

FINDINGS

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM /AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS

Pursuant to LAMC Section 12.22-A,31(e), the Director of Planning shall review a Transit Oriented Communities Affordable Housing Incentive Program project application in accordance with the procedures outlined in LAMC Section 12.22-A,25(g).

- 1. The incentives are not required to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.**

The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels. There were no substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law.

The list of base incentives in the Transit Oriented Communities Guidelines were pre-evaluated at the time the Transit Oriented Communities Affordable Housing Incentive Program Ordinance was adopted to include various types of relief that minimize restrictions on the size of the project. The base incentives are required to provide for affordable housing costs because the incentives by their nature may result in increasing the scale of the project.

The additional incentives requested to utilize any or all of the yard requirements for the RAS3 Zone and the TOC Transitional Height would result in building design and construction efficiencies that provide for affordable housing costs. Therefore, the Director finds that the incentives are required to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.

- 2. The Incentive will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.**

There has been no evidence provided that indicated that the proposed incentives will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)).

The project does not involve a contributing structure in a designated Historic Preservation

Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The proposed project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the project was determined to result in less than significant impacts with the incorporation of mitigation measures related to biological resources, hazards and hazardous materials, noise, police, and transportation and traffic as reflected in the addendum dated December 2019 to the previously adopted MND.

Therefore, there is no substantial evidence that the proposed project will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources.

3. The incentives/waivers are contrary to state or federal law.

There is no substantial evidence in the record that the proposed incentives/waivers are contrary to state or federal law.

WAIVER OF DEDICATION AND IMPROVEMENT FINDINGS

Pursuant to LAMC Section 12.37-I, the Director may waive, reduce, or modify the required dedication or improvement as appropriate after making any of the following findings, in writing, based on substantial evidence in the record.

- a. *The dedication or improvement requirement does not bear a reasonable relationship to any project impact.*
- b. *The dedication or improvement is not necessary to meet the City's mobility needs for the next 20 years based on guidelines the Streets Standards Committee has established.*
- c. *The dedication or improvement requirement is physically impractical.*

4. The Director Finds, based on substantial evidence in the record that the dedication or improvement is not necessary to meet the City's mobility needs for the next 20 years based on guidelines the Streets Standards Committee has established.

The City's General Plan Transportation Element was updated with Mobility Plan 2035 which aims to guide the continuing development of a citywide transportation system and provide efficient movement of people and goods to achieve a transportation system that will balance the needs of all road uses. The Plan recognizes that since the 1999 Transportation Element was adopted, "there has been growing interest in restricting streets from being widened to match their currently assigned designation." With this in mind, community and specific plans have been updated and/or introduced with added footnotes and street modifications that would restrict a street from future widening. Most streets retained its named designation "but the footnotes and modifications indicated that the street was not to be widened in the future."

Pasadena Avenue is designated as a Modified Avenue II, dedicated to a varying width of 76 to 81 feet, improved with asphalt roadway, curb, gutter, and concrete sidewalks. Avenue 34 is a Modified Local Street – Standard, dedicated to a width of 50 feet, and improved with asphalt roadway, curb, gutter, and concrete sidewalks. In order to comply with the applicable Mobility Plan 2035 standards, the project would be required to provide a five-foot dedication along Avenue 34 to provide half right-of-way of 30 feet, a three-foot widening along Avenue 34 to provide half roadway of 20 feet, and a 15-foot by 15-foot chamfer or a 20-foot radius corner cut along the northwest intersection of Avenue 34 and Pasadena Avenue.

This portion of Avenue 34 west of Pasadena Avenue terminates at Artesian Street. Given that Avenue 34 is effectively a dead-end street, the level of traffic does not warrant the increase roadway widening. Therefore, as Avenue 34 will not be utilized to the full extent of a typical Local Street within the next 20 years, the three-foot roadway improvement is not necessary to meet the City's mobility needs for the next 20 years.

In lieu of the aforementioned requirements, the project will provide the required five-foot dedication and a five-foot sidewalk widening improvement.

