



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT



City Planning Commission

Date: September 11, 2014
Time: After 8:30 AM*
Place: Los Angeles City Hall
Board of Public Works Hearing Room
200 North Spring Street, Room 350
Los Angeles, CA 90012

Public Hearing: June 4, 2014
Appeal Status: Zone Change appealable by applicant to City Council if disapproved in whole or in part. Density Bonus and Site Plan Review are appealable to the City Council by any party
Expiration Date: September 11, 2014

Case No.: CPC-2013-3340-GPA-ZC-DB-SPR
CEQA No.: ENV-2013-3341-MND
Incidental Cases: VTT-72558-CN-1A
Related Cases: N/A
Council No.: 8
Plan Area: South Los Angeles
Specific Plan: N/A
Certified NC: Empowerment Congress North
GPLU: Medium Residential
Zone: [Q]R3-1
Applicant: Holly Benson –
Rolland Curtis Partners, LLC
Representative: Jim Ries –
Craig Lawson & Co., LLC

PROJECT LOCATION: 1060-1094 West Exposition Boulevard; 3779-3785 South Wisconsin Street; and 1061-1095 West 38th Street

PROPOSED PROJECT: Construction of a mixed-use development with 140 units and 8,000 square feet of commercial floor area. The proposed project will include 138 Low Income units, 2 market rate manager's units, and 130 parking spaces. The project includes the demolition of six two-story buildings with 48 apartment units. The project may be built in two phases.

- REQUESTED ACTION:**
1. Pursuant to Section 11.5.6 of the Los Angeles Municipal Code, a **General Plan Amendment** to the South Los Angeles Community Plan from Medium Residential to Community Commercial land use;
 2. Pursuant to LAMC Section 12.32-F, a **Vesting Zone Change** from [Q]R3 to C2 and the elimination of an existing [Q] limitation as established by Ordinance No. 173,809 to permit the construction of a mixed-use project containing 140 residential units and 8,000 square feet of commercial space;
 3. Pursuant to LAMC Section 12.22-A,25, the project proposes to set aside 138 of the 140 residential units (98% of the units) for Low Income households. Additionally the applicant is requesting one **On-Menu Affordable Housing Incentive** and four **Off-Menu Affordable Housing Incentives** as follows:
 - a. Pursuant to LAMC Section 12.22-A,25(f), an on-menu incentive to allow a 1.8:1 FAR resulting in a maximum of 180,825 square feet in lieu of the 1.5:1 FAR;
 - b. Pursuant to LAMC Section 12.22-A,25(g)(3), an off-menu incentive to allow 0.8 parking spaces for each restricted affordable unit in a development located less than 500 feet from a fixed rail line in lieu of one parking spaces per restricted affordable unit as allowed in LAMC Section 12.22-A,25(d)(2);

- c. Pursuant to LAMC Section 12.22-A,25(g)(3), an off-menu incentive to maintain two parking spaces per 1,000 square feet of commercial space as allowed in the Enterprise Zone in LAMC Section 12.21-A,4(x)(3);
 - d. Pursuant to LAMC Section 12.22-A,25(g)(3), an off-menu incentive to allow a maximum building height of 72 feet in lieu of the Commercial Corner Development standard of a 45-foot height limit as required in LAMC Section 12.22-A,23(a);
 - e. Pursuant to LAMC Section 12.22-A,25(g)(3), an off-menu incentive to allow zero feet of landscaping along the commercial building frontage of Exposition Boulevard in lieu of the Commercial Corner Development standard of a minimum five-foot width of landscaping along a street frontage which abuts a residential zone or use as required in LAMC Section 12.22-A,23(a);
4. Pursuant to LAMC Section 16.05, a **Site Plan Review** for a project creating more than 50 residential dwelling units; and
 5. Pursuant to Section 21082.1(c)(3) of the California Public resources Code, adopt the **Mitigated Negative Declaration** (MND) for the above referenced project.

RECOMMENDED ACTIONS:

1. **Approve** the **General Plan Amendment** to the South Los Angeles Community Plan from Medium Residential to Community Commercial land use.
2. **Approve** the **Vesting Zone Change** from [Q]R3 to (T)(Q)C2 and the elimination of an existing [Q] limitation as established by Ordinance No. 173,809 to permit the construction of a mixed-use project containing 140 residential units and 8,000 square feet of commercial space, with the attached conditions;
3. **Approve** the **On-Menu Affordable Housing Incentive** to permit a 1.8:1 FAR resulting in a maximum of 180,825 square feet, with the attached conditions;
4. **Approve** the **Off-Menu Affordable Housing Incentive** to permit 0.8 parking spaces for each restricted affordable unit, with the attached conditions;
5. **Approve** the **Off-Menu Affordable Housing Incentive** to permit a maximum building height of 72 feet, with the attached conditions;
6. **Approve** the **Off-Menu Affordable Housing Incentive** to permit zero feet of landscaping along the commercial building frontage of Exposition Boulevard, with the attached conditions;
7. **Deny without Prejudice** the **Off-Menu Affordable Housing Incentive** to maintain two parking spaces per 1,000 square feet of commercial space as allowed in the Enterprise Zone;
8. **Approve** the **Site Plan Review** for a mixed-use development with 140 units and 8,000 square feet of commercial floor area with the attached conditions;
9. **Adopt** the attached Findings;
10. **Adopt** the Mitigated Negative Declaration No. ENV-2013-3341-MND for the above-referenced project;

11. **Advise** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring; and
12. **Advise** the applicant that pursuant to State Fish and Game Code Section 711.4, a Fish and Game Fee is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) filing.

MICHAEL J. LOGRANDE
Director of Planning



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Christina Toy Lee, Hearing Officer

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1247.

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PROJECT ANALYSIS

Project Summary

The applicant, Rolland Curtis Gardens, LLC, is proposing to construct the Rolland Curtis Gardens, a mixed-use affordable housing development, consisting of 140 residential units and 8,000 square feet of commercial floor area. Of the 140 residential units, 138 units are set aside for Low Income units and two of the market unit units are set aside for the on-site managers. As part of the 8,000 square-foot commercial component, the project includes 6,500 square feet of a medical care service. The site fronts on Exposition Boulevard, a major corridor in the South Los Angeles Community Plan Area. It is located approximately 500 feet from the Expo Line light rail station at the intersection of Vermont Boulevard and Exposition Boulevard. The project includes the demolition of six two-story buildings consisting of 48 apartment units. The project will be built to achieve LEED Certification.

The requested entitlements include a General Plan Amendment to the South Los Angeles Community Plan from Medium Residential to Community Commercial land use, a Vesting Zone Change from [Q]R3 to C2 and the elimination of an existing [Q] limitation as established by Ordinance No. 173,809, and a Site Plan Review for a project creating more than 50 residential dwelling units. Additionally by reserving 98% of the units for Low Income households, the applicant is requesting one On-Menu Affordable Housing Incentive and four Off-Menu Affordable Housing Incentives as follows: an on-menu incentive to allow a 1.8:1 FAR resulting in a maximum of 180,825 square feet; an off-menu incentive to allow 0.8 parking spaces for each restricted affordable unit in a development located less than 500 feet from a fixed rail line in lieu of one parking spaces per restricted affordable unit, an off-menu incentive to maintain two parking spaces per 1,000 square feet of commercial space as allowed in the Enterprise Zone, an off-menu incentive to allow a maximum building height of 72 feet in lieu of the Commercial Corner Development standard of a 45-foot height limit, and an off-menu incentive to allow zero feet of landscape along the commercial building frontage of Exposition Boulevard in lieu of the Commercial Corner Development standard of a minimum five-foot width of landscape along a street frontage which abuts a residential zone. Although the project is reserving 98% of the units for Low Income Households, the project is not requesting a Density Bonus request.

Background

The project site is a 2.3 net acre site, bounded by Exposition Boulevard to the north, Wisconsin Street to the east, and W. 38th Street to the south. The site is zoned [Q]R3-1 with a Medium Residential land use designation in the South Los Angeles Community Plan Area. The site is improved with six two-story buildings consisting of 48 apartment units, which will be demolished in conjunction with the proposal.

In January 2011, the previous owner of Rolland Curtis Gardens attempted to displace the tenants of the affordable units and convert the building to rent to the students of the University of Southern California (USC). The tenants of Rolland Curtis Gardens and T.R.U.S.T South LA organized efforts to keep the property to remain affordable to current and future families. In 2012, T.R.U.S.T South LA's development partner, Abode Communities, purchased the property. In December 2012, T.R.U.S.T South LA, in collaboration with Abode Communities, initiated a participatory planning process for the redevelopment of the project site. Through the process, residents and stakeholders, agreed on a site plan reflecting the neighborhood's vision of an affordable housing project with community-serving uses near transit.

The project includes 140 residential units (138 units are set aside for Low Income units) and 8,000 square feet of commercial floor area. The unit breakdown is proposed to include 13 one-bedroom units, 85 two-bedroom units, and 42 three-bedrooms units. The two manager's units are two-bedroom units.

The project will provide 23,587 square feet of common open space, which exceeds the required 4,312 square feet. The open space includes 15,613 square feet of podium deck and 7,974 square feet is provided on the roof decks. A central open space on the podium level will be available to residents for community activities. The area will have benches, tables and chairs, walking paths, community kitchen, tot-lot, and a community garden. The roof decks will serve as secondary outdoor community rooms, with space for gardening, and providing views of downtown and the surrounding environment. In addition, areas not counted in the open space calculation include a pedestrian breezeway that will connect the Exposition Boulevard commercial strip to a multi-purpose parking area which will extend the commercial uses to the outdoor public space with benches, enhanced paving, landscaping, and pedestrian level lighting. The ground level multi-purpose outdoor area will have direct access by the residents during non-business hours.

The maximum height of the building will reach 72 feet within its 5-stories which consists of residential levels over a podium. The maximum height of 72 feet is created by two stairwells connecting to the roof. The majority of the project will be 62 feet or less. The entire portion of the residential building fronting 38th Street, and its residential uses, is stepped down to 44 feet and 3 stories as is a portion of the structure fronting on Exposition Boulevard to respond to the lower residential scale. At a distance of 39 feet 3 inches from the property line along 38th Street, the residential building achieves a height of 62 feet and 4 stories over podium. The residential portion of the building fronting on Wisconsin Street, and its commercial zoning, will have a maximum height of 62 feet, with a portion of the building recessed to achieve articulation. The commercial portion of the project, fronting on Exposition Boulevard, reaches a height of 20 feet in a one-story structure.

The project will provide a minimum 8-foot residential setback along Exposition Boulevard, an 8-foot setback along 38th Street, a 15-foot setback along Wisconsin Street, and a 17-foot setback between the adjacent property to the west. The commercial portion on Exposition will have a 0-foot setback, though portions of the building will be recessed, particularly at the corner of Wisconsin Street and Exposition Boulevard, to achieve articulation and an outdoor area for seating. A breezeway bisects the commercial building to create a sense of openness and articulation. Multiple rooflines are established to activate and add visual interest to the overall design. Primary façade materials include stucco, concrete finishes, and corrugated metal panels. Building elements include the use of balconies, windows, storefront, openings in the walls, and awnings.

