNITS *	-	153 UNITS	-	168 UNITS
BUILDING 6:	-	-	-	228 ROOMS	228 ROOMS
BUILDING 7:	-	-	-	-	-
BUILDING 8:	-	-	-	-	-
BUILDING 9:	-	-	-	-	-
	TOTAL WORK/LIVE UNITS: 68 UNITS *INCLUDING 15 CONDO WORK/LIVE UNITS	TOTAL RESIDENTIAL UNITS: 788 UNITS	TOTAL CONDO UNITS: 153 UNITS (PLUS 15 WORK/ LIVE CONDOS)	TOTAL HOTEL ROOMS: 228 ROOMS	TOTAL RESIDENTIAL: 1,009 UNITS HOTEL: 228 ROOMS

PROJECT STATISTICS NOTES

- WHERE RESTAURANT/ RETAIL USES ARE SHOWN, 60% OF THE SPACES WILL BE ATTRIBUTED TO RESTAURANT AND 40% FOR RETAIL FOR THE OVERALL PROJECT. PARKING REQUIREMENTS WILL BE BASED ON THE COMMERCIAL USE REQUIREMENTS OF THE WC 2035 PLAN AT 2 PER 1000 SF MINIMUM AND 4 PER 1000 SF MAXIMUM.
- WHERE OFFICE/ RETAIL USES ARE SHOWN, 50% OF THE SPACES WILL BE ATTRIBUTED TO OFFICE USES AND 50% FOR RETAIL FOR THE OVERALL PROJECT. PARKING REQUIREMENTS FOR THE ENTIRE ALLOCATED AREAS DEEMED AS OFFICE / RETAIL WILL BE BASED ON THE HIGHER REQUIREMENTS FOR PARKING AND AS SUCH WILL BE MEETING THE COMMERCIAL USE REQUIREMENTS OF THE WC 2035 PLAN AT 2 PER 1000 SF MINIMUM AND 4 PER 1000 SF MAXIMUM.
- MIN/ MAX PARKING REQUIRED SHALL BE PER WC 2035 PLAN SEC.6.2.3 FOR ALL USES EXCEPT HOTEL WHICH WILL BE PER LAMC SEC.12.21A4(b)
- FLOOR AREAS AND BUILDING HEIGHTS SHOWN ARE AS DEFINED IN THE LOS ANGELES MUNICIPAL CODE SECTION 12.03
- FLOOR AREA RATIO (FAR) IS PER WC 2035 PLAN AND IS DEFINED AS THE RATIO OF A BUILDING'S TOTAL FLOOR AREA, AS DEFINED IN LAMC SECTION 12.21.1A , TO THE AREA OF ITS LOT AFTER DEDICATIONS.
- SEE SHEET MP-12 FOR ADDITIONAL DETAILED STATISTICS.
- SEE PUBLICLY ACCESSIBLE OPEN SPACE DIAGRAM SHEET MP-22 FOR REQUIRED PUBLICLY ACCESSIBLE OPEN SPACE REQUIREMENTS.
- SEE A1.1/A2.1/A3.1/A4.1/A5.1/A6.1/A7.1/A8.1 FOR EACH SPECIFIC BUILDING/ BICYCLE PARKING REQUIREMENTS.
- PER WC 2035 PLAN SECTION 16- PRORATION OF NUMBERS- WHENEVER MINIMUM REQUIREMENTS ARE DICTATED AND SUCH NUMBERS DO NOT RESULT IN A WHOLE NUMBER SUCH NUMBERS SHALL BE ROUNDED UP. WHENEVER A MAXIMUM IS DICTATED, THE NUMBERS SHALL BE ROUNDED DOWN.

PUBLICLY ACCESSIBLE OPEN SPACE (P.A.O.S.) FOR TOTAL BUILDING PHASEOUT:

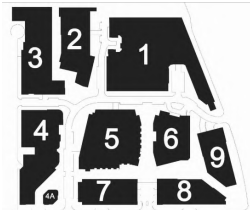
P.A.O.S. REQUIRED:* (15%/2 X 23.92 ACRES)] X 1.5 = 2.69 ACRES)*
PROVIDED: 2.79 ACRES
(EXCESS OPEN SPACE FOR PARK AND RECREATIONAL FACILITIES ALSO PROVIDED)

- * - REQUIRED P.A.O.S. PER WC 2035 PLAN: 15% OF TOTAL SITE AREA.
- 50% REDUCTION OF REQUIRED P.A.O.S. ALLOWED IF NEW STREET IS PROVIDED PER WC 2035 PLAN 6.2.2.3.2.
- 50% INCREASE AFTER REDUCTION FOR NEW STREET AS AN INCENTIVIZED USE PER WC 2035 PLAN 6.2.1.1.5.

LEED 2009 for New Construction and Major Renovations		BURBANK AND DESOTO MASTER PLAN	
Project Checklist		LEED SILVER REQUIRED - MIN. 50 POINTS	
20	Sustainable Sites Possible Points: 26	Materials and Resources, Continued	
Y	Prereq 1 Construction Activity Pollution Prevention	Y	Credit 4 Recycled Content 1 to 2
5	Credit 1 Site Selection		Credit 5 Regional Materials 1 to 2
	Credit 2 Development Density and Community Connectivity		Credit 6 Rapidly Renewable Materials
	Credit 3 Brownfield Redevelopment		Credit 7 Certified Wood
4	Credit 4 Alternative Transportation-Public Transportation Access		
1	Credit 4.2 Alternative Transportation-Bicycle Storage and Changing Rooms	11	Indoor Environmental Quality Possible Points: 15
3	Credit 4.3 Alternative Transportation-Low-Emitting and Fuel Efficient Vehicles	Y	Prereq 1 Minimum Indoor Air Quality Performance
	Credit 4.4 Alternative Transportation-Parking Capacity	Y	Prereq 2 Environmental Tobacco Smoke (ETS) Control
	Credit 4.4.1 Site Development-Protect or Restore Habitat		Credit 1 Outdoor Air Delivery Monitoring
1	Credit 5.2 Site Development-Maximize Open Space		Credit 2 Increased Ventilation
	Credit 6.1 Stormwater Design-Quantity Control		Credit 3.1 Construction IAQ Management Plan-During Construction
1	Credit 6.2 Stormwater Design-Quality Control		Credit 3.2 Construction IAQ Management Plan-Before Occupancy
1	Credit 7.1 Heat Island Effect-Nonroof		Credit 4.1 Low-Emitting Materials-Adhesives and Sealants
1	Credit 7.2 Heat Island Effect-Roof		Credit 4.2 Low-Emitting Materials-Paints and Coatings
1	Credit 8 Light Pollution Reduction		Credit 4.3 Low-Emitting Materials-Flooring Systems
2	Water Efficiency Possible Points: 10		Credit 4.4 Low-Emitting Materials-Composite Wood and Agrifiber Products
Y	Prereq 1 Water Use Reduction-20% Reduction		Credit 5 Indoor Chemical and Pollutant Source Control
2	Credit 1 Water Efficient Landscaping		Credit 6.1 Controllability of Systems-Lighting
	Credit 2 Innovative Wastewater Technologies		Credit 6.2 Controllability of Systems-Thermal Comfort
	Credit 3 Water Use Reduction		Credit 7.1 Thermal Comfort-Design
14	Energy and Atmosphere Possible Points: 35		Credit 7.2 Thermal Comfort-Verification
Y	Prereq 1 Fundamental Commissioning of Building Energy Systems		Credit 8.1 Daylight and Views-Daylight
Y	Prereq 2 Minimum Energy Performance		Credit 8.2 Daylight and Views-Views
Y	Prereq 3 Fundamental Refrigerant Management		
9	Credit 1 Optimize Energy Performance 1 to 19		Innovation and Design Process Possible Points: 6
	Credit 2 On-Site Renewable Energy 1 to 7		Credit 1.1 Innovation in Design-Specific Title
	Credit 3 Enhanced Commissioning		Credit 1.2 Innovation in Design-Specific Title
2	Credit 4 Enhanced Refrigerant Management		Credit 1.3 Innovation in Design-Specific Title
	Credit 5 Measurement and Verification		Credit 1.4 Innovation in Design-Specific Title
	Credit 6 Green Power		Credit 1.5 Innovation in Design-Specific Title
3	Materials and Resources Possible Points: 14		Credit 2 LEED Accredited Professional
Y	Prereq 1 Storage and Collection of Recyclables		
	Credit 1.1 Building Reuse-Maintain Existing Walls, Floors, and Roof 1 to 3		Regional Priority Credits Possible Points: 4
	Credit 1.2 Building Reuse-Maintain 50% of Interior Non-Structural Elements		Credit 1.1 Regional Priority-Specific Credit
2	Credit 2 Construction Waste Management 1 to 2		Credit 1.2 Regional Priority-Specific Credit
	Credit 3 Materials Reuse 1 to 2		Credit 1.3 Regional Priority-Specific Credit
			Credit 1.4 Regional Priority-Specific Credit
50	Total Possible Points: 110		

SUSTAINABILITY NOTES:

- LEED LIST IS PRELIMINARY. EACH PROJECT PHASE WILL MEET THE EQUIVALENT OF THE LEED SILVER LEVEL PER THE REQUIREMENTS OF THE WC 2035 PLAN ON ITS OWN. INDIVIDUAL LEED LIST ITEMS REQUIREMENTS MAY VARY BETWEEN EACH PHASE.
- ROOFING MATERIALS TO HAVE AN EQUAL OR GREATER THAN SOLAR REFLECTANCE INDEX OF 78.
- PROJECT SHALL MEET CAL GREEN CODE REQUIREMENTS.



KEY PLAN

SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

De Soto / Burbank Master Plan Project

Figure A-5
Buidling Project Statistics 2



TABLE A-2
PROPOSED DEVELOPMENT PROGRAM

USE	SIZE/AREA	
Project Site Area (Net) Post Dedication	1,042,301	sf
	23.92	ac
Building 1 – Seven Stories		
<u>Residential Units</u>		
Work-Live Units – 1 Bedroom	6	du
Work-Live Units – 2 Bedroom	38	du
Work-Live Units – 3 BR + Den	4	du
Studio	53	du
1 Bedroom	213	du
1 Bedroom + Den	3	du
2 Bedroom	77	du
3 Bedroom	9	du
<i>Total Dwelling Units</i>	403	du
<i>Total Residential Floor Area</i>	430,138	sf
<u>Non-Residential</u>		
Restaurant/Retail	12,439	sf
Non-Residential Portion of Work-Live Units	49,017	sf
<i>Total Non-Residential Floor Area</i>	61,456	sf
Total Floor Area – Building 1	491,594	sf
Building 2 – Seven Stories		
<u>Residential Units</u>		
Work-Live Units – 2 Bedroom	5	du
Studio	29	du
1 Bedroom	120	du
2 Bedroom	45	du
3 Bedroom	5	du
<i>Total Dwelling Units</i>	204	du
<i>Total Residential Floor Area</i>	223,892	sf
<u>Non-Residential</u>		
Restaurant	3,265	sf
Non-Residential Portion of Work-Live Units	5,639	sf
<i>Total Non-Residential Floor Area</i>	8,904	sf
Total Floor Area – Building 2	232,796	sf

USE	SIZE/AREA	
Building 3 – Seven Stories		
<u>Residential Units</u>		
Studio	44	du
1 Bedroom	106	du
2 Bedroom	84	du
Total Dwelling Units	234	du
Total Residential Floor Area	257,027	sf
<u>Non-Residential</u>		
Restaurant/Retail	5,100	sf
Total Non-Residential Floor Area	5,100	sf
Total Floor Area – Building 3	277,431	sf
Building 4 – 24 Stories		
<u>Non-Residential</u>		
Retail	15,741	sf
Restaurant/Retail	4,897	sf
Office	421,051	sf
Office Support	8,077	sf
Total Non-Residential Floor Area	449,766	sf
Total Floor Area – Building 4	449,766	sf
Building 4a – Two Stories		
<u>Non-Residential</u>		
<u>Community Space</u>	4,068	sf
Restaurant/Retail	3,942	sf
Total Non-Residential Floor Area	8,010	sf
Total Floor Area – Building 4a	8,010	sf
Total Floor Area – Building 4 + 4a	457,776	sf
Building 5 – Seven Stories		
<u>Residential Units</u>		
Work-Live Units – 2 Bedroom	14	du
Work-Live Units – 3 Bedroom	1	du
1 Bedroom	35	du
2 Bedroom	49	du
2 Bedroom + Den	35	du
3 Bedroom	34	du
Total Dwelling Units	168	du
Total Residential Floor Area	269,556	sf
<u>Non-Residential</u>		
Restaurant/Retail	8,933	sf
Non-Residential Portion of Work-Live Units	16,205	sf
Total Non-Residential Floor Area	25,138	sf