SITE PLAN REVIEW FINDINGS

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

The Los Angeles General Plan sets forth goals, objectives, and policies that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to, Land Use, Housing, Transportation/Mobility, Noise, and Safety. Each of these Elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code Requirements of the Los Angeles Municipal Code. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. While the General Plan sets out a long-range vision and guide to future development, the 35 Community Plans provide the specific, neighborhood-level detail, relevant policies, and implementation strategies necessary to achieve the General Plan objectives. The project site is located in the Northeast Los Angeles Community Plan area and is not subjected to any applicable specific plans.

Northeast Los Angeles Community Plan

The subject property is located within the Northeast Los Angeles Community Plan which was updated by the City Council on June 15, 1999. The Northeast Los Angeles Community Plan designates the subject property for Commercial Manufacturing land use, corresponding to the CM and P Zones. The subject property is zoned [T][Q]CM-2D. The proposed project advances the following goals, objectives and policies of the Community Plan:

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

Objective 1-1: To preserve and enhance existing residential neighborhoods.

Policy 1-1.1: Protect existing stable single-family and other lower density residential neighborhoods from encroachment by higher density residential and other uses that are incompatible as to scale and character or would otherwise diminish the quality of life.

Objective 1-2: To allocate land for new housing to accommodate a growth of population that is consistent with and promotes the health, safety, welfare, convenience, and pleasant environment of those who live

and work in the community based on adequate infrastructure and government services, especially schools.

- Policy 1-2.2: Locate higher residential densities near commercial and institutional centers, light rail transit stations, and major bus routes to encourage pedestrian activity and use of public transportation, providing that infrastructure, public service facilities, utilities, and topography will fully accommodate this development.
 - Policy 1-2.3: Encourage mixed-use development in selected commercially-zoned areas.
- Objective 1-6: To promote and ensure the provision of fair and equal housing opportunities for all persons regardless of income and age groups or ethnic, religious, or racial background.
- Policy 1-6.1: Promote individual choice in type, quality, price, and location of housing.
 - Policy 1-6.2: Promote mixed use in all multiple-family residential projects in commercial zones.
 - Policy 1-6.3: Ensure that redevelopment activity minimizes displacement of residents.

The proposed project is a new mixed-use development with a total of 468 dwelling units (including 66 units reserved for Very Low Income Households [for 55 years], and 115 studio units and 77 one-bedroom units reserved for Workforce Income Households [for the initial lease]) and 16,395 square feet of commercial floor area. The project increases the housing stock and satisfies the needs and desires of all economic segments of the community by maximizing the opportunity for individual housing choice, and displaces no residents. Additionally, the subject property is located less than a ½-mile from the Heritage Square Metro Gold Line Rail Station, thereby reducing vehicular trips to and from the project site and congestion around the site.

Lastly, the construction of 468 new dwelling units within a primarily commercial and industrial area will support the city's housing needs while protecting existing stable single-family and other lower density residential neighborhoods from encroachment by higher density residential.

Goal 2: Strong and competitive commercial areas that suitably serve the needs of the community and attracts customers from outside the plan area by satisfying market demand and maximizing convenience and accessibility while preserving unique historic and cultural identities of each commercial area.

- Objective 2-1: To conserve and strengthen potentially viable commercial areas in order to stimulate and revitalize existing businesses and create opportunities for appropriate new commercial development.

Policy 2-1.1: Consolidate commercial areas through appropriate planning and zoning actions to strengthen the economic base and expand market opportunities.

Policy 2-1.2: Protect commercially planned/zoned areas from encroachment by residential only development.

Objective 2-2: To enhance the identity and appearance of commercial districts.

Policy 2-2.2: Require that projects in commercial areas be designed and developed to achieve a high level of quality, distinctive character, and compatibility with appropriate existing uses and development.