The project proposes to provide 130 parking spaces. The applicant is proposing 110 parking spaces for the affordable units, 4 parking spaces for the 2 managers units, 2 car sharing parking spaces, and 16 parking spaces for the commercial use. The applicant is proposing 166 bicycle parking spaces. Vehicular egress and ingress to the commercial parking component will be accessed through a driveway located at the easterly portion of the site along Wisconsin Street. The residential parking will be accessed through a driveway located at the south portion of the site along 38th Street.

General Plan:

The subject property is within the South Los Angeles Community Plan, which designates the site for Medium Residential land use with the corresponding zone of R3. The property contains approximately 2.3 net acre and is presently zoned [Q]R3-1. The applicant is seeking a General Plan Amendment through this case to change the land use designation from Medium Residential to Community Commercial with the corresponding zones of CR, C2, C4, RAS3 and RAS4. Footnote 1 in the Community Plan designates Height District No. 1 for the project site. The "Q" condition limits residential developments to a maximum density of 1,200 square feet per dwelling unit in the R3 Zone and that the multi-family residential developments must conform with the multi-family residential development design guidelines. The "Q" was established in 2001, prior to the newly constructed Expo Line.

The proposed General Plan Amendment from Medium Density Residential to Community Commercial creates a consistency with the adjacent commercial zoning located similarly along an emerging mixed-use boulevard and major thoroughfare. The adjacent commercial properties have a land use designation of Community Commercial. The corresponding C2 Zone permitted by the Community Commercial land use designation would allow greater residential density that is necessary for a mixed-use project located adjacent to an existing commercial area and in close proximity to several public transit options. The land use designation of the subject property as Community Commercial with a zone change will conform to the emerging pattern.

The Department of City Planning is currently in the process of updating the South Los Angeles Community Plan. The Department has had public workshops and the next step should be the public hearings. In December 2012, the Department released the Preliminary Draft of the South LA Community Plan Policy Document for public review; and in September 2013, the draft South LA CPIO (Community Plan Implementation Overlay). The Draft South LA Community Plan includes policies as well as the creation of Transit-Oriented Development (TOD) areas. TODs are focused on concentrating development in key locations around transit station stops, thereby reducing vehicle trips. Incentives are provided to encourage mixed-use projects that provide increased housing opportunities and greater diversity of goods and services for the community. TOD is a priority theme in South Los Angeles. The objective of TODs is to create walkable and pedestrian-friendly communities, encourage high-quality projects, and provide a variety of land uses within a ten-minute or half-mile walk from a transit station. With services in close proximity, local residents can travel shorter distances, thereby reducing the cost of transportation and freeing up income that can be used for other necessities such as food, clothing and shelter. TODs reduce dependence on automobiles and encourage walking and cycling with easy access to employment centers. In addition, TODs discourage sprawl while minimizing air pollution and the consumption of fossil fuels.

The City's current planning efforts in the proposed new South Los Angeles Community Plan recognize that the project site should be designated as a Transit-Oriented District, and that increased densities are appropriate for developments approximate to transit stops. Given the proximity to the Metro Expo Line rail station at Exposition Boulevard and Vermont Avenue, the Draft South LA CPIO designates that subject property as a Transit-Oriented District, within Subarea G. Subarea G is defined as a "TOD High designation" which is given to properties that "are located at Metro Light rail stations, and other significant incentives for mixed-use project that include affordable housing."

The draft CPIO further states that projects within the CPIO are exempt from the Mini-Shopping Center Commercial Corner Development Standards, but are subject to the conditions of operations. As part of the Affordable Housing Off-Menu Incentive requests, the applicant is

requesting exemptions from the Commercial Corner Development limitations to allow a maximum building height of 72 feet in lieu the 45-foot height limit and to allow zero feet of landscaping along the commercial building frontage of Exposition Boulevard in lieu of a minimum five-foot width of landscaping along a street frontage which abuts a residential zone or use.

Surrounding Properties:

The site is located one block west of the University of Southern California and two blocks west of the Natural History Museum. The surrounding neighborhood has a high concentration of multi-family residential uses. Surrounding properties consist of the Metro Rail Expo Line to the north across Exposition Boulevard to the north in the PF-1 Zone and single and multi-family uses further north in the [Q]R4-1 zone, single and multi-family uses to the south across 38th Street in the [Q]R3-1 Zone, multi-family uses to the west in the [Q]R3-1 Zone, and a surface parking lot and multi-family residential uses to the east across Wisconsin Street in the C2-1 and [Q]R4-1 Zones.

Streets and Circulation:

Exposition Boulevard is a Secondary Highway with a 46-foot width and a 48-foot width north of the Metro Rail Expo Line.

Wisconsin Street is a Local Street with a variable width of 55 feet to 60 feet.

38th Street is a Local Street with a 50-foot width.

Site Related Cases and Permits:

Case No. Vesting Tentative Tract Map VTT-72558-CN: This is a concurrent request, as a part of the Rolland Curtis Gardens, to permit the merger and re-subdivision of four lots into one master ground lot (Lot 1) and three airspace lots (Airspace Lots 2-4). Lot 1 includes the master ground lot, Airspace Lot 2 includes the commercial component and 16 commercial parking spaces, and Airspace Lot 3 includes 70 residential units and 57 residential parking spaces, and Airspace Lot 4 includes 70 residential units and 57 residential parking spaces. The Deputy Advisory Approved the request on July 16, 2014. The case has subsequently been appealed and will be heard concurrently with the subject request.

Council File No. CF 13-0175-S1: On September 5, 2013, the City Council approved the dedications, sidewalk easements, street and sidewalk widening, sidewalk improvements, and other modifications to the proposed mixed-use project. On May 20, 2014, the City Council amended the motion to waive the 38th Street and Exposition Boulevard sidewalk widening, and to waive the street widening on Wisconsin Street.

Ordinance No. 180,219: Effective November 16, 2008, this ordinance enabled the establishment of Neighborhood Stabilization Overlay (NSO) districts, requiring a Conditional Use Permit for projects that create one dwelling units with five or more habitable rooms. The NSO sets guidelines for areas that are proximate to colleges and universities.

Ordinance No. 180,218: Effective November 16, 2008, this ordinance established the North University Park-Exposition Park-West Adams Neighborhood Stabilization Overlay District.

Ordinance No. 173,809: Effective April 16, 2001, the 'Q' condition changed the zone from RD1.5-1 to [Q]R3-1 and limited the maximum density of 1,200 square feet per dwelling unit in the R3 Zone, and that the multi-family residential developments must obtain plan approval to ensure conformity with the multi-family residential development design guidelines.

Urban Design Studio:

The applicant's representative and architects met with the Urban Design Studio on August 26, 2013. At the meeting, the applicant team presented the existing conditions, history and ownership of site; and described the participatory outreach process that resulted in the community vision for the site. The project was discussed relative to the context within the surrounding community; proposed landscaping around the site, at podium level and roof terraces; residential entrances; vehicular entrances; and the commercial area. The Urban Design Studio was pleased with the project and found the project design to be in line with the intent of the Citywide Residential Design Guidelines.

Professional Volunteer Program (PVP):

Planning Department staff met with the Professional Volunteer Program (PVP) on June 3, 2014. Present at the meeting were: staff and interns of the Urban Design Studio, Department of City Planning staff, and architects. At the meeting, the project was introduced by the Urban Design Studio and was followed by a PowerPoint presentation discussing the project site, surrounding area, and proposed project design. The PVP discussed the following issues:

- Accessibility of the "front door" to transit.
- How does the design integrate with the surrounding community.
- The deck/balconies should be designed of high quality.
- The retail component can be viable but activating the corner and setting the commercial back for outdoor use.
- Possibility of more research with a non-profit that specializes in commercial uses to find a good commercial tenant.
- Add more doors on 38th Street to break-up the parking massing instead of the use of a green screen wall.

After the meeting, staff relayed the questions and comments from the PVP meeting to the applicant. The applicant and architects met with staff and has responded to the concerns:

- A diagram was submitted to staff illustrating the pedestrian path and the surrounding transit lines. The residents will exit at the main lobby located at the corner of 38th Street and Wisconsin Street and will walk north on Wisconsin Street to Exposition Boulevard. A secondary lobby is located on Exposition Boulevard and the residents will walk east on Exposition Boulevard. The Metro Expo Station, DASH, Metro bus lines 102, 204, 550, and 754 are within 1/8 mile of the subject site.
- The project has been designed to reflect the diverse architectural styles of the neighborhood. Many of the single-family homes were built at the beginning of the 20th Century. The larger multi-family projects, commercial, and institutional uses represent a variety of architectural styles that range from the traditional USC campus and Natural History museum, to the contemporary and modern styles of the California Science Center, USC Village, Natural History Museum – North Campus, and the University Gateway apartments. The site is located a block west of Exposition and Vermont where a

contemporary building fits in with the urban character. Variation in materials and planes are used to articulate all facades facing residential uses. The building steps down one-story along 38th Street in response to the lower residential scale and multiple rooflines are established to activate and add visual interest to the overall design. Building elements such as balconies, fenestration, awnings, and featured materials establish its rhythms and provide further articulation. Primary façade materials include stucco, concrete finishes, and corrugated metal panels and relate to the contemporary urban residential character of more recent multi-family buildings in the neighborhood.

- At this stage, the balconies full design will depend on budgetary constraints. The current balcony design is a contemporary style that will function as private open space, without increasing the mass of the building. The different types of balconies that can be proposed were submitted in the revised plans.
- An approximate 25 feet by 40 feet outdoor public space is located at the corner of Exposition Boulevard and Wisconsin Street, directly at the entrance of the corner retail use. The corner open public space will allow for benches and tables to serve the retail use. The existing 6-foot sidewalk along Exposition Boulevard will be widened to 10 feet to provide a comfortable pedestrian flow. The parkway will be planted with trees, drought-tolerant ground cover and low-growing vegetation.
- The St. John's Well Child and Family Center will occupy 6,500 square feet of the commercial space. The applicant has already commissioned a commercial market study to understand the feasibility of potential uses for the remaining 1,500 square feet of the commercial space while using the suggestions made by participants through the community planning/visioning process. After the entitlement phase, the applicant will select a commercial broker to assist in finding potential suitors for the space.
- The first floor walls located at the westerly portions of Exposition Boulevard and 38th Street are necessary for the parking, bike parking, electrical room, and a transformer that will be serviced by DWP. The project will incorporate the use green screen walls, shrubs, and trees to minimize the massing and provide articulation and visual interest.

Public Hearing:

A joint public hearing on this matter with the Subdivision Committee and Hearing Officer was held at City Hall on Wednesday, June 4, 2014 (see Public Hearing and Communications, Page P-1).

Issues

Off-Menu Affordable Housing Incentive – State Enterprise Zone. An Off-Menu Affordable Housing Incentive request included in the Master Land Use Application was based in the event the existing Enterprise Zone parking standard would be eliminated. The applicant is requesting to maintain two parking spaces per 1,000 square feet of commercial space as allowed in the Enterprise Zone per LAMC Section 12.21-A,4(x)(3). The State Enterprise Zones were established to encourage and stimulate growth, development and investment in designated economically challenged areas in California. Recent state legislation has eliminated the Enterprise Zone programs. The Department of City Planning has determined to continue to apply zoning incentives to those areas that had been previously designated as Enterprise Zones. The Department implements several zoning incentives that furthered State Enterprise Zone goals. One of the incentives includes the reduced parking requirements in LAMC Section

12.21-A,4(x)(3). Regardless of the status of Enterprise Zones, City zoning regulations pertaining to those areas that were approved by City Council resolution are still valid. This is further supported by a City Council motion to "continue and increase city-level incentives" in Enterprise Zones (Council File 13-0934). Therefore, staff is recommending Denial Without Prejudice of the requested Off-Menu Affordable Housing Incentive to maintain two parking spaces per 1,000 square feet of commercial space as allowed in the Enterprise Zone per the LAMC.