USE	SIZE/AREA	
Total Floor Area – Building 5	294,694	sf
Building 6 – Seven Stories		
<u>Non-Residential</u>		
Hotel Rooms	228	Rooms
Hotel ^a	157,535	sf
Restaurant	4,466	sf
<i>Total Non-Residential Floor Area</i>	<i>162,001</i>	<i>sf</i>
Total Floor Area – Building 6	162,001	sf
Building 7 – 15 Stories		
<u>Non-Residential</u>		
Office/Retail	11,870	sf
Office	246,499	sf
Office Support	3,853	sf
<i>Total Non-Residential Floor Area</i>	<i>262,222</i>	<i>sf</i>
Total Floor Area – Building 7	262,222	sf
Building 8 – 15 Stories		
<u>Non-Residential</u>		
Office/Retail	4,864	sf
Office	234,397	sf
Office Support	2,313	sf
<i>Total Non-Residential Floor Area</i>	<i>241,574</i>	<i>sf</i>
Total Floor Area – Building 8	241,574	sf
Building 9 – 15 Stories		
<u>Non-Residential</u>		
Office/Retail	10,028	sf
Office	222,065	sf
Office Support	2,491	sf
<i>Total Non-Residential Floor Area</i>	<i>234,584</i>	<i>sf</i>
Total Floor Area – Building 9	234,584	sf
Project Summary		
Total Residential Floor Area	1,175,513	sf
Total Non-Residential Floor Area	1,458,755	sf
Total Project Floor Area	2,634,268	sf
Floor Area Ratio (FAR)	2.52:1	
Vehicle Parking		
Residential	1,627	Spaces
Non-Residential	3,921	Spaces
Vehicle Parking Proposed	5,548	Spaces

USE	SIZE/AREA	
Bicycle Parking		
Long Term Bicycle Parking	870	Spaces
Short Term Bicycle Parking	264	Spaces
Total Bicycle Parking Proposed	1,134	Spaces
Minimum Motorcycle/Scooter Parking Proposed	280	Spaces
Open Space, Landscaping & Amenities		
<u>Publicly Accessible Open Space</u>		
Landscaped Area	39,694	sf
Total Publicly Accessible Open Space Provided	121,683	sf
<u>Residential Open Space & Amenities</u>		
Total Interior Residential Amenities	35,181	sf
Private Open Space for Residents (Balconies, Private Patios)	46,500	sf
Common Landscaped Areas	86,111	sf
Total Residential Amenities	167,792	sf

^A The total floor area for the hotel includes such uses as lobby, bar/lounge, gift shop/sundry, administrative offices, business center, commercial kitchen, buffet, elevator lobby, laundry, housekeeping, meeting room, fitness center, employee lounge and shower, computer room, storage room and men's/women's locker.

Source: Van Tilburg, Banvard & Soderbergh, AIA, May 2019.

The ground floors of most of the New Buildings include a combination of uses. In some cases, the project plans identify certain ground-floor areas as "restaurant/retail" or "office/retail" (see Figures A-7 to A-11). These plans do not break down the specific floor areas for the contemplated restaurant, retail and office uses, but rather state the total floor area of the contemplated "restaurant/retail" or "office/retail" space on the respective ground floors. Accordingly, Building 1 includes approximately 12,439 square feet of ground-floor "restaurant/retail" floor space, Building 2 includes approximately 3,265 square feet of ground-floor "restaurant/retail" space, Building 3 includes approximately 5,100 square feet of ground-floor "restaurant/retail" space, Building 4 includes approximately 20,638 square feet of ground-floor "restaurant/retail" space, Building 4a includes approximately 3,942 square feet of ground-floor "restaurant/retail" space, Building 5 includes approximately 8,933 square feet of ground-floor "restaurant/retail" space, Building 6 includes approximately 44,66 square feet of ground-floor "restaurant/retail" space, Building 7 includes approximately 11,870 square feet of ground-floor "office/retail" space, Building 8 includes approximately 4,864 square feet of ground-floor "office/retail" space and Building 9 includes approximately 10,028 square feet of ground-floor "office/retail" space.

The precise breakdown of these combined floor areas will depend on market conditions at the time each New Building is constructed. However, as set forth in the project plans (see Figures A-4 and A-5), the allocation of these ground-floor uses for the overall Project will be 60 percent restaurant and 40 percent retail for proposed "restaurant/retail" uses and 50 percent office and 50 percent retail

for proposed "office/retail" uses, although these percentages may vary in the individual New Buildings. These percentage breakdowns have been incorporated into the environmental analysis.

The overall conceptual site plan for the Project at the ground level is presented in **Figure A-6**, *Conceptual Site Plan*. The New Buildings are depicted in **Figure A-7**, *Building 1 Site Plan*; **Figure A-8**, *Buildings 2 and 3 Site Plan*; **Figure A-9**, *Buildings 4 and 4a Site Plan*; **Figure A-10**, *Buildings 5 and 7 Site Plan*; and **Figure A-11**, *Buildings 6, 8 and 9 Site Plan*.

5.2 Project Design and Architecture

The Project is designed to fulfill the vision for Warner Center's Commerce District to create an "urban center where people can live, work and play," while embracing the existing commercial and multi-family context in the Project Site vicinity. The New Buildings are designed to create balance across the Project Site through the use of varying structural heights and massing and the provision of generous open space, while serving as a focal point and gateway to the eastern approach to the WC2035 Plan area. The facades of the low-rise residential New Buildings incorporate recesses and angled massing to provide articulation and feature modern detailing, variation of materials, and expression of the functional elements of the buildings. Transparency at the ground level and large window openings at the second floor convey the modern expression of the buildings. The scale of the upper floors is articulated through the use of wall recesses, balconies, window patterns, stair wells and varying parapet heights and colors. Stucco, wood siding and masonry veneers are used as predominant materials in the low-rise buildings, as well as varying window framing materials along storefronts and upper floors. The mid- and high-rise New Buildings have more simple, controlled massing, primarily utilizing lighter materials such as metal and glass. Podium parking levels in the non-residential buildings are screened in a similar fashion, utilizing lighter materials and varying patterns and architectural features. Podium parking levels in the residential buildings are wrapped with habitable space. Many of the New Buildings include planted roof terraces in carefully selected areas that naturally terminate at the tops of massed elements and soften the aesthetic.

Conceptual renderings of the Project portray the design and style of the overall development, as well as each of the New Buildings. A conceptual depiction of the entire Project is shown in **Figure A-12**, *Overall Site Rendering*. Building 1 is conceptually depicted in **Figure A-13**, *Building 1 Rendering*. Buildings 2 and 3 are conceptually depicted in **Figure A-14**, *Buildings 2 and 3 Rendering*. Buildings 4 and 4a are conceptually depicted in **Figure A-15**, *Buildings 4 and 4a Rendering*. Building 5 is conceptually depicted in **Figure A-16**, *Building 5 Rendering*. The shared courtyard between Buildings 5 and 6 is conceptually depicted in **Figure A-17**, *Buildings 5 and 6 Courtyard Rendering*. Building 6 is conceptually depicted in **Figure A-18**, *Building 6 Rendering*. Building 7 is conceptually depicted in **Figure A-19**, *Building 7 Rendering*. Buildings 8 and 9 are conceptually depicted in **Figure A-20**, *Buildings 8 and 9 Rendering*. The shared courtyard between Buildings 8 and 9 is conceptually depicted in **Figure A-21**, *Buildings 8 and 9 Courtyard Rendering*.

The variety of structural heights and massing of the New Buildings as they are arranged within the Project Site are shown in **Figure A-22**, *South and East Elevations*, and **Figure A-23**, *West and North Elevations*. **Figure A-24**, *Site Sections A, B and C*, and **Figure A-25**, *Site Sections D, E and*

F, show the heights of the New Buildings and the floors within them, as well as the below-grade parking levels.

5.3 Access and Circulation, Parking and Bicycle Amenities

The Project would be accessible from both Burbank Boulevard to the south and De Soto Avenue to the east, as depicted in **Figure A-26, Circulation and Connectivity Diagram**. **Figure A-27, Internal Traffic and Parking Improvements**, shows auto circulation through the Project Site and parking structure access. The primary access through the Project Site would be provided by Warner Center Lane, which is a private street that would be reconfigured on a phased basis as the Project Site is redeveloped with the New Buildings and that would qualify as a "New Street" pursuant to Section 6.2.5.2.1 of the WC2035 Plan. This street complies with the New Street standards in Section 6.2.5.2.1, which require a minimum 64-foot right-of-way, a maximum roadway width of 36 feet, a minimum paved sidewalk width of six feet, and a minimum parkway width of eight feet.

Warner Center Lane also connects with two driveways – Commerce Drive to the west and Town Center Drive to the north. Adler Drive, a third driveway, would be directly accessible from Burbank Boulevard and Commerce Drive.

As shown in Figure A-27, two new traffic signals are proposed as part of the Project. One signal would be located at the primary Project Site access at the intersection of Warner Center Lane and De Soto Avenue/Serrania Avenue, and is anticipated to be installed in connection with the development of New Building 1. The second new traffic signal would be located at the intersection of Warner Center Lane/Burbank Boulevard, and is anticipated to be installed in connection with the development of New Building 4.

As another important feature of the Project, consistent with the spirit and intent of the WC2035 Plan to allow for large projects on existing large blocks to provide adequate pedestrian and vehicular circulation, or cross block connectivity, is Adler Drive (a 28-foot wide private driveway), which is proposed along the west side of the Project Site and has been designed to allow for potential future connection to Califa Street. The northern end of Adler Drive will be temporarily improved as private park-like open space until such time that the adjacent property to the north is redeveloped and Califa Street can potentially be extended in a southerly direction to the northern terminus of Adler Drive. Crosswalks are shown in Figure A-27.

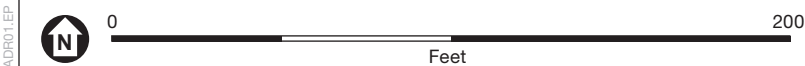
Upon Project completion, onsite parking structures would provide 1,627 residential spaces and 3,921 non-residential spaces, for a total of 5,548 parking spaces. The Project also includes 870 long-term and 264 short-term bicycle parking spaces, for a total of 1,134 bicycle parking spaces.



SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

De Soto / Burbank Master Plan Project

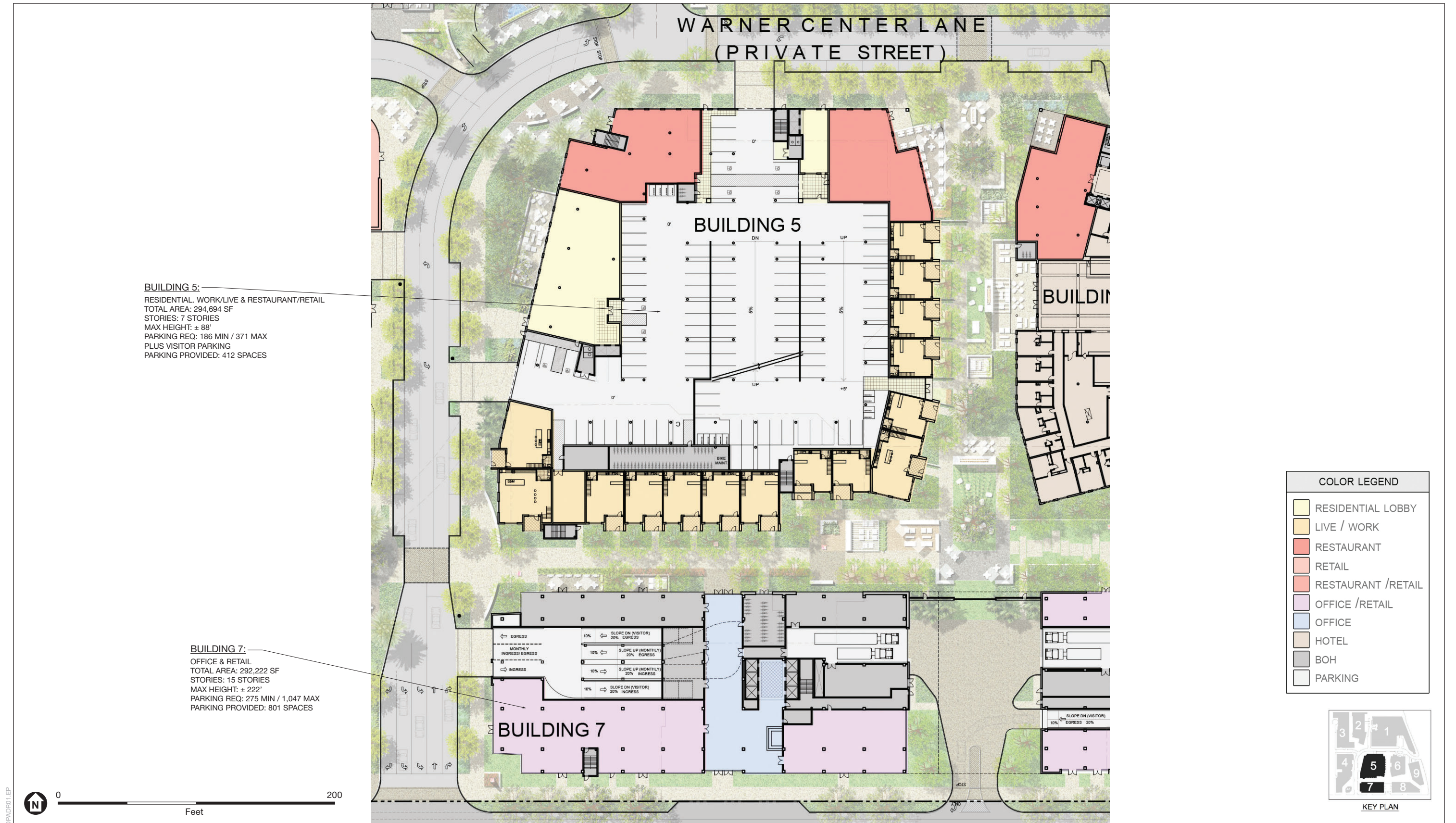
Figure A-6
Conceptual Site Plan



SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

De Soto / Burbank Master Plan Project

Figure A-9
 Buidlings 4 and 4a Site Plan



SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

De Soto / Burbank Master Plan Project

Figure A-10
 Buildings 5 and 7 Site Plan



DPAD001.EP



SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

De Soto / Burbank Master Plan Project

Figure A-11
Buildings 6, 8 and 9 Site Plan



DPA001.1EP

SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

De Soto / Burbank Master Plan Project

Figure A-12
Overall Site Rendering



DPA001.1EP

SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

De Soto / Burbank Master Plan Project

Figure A-13
Building 1 Rendering



DPA001.EP

SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

De Soto / Burbank Master Plan Project

Figure A-14
Buildings 2 and 3 Rendering

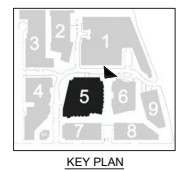


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SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