The subject property is zoned [T][Q]CM-2D (Commercial Manufacturing). The property is currently improved with industrial and commercial uses and associated surface parking lot. The proposed 468-unit mixed-use project includes 16,395 square feet of commercial floor area. The 16,395 square feet of commercial floor area is proposed as neighborhood-serving commercial retail uses within three (3) ground floor spaces that will serve the needs of the community and help stimulate and revitalize development within the area. In addition, the project will, through a community commercial program, provide opportunities for local small businesses operating within Lincoln Heights to lease one (1) or more of the project's commercial spaces through, among other potential means, rent subsidies or other incentives.

The project has been well-designed, prioritizing the pedestrian experience, minimizing the number of driveways, and providing a consistent and unified architectural design throughout the entire development. The project also provides 65,789 square feet of publicly accessible open space, which the general public will be able to access from Pasadena Avenue and Avenue 34.

Goal 3: Sufficient land for the range of industrial uses necessary to provide maximum employment opportunities, especially for local residents; that are safe for the environment and the work force; and have minimal adverse impact on adjacent uses and infrastructure resources.

Objective 3-1: To resolve conflicts between industrial uses and other adjacent uses.

Policy 3-1.1: Preserve existing industrial areas that have the greatest viability and compatibility and the least adverse impact on nearby uses.

Objective 3-2: To provide for existing and future industrial uses that contribute job opportunities for residents and minimize adverse environmental and visual impacts on the community.

Policy 3-2.1: Designate lands for the continuation of appropriate existing industry and development of new industrial parks, research and development uses, light manufacturing, and similar uses that are compatible with nearby uses, provide employment opportunities, and have minimal impact on the environment.

- Policy 3-2.2: Require compatibility through design treatments, compliance with environmental protection standards, and health and safety requirements for industrial uses that adjoin residential neighborhoods and commercial uses.

The subject property is zoned [T][Q]CM-2D (Commercial Manufacturing) and is currently improved with industrial and commercial uses and associated surface parking lot. The proposed 468-unit mixed-use development includes 16,395 square feet of commercial floor area that will provide neighborhood serving uses to support the surrounding and create job opportunities in the community. In addition, the project will, through a community commercial program, provide opportunities for local small businesses operating within Lincoln Heights to lease one (1) or more of the project's commercial spaces through, among other potential means, rent subsidies or other incentives. The project have been conditioned to compatible through design treatments, compliance with environmental protection standards, and health and safety requirements.

Therefore, the proposed 468-unit, mixed-use development is consistent with the goals, objectives and policies of the Northeast Los Angeles Community Plan.

The **Framework Element** for the General Plan (Framework Element) 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. The Framework Element 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 goals, objectives and policies relevant to the instant 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 liveable city.

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

- Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram.

- 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.

Policy 3.2.2: Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.

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

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

The proposed project will result in the development of a mixed-use building that will provide 468 dwelling units, including 66 units reserved for Very Low Income Households (for 55 years), and 115 studio units and 77 one-bedroom units reserved for Workforce Income Households (for the initial lease), and 16,395 square feet of commercial space thereby contributing toward and facilitating the City's long-term economic viability and vision for a more liveable city. In addition, the project will, through a community commercial program, provide opportunities for local small businesses operating within Lincoln Heights to lease one (1) or more of the project's commercial spaces through, among other potential means, rent subsidies or other incentives.

The project is not located within an existing residential neighborhood, and its proximity to the Heritage Square Metro Gold Line Rail Station is consistent with the policy of locating mixed-use developments in proximity to rail and bus transit stations and corridors, while at the same time conserving existing neighborhoods. The approval of the requested TOC allows for more intense use of the subject property, while reducing vehicular trips to and from the project, vehicle miles traveled, and air pollution.

The project site is zoned for commercial manufacturing uses and is currently developed with industrial and commercial uses and associated surface parking lot. The development

of the site will enable the City to conserve nearby existing stable residential neighborhoods and lower-intensity commercial districts by allowing controlled growth away from such neighborhoods and districts. Therefore, the proposed 468-unit mixed use building with 16,395 square feet of commercial space is consistent with the Distribution of Land Use goals, objectives and policies of the General Plan Framework Element.