Parking.

During the public meeting, many voiced concerns regarding the lack of available street parking and that the project is not providing enough parking spaces. As previously discussed, the site is located in a State Enterprise Zone and per LAMC Section 12.21-A,4(x)(3), two parking spaces per 1,000 square feet of commercial space is required. The project is proposing 8,000 square feet of commercial floor area, thus requiring 16 on-site parking spaces. The project will provide 16 on-site parking spaces, meeting the required parking spaces for the commercial use.

Per LAMC Section 12.22-A.25, projects that set aside a minimum of 30% of its units for Low Income households, qualify for three additional incentives from a specified menu of concessions, or can make a request for an incentive not specifically listed in the menu. In this instance, the applicant is setting aside 98% of its units for Low Income households and is requesting an Off-Menu Affordable Housing Incentives to allow 0.8 parking spaces for each restricted affordable unit in a development located less than 500 feet from a fixed rail line in lieu of one parking spaces per restricted affordable unit.

City policies encourage the development of mixed-use projects in the vicinity of fixed rail stations, bus stations or similar transit facilities in order to reduce vehicle miles traveled. Transit Oriented Districts are focused on concentrating development in key locations around transit station stops, thereby reducing vehicle trips. The applicant submitted a Parking Demand Study, prepared by Walker Parking Consultants, dated September 24, 2013. The Parking Demand Study observed car ownership rates and affordable housing, close proximity to transit, car sharing, trends toward lower car ownership rates, survey of affordable housing and parking demand in the Los Angeles area, and parking demand at comparable TOD affordable housing sites. The Parking Demand Study concluded that based on the data and trends observed, a 0.8 is a reasonable peak parking demand calculation for residential units for the proposed project.

For transit dependent tenants and visitors, the project site is located less than 500 feet from the Expo Line rail station located at Exposition Boulevard and Vermont Avenue. The Expo Line currently connects to Culver City to the west and connects to Metro's Red, Purple, and Blue rail lines at the 7th Street/Metro Center, which also permits connections to the Red and Purple lines that include stops at the Civic Center and Union Station. The project is also in close proximity to the Metro Rapid express bus system. Metro Rapid Bus 754, located at Exposition Boulevard and Vermont Avenue, runs north-south along Vermont Avenue. The line connects to the Metro Red Line station at Vermont Avenue and Sunset Boulevard to the north and to the Metro Green Line station at Vermont Avenue and the 105 Freeway to the south. Metro Rapid Bus 754 also connects to the Vermont/Santa Monica Red Line station and the Vermont/Wilshire Red and Purple Line Station. Metro Bus Line 204, runs the same north-south route along Vermont Avenue, also connecting to the Metro Rail Line Stations. Metro Express Bus 550 runs from Vermont Avenue and Exposition Boulevard via the Harbor Transitway to downtown San Pedro. Metro Bus Line 102 run east-west along Exposition Boulevard from the LAX City Bus Center to the west to South Gate to the east. Dash Line F, with a stop located at Vermont Avenue and Exposition Boulevard, runs to USC, Exposition Park, and the Financial District.

In addition, the applicant is providing 14 short term and 140 long term bicycle spaces for the 140 residential units, for a total of 154 bicycle parking spaces for the residential use. The project will provide 6 short term and 6 long term bicycle spaces for the 8,000 square feet of commercial space, for a total of 12 bicycle parking spaces for the commercial uses.

Density.

The site is zoned [Q]R3-1 and the "Q" limits the maximum density to 1,200 square feet per dwelling unit in lieu of the R3 Zone that would otherwise permit a maximum density of 800 square feet per unit. The current [Q]R3-1 Zone allows the development of 84 dwelling units, under the R3 Zone allows the development of 125 units, and the rezone of the project site to the C2 Zone would allow for the development of 140 residential units, consistent with the density permitted by the R4 Zone. R4 Zoned properties are located to the north across Exposition Boulevard and to the east across Wisconsin Street. The proposed residential density will be consistent with the area's developing existing pattern.

The subject property is located within less than 500 feet from the Metro Expo Line located at Exposition Boulevard and Vermont Avenue. The Department is currently identifying Transit-Oriented Districts to create higher density and improve access to community services and regional destinations.

Traffic.

During the June 4, 2014 public hearing and subsequent letters received after the hearing, neighbors expressed concerns with traffic impacts. The proposed project was required by the Los Angeles Department of Transportation (DOT) to complete a traffic analysis to examine potential traffic impacts created by the proposed mixed-use project. The Department of Transportation has reviewed the traffic analysis and subsequent revisions, prepared by Overland Traffic Consultants, Inc., dated July 2013. In a memo dated October 4, 2013, DOT concurs that the project will generate an additional 769 daily trips with 59 trips in the a.m. peak hour and 73 trips in the p.m. peak hour, however DOT determined that based on DOT's traffic impact criteria, the proposed project will not result in significant traffic impacts at any of the eight intersections studied.

Design.

Staff discussed with the applicant why the commercial component was designed to be one-story instead of a typical mixed-used development with a strong street wall that defines the street edge. The applicant stated that in December 2012, T.R.U.S.T South LA, in collaboration with Abode Communities, initiated a long participatory planning process for the redevelopment of the project site. Through the process, residents and stakeholders, collaborated on a site plan reflecting the neighborhood's vision of an affordable housing project with community-serving uses near transit. Due to the idea of creating a great neighborhood space, security concerns were raised between the residential use and the commercial uses. The community and the design team created a different typology that is not a typical mixed-use building, with a one-story commercial street frontage separated with commercial parking and residential uses towards the rear.

Although the commercial uses are one-story, it creates a pedestrian scale feel and prevents a monolithic "box-like" building design. The change of massing of the commercial use and residential use adds articulation and diminishes the perceived height of the residential use. Further, the retail area will incorporate pedestrian amenities with an outdoor public space having

tables and seating located at the corner of Exposition Boulevard and Wisconsin Street directly at the entrance of the corner retail use. Street facing windows and ground floor street entrances are also proposed.

Variation in materials are used to articulate all facades facing residential uses. The building steps down one-story along 38th Street in response to the lower residential scale and multiple rooflines are established to activate and add visual interest to the overall design. Building elements such as balconies, fenestration, awnings, and featured materials establish its rhythms and provide further articulation. Primary façade materials include stucco, concrete finishes, and corrugated metal panels that relate to the contemporary urban residential character of more recent multi-family buildings in the neighborhood.

Affordable Housing.

Correspondence was received on behalf of 190 surrounding residents, stating that the affordable housing will promote segregation and increase the concentration of poverty in the neighborhood. Staff notes that the Housing Element states the City is facing an “unprecedented housing crisis” and indicates that over 14,000 residential units need to be built on an annual basis to address its Regional Housing Needs Assessment (RHNA) numbers. The Housing Element estimates that the South Los Angeles area has the capacity to accommodate approximately 14,500 of these required units. The Housing Element includes goals, objectives and policies that promotes the expansion of affordable rental housing; opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevard; rehabilitating and/or replace substandard housing with housing that is decent, safe, healthy and affordable and of appropriate size to meet the City’s current and future household needs; and target housing resources, policies and incentives to include affordable housing in residential development, particularly in mixed use development, Transit Oriented Districts and designated Centers. Further, the South Los Angeles Community Plan, draft South Los Angeles Community Plan, and the draft South LA CPIO (Community Plan Implementation Overlay) encourages the need of affordable housing.

Tenant Relocation.

A mitigation measure was included that reads “prior to the issuance of a demolition permit, and pursuant to the provisions of Section 47.07 of the Los Angeles Municipal Code, a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.”

According to the applicant, the relocation program will be implemented by Abode Communities and will conform with the standards and provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA), as amended, Section 104(d) of the Housing and Community Development Act of 1974, (the Act) as amended [42 United States Code, Section 5304(d)] and the implementing regulations of Handbook 1378 of the Department of Housing and Urban Development (HUD), as appropriate.

Abode Communities has retained Overland, Pacific & Cutler, Inc. (OPC), a multi-lingual consulting firm, to administer the Relocation Program for the permanent displacees. OPC has worked on more than 3,000 public acquisition and relocation projects over the past 33 years. Experienced Owner staff will monitor the performance of OPC and be responsible to approve or disapprove OPC recommendations concerning eligibility and benefit determinations and interpretations of Abode’s policy.

OPC staff will be available to assist any relocated person and/or household with questions about the relocation process, relocation counseling and/or assistance in relocating from 8:00 a.m. to 5:00 p.m. Monday through Friday, and will be available via voicemail and/or cellular phones after hours.

Eligible individuals, who need to permanently move from their existing home, will receive relocation assistance. The relocation program consists of two principal constituents: advisory assistance and financial assistance (relocation benefits). Specific eligibility requirements and benefit plans will be detailed on an individual basis with all displacees. In the course of a personal interview and follow-up visits, each displacee will be counseled as to available options and the consequences of any choice with respect to financial assistance.

In addition to the relocation benefits described, current tenants will be offered the first right-of-refusal to apply for, and return to, a unit in the proposed project. Current tenants will be placed at the top of the list of applicants for a unit in the proposed project, although they will still have to comply with all application requirements and qualify to rent a unit.

Conclusion

The project will result in the development of over two acres of land. The proposed Rolland Curtis Gardens project will serve the community by providing a new mixed-use affordable housing development, consisting of 138 apartment units restricted for Low Income households, 2 market rate units, and 8,000 square feet of commercial floor area. The project's site is at a prominent location near the Metro Expo Line station. The development will provide future residents with access to the numerous Metro Bus lines and the Dash. The proposed development is in a key location located near a major transit station stop, thereby reducing vehicle trips and promoting walking and bicycling. The project will provide a medical service to the future residents as well as to the surrounding community through a major transit corridor.

Impacts created by construction and operations will be minimized by conditions of approval that restrict the requested use; address aesthetic impacts; restrict noise; limit air pollution caused by dust; and require that the project adhere to building code requirements that address public safety for potential inhabitants and the surrounding population.

Although the above response is not an exhaustive explanation of all concerns, the evidence in the record and all the recommended Conditions of Approval, supports a conclusion that the mixed-use affordable housing development can operate in harmony with surrounding land uses. In addition, the project received support from the existing tenants, support from the public, support from the Council District 8, and support from the Empowerment Congress North Area Neighborhood Development Council. Therefore, in consideration of all the facts, staff recommends approval of the requested General Plan Amendment, Zone Change, On and Off-Menu Affordable Housing Incentives, and Site Plan Review, as conditioned.

**CONDITIONS FOR EFFECTUATING
(T) TENTATIVE CLASSIFICATION REMOVAL**

Pursuant to Section 12.32-G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the permanent "T" Tentative Classification, and shall be cleared prior to the issuance of building permits by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

Dedications and Improvements. Prior to the issuance of any building permits, public improvements and dedications for streets and other rights-of-way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional, and Federal government agencies as may be necessary).