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Figure A-15
Buildings 4 and 4a Rendering

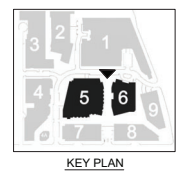


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SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

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Figure A-16
Building 5 Rendering



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SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

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Figure A-17
Buildings 5 and 6 Courtyard Rendering

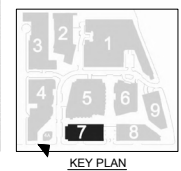


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SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

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Figure A-18
Building 6 Rendering



DPA001.1EP

SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

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Figure A-19
Building 7 Rendering



DPA001.EP

SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

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Figure A-20
Buildings 8 and 9 Rendering



DPA001.EP

SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

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Figure A-21
Buildings 8 and 9 Courtyard Rendering



BUILDING 4

BUILDING 7

BUILDING 8

SOUTH ELEVATION - BURBANK BOULEVARD



BUILDING 9

BUILDING 1

EAST ELEVATION - DESOTO AVENUE



DPAD001.EP

SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

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Figure A-22
South and East Elevations

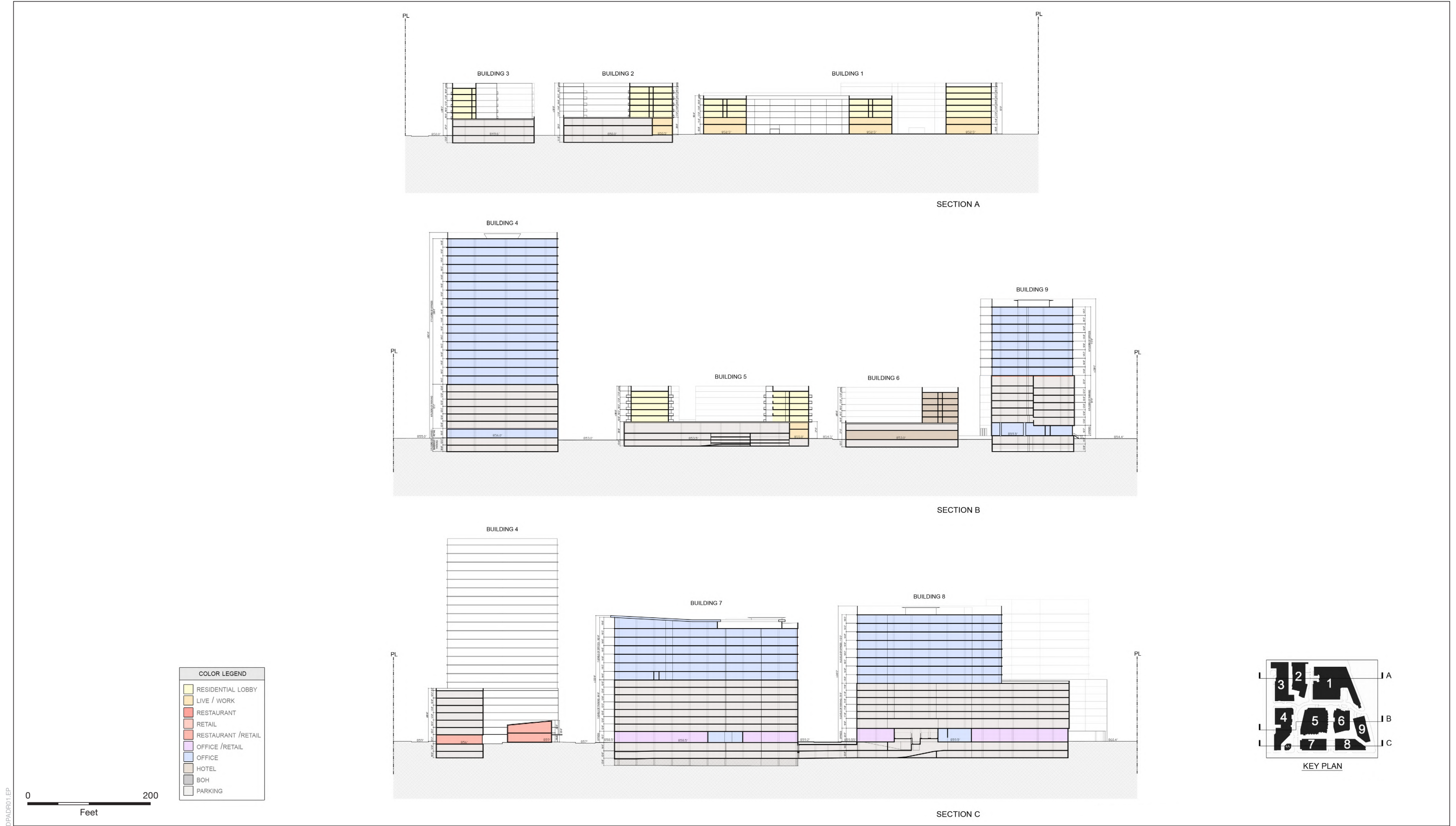


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SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

De Soto / Burbank Master Plan Project

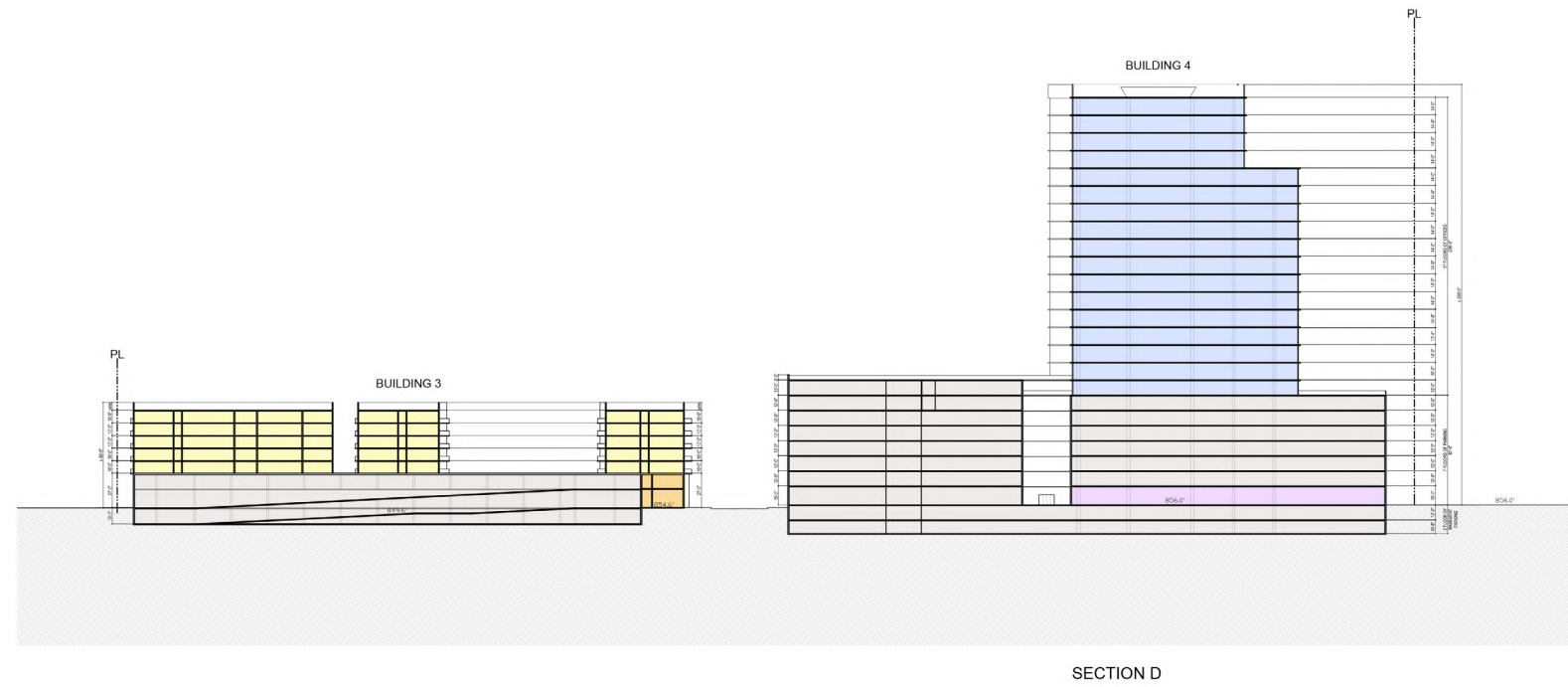
Figure A-23
West and North Elevations



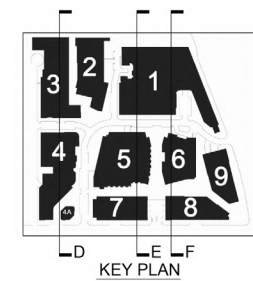
SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

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Figure A-24
Site Sections A, B and C



COLOR LEGEND	
	RESIDENTIAL LOBBY
	LIVE / WORK
	RESTAURANT
	RETAIL
	RESTAURANT /RETAIL
	OFFICE /RETAIL
	OFFICE
	HOTEL
	BOH
	PARKING



0 200
Feet

SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

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Figure A-25
Site Sections D, E and F

WC 2035 PLAN REQUIREMENTS-
STREETS & PEDESTRIAN PATHS

SEC. 6.1.2.2.7- ACTIVITY NODE- WARNER CENTER LANE AND BURBANK BOULEVARD (SUBSTITUTION OF VARIEL AND BURBANK)

SEC. 6.1.2.2.8- ACTIVE STREET FRONTAGES- NORTH SIDE OF BURBANK BOULEVARD FROM WEST PROPERTY LINE TO 150' EAST OF THE CENTERLINE OF WARNER CENTER LANE (INSTEAD OF VARIEL AVENUE).

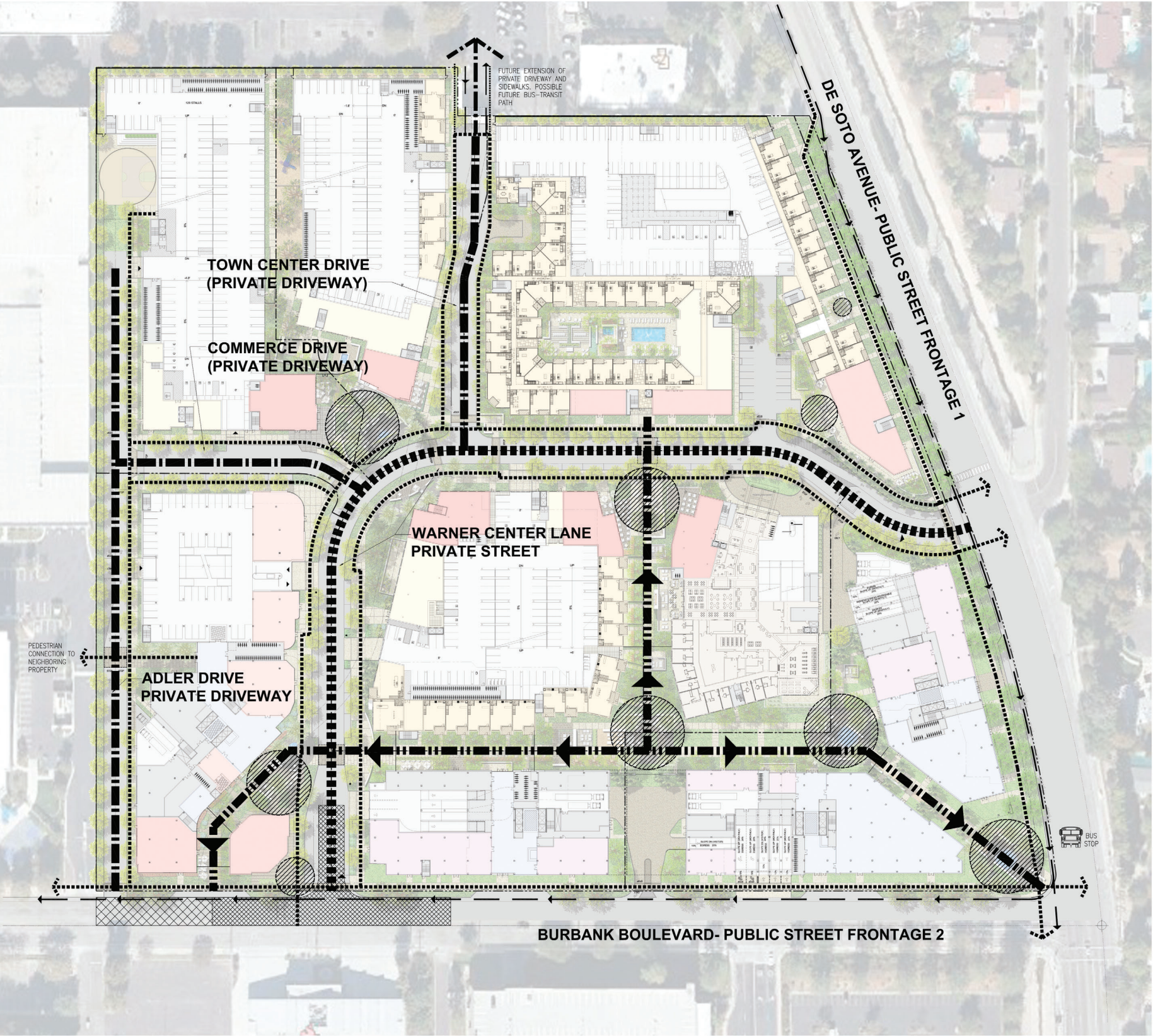
SEC. 6.2.5.2.1- NEW STREETS (a) 64' MIN. R.O.W., (b) 36' MAX. ROADWAY WIDTH, (c) 6'-0" MIN. SIDEWALK EACH SIDE, (d) 8'-0" WIDE MIN. PARKWAY EACH SIDE