The **Housing Element** is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element includes the following objectives and policies relevant to the instant request:

Goal 1: Housing Production and Preservation.

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

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

Objective 1.4: Reduce regulatory and procedural barriers to the production and preservation of housing at all income levels and needs.

Policy 1.4.1: Streamline the land use entitlement, environmental review, and building permit processes, while maintaining incentives to create and preserve affordable housing.

The approval of the request would permit 468 dwelling units through the TOC process with 66 dwelling units set aside for Very Low Income Households. In addition, the project will make 115 studio units and 77 one-bedroom units reserved for Workforce Income Households (for the initial lease). The project would achieve the production of new housing opportunities, meeting the needs of the city, while ensuring a range of different housing types (studio, one- and two-bedroom rental units) that address the needs of the city's households.

Additionally, to reduce regulatory and procedural barriers that may impede the production of housing at all income levels and needs the project proposes all affordable units will be provided in Phase 1 of the construction of the project.

Therefore, the project is consistent with the Housing Element goals, objectives and policies of the General Plan.

The **Mobility Element** of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein. Pasadena Avenue, abutting the property to the east, is designated as a Modified Avenue II dedicated to a varying width of 76 to 81 feet, improved with asphalt roadway, curb, gutter, and concrete sidewalks. Additionally, Avenue 34, abutting the property to the south, is a Modified Local Street-Standard dedicated to a width of 50 feet, improved with asphalt roadway, curb, gutter, and concrete sidewalks.

Pasadena Avenue is part of the Bicycle Lane Network and identified as a Tier 2 Bicycle Lane, and is part of the Pedestrian Enhanced Districts.

The project as designed will support the development of these Networks and meets the following goals and objectives of Mobility Plan 2035:

Policy 2.3: Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Vehicular access to the project site will be provided via a two-way driveway off Avenue 34. One (1) driveway along Pasadena Avenue is permitted. The existing driveways will be removed. Pedestrian access will be off of Pasadena Avenue. Pasadena Avenue will be activated with new commercial uses and publicly accessible open space, which will create a safe and comfortable walking environment.

The project will include pedestrian safety features such as pedestrian-activated crosswalk with in-pavement rapid flashing beacons or an equivalent system, striped crosswalk across Avenue 34 adjacent to the project site, striping on Avenue 34, installation of appropriate wayfinding and safety signage on Avenue 34 adjacent to the project site and on Artesian Street between Avenue 34 and Avenue 33, among other features.

Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.

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

Policy 3.5: Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.

Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.

Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The project's proximity to existing regional transit services (within ½ mile of the Heritage Square Metro Gold Line Rail Station) will reduce vehicular trips to and from the project, vehicle miles traveled, and will contribute to the improvement of air quality. The adjacency of the regional transit services along with the creation of 468 dwelling units, ties the proposed project into a regional network of transit and housing.

In addition, the project will provide a total of 228 bicycle parking spaces (28 short-term and 200 long-term bicycle parking spaces) in storage rooms located within the parking garages to provide bicyclists with convenient, secure and well-maintained bicycle parking

facilities to support “first-mile, last-mile solutions” to maximize multi-modal connectivity and access for transit riders.

Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

As conditioned, the project shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

Therefore, the project is consistent with Mobility Plan 2035 goals, objectives and policies of the General Plan.

The **Air Quality Element** of the General Plan will be implemented by the recommended action herein. The Air Quality Element sets forth the goals, objectives and policies which will guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element recognizes that air quality strategies must be integrated into land use decisions and represent the City’s effort to achieve consistency with regional Air Quality, Growth Management, Mobility and Congestion Management Plans. The Air Quality Element includes the following Goal and Objective relevant to the instant request:

Goal 5: Energy efficiency through land use and transportation planning, the use of renewable resources and less polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.

Objective 5.1: It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.

As conditioned, a minimum of 4% of the available roof area shall be reserved for the installation of a solar thermal system. Therefore, the project is in conformance with the goals and policies of the Air Quality Element.