Responsibilities/Guarantees.

1. Bureau of Engineering. Prior to the issuance of sign-offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to the project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.
 - a. Street Dedication.
 - (1) That a 4-foot and variable width public sidewalk easement be provided along Exposition Boulevard adjoining the tract for public sidewalk purposes in accordance with Council action under CF No.13-0175-S1.
 - (2) That a 2-foot wide strip of land be dedicated along 38th Street to complete a 27-foot wide half right-of-way including a 15-foot by 15-foot property line cut corner at the intersection with Wisconsin Street and as shown on the Vesting Tentative Tract map. This dedication is in accordance with Council action under CF No.13-0175-S1.
 - (3) That the subdivider make a request to the Central District Office of the Bureau of Engineering to determine the capacity of existing sewers in this area.
 - (4) That the owners of the property record an agreement satisfactory to the City Engineer stating that they will grant the necessary private easements for ingress and egress purposes to serve proposed airspace lots to use upon the sale of the respective lots and they will maintain the private easements free and clear of obstructions and in safe conditions for use at all times.
 - (5) That any fee deficit under Work Order No. EXT00519 expediting this project be paid.

- b. Street Improvement.
- (1) Improve Exposition Park Boulevard adjoining the subdivision by the construction of a 10-foot full-width concrete sidewalk with tree wells including any necessary removal and reconstruction of existing improvements. This requirement is in accordance with Council action under CF 13-0175-S1.
 - (2) Improve 38th Street by the construction of 9-foot wide concrete sidewalk with tree wells including any necessary removal and reconstruction of existing improvements. This requirement is in accordance with Council action under CF 13-0175-S1.
2. Department of Water and Power. Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP'S Water System Rules and requirements in a letter dated December 19, 2013 attached to the file. Upon compliance with these conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to the Bureau of Engineering.
3. Department of Building and Safety, Grading Division. Suitable arrangements shall be made to assure compliance, satisfactory to the Department of Building and Safety, Grading Division, with all the requirements and conditions contained in Inter-Departmental Letter dated December 17, 2013, Log No. 82213.
4. Department of Transportation.
- a. A minimum of 20-foot reservoir space be provided between any security gate(s) and the property line.
 - b. A parking area and driveway plan shall be submitted to the Citywide Planning Coordination Section of Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street Suite 400, Station 3.
5. Fire Department.
- a. Access for Fire Department apparatus and personnel to and into all structures shall be required.
 - b. L.A.M.C. 57.09.03.B Exception:
 - When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.

- It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.
 - This policy does not apply to single-family dwellings or to non-residential buildings.
- c. Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend unto the roof.
 - d. Entrance to the main lobby shall be located off the address side of the building.
 - e. Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.
 - f. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.
 - g. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
 - h. The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
 - i. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
 - j. Submit plot plans indicating access road and turning area for Fire Department approval.
 - k. Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.
 - l. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
 - m. No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel.
 - n. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
 - o. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

- p. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.
 - q. Site plans shall include all overhead utility lines adjacent to the site.
 - r. Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.
6. Bureau of Street Lighting.
- a. If new street light(s) are required, then prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.
 - b. No street lighting improvements if no street widening per BOE improvement conditions. Otherwise relocate and upgrade street lights; three (3) on Exposition Boulevard, two (2) on Wisconsin Street, and three (3) on 38th Street.
7. Bureau of Sanitation. Satisfactory arrangements shall be made with the Bureau of Sanitation, Wastewater Collection Systems Division for compliance with its sewer system review and requirements. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering.
8. Information Technology Agency. That satisfactory arrangements be made in accordance with the requirements of the Information Technology Agency to assure that cable television facilities will be installed in the same manner as other required improvements. Refer to the LAMC Section 17.05-N. Written evidence of such arrangements must be submitted to the Information Technology Agency, 200 North Main Street, 12th Floor, Los Angeles, CA 90012, (213) 978-0856.
9. Bureau of Street Services, Urban Forestry Division. Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by Urban Forestry Division of the Bureau of Street Services. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the applicant or contractor shall notify the Urban Forestry Division (213) 847-3077 upon completion of construction to expedite tree planting.
10. Covenant. Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded by the property owner in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent owners, heirs, or assigns. Further, the agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date must be given to the City Planning Department for attachment to the subject file.

Notice: Certificates of Occupancies for the subject properties will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.), as required herein, are completed to the satisfaction of the City Engineer.

(Q) Qualified Conditions of Approval

Pursuant to Section 12.32 G of the Municipal code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification.

1. **Use.** The use of the subject property shall be limited to the uses as permitted in the C2-1 Zone as defined in LAMC Section 12.14, except as modified by the conditions herein or subsequent action.
2. **Density.** A maximum of 138 residential units restricted for Low Income households and 2 non-restricted managers units.
3. **Housing Requirements.** Prior to the issuance of a building permit for any dwelling unit on the subject property, the applicant shall execute and record a rental covenant agreement running with the land, to the satisfaction of the Los Angeles Housing Department ("LAHD"). The covenant shall bind the applicant and/or any subsequent property owner to reserve 138 of the proposed 140 units for occupancy by Low Income households. These units will be restricted as affordable rental dwelling units, pursuant to California Government Code Section 65915 and Los Angeles Municipal Code Section 12.22 A.25. Applicant must provide an affordable unit dispersal proposal to be approved by LAHD to ensure that affordable units are not segregated or otherwise distinguishable from market rate units.
4. **Recordation of Final Tract Map.** Prior to the issuance of grading or building permits, the applicant shall complete recordation of the Vesting Tentative Tract Map No. VTT-72558-CN-1A.
5. **Floor Area.** The total floor area contained in all the main buildings on the subject property shall not exceed 1.8:1.
6. **Height.** The height of the building on the subject property shall not exceed 72 feet.
7. **Parking.**
 - a. **Restricted Affordable Units.** Provide a minimum of 0.8 on-site parking space per Restricted Affordable Unit.
 - b. **Non-Restricted Managers Units and Commercial Uses.** On-site parking shall be provided in compliance with LAMC Section 12.21-A,4.

Administrative Conditions

8. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc, as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.
9. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.

10. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.
11. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
12. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
13. **Building Plans.** Page 1 of the grant and all the conditions of approval shall be printed on the building plans submitted to the City Planning Department and the Department of Building and Safety.
14. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
15. **Indemnification.** The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees relating to or to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim, action or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.
16. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

Conditions of Approval

1. **Site Plan.** The use and development of the subject property shall be in substantial conformance with the site plan labeled Exhibit "I". Prior to the issuance of building permits, detailed development plans including a site plan illustrating elevations, facades, and architectural treatment, and a landscape/irrigation plan shall be submitted for review and approval by the Planning Department. The plans shall comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.
2. **Bicycle Parking.** On-site bicycle parking shall be provided in compliance with LAMC Section 12.21-A,16, and as shown and labeled Exhibit "I."
3. **Maintenance.** The subject property (including any trash storage areas, associated parking facilities, sidewalks, driveways, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
4. **Dust Walls.** Temporary dust walls (e.g., Visqueen plastic screening or other suitable product) not less than 8 feet in height shall be installed and maintained along the property line as necessary to preclude dust dispersion from the project site to adjacent properties. The walls shall be in place during any time period when grading is being conducted within 100 feet of any occupied residence or the school on said adjoining lots.
5. **Specific Plan.** Prior to the issuance of a building permit or grading permit, a Covenant and Agreement shall be recorded to comply with the South Los Angeles Alcohol Sales Specific Plan.

Environmental Conditions

6. **Aesthetics (Landscape Plan).** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.
7. **Aesthetics (Surface Parking).**
 - a. A minimum of one 24-inch box tree (minimum trunk diameter of two inches and a height of eight feet at the time of planting) shall be planted for every four new surface parking spaces.
 - b. The trees shall be dispersed within the parking area so as to shade the surface parking area and shall be protected by a minimum 6-inch high curb, and landscape. An automatic irrigation plan shall be approved by the Department of City Planning
 - c. Palm trees shall not be considered in meeting this requirement.
 - d. The genus or genera of the tree(s) shall provide a minimum crown of 30'- 50'. Please refer to City of Los Angeles Landscape Ordinance (Ord. No.170,978), Guidelines K - Vehicular Use Areas.

8. Aesthetics (Vandalism).

- a. Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- b. The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

9. Aesthetics (Signage on Construction Barriers).

- a. The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS."
- b. Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
- c. The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

10. **Aesthetics (Light).** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

11. **Aesthetics (Glare).** The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

12. Air Pollution (Demolition, Grading, and Construction Activities).

- a. All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- b. The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- c. All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- d. All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- e. All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- f. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

- g. Trucks having no current hauling activity shall not idle but be turned-off.

13. Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas).

- a. Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- b. If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
- Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
 - If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
 - Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
 - The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

14. Tree Removal (Non-Protected Trees).

- a. Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- b. All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.

- c. Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

15. Cultural Resources (Archaeological).

- a. If any archaeological materials are encountered during the course of the Project development, all further development activity shall halt and:
 - The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact.
 - The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
 - The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.
 - Project development activities may resume once copies of the archaeological survey, study or report are submitted to:

SCCIC Department of Anthropology
McCarthy Hall 477
CSU Fullerton
800 North State College Boulevard
Fullerton, CA 92834

- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.

16. Cultural Resources (Paleontological).

- a. If any paleontological materials are encountered during the course of the Project development, all further development activities shall halt and:
 - The services of a paleontologist shall be secured by contacting the Center for Public Paleontology - USC, UCLA, Cal State Los Angeles, Cal State Long Beach, or the County Natural History Museum – who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
 - The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
 - The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.

- Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.
- b. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.

17. **Cultural Resources (Human Remains).**

- a. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

- Stop immediately and contact the County Coroner:

1104 N. Mission Road
Los Angeles, CA 90033
323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

- The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
 - The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
 - The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
 - If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
 - If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.
 - Discuss and confer means the meaningful and timely discussion careful consideration of the views of each party.
18. **Seismic.** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
19. **Geotechnical Report.** The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, dated December 17, 2013.

20. Erosion/ Grading/ Short-Term Construction Impacts.

- a. The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.
- b. Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:
 - Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
 - Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

21. Liquefaction Area.

- a. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The project shall comply with the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.
- b. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

22. Greenhouse Gas Emissions.

- a. Install a demand (tankless, recirculating, or instantaneous) water heater system or efficiency central boiler system, sufficient to serve the anticipated needs of the dwellings.
- b. Only low- and non-VOC-containing paints, sealants, adhesives and solvents shall be utilized in the construction of the project.

23. **Explosion/Release (Existing Toxic/Hazardous Construction Materials).**
- a. (Asbestos) Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
 - b. (Lead Paint) Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.
 - c. (Polychlorinated Biphenyl) Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.
24. **Hazardous Materials.** Prior to the issuance of any use of land, grading, or building permit, the applicant shall obtain a sign-off from the Fire Department indicating that all on-site hazardous materials, including contamination of the soil and groundwater, have been suitably remediated, or that the proposed project will not impede proposed or on-going remediation measures.
25. **Land Use/Planning (Air Quality).** An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 11, to the satisfaction of the Department of Building and Safety.
26. **Increased Noise Levels (Demolition, Grading, and Construction Activities).**
- a. The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 163,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
 - b. Construction and demolition shall be restricted to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday.
 - c. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
 - d. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
27. **Increase Noise Levels (Mixed-Use Development).** Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

28. Severe Noise Levels (Railroad).

- a. All exterior windows having a line of sight of a Major or Secondary Highway shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Coefficient (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.
- b. The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.
- c. Wall and roof-ceiling assemblies making up the building envelope shall have an STC of at least 50, and exterior windows shall have a minimum STC of 30, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.
- d. The applicant shall verify, through an acoustical engineer, that installed sound insulation is sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

29. **Tenant Displacement.** Prior to the issuance of a demolition permit, and pursuant to the provisions of Section 47.07 of the Los Angeles Municipal Code, a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.