SEC. 6.2.5.2.2- PEDESTRIAN ADAPTED PATHWAYS (a) 20'-0" WIDE MIN., (b) CONNECTIONS TO PUBLIC WAYS SUBJECT TO REVIEW, (c) NON-MOTORIZED AND EMERGENCY VEHICLES ONLY, (d) 10'-0" MIN. PATHWAY REQUIRED, (e) LIGHTING TO BE APPROVED, (f) 25% MIN. SHALL BE LANDSCAPED, (g) OPEN TO THE PUBLIC FROM 6AM TO 10PM

SEC. 6.2.5.3.1(b)- MASTER PLANNED PROJECT GREATER THAN 5 ACRES WITH TWO PUBLIC STREET FRONTAGES- PERPENDICULAR STREET FRONTAGES- A NEW STREET OR PEDESTRIAN ADAPTED PATHWAY SHALL BE INCORPORATED INTO THE MASTER PLANNED PROJECT AND SHALL CONNECT TO EACH PUBLIC STREET AT A MINIMUM OF ONE DISCRETE POINT.

LEGEND

- NEW PRIVATE STREET (IMPROVED WARNER CENTER LANE TO MEET WC 2035 REQUIREMENTS CONNECTING TO TWO PUBLIC STREET FRONTAGES)
- NEW PEDESTRIAN ADAPTED PATHWAY
- NEW MULTI-MODAL LANE INCLUDING BIKES (5'-0" MIN. / 6'-0" AT PARKING) EXISTING TO REMAIN AT PUBLIC WAYS
- NEW PRIVATE DRIVEWAY (WITH 6'-0" WIDE MIN. SIDEWALKS PROVIDED)
- NEW PEDESTRIAN SIDEWALK/CONNECTIONS (6'-0" WIDE MIN., 8'-0" MIN. AT FRONT SETBACKS)
- FOCAL POINT/ PLAZA/ NODE- ONE 500SF MIN. REQUIRED PER WC 2035 SEC. 6.2.2.4.3- 8 PROVIDED
- ACTIVITY NODE
- ACTIVITY NODES & ACTIVE FRONTAGE STREETS PER WC 2035 SEC. 6.2.4.2.1- NO RESIDENTIAL USES PROPOSED. NON-RESIDENTIAL USES TO BE 25' DEEP WITH 15' MIN. FLOOR TO FLOOR HEIGHT. 75% OF FACADE BETWEEN 30" TO 84" H. TO BE TRANSPARENT, 20% OF FACADE MAX. ADJACENT TO ACTIVITY NODE TO BE PARKING
- ACTIVE FRONTAGE STREET



SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

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Figure A-26
Circulation and Connectivity Diagram



SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

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Figure A-27
Internal Traffic and Parking Improvements

PUBLICLY ACCESSIBLE OPEN SPACE (PAOS) SUMMARY:

PAOS REQUIRED:

TOTAL SITE AREA (AFTER DEDICATIONS): 1,042,301 SF / 23.92 ACRES

REQUIRED: 15% OF SITE AREA/2 x 1.5*: 117,259 sf 2.69 acres 11.25%

* ACCESSIBLE OPEN SPACE PER WC 2035 PLAN SECTION 6.2.2.3.2: 50% REDUCTION FROM 15% REQUIREMENT WHEN NEW STREET IS PROVIDED PLUS 50% INCREASE TO QUALIFY AS AN INCENTIVIZED USE PER 6.2.1.1.5.

PAOS PROVIDED:

BURBANK SETBACK EAST	5626 sf
BURBANK SETBACK CENTRAL 1	6298 sf
BURBANK SETBACK CENTRAL 2	1664 sf
BURBANK SETBACK WEST	3217 sf
WARNER CENTER LANE SETBACK 1	2066 sf
WARNER CENTER LANE SETBACK 2	7914 sf
WARNER CENTER LANE SETBACK 3	4628 sf
WARNER CENTER LANE SETBACK 4	1228 sf
WARNER CENTER LANE SETBACK 5	8970 sf
WARNER CENTER LANE SETBACK 6	7300 sf
WARNER CENTER LANE SETBACK 7	1734 sf
WARNER CENTER LANE SETBACK 8	2196 sf
WARNER CENTER LANE SETBACK 9	5392 sf
DESOTO SETBACK NORTH	7850 sf
DESOTO NORTH EASEMENT	6530 sf
DESOTO SETBACK SOUTH	11454 sf
PLAZA - FOCAL 1	1575 sf
PLAZA 4	9891 sf
PAOS 1	2290 sf
PAOS 2	6019 sf
PAOS 3	4593 sf
PAOS 4	2623 sf
PAOS 5	1863 sf
PAOS 6	1130 sf
PAOS 7	2415 sf
PAOS 8	1666 sf
PAOS 9	3551 sf
TOTAL PROVIDED	121,683 sf 2.79 acres 11.66%

EXCESS OPEN SPACE FOR PARK AND RECREATIONAL FACILITIES:

WARNER CENTER LANE RECREATIONAL SPACE	11750 SF
PLAZA - FOCAL 2	9108 sf
PLAZA 3 - TOWN CENTER	8105 sf
PEDESTRIAN ACCESSIBLE PATHWAY	74297 sf
PUBLIC PLAYGROUND	6502 sf

EXCESS PROVIDED (APPROXIMATELY) 109762 SF 2.52 acres 10.53%

LEGEND

-  PROVIDED PUBLICLY ACCESSIBLE OPEN SPACE
-  EXCESS OPEN SPACE FOR PARK AND RECREATIONAL FACILITIES



SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

De Soto / Burbank Master Plan Project



Figure A-28
Publicly Accessible Open Space Diagram



SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

De Soto / Burbank Master Plan Project

Figure A-30
Conceptual Podium Level Landscape Plan

5.4 Open Space, Recreational Amenities and Landscaping

As part of the Project, the Project Site will be improved with generous amounts of PAOS and excess open space areas, including, but not limited to, landscape and hardscape features, focal points and seating that satisfy the PAOS requirements in the WC2035 Plan. The proposed PAOS is depicted in **Figure A-28, Publicly Accessible Open Space Diagram** and includes approximately 121,683 square feet (or approximately 2.79 acres, and approximately 11.66 percent of the net lot area) of PAOS, which is greater than the minimum PAOS required in Section 6.2.2 of the WC2035 Plan.

Furthermore, the Project includes Warner Center Lane, a private street that qualifies as a New Street under the WC2035 Plan. Pursuant to Section 6.2.2.3.2 of the WC2035 Plan, the inclusion of this New Street reduces the Project's PAOS requirement by 50 percent, from 15 percent to 7.5 percent of the net lot area. This translates to a reduction in the minimum PAOS required from 156,345 square feet, or 3.59 acres, to approximately 78,172.6 square feet, or 1.80 acres. However, as previously discussed, the Project requires two Incentivized Uses in order to ascend the Graduated FAR Table use mix for the Commerce District. One of the Incentivized Uses provided is a minimum of 50 percent more PAOS than is required by Section 6.2.2 of the WC2035 Plan. As a result, the PAOS required for the proposed Project increases by 50 percent, from 1.8 acres to approximately 2.69 acres. Therefore, the 2.79 acres of PAOS included in the Project exceeds the required PAOS of 2.69 acres.

Currently, the Project Site has numerous mature, ornamental trees, bushes and shrubs, and none of the trees on the Project Site are protected by City or State law. All 569 existing trees on the Project Site will be removed as part of the Project. Of these, 542 trees are greater than 4 inches in diameter at breast height and thus, will be replaced at a 2:1 ratio in accordance with WC2035 Plan FEIR Mitigation Measure WC-BIO-2. As such, 1,084 new trees will be replanted onsite. In addition, there are 41 street trees that are greater than 4 inches in diameter at breast height, 28 of which will be removed and replaced at a 2:1 ratio. Thus, an additional 56 trees will be replanted, in accordance with WC2035 Plan FEIR Mitigation Measure WC-BIO-2.

As depicted in **Figure A-29, Conceptual Ground Level Landscape Plan**, and **Figure A-30, Conceptual Podium Level Landscape Plan**, the Project Site will be attractively improved and landscaped with PAOS areas throughout, connecting the Project to the adjoining public streets, connecting buildings on the Project Site, and creating a pleasant pedestrian experience for occupants, users and visitors of the Project. Although only one Pedestrian Adapted Pathway (PAP) is required under Section 6.2.5.3.1(b) of the WC2035 Plan, the Project includes three PAPs, all of which function as portions of the PAOS.

One PAP will run east/west and provide public street access into and through the Project Site, from the southeast corner to Burbank Boulevard west of Warner Center Lane, and will provide connections to two other proposed north/south running PAPs located between Buildings 5 and 6 and Buildings 6 and 9, respectively. Focal points and plazas are also proposed throughout the Project and within PAOS areas. There are a total of eight focal points/plazas, although only one focal point is required under Section 6.2.2.4.3 of the WC2035 Plan. Focal points will feature built-in seating and/or sculptures, enhanced paving and tables and chairs. The proposed PAOS areas are

contiguously located throughout the Project Site, except where interrupted to allow for the right-of-way (i.e., Warner Center Lane) or driveways.

5.5 Lighting and Signage

New project signage would be designed in conformance with the WC2035 Plan Sign District requirements, as well as the WC2035 Plan guidance regarding signage design requirements established for the Commerce District. New Project Site signage is anticipated to include building address identification, commercial/retail way-finding; parking entry guidance; and security markings. Commercial signage would minimize glare from fixtures to complement architectural features and reduce the potential for light spillover. Pedestrian areas, such as internal streets and sidewalks, PAOS and PAPs, would be well-lit for security. Lighting would be shielded downward and/or away from sensitive uses, including lighting for outdoor areas. Project lighting would also include visible interior light emanating from ground-level uses, architectural lighting, and decorative lighting within pedestrian plazas and seating areas.

5.6 Site Security

The Project would incorporate a number of design features to ensure the safety of residents, employees and visitors, and the buildings would be designed to promote defensible spaces and visual access. Open space areas will have lighted walkways, and parking areas will include security lighting as well. Other security measures would include controlled building and parking lot access for residential uses, security staff, closed-circuit television monitoring, and security guard desks with check-in required at the office tower.

5.7 Sustainability Features

As shown in Figure A-5, the Project would meet or exceed the equivalent of LEED® Silver. Project design would comply with the applicable provisions of the WC2035 Plan Urban Design Guidelines and the Los Angeles Green Building Code, which builds upon the 2016 California Green Building Code. Additional Project design features that would contribute to energy efficiency may include the use of materials and finishes that emit low quantities of volatile organic compounds, or volatile organic compounds; the installation of new heating, ventilation and air conditioning units that utilize ozone friendly refrigerants; high-efficiency Energy Star appliances; and the provision of a substantial amount of bicycle parking. The Project would comply with the 2016 California Green Building Code requirements for electric vehicle (EV) charging spaces. Onsite recycling facilities would be provided pursuant to LAMC requirements.

5.8 Construction Information

Anticipated Construction Schedule and Phasing

Construction of the Project is anticipated to begin in 2020 and would be completed in 2035. The Project would be developed in eight phases (Phases 1-8), as provided in the detailed phasing plan prepared for the Project. The phasing plan includes an estimate of when each area of the Project will be constructed based on the anticipated future market conditions. In addition, the Existing

Buildings and associated surface parking areas currently on the Project Site will remain and continue to operate during construction and operation of the New Buildings.