Therefore, the project is in substantial conformance with the purposes, intent and provisions of the General Plan and does not conflict with any applicable regulations or standards.

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

The subject property is a 219,296 square-foot (5.03 acre) lot comprised of seven (7) contiguous parcels with a frontages along Avenue 34 and Pasadena Avenue. The subject property is currently developed with industrial and commercial uses and associated surface parking lot.

The land use and zoning within close proximity of the subject site are within commercial manufacturing, residential, urban center zoning district (as stipulated by the Cornfield/Arroyo Seco Specific Plan) and public facilities zones and are generally developed residential single-family, and commercial manufacturing structures. The

property to the north abutting the site is zoned UC(CA) and is currently vacant. The properties to east, cross Pasadena Avenue are zoned [Q]RD2-1D, [Q]RD1.5-1D, [Q]PF-1D and [T][Q]CM-2D and are developed with commercial, educational, and multi-family residential uses. The properties to the south, across Avenue 34 are zoned UC(CA) and are improved with commercial and a single-family residential structure. The property to the west is zoned PF-1 and is developed with the Metro Gold Line light rail.

The proposed 519,829 square foot, five-story mixed-use building located on a 219,296 square foot lot is compatible with the existing and future surrounding developments. The project is within the allowable 3 to 1 FAR and provides the required setbacks as allowed by the RAS3 Zone. Additionally, the project will comply with transitional height requirements in lieu of those found in LAMC 12.21.1-A, 10 to ensure compatibility with the adjacent uses.

The proposed project is the construction, use, and maintenance of a new, five-story, 519,829 square-foot mixed use building with 468 dwelling units, including 66 units reserved for Very Low Income Households (for 55 years), and 115 studio units and 77 one-bedroom units reserved for Workforce Income Households (for the initial lease) and two (2) levels of subterranean parking.

The project is designed as one (1) building which includes two (2) levels of subterranean parking across the entire site and with three (3) structures that include residential and commercial uses. The structures will be four (4) and five (5) stories tall with a total of 222 studio, 152 one-bedroom, and 94 two-bedroom dwelling units, and a total of 49,152 square feet of open space for residents.

The project also includes approximately 65,789 square feet of publicly accessible open space, that the general public will be able to access from Pasadena Avenue and Avenue 34. As part of the publicly accessible open space, the project will include a north-south pedestrian pathway as required by the associated "Q" Conditions.

The project will provide 287 residential automobile parking spaces located within two (2) subterranean levels. Twenty-four off-street parking spaces will be provided for the commercial space which will be located within the two (2) subterranean parking levels. Vehicular access to the proposed project will be provided via a driveway off of Avenue 34. All private residential parking spaces and the commercial parking spaces would be accessed via this driveway and will not be visible from the street. An additional driveway off of Pasadena Avenue is permitted.

The project will include pedestrian safety features such as pedestrian-activated crosswalk with in-pavement rapid flashing beacons or an equivalent system, striped crosswalk across Avenue 34 adjacent to the project site, striping on Avenue 34, installation of appropriate wayfinding and safety signage on Avenue 34 adjacent to the project site and on Artesian Street between Avenue 34 and Avenue 33, among other features.

Height, Bulk, and Setbacks

The project is zoned [T][Q]CM-2D and proposes a maximum height of 75 feet. The [T][Q]CM-2D zone does not have a maximum height limit.

The project has a maximum FAR of 3:1. The [T][Q]CM-2D zone has a maximum permitted FAR of 3:1 and 4.5:1 FAR permitted by the TOC Base Incentive.

The height, bulk, and setbacks of the subject project are consistent with the existing development in the immediate surrounding area and with the underlying [T][Q]CM-2D Zone. Therefore, in consideration of other existing and future development in the area, the project is consistent with the surrounding.

Parking

As an Eligible Housing Development in TOC Tier 3, the project is entitled to base incentives including providing ½ parking space per unit and a reduced number of commercial automobile parking spaces. The project will provide a total of 311 automobile parking spaces (287 residential automobile parking spaces and 24 commercial automobile parking spaces) and 264 long-term bicycle parking spaces. 35 short-term bicycle parking stalls will be located within the building within close proximity to the commercial spaces and will be accessible from Pasadena Avenue and Avenue 34.

