

## FINDINGS

### Conditional Use Findings

- 1. That the project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region.**

The subject property is comprised of six (6) lots resulting in approximately 35,771 square feet of lot area with a 150-foot frontage along Oxford Avenue and a 123-foot frontage along Serrano Avenue. The subject property is zoned C2-1 and R3-1 within the Wilshire Community Plan Area. The subject site is located within a Transit Priority Area in the City of Los Angeles (ZI-2452), and a State Enterprise Zone: Los Angeles (ZI-2374). The site is located 2.037 kilometers from the Puente Hills Blind Thrust Fault. The project is located within an Urban Agriculture Incentive Zone. The property is currently improved with a commercial building, a triplex and associated surface parking lot.

The proposed project involves the demolition of existing structures and the construction, use and maintenance of a new seven-story, 134,788 square-foot residential building with 101 dwelling units including 15 units set aside for Very Low Income Households with a proposed building height of 89 feet. The dwelling units consists of 10 studio units, 71 one-bedroom units, and 20 two-bedroom units. The residential units will be located within the third through seventh floors of the proposed building. The project would provide a total of 159 automobile parking spaces within one (1) subterranean and two (2) above ground levels of parking and a total of 88 bicycle parking spaces.

The project will perform a function by replacing the existing uses with a new 101-unit residential development thereby adding to the city's housing stock. The additional 35 percent density bonus (beyond the 35 percent permitted through a by-right density bonus) approved herein results in an additional 42 units, for a total of 101 units. In exchange, the project will set aside at least 25 percent (15 units) of the base density for Very Low Income Households for a minimum of 55 years.

Therefore, the proposed 101-unit residential development, including the 15 units set aside for Very Low Income Households, the project will provide new market rate and affordable housing, thus performing a function that is essential and beneficial to the city and the region.

- 2. That the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood or the public health, welfare, and safety.**

The subject property is comprised of six (6) lots measuring 35,771 square feet of lot area located along Oxford Avenue and Serrano Avenue in the Wilshire Center-Koreatown neighborhood. The subject property is zoned C2-1 and R3-1 located within the Wilshire Community Plan area, a densely populated portion of the City of Los Angeles. The project site is located in an urbanized area surrounded by a mix of residential, commercial retail/restaurant, commercial office, and religious uses. The properties to the west of the project site across Oxford Avenue are zoned R3-1 and C2-1 and are developed with multi-family residential uses, commercial uses, and a church. The abutting property to the north is zoned R3-1 and is improved with multi-family housing residential uses. The properties to the east of the project site, across Serrano Avenue, are zoned R3-1 and are improved with residential uses. To the south abutting the project site, is zoned C2-1 and is improved with commercial office, retail, and restaurant uses. Construction of the housing development will

serve to benefit the neighborhood rather than degrade it. The façades are well-articulated and feature a prominent ground design that distinguishes it from the upper levels. The residential lobby and offices at the ground level engage pedestrians along Serrano Avenue and Oxford Avenue. Well-designed landscaping will create a pleasing transition from the pedestrian realm of the sidewalk to the façade of the building. Therefore, the project is compatible with the surrounding neighborhood and will not adversely affect nor degrade adjacent properties, surrounding neighborhood, or the public health, safety, or welfare.

The proposed project consists of the construction of a new seven-story 101 dwelling unit residential development with a total of 159 vehicular parking spaces, open space, and common amenities for the residents. The property is currently improved with a commercial building, a triplex and associated surface parking lot. Except for the requests herein, the proposed project is otherwise entirely consistent with the requirements of the underlying zone. The project's significant features, including the proposed building's use, density, height, and FAR, are permitted by the underlying zone and the provisions of Density Bonus law.

Given the proposed project's location within the Wilshire Community Plan area, along with the existing development in the immediate vicinity of the subject property and its proximity to commercial thoroughfares, the project's location, size, height, operations, and other significant features will be compatible with and will not adversely affect adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

**3. That the project substantially conforms with the purpose, intent and provisions of the General Plan, the 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 Wilshire Community Plan area and is not subjected to any applicable specific plans.

The proposed project conforms to the following goals, objectives and policies of the Wilshire Community Plan:

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

Objective 1-1: Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area.

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

Policy 1-1.2: Promote neighborhood preservation in all stable residential neighborhoods.

Policy 1-1.3: Provide for adequate Multiple Family residential development.

Objective 1-2: Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.

Policy 1-2.1: Encourage higher density residential uses near major public transportation centers.

Objective 1-3: Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.

Objective 1-4: Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped and senior citizens.

Policy 1-4.1: Promote greater individual choice in type, quality, price and location of housing.

Policy 1-4.3: Encourage multiple family residential and mixed use development in commercial zones.