It is possible that there would be partial overlap between the construction periods for Phase 1 (New Building 1) and Phase 2 (New Building 2), with the excavation for Phase 2 commencing near the end of the construction of Phase 1. It is also possible that there would be full overlap between the construction of Phase 5 (New Building 5) and Phase 6 (New Building 3). In addition, New Buildings 8 and 9 in Phase 3 are anticipated to be constructed roughly at the same time. Any revisions to project phasing would require approval from the Planning Department to ensure that any changes would not affect the environmental analysis or conclusions herein.

Details regarding the contemplated phasing for the Project are provided in the following illustrations:

- **Figure A-31**, Existing Site Conditions
- **Figure A-32**, Project Construction – Phase 1
- **Figure A-33**, Project Construction – Phase 2
- **Figure A-34**, Project Construction – Phase 3
- **Figure A-35**, Project Construction – Phase 4
- **Figure A-36**, Project Construction – Phase 5
- **Figure A-37**, Project Construction – Phase 6
- **Figure A-38**, Project Construction – Phase 7
- **Figure A-39**, Project Construction – Phase 8

Construction Overview

Project construction would require grading and excavation activities across the Project Site down to a maximum depth of 25 feet below existing grade for building foundations and 2 levels of subterranean parking. The Project includes 430,000 cubic yards (cy) of cut and 20,000 cy of fill, which will therefore require the export of approximately 410,000 cy of soil from the Project Site on a phased basis. Details regarding the grading quantities and the amount of soil to be exported by phase are as follows:

- Phase 1 – 14,000 cy of cut, 8,000 cy of fill, and 6,000 cy of export
- Phase 2 – 31,000 cy of cut, 3,000 cy of fill, and 28,000 cy of export
- Phase 3 – 107,000 cy of cut, 2,000 cy of fill, and 105,000 cy of export
- Phase 4 – 39,000 cy of cut, 1,000 cy of fill, and 38,000 cy of export
- Phase 5 – 42,000 cy of cut, 2,000 cy of fill, and 40,000 cy of export
- Phase 6 – 49,000 cy of cut, 2,000 cy of fill, and 47,000 cy of export

- Phase 7 – 60,000 cy of cut, 1,000 cy of fill, and 59,000 cy of export
- Phase 8 – 88,000 cy of cut, 1,000 cy of fill, and 87,000 cy of export.

Pursuant to Mitigation Measure WC-NOI-5 in the WC2035 FEIR, during project construction, temporary use noise barriers would be installed to block line-of-sight (sound) between construction equipment and any noise-sensitive receptors within 500 feet of the construction site. As further discussed in Section 12, *Noise*, of Attachment B, Explanation of Checklist Determinations, noise barriers would be implemented, as needed, during each of the eight construction phases. Noise barriers would, to the extent feasible and required, surround the entire active construction area(s). In order to achieve effective sound attenuation, noise barriers would be approximately 12 feet in height and rated for a minimum of a 10 dBA reduction. Noise barriers could be made out of multi-layered sound-insulating materials, metal, wood, or any other material that limits the sensitive receptors' line-of-sight to the construction site and would achieve a 10 dBA reduction in noise levels. Any equipment operating outside of the confines of a noise barrier (e.g. generator sets) would require a portable noise shelter or housing to limit the noise and rated at the same 10 dBA reduction as the larger noise barrier. Similarly, if the noise barrier cannot form a continuous wall surrounding the construction area (i.e., to allow for access gates, etc.), portable shields would be used to cover gaps while simultaneously allowing access to construction site. Additional details regarding the duration of each phase and the equipment mix that will be used in each phase can be found in Appendix A, *Air Quality – CalEEMod Output Files*.

Construction Haul Route

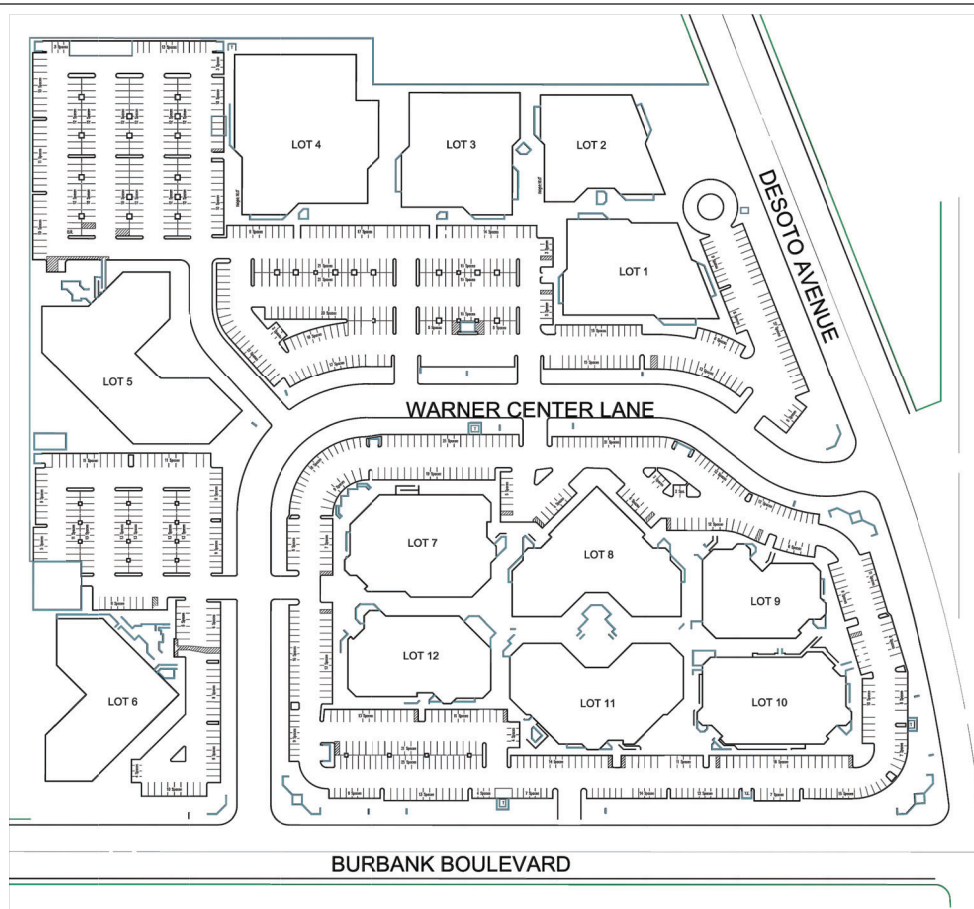
Project construction would require the use of two potential haul route options to and from the Project Site. As discussed on page WC-AQ-9 of the WC2035 FEIR, construction vehicles are required to avoid, to the extent feasible, travel on streets immediately adjacent to Canoga Park High School, Woodland Hills Academy Middle School, and Hart Elementary School throughout the construction phase to reduce potentially significant construction-related air quality impacts. All haul routes would be designed to comply with WC-AQ-9. Therefore, in order to avoid travel on De Soto Avenue, to the extent feasible, one of the following construction haul route would be implemented for each phase of the Project, as applicable, to provide the most direct route to the freeway: (1) trucks would exit on the south end of the Project Site and travel west on Burbank Boulevard, turn south onto Topanga Canyon Boulevard and then enter to the US-101 freeway; or (2) trucks would exit on the northern or eastern end of the Project Site and travel north on De Soto Avenue, west on Oxnard Street, south on Topanga Canyon Boulevard and then enter the US-101 freeway. If and to the extent these haul routes are determined to be infeasible, they may be modified in compliance with City policies, provided that LADOT approves any such modification.

6. Necessary Approvals

It is anticipated that approvals required for the Project would include, but may not be limited to, the following:

- Project Permit Compliance approval pursuant to the WC2035 Plan;
- Approval of a Vesting Tentative Tract Map;

- Grading, excavation, foundation and associated building permits; and
- Other permits and approvals as deemed necessary to implement the Project.



EXISTING SITE (2017)-

Total Floor Area - 340,339 SF
Total Surface Parking - 1,198 Spaces

PHASING NOTES

1. This project is a Phased Master Planned Project as defined by the WC 2035 Plan and as such is required to provide a Phasing Plan. The phasing plan includes the following for each phase:
 - A. Building locations, land uses, building heights and floor area.
 - B. Demolition schedule and retention schedule of existing buildings.
 - C. Estimated completion dates.
 - D. Parking allocations.
 - E. Internal physical improvements including streets, sidewalks, open space, and other amenities.
 - F. External physical improvements including streets, sidewalks, open space, and other amenities.
 - G. Regional or sub-regional transportation/ mobility improvements.
2. The phasing plan presented here is an estimate of when each area will be constructed based on market conditions anticipated in the future. If the areas are constructed in a different order, the developer will coordinate with the appropriate City agencies through the Director of Planning to determine any additional requirements.

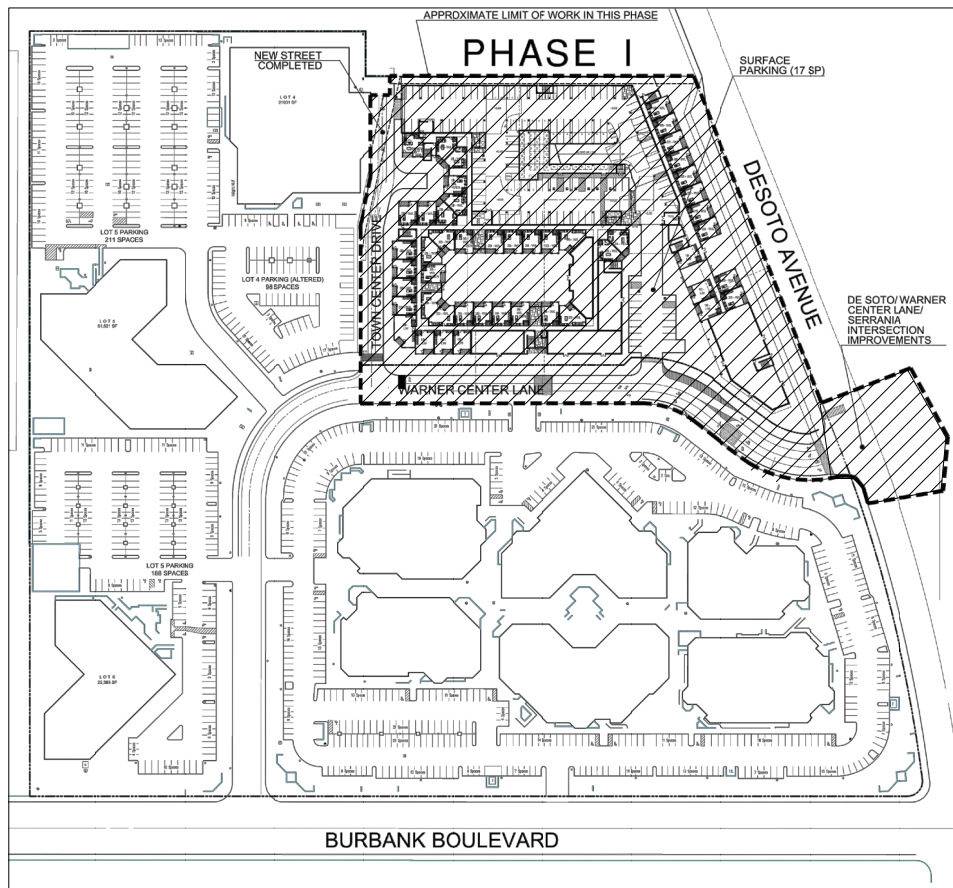
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SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

De Soto / Burbank Master Plan Project

Figure A-31
Existing Site Conditions



PHASE 1- CONSTRUCT BUILDING 2 (ESTIMATED COMPLETION 2022)

	Non-residential	Residential	Total
Building Area to be Demolished-	(60,930) SF	0 SF	
Existing Original Floor Area to Remain-	279,409 SF	0 SF	279,409 SF
New Floor Area Added in Previous Phases to Remain-	0 SF	0 SF	0 SF
New Floor Area Added this Phase-	61,456 SF	430,138 SF	491,594 SF
Total Floor Area-	340,865 SF	430,138 SF	771,003 SF

Original Surface Parking to be Demolished-	(223) Spaces
Existing Surface Parking to Remain-	975 Spaces
Existing Structured Parking to Remain-	0 Spaces
New Structured Parking-	588 Spaces
New Surface Parking-	17 Spaces
Total Parking-	1,580 Spaces

PHYSICAL IMPROVEMENTS

- Demolish three existing one-story office buildings located on the existing Lots 1, 2, and 3 and all related parking lots and landscaping. Designate as New Lot 1.
- Dedicate 18' at the west side of De Soto Avenue from the north property line to south side of Warner Center Lane and make all required improvements to accommodate widening the street as required by the WC 2035 Plan including new curb, gutter, paving and striping.
- Improve Warner Center Lane from De Soto Avenue west to the new Town Center Drive.
- Make improvements to the north and south sides of Warner Center Lane to accommodate a multi-lane intersection at De Soto Avenue and Serrania Avenue to a point approximately 250' east of De Soto Avenue. Make improvements to De Soto Avenue and Serrania Avenue to improve the intersection, including a new traffic signal if deemed required by the Department of Transportation.
- Construct the new sewer main and sewer laterals in Warner Center Lane from De Soto up to the most easterly manhole in Phase I and provide a stub for future extension.
- Construct the new storm drain to connect the proposed catch basin on the north side of Warner Center Lane. Extend the storm drain south up to the future catch basin and cap.
- Build Town Center Drive, except for the parallel parking on the west side, from Warner Center Lane extending north to a point about 25' away from the north property line.
- Adjust existing property lines through the adoption of the first unit map to accommodate the proposed new construction and to provide the allowable openings in the exterior walls of the existing one story office building to remain on existing Lot 4.
- Make adjustments to the existing surface parking lot serving existing Lot 4 as required to accommodate the new Town Center Drive.
- Construct a new seven-story mixed use building at the corner of De Soto Avenue and Warner Center Lane extending to the corner of Warner Center Lane and the new Town Center Drive. The building will include a 588 space parking structure, a 403 unit apartment building, and 12,439sf of restaurant/ retail space. 48 of the for-rent units are two story Work/live units located at grade level. The project will include an on-grade approximately 10,805sf courtyard with a pool and other amenities reserved for the resident's use.
- The street frontages at De Soto Avenue, Warner Center Lane and Town Center Drive between the curbs and the new building will be fully improved including parkway, sidewalks, street trees, and setbacks.
- New surface parking and publicly accessible open space with a focal point will be provided in a new courtyard opening to the south toward Warner Center Lane. 17 surface parking spaces and the vehicular entrance to the parking structure will be located in this area as well.