30. **Public Services (Fire).** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

31. **Public Services (Police – Demolition/Construction Sites).** Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

32. **Public Services.** The plans shall incorporate the Design Guidelines (defined in the following sentence) relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

33. **Public Services (Schools).** The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

34. **Recreation (Increased Demand for Parks or Recreational Facilities).** Pursuant to LAMC Section 17.12, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.
35. **Increased Vehicle Trips/Congestion.**
- a. Implementation measure(s) detailed in the Department of Transportation communication to the Planning Department dated October 4, 2013 and attached shall be complied with.
 - b. A construction work site traffic control plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related traffic shall be restricted to off-peak hours.
36. **Transportation (Haul Route).**
- a. Projects involving the import/export of 20,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.
 - b. Flag persons shall be utilized to direct haul trucks entering and leaving the site to ensure safe turning movements and prevent conflicts with pedestrian and vehicular traffic.
37. **Safety Hazards.**
- a. The developer shall install traffic signs around the site to ensure pedestrian and vehicle safety.
 - b. The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.
38. **Transportation/Traffic (Construction Parking).** Off-street parking shall be provided for all constructions and construction workers generated by the project. NO employees or subcontractors shall be allowed to park on surrounding residential streets for the duration of all construction activities. There shall be no staging or parking of construction vehicles, including vehicles that transport workers, on any residential street in the immediate area. All construction vehicles shall be stored on-site unless returned to the base of operations.
39. **Utilities (Local Water Supplies - Landscaping).**
- a. The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g, use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).
 - b. In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:

- Weather-based irrigation controller with rain shutoff
- Matched precipitation (flow) rates for sprinkler heads
- Drip/microspray/subsurface irrigation where appropriate
- Minimum irrigation system distribution uniformity of 75 percent
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
- Use of landscape contouring to minimize precipitation runoff
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf. and greater.

40. Utilities (Local Water Supplies – All new Construction).

- a. If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- b. Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all commercial restrooms as appropriate.
- c. Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- d. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.
- e. Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

41. Utilities (Local Water Supplies – New Commercial). All commercial restroom faucets shall be of a self-closing design.

42. Utilities (Local Water Supplies – New Residential).

- a. Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- b. Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
- c. Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

43. Utilities – Solid Waste Recycling.

- a. (Operational) Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.
- b. (Construction/Demolition) Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract waste disposal services with a company that recycles demolition and/or construction-related wastes.
- c. (Construction/Demolition) To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

FINDINGS

General Plan

- 1. General Plan Land Use Designation.** The subject property is located within the South Los Angeles Community Plan, adopted by the City Council on March 22, 2000. The Plan designates the subject property Medium Residential land use with the corresponding zone of R3. The subject property contains approximately 2.03 net acres and is currently zoned [Q]R3-1, which is consistent with its land use designation. The recommended plan amendment would designate the site as Community Commercial land with corresponding zones of CR, C2, C4, RAS3 and RAS4. The zone change request to C2 Zone would be consistent with the proposed land use designation and is in substantial conformance with the purpose, intent and provisions of the General Plan as reflected in the adopted Community Plan. The General Plan Amendment would allow a mixed-use project that provides affordable housing, in close proximity to a transit station, compatible with the City's vision to create greater density around transit stations and along transit corridors.
- 2. General Plan Text.** The subject property contains approximately 2.03 net acres and is currently zoned [Q]R3-1. The project will provide much need affordable housing to meet the projected population of the Community Plan. The South Los Angeles Community Plan text includes the following relevant goals, objectives and policies:

Goal 1 A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community.

Objective 1-1 To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policy 1-1.1 Designate specific lands to provide for adequate multi-family residential development.

The project meets the objective by proposing a safe, secure, and high quality mixed-use development, while providing affordable residential units. The project will replace 48 existing residential units with 140 residential units, and will significantly increase the amount of housing available for the community. The project will provide new housing to meet the need for increased housing opportunities in the Plan areas. This will be achieved by granting the General Plan Amendment to designate the property to a Community Commercial land use designation, which is compatible with the C2 zoning located on the adjacent commercial properties and consistent with the land use patterns.

Objective 1-2 To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

Policy 1-2.1 Locate higher residential densities near commercial centers, light mass transit stations, and major bus routes where public service facilities, utilities, and topography will accommodate this development.

Policy 1-2.2 Locate senior citizen housing and mixed income housing, when feasible, near commercial centers and transit and public service facilities.

The site is located in close proximity to the intersection of Exposition Boulevard and Vermont Avenue and would encourage pedestrian activity from the project residents, as they will be able to walk to the various commercial and retail uses in the vicinity. The site is also located less than 500 feet from the Expo Line and the MTA Rapid Bus Lines. The transit options offer express service to numerous job centers. As a result, vehicular trips will likely be reduced with the access to transit options.

Objective 1-5 To promote and ensure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

Policy 1-5.1 Promote greater individual choice in type, quality, price, and location of housing.

Policy 1-5.2 Ensure that new housing opportunities minimizes displacement of the residents.

The affordable units will be a high quality development and will be available to persons regardless of age or ethnic background. The increase of housing stock will minimize the displacement of existing residents. The applicant is also committed to a relocation process which includes current qualified tenants to move back into the new project.

Goal 2 A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district.

Objective 2-1 To conserve and strengthen viable commercial development.

Policy 2-1.4 Ensure the viability of existing neighborhood stores (i.e, mom-and pop) which support the needs of local residents and are compatible with the neighborhood.

Policy 2-1.5 Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

The site is located adjacent to commercial properties and with the approval of the General Plan Amendment, would allow a mixed-use development that would revitalize the commercial sector around the Expo Line rail station. The mixed-use project would provide the local residents with new commercial uses, including a medical use. The project will replace an older apartment complex with a high quality new development.

Objectives 2-4 To enhance the identity of distinctive commercial districts and to identify Pedestrian Oriented Areas (POA's).

Policy 2-4.1 Existing Pedestrian Oriented Areas should be preserved.

Program: The Plan identifies following as Pedestrian Oriented Areas, subject to boundary determinations: Vermont/Jefferson/Exposition.

Policy 2-4.2 New development should add to and enhance the existing pedestrian street activity.

Policy 2-4.5 Identify pedestrian oriented-areas as preferred locations for mixed-use projects.

Policy 2-4.6 Require that mixed use projects and development in Pedestrian Oriented Areas be designed to achieve a high level of quality, distinctive character, and compatibility with existing uses.

Policy 2-4.7 Require that the first floor street frontage of structures, including mixed use projects and parking structures located in Pedestrian Oriented Areas, incorporate commercial uses.

Policy 2-4.8 Require that mixed use projects be designed to mitigate potential conflicts between the commercial and residential uses (e.g., noise, lighting, security, truck and automobile access, etc.) and provide adequate amenities for residential occupants.

Policy 2-4.9 Require that mixed use projects, where residential and commercial uses are in separate structures, provide adequate access between the residential and commercial uses so that residents can walk conveniently and safely.

Policy 2-4.10 Promote mixed use projects in proximity to transit stations, along transit corridors, and in appropriate commercial areas.

The proposed General Plan Amendment from Medium Density Residential to Community commercial creates a consistency with the adjacent commercial zoning located similarly along an emerging mixed-use boulevard. The adjacent commercial properties have a land use designation of Community Commercial. The corresponding C2 Zone permitted by the Community Commercial land use designation would allow greater residential density that is necessary for a mixed-use project located adjacent to an existing commercial area and in close proximity to several public transit options.

The South Los Angeles Community Plan notes that the majority of the area has been planned for residential purposes, and that "only areas around proposed transit stations and along transit corridors would realize any significant changes in densities." The South Los Angeles Community Plan recognizes that one of the Residential Opportunities states the "potential for residential and mixed use development along some commercial corridors." One of the Commercial Opportunities states to "establish appropriate transitions between commercial (mixed use) and adjoining uses, especially residential." The proposed General Plan Amendment to change the land use designation from Medium Density Residential to Community Commercial recognizes that the development of the mixed-use project with neighborhood-serving uses and affordable units is consistent with the opportunities expressed for both residential and commercial uses. The South Los Angeles Community Plan realizes that areas around transit stations and along transit corridors are appropriate for more intense development.

Framework Element. The Framework Element of the General Plan was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. It also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation,

infrastructure, and public services. The Framework Element includes the following provisions, objectives and policies relevant to the current request:

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

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

Policy 3.2.1 Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.

The proposed project includes 140 residential units. The project will provide active and passive areas for the residents. A pedestrian breezeway will connect the Exposition Boulevard commercial strip to a multi-purpose parking area which will extend the commercial uses to the outdoor public space with benches, enhanced paving and landscaping, and pedestrian level lighting. A ground level multi-purpose outdoor area will have direct access by the residents during non-business hours. The spaces will be accessible to residents, the community, and commercial patrons during business hours for public gatherings. In addition, a central open space on the podium level will be available to residents for community activities. The area will have benches, tables and chairs, walking paths, community kitchen, tot-lot, and a community garden. The roof decks will serve as secondary outdoor community rooms, with space for gardening, and providing views of downtown and the surrounding environment.

The project will revitalize the area with commercial uses that will be beneficial to the local residents. The residents will be able to walk to the Expo Line station and bus stops, as well as the commercial uses on Vermont Avenue.

Housing Element. The Housing Element estimates that the South Los Angeles area has the capacity to accommodate approximately 14,500 of these required units. The General Plan Amendment and Zone Change request would advance the City toward this goal by permitting the construction of the proposed mixed-use 140-unit residential development in an area specially contemplated by the City to help meet the City's housing shortage and comply with its Regional Housing Needs Assessment (RHNA) requirement. Evidence of this intent is proved in the General's Plans conclusion that a "strategy to meet this challenge, by directing growth to transit-rich and job-rich centers and supporting the growth with smart, sustainable infill development and infrastructure investments." Well-served by public transit, the project site is located in close proximity to the Expo Line rail station and to the MTA Rapid Bus Line, allowing easy access to the employment centers in downtown Los Angeles and on the Westside.

The approval of the General Plan Amendment and Zone Change would allow the proposed development to be consistent with the following Housing goals, objectives and policies:

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

Policy 1.1.2 Expand affordable rental housing for all income groups that need assistance.

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

Policy 1.1.7 Strengthen the capacity of the development community to develop affordable housing.

Objective 1.2 Preserve quality rental and ownership housing for households of all income levels and special needs.

Policy 1.2.3 Rehabilitate and/or replace substandard housing with housing that is decent, safe, healthy and affordable and of appropriate size to meet the City's current and future household needs.