The proposed parking is located within the building and therefore will not be visible from the public right-of-way. Pedestrian access will be located from Pasadena Avenue and Avenue 34. Vehicular ingress and egress for the parking will be located on Avenue 34, with an additional driveway off of Pasadena Avenue permitted. Therefore, the parking facilities will be compatible with the existing and future developments in the neighborhoods.

Lighting

Lighting is required to be provided per LAMC requirements. The project proposes security lighting will be provided to illuminate building, entrances, walkways and parking areas. The project is required to provide outdoor lighting with shielding, so that the light source cannot be seen from adjacent residential properties. There, the lighting will be compatible with the existing and future developments in the neighborhood.

On-Site Landscaping

The project will provide approximately 49,152 square feet total of open space, which includes a 2,141 square foot interior amenity space on the ground floor of Building A, a 29,395 square foot south courtyard with a pool, spa and lounge areas, a 1,616 square foot interior amenity space on the ground floor of Building B, a 14,976 square foot north courtyard that includes lounge areas and community dining space, a 1,024 interior amenity space on the ground floor of Building C. Additionally, the project includes 24,575 square feet of landscaped area distributed throughout the project. The project has been conditioned so that all open areas not used for buildings, driveways, parking areas, recreational facilities or walks will be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect. The planting of any required trees and street trees will be selected and installed per the Bureau of Street Services, Urban Forestry Divisions' requirements. Therefore, the on-site landscaping will be compatible with the existing and future developments in the neighborhood.

Loading/Trash Area

The development is not required to provide a loading area pursuant to LAMC Section 12.21-C,6. Waiting and drop areas for residents will be on the ground level. Tenants moving in or out of the building will be able to park moving trucks on the street level adjacent to the parking entrance and the lobby.

The project will include on-site trash collection for both refuse and recyclable materials, in conformance with the LAMC. Compliance with these regulations will allow the project to be compatible with existing and future development. The service area for trash and recycling collection will be conditioned to be located at grade level and accessible from the parking area. Additionally, service area for trash collection is to be located on all upper floors. Therefore, as proposed and conditioned, the project is compatible with existing and future development on neighboring properties.

As described above and as depicted within the plans and elevations submitted with the instant application, the project consists of a five-story, mixed-use building, with parking on-site for residents and commercial parking spaces, lighting, landscaping, trash collection, and other pertinent improvements, that is compatible with existing and future development in the surrounding area.

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

The project proposes provide a variety of unit types which includes: 222 studio units, 152 one-bedroom units, and 94 two-bedroom units. Pursuant to LAMC section 12.21-G, the project would be required to provide 49,150 square feet of open space. As approved, the project will provide 49,152 square feet of open space. The project provides approximately 49,152 square feet total of open space, which includes a 2,141 square foot interior amenity space on the ground floor of Building A, a 29,395 square foot south courtyard with a pool, spa and lounge areas, a 1,616 square foot interior amenity space on the ground floor of Building B, a 14,976 square foot north courtyard that includes lounge areas and community dining space, a 1,024 interior amenity space on the ground floor of Building C. The project also provides 65,789 square feet of publicly accessible open space, which the general public will be able to access from Pasadena Avenue and Avenue 34. Additionally, the project includes 24,575 square feet of landscaped area distributed throughout the project.

ADDITIONAL MANDATORY FINDINGS

4. After consideration of the whole of the administrative record, the project was assessed in Mitigated Negative Declaration, No. ENV-2016-273-MND adopted on August 22, 2017; and pursuant to CEQA Guidelines 15162 and 15164, as supported by the addendum dated December 2019, no major revisions are required to the Mitigated Declaration; and no subsequent EIR or negative declaration is required for approval of the project.
5. 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 in Zone X, which is categorized as an area of minimal flood hazard.