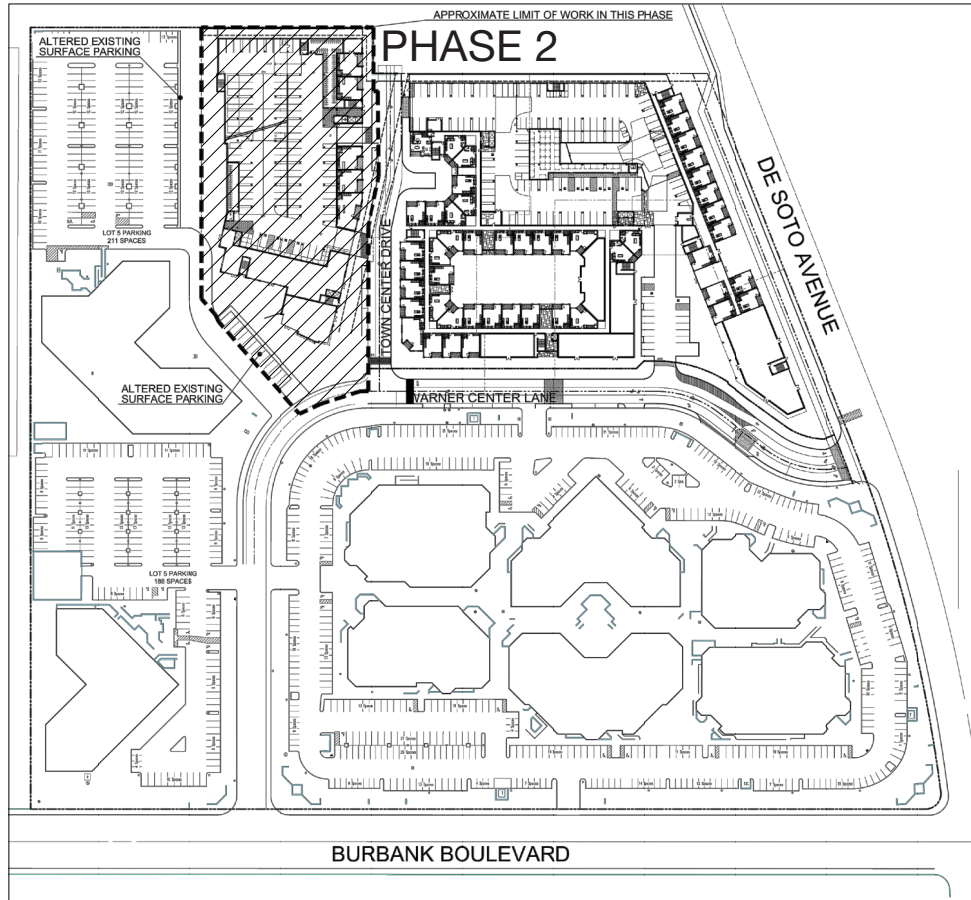
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SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

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Figure A-32
Project Construction – Phase 1



PHASE 2- CONSTRUCT BUILDING 2 (ESTIMATED COMPLETION 2023)

	Non-residential	Residential	Total
Building Area to be Demolished-	(34,670) SF	0 SF	
Existing Original Floor Area to Remain-	244,739 SF	0 SF	244,739 SF
New Floor Area Added in Previous Phases to Remain-	61,456 SF	430,138 SF	491,594 SF
New Floor Area Added this Phase-	8,904 SF	223,892 SF	232,796 SF
Total Floor Area-	315,099 SF	654,030 SF	969,129 SF
Original Surface Parking to be Demolished-	(142) Spaces		
Original Surface Parking to Remain-	833 Spaces		
New Structured Parking from Previous Phases to Remain-	588 Spaces		
New Surface Parking from Previous Phases to Remain-	17 Spaces		
New Structured Parking this Phase-	318 Spaces		
New Surface Parking this Phase-	3 Spaces		
Total Parking-	1,759 Spaces		

PHYSICAL IMPROVEMENTS

- Demolish one existing one-story office building located on the existing Lot 4 and the related parking lot and landscaping. Designate as New Lot 2.
- Alter the row of existing parking spaces on the existing Lot 4 that occur adjacent to the existing Lot 5 so that the spaces are accessible from the Lot 5 driveway.
- The portion of the driveway to the existing Lot 5 parking will be relocated so that it does not cross the property line west of the new Building 2.
- Make improvements to the small portion of north side of Warner Center Lane that abuts the Phase 2 Property.
- A seven-story mixed use building will be constructed that includes a 318space parking garage, 204 unit apartment building and approximately 3,265sf of restaurant space. 5 of the for-rent units are two story Work/live units located at grade level. Resident amenities will be provided inside the building and at the exterior courtyard with a pool located on top of the parking structure.
- The street frontages at Warner Center Lane and Town Center Drive between the curbs and the new building will be fully improved including parkway, sidewalks, street trees, and setbacks. A plaza that will be publicly accessible open space will be formed between the new building and Warner Center Lane that will require further development and will form a 'Town Center' in Phase 6.
- Construct new sewer main and sewer laterals in Warner Center Lane from the previous phase stub to the next phase manhole with a stub for future connection.
- Construct new storm drain to connect the proposed catch basin on the north side of Warner Center Lane.
- The west side of the property, on grade, adjacent to the new building, will be improved to incorporate additional resident amenities. The area will be fenced temporarily during Phase 2 but will be shared with the adjacent future building to the west in Phase 6.

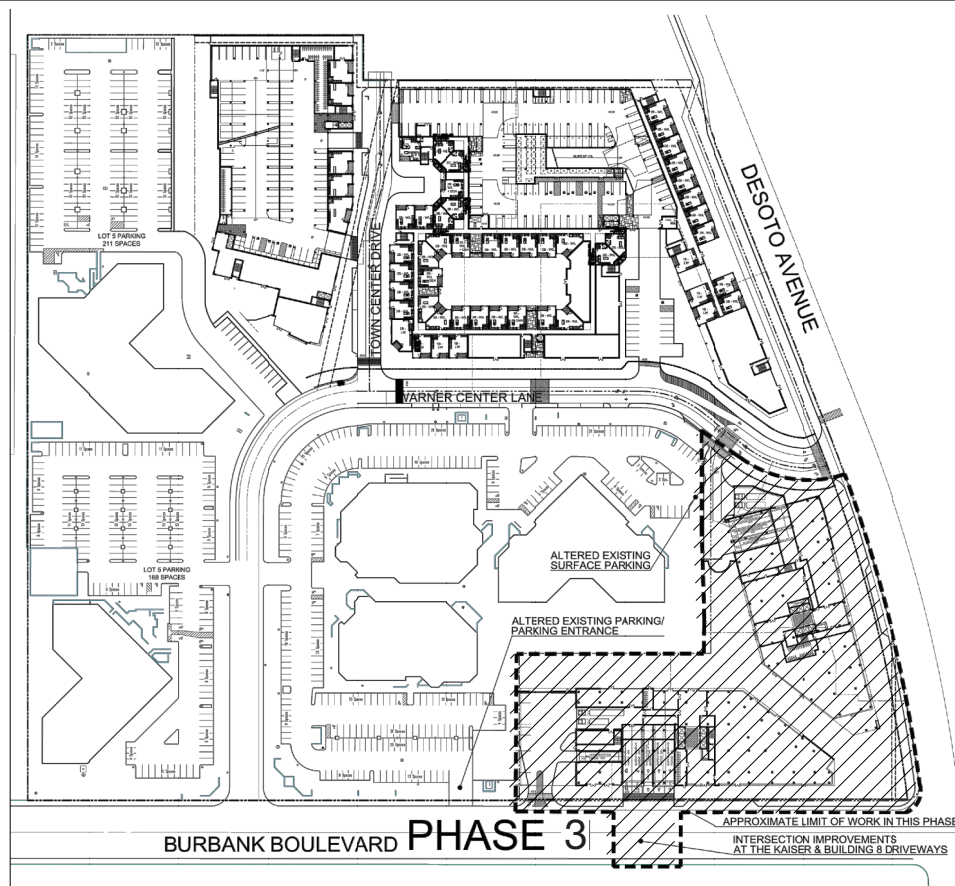
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SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

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Figure A-33
Project Construction – Phase 2



PHASE 3- CONSTRUCT BLDGS. 8 & 9 (ESTIMATED COMPLETION 2024)

	Non-residential (60,000) SF	Residential	Total
Building Area to be Demolished-	(60,000) SF	0 SF	
Existing Original Floor Area to Remain-	184,739 SF	0 SF	184,739 SF
New Floor Area Added in Previous Phases to Remain-	70,360 SF	654,030 SF	724,390 SF
New Floor Area Added this Phase-	476,158 SF	0 SF	476,158 SF
Total Floor Area-	731,257 SF	654,030 SF	1,385,287 SF

	(189) Spaces
Original Surface Parking to be Demolished-	(189) Spaces
Original Surface Parking to Remain-	644 Spaces
New Structured Parking from Previous Phases to Remain-	906 Spaces
New Surface Parking from Previous Phases to Remain-	20 Spaces
New Structured Parking this Phase-	1,427 Spaces
New Surface Parking this Phase-	0 Spaces
Total Parking-	2,997 Spaces

PHYSICAL IMPROVEMENTS

- Demolish three existing one-story office buildings located on the existing Lots 9, 10, and 11 along with the necessary portions of existing parking lots and landscaping. Designate as New Lot 8.
- Dedicate 18' at the west side of De Soto Avenue from the south side of Warner Center Lane on the north end to Burbank Boulevard to the south. Make all required improvements to accommodate widening the street as required by the WC 2035 Plan including new curb, gutter, paving and striping.
- Make adjustments to the existing surface parking lots serving existing Lots 8, 9 and 12 as required to accommodate the new construction. The access from Burbank Boulevard to the existing parking lots will be moved to the west.
- Construct a new multi-lane driveway to access the parking garage of the new Building 8 that aligns with the existing driveway of the Kaiser Hospital on the south side of Burbank Blvd. Make improvements to the intersection per D.O.T. requirements including a traffic signal.
- Make necessary portions of lot line adjustments to accommodate all of the Phase III construction including site improvements and fire access.
- Construct two 15 story office buildings with two stories of below grade parking. The buildings will contain 1427 parking spaces in two below grade and 6 above grade levels. The below grade parking will be shared and continuous between the two buildings. Building 8 will include 236,710sf of office and 4,864sf of possible office/retail space. Building 9 will include 224,556sf of office space and 10,028sf of possible office/retail space.
- The below grade parking for Building 8 will extend to the west under the delivery, visitor egress and fire access driveway leading to Burbank Blvd. The construction of this portion of the project during this phase will allow fire access and deliveries to be uninterrupted during the future construction of Building 7.
- The street frontages at De Soto Avenue and Burbank Boulevard between the curbs and the new buildings will be fully improved including parkway, sidewalks, street trees as necessary, and setbacks.
- Improvements will be made to the on grade portions of the site north of Building 8 and west of Building 9 that will form a large publicly accessible open space pedestrian adapted pathway. During this phase, the improvements will be a combination of permanent and temporary installations. Subsequent improvements to this space will occur in later phases.
- As part of this Phase, a plaza will be constructed at the corner of Burbank Boulevard and De Soto Avenue that includes a focal point. This plaza is intended to serve as the gateway to the project and the southeast gateway to Warner Center. A pedestrian adapted pathway will be provided between Buildings 8 and 9 that will connect this plaza to the pedestrian adapted pathway north of Building 8 and west of Building 9.
- Improve the portion of Phase III north of Building 9 to the curb of Warner Center Lane including the parkway, sidewalk, landscaping, etc.