The site is currently improved with 48 apartment units and the proposed project would provide 140 residential units and 8,000 square feet of commercial space. Of the 140 units, 138 units will be set aside for Low Income households. The site is appropriate for a mixed-use development with higher residential density. Residents of this project would be able to access jobs in various employment center, by walking or biking to the commercial corridor of Vermont Avenue, or by utilizing the nearby public transit options.

3. **The Transportation Element** of the General Plan is not likely to be affected by the recommended action herein. Exposition Boulevard is a Secondary Highway with a 46-foot width and a 48-foot width north of the Metro Rail Expo Line, Wisconsin Street is a Local Street with a variable width of 55 feet to 60 feet, and 38th Street is a Local Street with a 50-foot width. In accordance with Council action under CF No.13-0175-S1, the Bureau of Engineering has conditioned the project and that a 4-foot and variable width public sidewalk easement be provided along Exposition Boulevard adjoining the tract for public sidewalk purposes, a 2-foot wide strip of land be dedicated along 38th Street to complete a 27-foot wide half right-of-way including a 15-foot by 15-foot property line cut corner at the intersection with Wisconsin Street, improve Exposition Park Boulevard adjoining the subdivision by the construction of a 10-foot full-width concrete sidewalk with tree wells including any necessary removal and reconstruction of existing improvements, and improve 38th Street by the construction of a 9-foot wide concrete sidewalk with tree wells including any necessary removal and reconstruction of existing improvements.

The Department of Transportation has reviewed the traffic analysis and subsequent revisions, prepared by Overland Traffic Consultants, Inc., dated July 2013. In a memo dated October 4, 2013, DOT concurs that the project will generate an additional 769 daily trips with 59 trips in the a.m. peak hour and 73 trips in the p.m. peak hour, however DOT determined that based on DOT's traffic impact criteria, the proposed project will not result in significant traffic impacts at any of the eight intersections studied.

4. Charter Findings – City Charter Sections 556 and 558 (General Plan Amendment).

The proposed General Plan Amendment complies with Sections 556 and 558 in that the plan amendment is consistent with numerous goals, policies and objectives of the Citywide General Plan Framework and the South Los Angeles Community Plan to provide adequate housing for all economic, age and ethnic segments of the community, to locate higher residential densities and encourage mixed-use development near transit stations, and to protect existing residential neighborhoods from incompatible land uses.

The General Plan Amendment promotes an intensity and pattern of development that is consistent with the area's General Plan Framework designation and that enhances the neighborhood character; encourages the development community-serving commercial uses near residential neighborhoods; reduces automobile trips to other areas; improves air quality; and enhances the pedestrian environment. The recommended General Plan Amendment to amend the land use for that portion designated Medium Residential to Community Commercial will further many of the City's land use policies and address the need for housing.

- 5. The Sewerage Facilities Element** of the General Plan will not be affected by the recommended action. A report from the Bureau of Sanitation, Wastewater Engineering Services Division states that the sewer system might be able to accommodate the total flows for the proposed project. Further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.
- 6. Street Lights.** The project will relocate and upgrade street lights; three (3) on Exposition Boulevard, two (2) on Wisconsin Street, and three (3) on 38th Street.

Entitlement Findings

7. Vesting Zone Change Findings.

- a. Pursuant to Section 12.32-C of the Municipal Code, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.**

The site is currently improved with six two-story buildings with 48 apartment units that will be demolished and the project includes the construction of a mixed-use affordable housing development. With the proposed Vesting Zone Change, the development consisting of 138 affordable residential units, 2 market rate residential units, and 8,000 square feet of commercial floor area will be beneficial to the community as it provides affordable housing next to a rail transit station. The Vesting Zone Change would eliminate the existing "Q" Condition which imposes restrictions on the maximum density that is inconsistent with the City's desire to create Transit Oriented Districts to encourage greater density in areas close proximity to mass transit options. The recommended plan amendment would designate the site as Community Commercial land use with the corresponding zones of CR, C2, C4, RAS3 and RAS4. The zone change request to C2 Zone would be consistent with the proposed land use designation and is in substantial conformance with the purpose, intent and provisions of the General Plan as reflected in the adopted Community Plan. The Vesting Zone

Change makes the project consistent with the public necessity, convenience, general welfare and good zoning practices.

Public Necessity. The granting of the proposed Vesting Zone Change would be in conformance with public necessity as the project would address the City's housing shortage and comply with its Regional Housing Needs Assessment (RHNA) requirement, as well as providing affordable housing for Low Income households. The project will also serve the community by providing medical and commercial uses that would serve the future tenants and surrounding neighborhood.

Convenience. The Vesting Zone Change would permit a mixed-use development that appropriately locates much needed residential density within walking distance to the Expo Line and MTA Rapid Bus Lines. The project will provide a medical service to the future residents as well as to the surrounding community through a major transit corridor. The several mass transit options provide easy access to employment centers, to various public and private facilities, to shopping designations, and other basic services. This transit convenient location will facilitate increased usage of existing transit lines. Establishing a mixed-use residential project epitomizes the "smart growth" urban planning principles embodied in the City's General Plan Framework as well as regional growth plans, by encouraging and facilitating the use of public transportation.

General Welfare. Granting the requested zone change would promote general welfare by an aesthetically appealing development project that would promote both public transportation and pedestrian activity in close proximity to other commercial businesses along Vermont Avenue. The proximity of these uses to the site would bring more people onto the streets and provide more customers for local businesses. In addition, the project is designed with the commercial component fronting Exposition Boulevard and will encourage more pedestrian activity. The project has also been designed for area residents to have access to on-site recreational amenities during regular business hours, resulting in a community gathering place that further enhances pedestrian activity.

Good Zoning Practice.

The location of the proposed mixed-use project on Exposition Boulevard, a major east-west thoroughfare in the South Los Angeles Community Plan area, supports good zoning principles. The site is less than 500 feet from the Expo Line rail station at the intersection of Exposition Boulevard and Vermont Avenue, allowing residents and easy access to public transit that connects to employments centers and to other services need by local residents. The Vesting Zone Change will allow a higher density near transit, as well as providing more affordable housing. The Zone Change is compatible with the development pattern in the area. Further, the elimination of the "Q" condition that restricts the area's potential for greater density and more housing would promote good zoning practices on a site in close proximity to the Expo Line rail station.

- b. The current action, as recommended, has been made contingent upon compliance with new "T" and "Q" conditions of approval imposed herein for the proposed project. Such limitations are necessary to protect the best interests of and to assure a development more compatible with surrounding properties, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.

8. Density Bonus Findings

a. The project substantially complies with the applicable regulations, standards and provisions of the State Density Bonus Program.

As conditioned by this approval, the subject project complies with all applicable provisions of Government Code 65915-65918 and LAMC Section 12.22-A.25. The applicant is setting aside 98% of the units for Low Income households and qualifies for a 35% density bonus. Although the applicant is setting aside 98% of the units for Low Income households, a density bonus is not requested. The set aside units automatically allow the applicant to qualify for an increase in the FAR requirements. Per LAMC Section 12.22-A.25, projects that set aside a minimum of 30% of its units for Low Income households, qualify for three additional incentives from a specified menu of concessions, or can make a request for an incentive not specifically listed in the menu. In this instance, the applicant is requesting one On-Menu Affordable Housing Incentive and three Off-Menu Affordable Housing Incentives as follows:

Incentives/Concessions:

- (i). Floor Area Ratio. Pursuant to LAMC Section 12.22-A.25, the project may request an increase in floor area from 1.5:1 FAR to 3:1, provided that the project is located in a commercial zone in Height District No. 1 and that a project with at least 80% of a rental project are Restricted Affordable Units is exempt from the requirement to front on a Major Highway. The project is setting aside 98% of the units for Low Income households, in Height District No.1, and with the approval of the Zone Change Medium Residential to Community Commercial land use, permits the increase of the FAR to 3:1. The applicant is requesting a 1.8:1 FAR resulting in a maximum of 180,825 square feet, in lieu of the maximum 150,680 square feet. This requested FAR is comparable to the typical FAR of 3:1 for many multiple-residential developments in residential zones. The increase in FAR will help the project to remain economically feasible while providing 98% restricted affordable units. It is also appropriate to permit a higher FAR on a major thoroughfare, within walking distance from the Expo Line, Metro Bus lines, and the commercial corridor of Vermont Avenue. Further, the Department of Transportation has reviewed the traffic analysis prepared for the project and has been determined that the project will not result in a significant traffic impacts at any of the eight intersections studied.

Waivers and Modifications to Development Standards (“Off-Menu” Affordable Housing Incentives).

- i. Parking. The applicant is requesting to permit 0.8 parking spaces for each restricted affordable unit. Pursuant LAMC Section 12.22-A.25, the number of set aside units automatically allow the applicant to utilize Parking Option 2, which permits one parking space for each restricted affordable unit. The site is located within walking distance from the Expo Line, Metro Rapid Bus lines, and the DASH and City policies encourage the development of mixed-use projects in the vicinity of fixed rail stations, bus stations or similar transit facilities in order to reduce vehicle miles traveled, thereby reducing vehicle trips. The applicant proposes to provide two ZipCar car sharing parking spaces for the use of residents. The applicant submitted a Parking Demand Study, prepared by Walker Parking Consultants, dated September 24, 2013, and the study

concluded that based on the data and trends observed, a 0.8 is a reasonable peak parking demand calculation for residential units for the proposed project.

- ii. **Height.** The applicant is requesting to permit a maximum building height of 72 feet in lieu of the required Commercial Corner Development 45-foot height limit. Relief from building height limits is allowable to help alleviate the costs of providing affordable housing. The maximum height of the building will reach 72 feet within its 5-stories which consists of residential levels over a podium. However, this maximum building height is only achieved over approximately 1% of the site. The majority, or 99%, of the project will be 62 feet or less. The entire portion of the residential building fronting 38th Street, and its residential uses, is stepped down to 44 feet and 3 stories as is a portion of the structure fronting on Exposition Boulevard to respond to the lower residential scale. At a distance of 39 feet 3 inches from the property line along 38th Street, the residential building achieves a height of 62 feet and 4 stories over podium. The residential portion of the building fronting on Wisconsin Street, and its commercial zoning, will have a maximum a height of 62 feet, with portion of the building recessed to achieve articulation. The maximum height of 72 feet is created by two stairwells connecting to the roof. The commercial portion of the project, fronting on Exposition Boulevard, reaches a height of 20 feet in a one-story structure. The residential portion of the building fronting on Wisconsin Street, and its commercial zoning, will have a maximum a height of 62 feet, with portion of the building recessed to achieve articulation.

The site is within walking distance from the Expo Line and Metro Rapid Bus lines and the increased height and density are within the City Policies of Transit Oriented Developments.

- iii. **Landscape.** The applicant is requesting to permit zero feet of landscaping along the commercial building frontage of Exposition Boulevard in lieu of the Commercial Corner Development standard of a minimum five-foot width of landscaping along a street frontage which abuts a residential zone or use. A majority of the commercial building portion is proposed to be constructed on the property line of Exposition Boulevard, however landscaping is achieved at the corner of Wisconsin Street and within a 15-foot setback along Wisconsin Street. The setback affects the size of building that can be built, and the zero-foot of landscape in front of the commercial building on Exposition Boulevard is therefore necessary to permit a building of sufficient size to make the project economically feasible with the restricted affordable units.