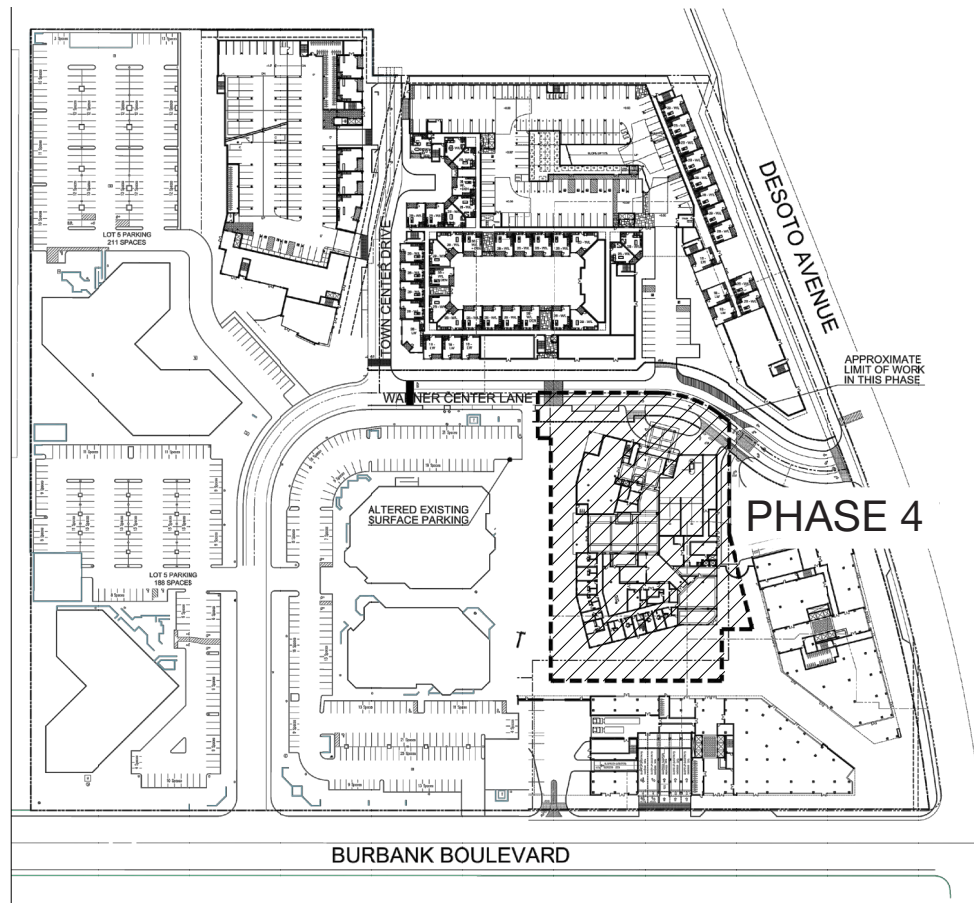
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SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

De Soto / Burbank Master Plan Project

Figure A-34
Project Construction – Phase 3



PHASE 4- CONSTRUCT BUILDING 6 (ESTIMATED COMPLETION 2029)

	Non-residential	Residential	Total
Building Area to be Demolished-	(23,970) SF	0 SF	
Existing Original Floor Area to Remain-	160,769 SF	0 SF	160,769 SF
New Floor Area Added in Previous Phases to Remain-	546,518 SF	654,030 SF	1,200,548 SF
New Floor Area Added this Phase-	162,001 SF	0 SF	162,001 SF
Total Floor Area-	869,288 SF	654,030 SF	1,523,318 SF

Original Surface Parking to be Demolished-	(58) Spaces
Original Surface Parking to Remain-	586 Spaces
New Structured Parking from Previous Phases to Remain-	2,333 Spaces
New Surface Parking from Previous Phases to Remain-	20 Spaces
New Structured Parking this Phase-	193 Spaces (101 Req'd per LAMC)
New Surface Parking this Phase-	2 Spaces
Total Parking-	3,134 Spaces

PHYSICAL IMPROVEMENTS

- Demolish one existing one-story office building located on the existing Lot 8 and the related portions of the parking lot and landscaping. Designate as New Lot 6.
- Alter the existing surface parking serving Lot 7. The existing driveway from Warner Center Lane to the existing parking Lot will be not be relocated.
- Make adjustments to the portion of Warner Center Lane that abutt the Phase 4 site.
- A Lot Line adjustment will be made at this time that allows the Phase 4 construction to occur on a separate property. The lot line adjustment will also provide a separation of the new construction from the parking required to serve the existing buildings.
- A seven-story mixed use building will be constructed on the Phase 4 site that will include a 193 space parking garage, a 228 room hotel with amenities, and 4,466 sf of restaurant space.
- The improvements made to the on-grade portions of the site north of Building 8 and west of Building 9 will be completed in this phase. The temporary installations will be removed and the large publicly accessible open space pedestrian adapted pathway will be completed up to the western limit of the Phase 4 work.
- An additional publicly accessible open space pedestrian adapted pathway is planned on the west side of the Phase 4 mixed use hotel building. The pathway will extend from Warner Center Lane and run south to the pathway north of Building 8. During this phase part of this area will be improved with permanent and temporary elements, including permanent focal elements and plazas. The completion of this pathway will happen in later phases.
- The street frontages at the private street, Warner Center Lane, between the curbs and the new buildings will be fully improved including parkway, sidewalks, street trees as necessary, and setbacks. This portion of the site will include a porte cochere/ drop off area for the hotel, parking garage driveway and delivery area.

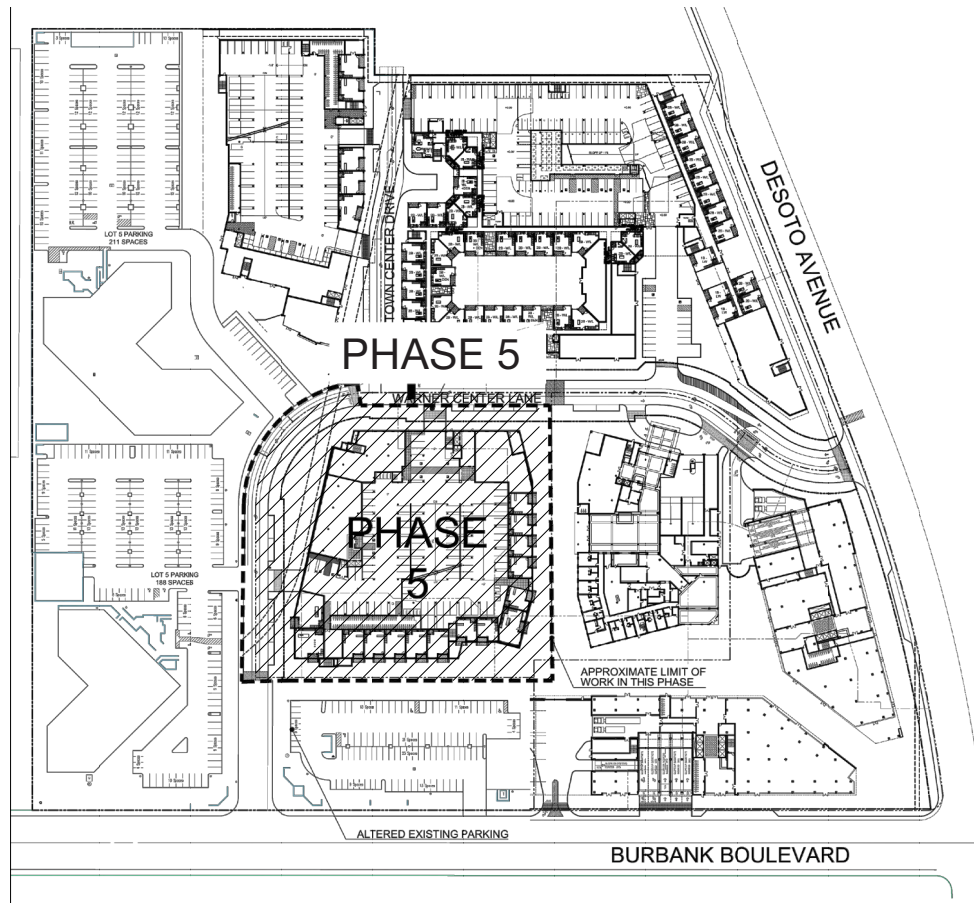
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SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

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Figure A-35
Project Construction – Phase 4



PHASE 5- CONSTRUCT BUILDING 5 (ESTIMATED COMPLETION 2031)

	Non-residential (41,580) SF	Residential 0 SF	Total
Building Area to be Demolished-	119,189 SF		119,189 SF
Existing Original Floor Area to Remain-	708,519 SF	654,030 SF	1,362,549 SF
New Floor Area Added in Previous Phases to Remain-	25,138 SF	269,556 SF	294,694 SF
New Floor Area Added this Phase-	852,846 SF	923,586 SF	1,776,432 SF

Original Surface Parking to be Demolished-	(115) Spaces
Original Surface Parking to Remain-	471 Spaces
New Structured Parking from Previous Phases to Remain-	2,526 Spaces
New Surface Parking from Previous Phases to Remain-	22 Spaces
New Structured Parking this Phase-	403 Spaces
New Surface Parking this Phase-	9 Spaces
Total Parking-	3,431 Spaces

PHYSICAL IMPROVEMENTS

- Demolish two existing one-story office buildings located on the existing Lots 7 and 12 and the related portions of the parking lots and landscaping. Designate as New Lot 5.
- The portion of the existing parking lot at the northeast corner of Warner Center Lane and Burbank Boulevard not within the limits of the previous phase and this phase will remain as overflow parking for the adjacent uses until that site is improved in later phases.
- As part of this phase, the entire east side Warner Center Lane will be improved down to the southern limit of Phase V including new curb, gutter, paving, addition of parallel parking and striping.
- A seven-story mixed use building will be constructed on the Phase V site that will include a 403 space parking garage, a 168 unit condominium building, and 8,933sf of restaurant/ retail space. 15 of the foPhase 5 ts are two story Work/live units located at grade level.
- The improvements made to the on-grade portions of the site north of Building 8 and west of Building 9 will be extended to Warner Center Lane to the east in this phase. The improvements on the north side of the extension will be permanent and the improvements on the south side will be temporary. The southern side of the pedestrian accessible pathway extension will be improved at a later phase.
- The publicly accessible open space pedestrian adapted pathway that was partially constructed on the west side of the Phase IV mixed use hotel building will be built out as part of this phase. Any temporary construction will be removed and all areas will now be corPhase 4 manent improvements.
- The street frontage at Warner Center Lane between the curbs and the new buildings will be fully improved including parkway, sidewalks, street trees as necessary, and setbacks.
- The street/ driveway frontages at south side and east side of Warner Center Lane between the curbs and the new building will be fully improved including the parkway, sidewalks, street trees, and improved setbacks.
- Construct the new sewer main and sewer laterals in Warner Center Lane from the previous phase stub up to the end of the proposed sewer main.
- Construct a catch basin on the south side of Warner Center Lane and connect to the storm drain constructed per unit map 1.

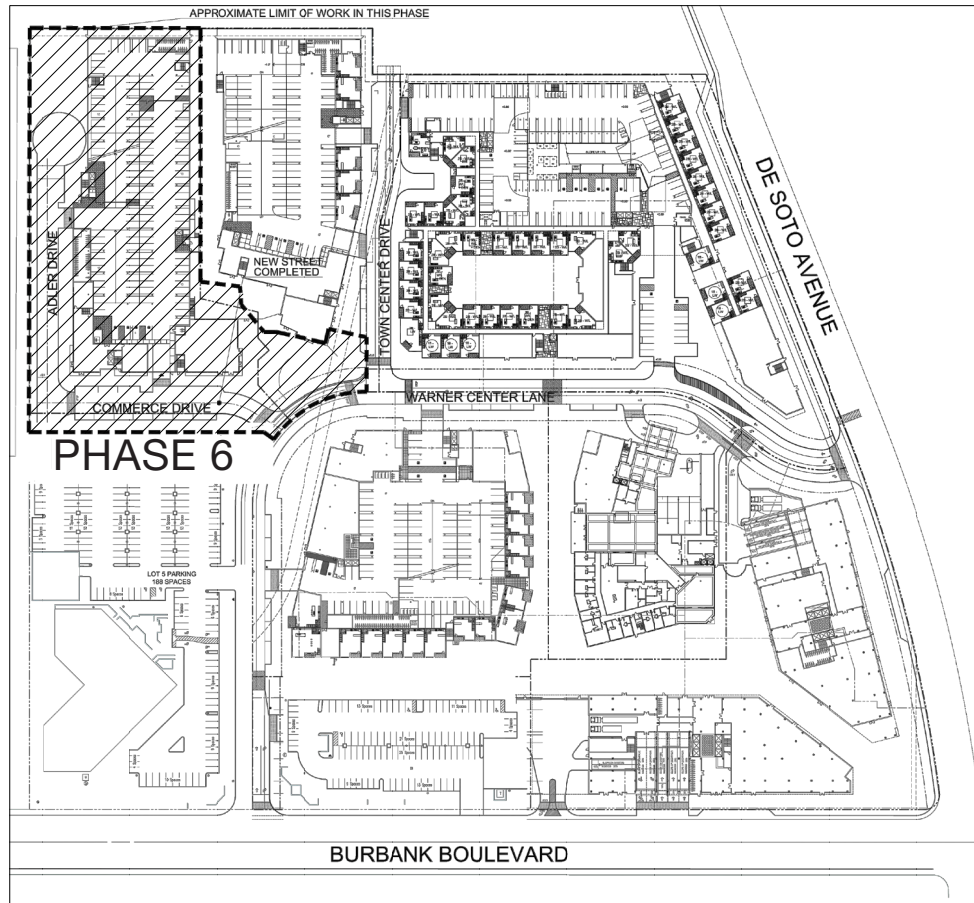
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SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