- b. The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project to the extent physically feasible.**

In compliance with requirements of the California Environmental Quality Act (CEQA), the Department of City Planning issued Mitigated Negative Declaration No. ENV-2014-3341-MND. The project is subject to various specific measures during both construction and operation phases of the project. The MND identified potential adverse impacts as far as earth, air, water, and risk of upset are concerned. Any impacts that have been identified as "Potentially Significant Unless Mitigation Incorporated" in the Mitigated Negative Declaration have attached Mitigation Measures to remedy potentially significant impacts to less than significant or no impact levels. Conditions are imposed as mitigation

measures for said environmental impacts pursuant to this grant. All of the project's impacts have been mitigated to a less than significant level.

The proposed project will not be constructed over a designated hazardous materials site, landslide area, liquefaction zone, tsunami-prone area, Hillside Grading Area, Fire Hazard area, flood-prone area, Methane Gas Zone, or high wind velocity area. The project would not place any occupants or residents near a hazardous materials site or involve the regular use or transport of hazardous materials or substances. The site is across from the Expo Line, but this is addressed by Mitigation Measures in the conditions of approval. The proposed use is consistent with the recommended zoning and land use designation.

Additionally, the project has been conditioned to confer with various City agencies, including the Department of Transportation, Public Works, Fire Department, and Police Department, among others, to ensure adequate vehicular access and parking, fire safety and emergency access, and for the provision of street trees as well as improvements to the right-of-way. The proposed project will be connected to the public sewer system and therefore would not violate the California Water Code. As presented, the design of the proposed project materially conforms to the CEQA Statute and all other applicable policies and regulations of the Affordable Housing – Density Bonus Program and the Los Angeles Municipal Code.

9. Site Plan Review Findings

- a. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and does not conflict with any applicable regulations, standards, and any applicable specific plan.**

The subject property is within the South Los Angeles Community Plan, which with the approval of the recommended General Plan Amendment will designate the site for Community Commercial land use with the corresponding zones of CR, C2, C4, RAS3 and RAS4. The proposed are consistent with the Community Commercial designation and permitted within its underlying zones.

With the approval of the recommended General Plan Amendment, Zone Change, and On- and Off-Menu Affordable Housing Incentives, the proposed project complies with all applicable provisions of the LAMC. The project meets a number of goals, objectives, and policies that are outlined in the South Los Angeles Community Plan as noted in the above findings.

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

The project, a mixed-use affordable housing development, has been designed to minimize impacts to the surrounding area. The maximum height of the building will reach 72 feet within its 5-stories which consists of residential levels over a podium. However, this maximum building height is only achieved over approximately 1% of the site. The majority, or 99%, of the project will be 62 feet or less. The entire portion of the residential building fronting 38th Street, and its residential uses, is stepped down

to 44 feet and 3 stories as is a portion of the structure fronting on Exposition Boulevard to respond to the lower residential scale. At a distance of 39 feet 3 inches from the property line along 38th Street, the residential building achieves a height of 62 feet and 4 stories over podium. The residential portion of the building fronting on Wisconsin Street, and its commercial zoning, will have a maximum a height of 62 feet, with portion of the building recessed to achieve articulation. The maximum height of 72 feet are created by two stairwells connecting to the roof. The commercial portion of the project, fronting on Exposition Boulevard, reaches a height of 20 feet in a one-story structure. The residential portion of the building fronting on Wisconsin Street, and its commercial zoning, will have a maximum a height of 62 feet, with portion of the building recessed to achieve articulation.

The project will provide 23,587 square feet of common open space, which exceeds the required 4,312 square feet. The open space includes 15,613 square feet of podium deck and 7,974 square feet is provided on the roof decks. A central open space on the podium level will be available to residents for community activities. The area will have benches, tables and chairs, walking paths, community kitchen, tot-lot, and a community garden. The roof decks will serve as secondary outdoor community rooms, with space for gardening, and providing views of downtown and the surrounding environment. In addition, a pedestrian breezeway will connect the Exposition Boulevard commercial strip to a multi-purpose parking area which will extend the commercial uses to the outdoor public space with benches, enhanced paving and landscaping, and pedestrian level lighting. The ground level multi-purpose outdoor area will have direct access by the residents during non-business hours.

The project will provide a minimum 8-foot residential setback along Exposition Boulevard, an 8-foot setback along 38th Street, a 15-foot setback along Wisconsin Street, and a 17-foot setback between the adjacent property to the west. The commercial portion on Exposition will have a 0-foot setback, though portions of the building will be recessed, particularly at the corner of Wisconsin Street and Exposition Boulevard, to achieve articulation. A breezeway bisects the commercial building to create a sense of openness and articulation.

Multiple rooflines are established to activate and add visual interest to the overall design. Primary façade materials, including stucco, concrete finishes, and corrugated metal panels. Building elements include the use of balconies, windows, storefront, openings in the walls, and awnings.

The project proposes to provide 134 parking spaces within the site. The applicant is proposing 114 parking spaces for the affordable units, 4 parking spaces for the 2 managers units, and 16 parking spaces for the commercial use. The applicant is proposing 166 bicycle parking spaces. Vehicular egress and ingress to the commercial parking component will be accessed through the easterly portion of the site along Wisconsin Street. The residential parking will be accessed at the south portion of the site along 38th Street.

On the first level, a trash enclosure is located at the rear of the commercial uses and an enclosed trash room is located within the residential parking area. Enclosed trash rooms are located on each floors (level 2-5) for the residential units.

Citywide Design Guidelines. "The Citywide Design Guidelines have been created to carry out the common design objectives that maintain neighborhood form and character while promoting design excellence and creative infill development solutions." The Guidelines are intended as a tool in evaluating project applications along with relevant policies from the General Plan Framework and Community Plans. Incorporating the guidelines into a project's design encourages compatible architecture, attractive multi-family residential districts, pedestrian activity, context-sensitive design, and place-making. The project has been designed in observance of many of the Residential Citywide Design Guidelines goals. The project complies with the following Citywide Design Guideline Objectives and incorporates several design principles as discussed below.

Objective 1 Consider Neighborhood Context and Linkages In Building and Site Design. A pedestrian breezeway will connect the Exposition Boulevard commercial strip to a multi-purpose parking area which will extend the commercial uses to the outdoor public space with benches, enhanced paving and landscaping, and pedestrian level lighting. The breezeway also bisects the commercial building to create a sense of openness and articulation. The residential building fronting 38th Street and Exposition Boulevard are stepped down to respond to the lower residential scale, with portions of the building recessed to achieve articulation. The commercial portion of the buildings are proposed at the property line to create a strong street wall. An outdoor public space with tables and seating located at the corner of Exposition Boulevard and Wisconsin Street, directly at the entrance of the corner retail us to promote pedestrian activity.

Objective 2 Employ Distinguishable and Attractive Building Design.

Variation in materials and planes are used to articulate all facades facing residential uses. The building steps down one-story along 38th Street in response to the lower residential scale and multiple rooflines are established to activate and add visual interest to the overall design. Building elements such as balconies, fenestration, awnings, and featured materials establish its rhythms and provide further articulation. Primary façade materials include stucco, concrete finishes, and corrugated metal panels relate to the contemporary urban residential character of more recent multi-family buildings in the neighborhood. Multiple rooflines are established to activate and add visual interest to the overall design. Primary façade materials, including stucco, concrete finishes, and corrugated metal panels. Building elements include the use of balconies, windows, storefront, openings in the walls, and awnings.

Objective 3 Provide Pedestrian Connections Within and Around the Project

The street frontages are improved with straight sidewalks. Street trees are proposed on Exposition Boulevard and Wisconsin Street, creating a buffer between the street and pedestrians on the sidewalks. The sidewalks will be unobstructed and continuous with any unused driveways to be enclosed with curbs. A pedestrian breezeway will connect the Exposition Boulevard commercial strip to a multi-purpose parking area which will extend the commercial uses to the outdoor public space with benches, enhanced paving and landscaping, and pedestrian level lighting. The site incorporates walking paths.

Objective 4 Minimize the Appearance of Driveways and Parking Areas

Vehicular egress and ingress to the commercial parking component will be accessed through the easterly portion of the site along Wisconsin Street. The residential parking will be accessed at the south portion of the site along 38th Street. The project is also conditioned to submit a parking area and driveway plan to the Department of Transportation for approval prior to submittal of building permit plans for plan check.

Objective 5 Utilize Open Areas and Landscaping Opportunities to their Full Potential

The project will provide 23,587 square feet of common open space. The open space includes 15,613 square feet of podium deck and 7,974 square feet is provided on the roof decks. A ground level multi-purpose outdoor area will have direct access by the residents during non-business hours. The spaces will be accessible to residents, the community, and commercial patrons during business hours for public gatherings. In addition, a central open space on the podium level will be available to residents for community activities. The area will have benches, tables and chairs, walking paths, community kitchen, tot-lot, and a community garden. The roof decks will serve as secondary outdoor community rooms, with space for gardening, and providing views of downtown and the surrounding environment.

The project is conditioned to comply with the Water Management Ordinance No. 170,978 and in addition to the Landscape Ordinance, the project is conditioned to have a landscape plan that incorporates weather-based irrigation controller with rain shutoff, matched precipitation (flow) rates for sprinkler heads; drip/microspray/subsurface irrigation where appropriate; minimum irrigation system distribution uniformity of 75 percent; proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials; use of landscape contouring to minimize precipitation runoff; and a separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf. and greater.

Objective 6 Improve the Streetscape Experience by Reducing Visual Clutter

At this time, no signage is being proposed in conjunction with the proposed project. The project has been designed to reduce the visual appearance of utilities. A mechanical room is proposed within the parking garage. On the first level, a trash enclosure is located at the rear of the commercial uses and an enclosed trash room is located within the residential parking area. Enclosed trash rooms are located on each floors (level 2-5) for the residential units.

Walkability Checklist. The Walkability Checklist is a tool used to evaluate projects to ensure pedestrian movement, access, comfort, and safety, further contributing to the walkability of the City. "The Walkability Checklist provides a list of recommended strategies that projects should employ to improve the pedestrian environment in the public right-of-way and on private property." The Checklist also provides a guide for consistency relating with the policies contained in the General Plan Framework. The project incorporates the following Walkability elements.

Sidewalks

- The project will provide continuous and straight sidewalks;
- The sidewalks will provide a buffer between pedestrians and moving vehicles by the use of landscaping and street trees;
- The width of the sidewalk will accommodate pedestrian flow and activity without being wider than necessary; and
- Parkways will be planted with ground cover and low-growing vegetation that will accommodate pedestrian movement.

Building Orientation

- The building is designed with grade level entrances from the public right-of-way for pedestrians along Exposition Boulevard, Wisconsin Street and 38th Street;
- The pedestrian entrances are easily accessible from transit stops, within walking distance from Expo Line, Metro Rapid Bus Lines, and the Dash;
- Entrances to the buildings are visible from the street and sidewalk;
- Direct access to the building entrances are available from the sidewalks and streets.

Off-Street Parking and Driveways

- The project maintains continuity of the sidewalk;
- There will be no parking areas within the front yards;
- The project is designed with few vehicle access to and from the site; and
- Any abandoned driveways will be reconstructed as sidewalks.