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Figure A-36
Project Construction – Phase 5



PHASE 6- CONSTRUCT BUILDING 3 (ESTIMATED COMPLETION 2031)

	Non-residential	Residential	Total
Building Area to be Demolished-	(57,794) SF		
Existing Original Floor Area to Remain-	61,395 SF	0 SF	61,395 SF
New Floor Area Added in Previous Phases to Remain-	733,657 SF	923,586 SF	1,657,243 SF
New Floor Area Added this Phase-	5,100 SF	251,927 SF	257,027 SF
Total Floor Area-	800,152 SF	1,175,509 SF	1,975,661 SF

Original Surface Parking to be Demolished-	(172) Spaces
Original Surface Parking to Remain-	299 Spaces
New Structured Parking from Previous Phases to Remain-	2,929 Spaces
New Surface Parking from Previous Phases to Remain-	31 Spaces
New Structured Parking this Phase-	403 Spaces
New Surface Parking this Phase-	3 Spaces
Total Parking-	3,665 Spaces

PHYSICAL IMPROVEMENTS

- Demolish one existing two-story office building located on the existing Lot 5 along with the necessary portions of existing parking lots and landscaping. Designate as New Lot 3.
- Construct the new private driveway, Commerce Drive, to its full width including new curb, gutter, paving, parallel parking and striping.
- A lot line adjustment along the south side of the property is needed to accommodate a future phase.
- Construct the portion of the new private driveway, Adler Drive, running north of Commerce Drive and all improvements to provide fire access for the Phase 6 site and vehicular access to the second driveway to the proposed building's parking structure.
- A seven-story mixed use building will be constructed that includes a 403 space parking garage, 234 unit apartment building and 5,100sf of restaurant/ retail space. Resident amenities will be provided inside the building and at the exterior courtyard with a pool located on top of the parking structure.
- The street frontages at the private street, Warner Center Lane, and the private driveways Town Center Drive and Adler Drive, between the curbs and the new building will be fully improved including parkway, sidewalks, street trees, and setbacks. The west side of Adler Drive up to the property line and south to the Phase 6 limit will be landscaped.
- The plaza that forms the 'Town Center' that was begun in Phase 2 will be added to and completed, forming additional publicly accessible open space that now includes a focal point. A children's public playground will be added to the publicly accessible open space.
- The private courtyard on the east side of the property, on grade, located between the new Building 3 and Building 2 will be completed. The temporary fence built during Phase 2 will be demolished and improvements will be made so that the courtyard and amenities can be shared between both properties.

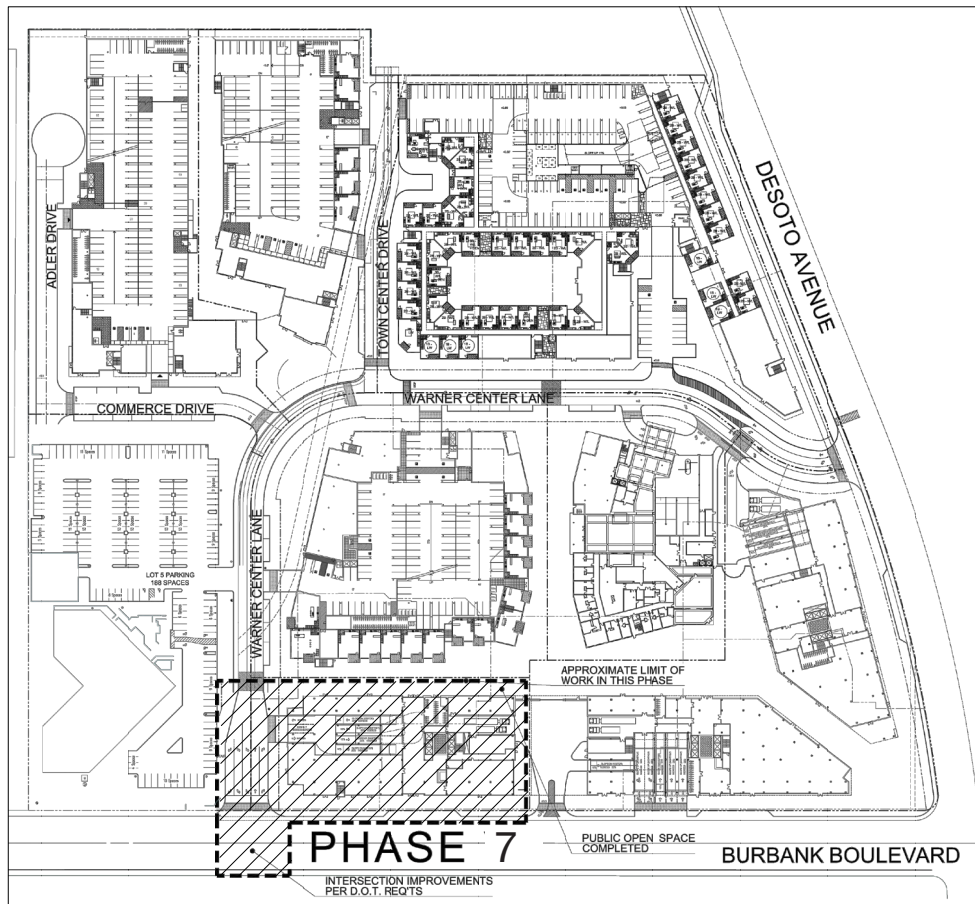
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SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

De Soto / Burbank Master Plan Project

Figure A-37
Project Construction – Phase 6



PHASE 7- CONSTRUCT BUILDING 7 (ESTIMATED COMPLETION 2033)

	Non-residential	Residential	Total
Building Area to be Demolished-	0 SF		
Existing Original Floor Area to Remain-	61,395 SF	0 SF	61,395 SF
New Floor Area Added in Previous Phases to Remain-	738,757 SF	1,175,509 SF	1,914,266 SF
New Floor Area Added this Phase-	262,222 SF	0 SF	262,222 SF
Total Floor Area-	1,062,374 SF	1,175,509 SF	2,237,883 SF

Original Surface Parking to be Demolished-	(110) Spaces
Original Surface Parking to Remain-	189 Spaces
New Structured Parking from Previous Phases to Remain-	3,332 Spaces
New Surface Parking from Previous Phases to Remain-	34 Spaces
New Structured Parking this Phase-	801 Spaces
New Surface Parking this Phase-	0 Spaces
Total Parking-	4,356 Spaces

PHYSICAL IMPROVEMENTS

- Clear the site including the remaining portion of the existing parking lot that served former Lot 12. Designate as New Lot 7.
- Construct a 15 story office building with three stories of below grade parking. The below grade parking will have openings to and be connected to the below grade parking of Buildings 8 and 9. The building will contain 801 parking spaces in two and one half below grade and 7 above grade levels. The building will include 250,352sf of office and 11,870sf of possible office/ retail space.
- Make improvements to the east and west sides of Warner Center Lane to accommodate a multi-lane intersection at Burbank Boulevard. Make improvements to Burbank Boulevard to improve the intersection, including a new traffic signal, per the requirements of the Department of Transportation.
- The street frontages at Warner Center Lane and Burbank Boulevard, between the curbs and the new building will be fully improved including parkway, sidewalks, street trees, and setbacks. Any temporary construction installed during Phase 5 along Warner Center Lane will be removed.
- The north side of the Phase 7 site will be improved completing the publically accessible open space pedestrian adapted pathway system for the large portion of the site bordered by Warner Center Lane, De Soto Avenue and Burbank Boulevard. Any temporary construction installed during Phase 5 will be removed.

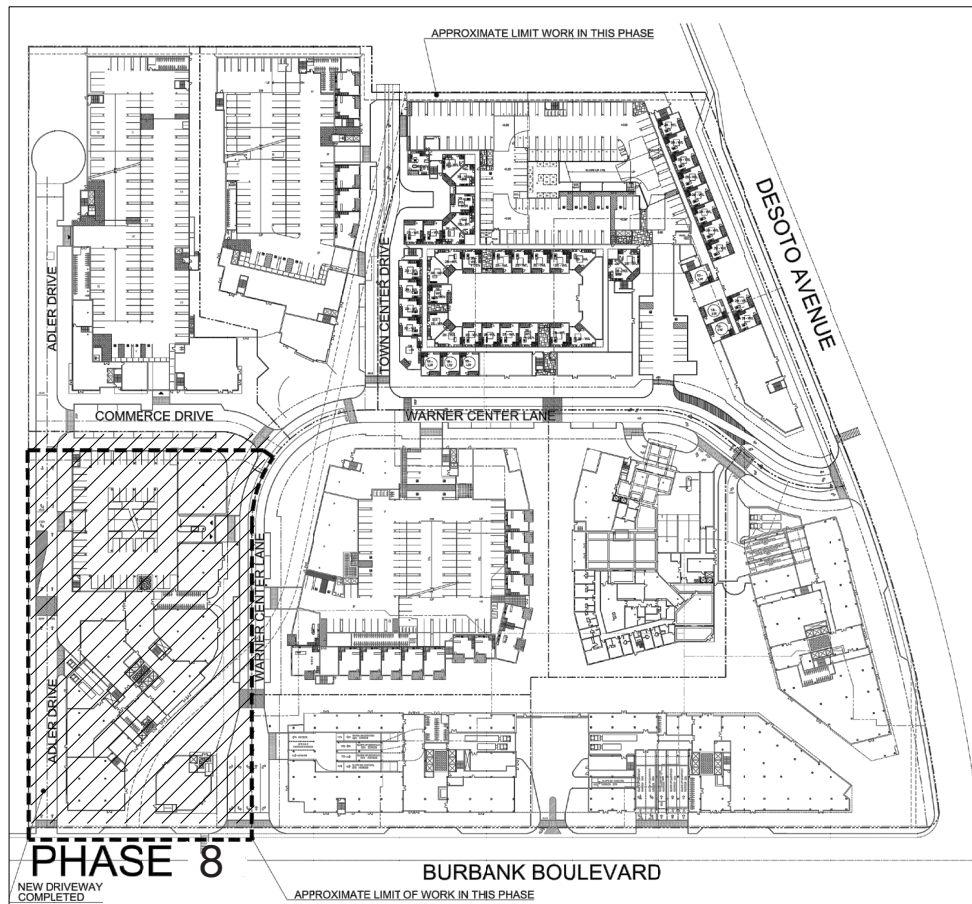
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SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

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Figure A-38
Project Construction – Phase 7



PHASE 8- CONSTRUCT BLDG 4 & 4A (ESTIMATED COMPLETION 2035)

	Non-residential	Residential	Total
Building Area to be Demolished-	(61,395) SF	0 SF	
Existing Original Floor Area to Remain-	0 SF	0 SF	
New Floor Area Added in Previous Phases to Remain-	1,000,979 SF	1,175,509 SF	
New Floor Area Added this Phase-	457,776 SF	0 SF	
Total Floor Area-	1,458,755 SF	1,175,509 SF	2,634,264 SF

Original Surface Parking to be Demolished-	(189) Spaces
Original Surface Parking to Remain-	0 Spaces
New Structured Parking from Previous Phases to Remain-	4,133 Spaces
New Surface Parking from Previous Phases to Remain-	34 Spaces
New Structured Parking this Phase-	1,373 Spaces
New Surface Parking this Phase-	11 Spaces
Total Parking-	5,551 Spaces

PHYSICAL IMPROVEMENTS

- Demolish an existing three-story office building located on the existing Lot 6 including the parking lots and landscaping, designate as New Lot 4. This will complete the demolition of all existing site elements that existed before Phase 1.
- Extend Adler Drive from the portion built during Phase VI on the north side, to the south connecting it with Burbank Boulevard.
- A 24-story mixed use, primarily office building (designated as Building 4) will be constructed. The building will include parking two levels below grade and six levels above grade for 1,373 vehicles, 429,128sf of office space, 4,897sf of restaurant/ retail space and 15,741sf of retail space.
- A free-standing approximately 8,010sf freestanding restaurant/ retail building with Community Space on the second floor (designated as Building 4A) will be constructed on the Phase 8 property at the corner of Burbank Boulevard and Warner Center Lane. Parking for this building will be located in Building 4.
- The street frontages at Warner Center Lane, Adler Drive, and Burbank Boulevard between the curbs and the new building will be fully improved including parkway, sidewalks, street trees, and setbacks. The west side of Adler Drive up to the property line will be landscaped.
- The Publicly Accessible Open Space Pedestrian Adapted Pathway that extends throughout the rest of the site on the east side of Warner Center Lane will be extended through the Phase 8 site between the 24 story mixed use building 4 and 4a. The extension of this path will complete the system of paths and nodes extending over all phases.

DPA001.EP



SOURCE: Van Tilburg, Banvard & Soderbergh, AIA, 2019

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Figure A-39
Project Construction – Phase 8