On-Site Landscaping

- The project will provide canopy trees in the planting areas and in the public right-of-way;
- The project will provide planting that complements pedestrian movement or views along Exposition Boulevard, Wisconsin Street and 38th Street; and
- The project will plant street trees along Wisconsin Street that match the existing street trees Wisconsin Street, complementing the character of the built environment.

Building Façade

- The building façades have been designed to incorporate different textures, colors, materials, and distinctive architectural features that add visual interest;
- The building façades incorporate articulated massing by adding scale and interest;
- The building façades reinforce the existing facade rhythm along the street with architectural elements;
- The project's architectural features use enhanced materials, fenestration, and planting will contribute to a more pedestrian friendly streetscape;
- The project will contribute to neighborhood safety by incorporating windows and balconies at the street that act as "eyes on the street."

The project has been conditioned, herein, to ensure that the proposed arrangement of buildings, off-street parking facilities, and other such pertinent improvements will be compatible with existing and future development on neighboring properties

- c. **That any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.**

Many tenant amenities have been integrated into the project design. The project will provide 23,587 square feet of common open space, which exceeds the required 4,312 square feet. The open space includes 15,613 square feet of podium deck and 7,974 square feet is provided on the roof decks. A pedestrian breezeway will connect the Exposition Boulevard commercial strip to a multi-purpose parking area which will extend the commercial uses to the outdoor public space with benches, enhanced paving and landscaping, and pedestrian level lighting. A ground level multi-purpose outdoor area will have direct access by the residents during non-business hours. The spaces will be accessible to residents, the community, and commercial patrons during business hours for public gatherings. In addition, area not counted as open space include a central open space on the podium level will be available to residents for community activities. The area will have benches, tables and chairs, walking paths, community kitchen, tot-lot, and a community garden. The roof decks will serve as secondary outdoor community rooms, with space for gardening, and providing views of downtown and the surrounding environment. All residential floors will have shared laundry rooms. The commercial component will include a medical use for the benefit of the residents as well as the surrounding community.

8. **Environmental Finding.** On May 21, 2014, a Mitigated Negative Declaration (ENV-2013-3341-MND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND, there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration and Addendum (Reconsideration) reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street.
9. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located outside of a Flood Zone.

PUBLIC HEARING AND COMMUNICATIONS

Hearing

A joint public hearing conducted by the Subdivision Committee and Hearing Officer on this matter was held on the 10th Floor of City Hall on Wednesday, June 4, 2014.

1. Attendance:

Present at the hearing were: the Subdivision Committee (Jae H. Kim - Advisory Agency, Georgic Avanesian - Bureau of Engineering, and Shant Hovaspian - Bureau of Street Lighting); the project representative (Jim Ries, Craig Lawson & Co, LLC); the applicant (Daniel Huynh, Abode Communities), Sandra McNeill of T.R.U.S.T. South LA, and residents, property owners, and business owners near the project area.

2. Initial Indication and Testimony:

The project representative, Jim Ries, made the following comments:

- Abode Communities has 45 years of experience.
- The site has 48 affordable units.
- They had a participatory planning process where they brainstormed with the community for architectural style, site planning, parking, and open space.
- We have submitted a parking study and the site will have Zip cars.
- The Tract Map and airspaces are created for funding purposes.
- This will be a LEED Certified project that will include amenities such as internet and laundry.
- Approximately 6,500 square feet of floor area will be for health care services and 1,500 will be local serving commercial use.
- The C2 Zone hard to develop a residential project and the additional FAR is needed.
- The third floor is stepped back to reduce massing.
- The site is in a TOD district in the Draft South Los Angeles Community Plan.
- The existing tenants will be a first right of refusal and will have a relocation consultant.
- Resident services will include a computer lab and multi-purpose room that will have tailored resident services such as after school programs and health education.

The Advisory Agency opened the public hearing to members of the audience.

There were four residents, including a property manager, that spoke who reside at the Rowland Curtis Gardens Apartment. The speakers made the following comments:

- The tenants love living here.
- The previous owners of the site wanted to get rid of the affordable housing and made the place run down.
- Need health services and affordable housing near transportation.
- Project is making more affordable housing for families.
- The project will provide amenities.
- Jobs will be created during construction.

- The manager of Rolland Curtis Gardens is impressed by T.R.U.S.T. South LA and Abode Communities. They have improved the site; the residents are happier; they are concerned with the neighborhood; the crime is not from the apartments; they have bulky furniture pick-up days; people do drop trash off on their site but they pick-up their trash; great improvement of the site; and the site is very safe.

There were eight neighbors/interested parties who spoke in support of the project. The speakers made the following comments:

- Pastor from St. Mark Lutheran Church hosted meetings and submitted 25 letters of support from current Rolland Curtis residents; 20 letters from Rolland Curtis are homeowners and residents; 10 letters from local businesses; 21 letters from faith, community organizations/institutions and block clubs; and 3 letters from public officials.
- Many displacements occurred due to the occupancy of USC students and this needs to be stopped.
- I am impressed with project.
- There is a population explosion and not enough land. The community needs this project.
- The project protects affordable house.
- Project is great development for the City.
- There is a shortfall of affordable housing.
- A representative from the St. John Well Child and Family Center stated support and that they are a medical provider and has 11 clinics. They ensure that residents have services and provide gap in services. Many are uninsured and below poverty. The TOD project will provide access to health care.
- Benjamin Torres, Chair of the Board of Directors of T.R.U.S.T South LA, stated support and that project will make the neighborhood better, keep it intact, and is a great development. The project allows people to walk to work to USC. It will be an economic improvement and revitalize South Los Angeles.

There were eight residents/neighbors that spoke in opposition of the project. The residents made the following comments:

- A representative of 3790 Wisconsin Apartments stated that there was a lack of outreach, lack of parking, reconsider the size of building and work with the community, submitted 170 signatures who reside within 500-foot of the site and oppose the project.
- People leave trash and furniture on the street.
- The area is over populated.
- Few people were notified of the project and the notification should be widely distributed.
- The developers interest is monetary.
- Rolland Curtis Gardens is a nuisance since there is trash, people double-park, loud music, drugs, shootings, and the area is not safe.
- The site needs improvement but the project is too big and over-populated.
- Size of the project will create environmental problems.
- The project should keep to the neighborhood character.
- There is too much traffic, crime, and violence in the area.
- The project does not provide enough parking.
- The density is not appropriate for site.
- What type of tenant relocation will be provided for the existing tenants?

- How is management going to be accountable for the apartment tenants regarding trash?
- A petition was submitted that the project should perform and reconsider the project due to increase traffic, aesthetic short-cuts, lack of street parking, and density. The petition received 142 signatures.

The Los Angeles Child Guidance Clinic expressed concerns of limited street parking, shortage of proposed parking will place demands on street parking, no coordination to address duplication of health services where public funds are involved, and did not receive outreach efforts. They support the need for affordable housing in South Los Angeles and supports the Rolland Curtis Apartments. The Los Angeles Child Guidance Clinic would like improved planning coordination with Abode Communities to help to mitigate their concerns.

Noel Pallais, a representative from Council District 8, stated that Councilmember Bernard Parks is supportive of the project in the district. The project will provide high quality affordable housing. The area needs a commercial component. The project provides many amenities that market rate project provides such as a vegetable garden, tot lots, and barbeques. The project is a better development that will bring community pride. The project will also provide non-traditional parking with the use of zip cars and bike parking. The project will bring revitalization of this district.

Jae Kim, the Deputy Advisory, closed the meeting for public comments. Georgic Avanesian of the Subdivision Committee for the Bureau of Engineering, stated that there will be no street widening per Council File No. 13-0175-S1. The Hearing Officer had questions regarding the resident services room along 38th Street, the addition of a tree in the commercial parking area, and relocation assistance. The Advisory Agency asked the project representative to respond to questions and statements.

Jim Ries, the project representative and Daniel Huynh, the applicant, responded to statements/questions made:

- Security - Abode does a great job in managing and they have a management team, they do background criminal and financial checks, they have on-site manager, adding more density on the site will improve the security by adding eyes to the street and this will be harder for tenants to dump trash, has dialogue with LAPD, design was from the residents needs and there will be security cameras, site will be well lit, the project was designed specifically to security, defined space for one-story commercial separated with units for residents to feel safe.
- Tenant Relocation - Tenant relocation be per the City Code requirements, units are deed restricted units, will hire a third party relocation consultant and will abide by State, City, and Federal regulations.
- Parking – Project is an income restricted project and the residents tend to drive less and use public transit more; transit rich neighborhood and is accessible to the Expo line, bus, and Dash; public transportation provides access to Santa Monica and downtown; close proximity to USC, site provides bike parking to encourage use; submitted a parking study, TOD site.

At the conclusion of the hearing, the Advisory Agency announced that he was inclined to approve the maps. The R3 Zone currently allows 84 units by right and 114 units with a density bonus. The City is looking to have a higher density near transit and USC. It is part of the TOD plan to take alternative mode of transportation. Many of the issues raised are regarding the CPC case and will be heard at the subsequent meeting before the City

Planning Commission (CPC), where a decision may be rendered, and that those wanting a copy of the recommendation report should sign the mailing list.

Communications Received

Prior to the hearing, a letter of support was received from the Empowerment Congress North Area Neighborhood Development Council.

Prior to the completion of the recommendation report, eight letters were received. A letter was received from a professor of the University of Los Angeles, California. The letter expressed concerns of placing more segregated subsidized housing in school areas perpetuates poverty, racial inequality; and violates Title VIII of the 1968 fair housing law and Title VI, and the 1964 Civil Right Acts. Weemes Elementary, Forshay Learning Center 6-8, and Manual Arts Senior High are some of the poorest, most underperforming schools in the city. Adding more low-income children to a school that is already having trouble educating its students may further disadvantage it. Continuing to build low-income housing in disadvantaged neighborhoods may trap low-income families in a vicious cycle of poverty and further destabilize poor communities. The Los Angeles Housing Element establishes an objective to "Promote a more equitable distribution of affordable housing opportunities throughout the City." The City and developers should pursue low income rental project in lower poverty communities with higher performing schools.

A letter was received from a representative of 3790 Wisconsin Street Apartments. The letter of opposition expressed concerns that the applicant did not interact with homeowners and residents who currently reside near the project site, shade-shadow effects, carbon emissions from vehicles, community should be provided with abatement procedures for the removal of all hazardous materials, noise levels, site should be affordable senior housing and parking requirements will be less, excessive speeding in area, traffic congestion, speed bumps should be required along 38th Street and Wisconsin Street, reports should be provided to the community regarding potential impacts to the land during demolition, excavation, and construction.

A letter of opposition was received on behalf of 190 residents who reside within a 1,000 feet from the proposed site. The developer should allow current residents to stay, improve existing site, change development to be mixed-income and include market-rate apartments, and reduce the units to be added. Objections to the project include: area is too dense, crime, underperforming and unsafe schools; area has high concentration of existing low-income and Section 8 housing; project violates the federal Fair Housing Act by its failure to "Affirmative Further Fair Housing", the proposed density will promote segregation and increase concentration of poverty in the neighborhood, City has not approved an equal number of low-income housing in upper-income areas, is not consistent with City's goals of mixed-income developments; traffic; street parking, and the developer did not include residents early in the decision-making process.

Six opposition form letters were received regarding parking, ingress/egress, access, street parking, air quality, shade-shadow effects, noise, and site is more suitable for an affordable senior building.