The project is a residential development with 15 units restricted for families or persons of Very Low Income and maximizes the property's development potential. The project's Very Low Income and market rate units satisfy both the needs of affordable housing as well as the City's need for more housing overall. The project will result in the net addition of 15 covenanted affordable dwelling units in a community in-need of more affordable housing.

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 residential building that will provide 101 new dwelling units, including 15 units reserved for Very Low Income Households, thereby contributing toward and facilitating the City's long-term economic viability and vision for a more liveable city.

The property is currently developed with a commercial building, a triplex 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 101-unit residential building 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, establishes goals, objectives, and policies to guide future housing decisions, and provides an array of programs to meet Citywide Housing Priorities, including addressing the housing shortage, advancing racial equity and access to opportunity, preventing displacement and promoting sustainability and resilience. The Housing Element includes the following objectives and policies relevant to the instant request:

Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.

Objective 1.1: Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.

Policy 1.1.2: Plan for appropriate land use designations and density to accommodate an ample supply of housing units by type, cost, and size within the City to meet housing needs, according to Citywide Housing Priorities and the City's General Plan.

Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

Policy 1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.

Policy 1.2.2: Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households.

Objective 1.3: Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.

Policy 1.3.1: Prioritize housing capacity, resources, policies, and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

Policy 1.3.2: Prioritize the development of new Affordable Housing in all communities, particularly those that currently have fewer Affordable units.

Goal 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.

Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space, and other amenities.

Objective 3.2: Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.

Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

The proposed project implements the Housing Element by increasing the housing supply consistent with the General Commercial and Medium Residential land use designations. The property is currently improved with a commercial building, a triplex and associated surface parking lot.

The approval of the request would permit 101 new dwelling units with 15 units set aside for Very Low Income Households. The project would achieve the production of new housing opportunities, meeting the needs of the city, while facilitating the construction of a range of different housing types (studios, one- and two-bedroom units) that address the needs of the city's diverse households. 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. Oxford Avenue, adjoining the property to the west, is a designated Collector dedicated to a right-of-way width of 66 feet and is improved with asphalt roadway, curb, gutter, concrete sidewalks, and street trees. Serrano Avenue, adjoining the property to east, is a Local Street dedicated to a right-of-way width of 60 feet and is improved with asphalt roadway, curb, gutter, concrete sidewalks, and street trees. 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 two (2) driveways off Oxford Avenue and Serrano Avenue. A total of 159 off-street automobile parking spaces will be provided within the parking garage. Pedestrian access will be via Oxford Avenue and Serrano Avenue.

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 3.7: 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 will provide a total of 80 long-term bicycle parking spaces which will be provided in a bicycle storage room at the ground floor level in storage rooms located within the parking garages to provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities. Short-term bicycle racks will be provided along Oxford Avenue and Serrano Avenue.

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

As conditioned, all electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) 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, the project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211. Therefore, the project is in conformance with the goals and policies of the Air Quality Element.

In addition, the project has also been conditioned to provide solar infrastructure. Together, these conditions further support applicable policies in the Health and Wellness Element, Air Quality Element, and Mobility Element of the General Plan by reducing the level of pollution/greenhouse gas emissions, ensuring new development is compatible with alternative fuel vehicles, and encouraging the adoption of low emission fuel sources and supporting infrastructure. These conditions also support good planning practice by promoting overall sustainability and providing additional benefits and conveniences for residents, workers, and visitors.

The project contributes to and furthers several applicable goals, objectives, and policies of the plans that govern land use and development in the City. Therefore, the project substantially conforms with the purpose, intent, and provisions of the General Plan and the Wilshire Community Plan.

**In addition to the above findings set forth in Section 12.24-E of the LAMC, the City Planning Commission shall find that:**

**4. The project is consistent with and implements the affordable housing provisions of the Housing Element of the General Plan.**

In November 2021, the Los Angeles City Council adopted the 2021-2029 Housing Element. City Planning subsequently released proposed targeted amendments to the Housing Element for public comment. In June 2022, the full City Council adopted the targeted amendments. The Housing Element will guide the creation and implementation of the City's housing policy from 2021 to 2029. Further, the California Department of Housing and Community Development (HCD) informed the City of Los Angeles that its 2021-2029 Housing Element was in full compliance with State law. The Housing Element identifies the City's housing conditions and needs, evaluates the City's ability to meet its Regional Housing Needs Assessment (RHNA), establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides an array of programs the City intends to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element aims to provide affordable housing and amenity-rich, sustainable

neighborhoods for its residents, answering the variety of housing needs of its growing population. Specifically, the Housing Element encourages affordable units to accommodate all income groups that need assistance.

There are no objective zoning or design review standards relevant to this finding other than those objective standards, as defined by Government Code Section 65913.4(a), that the project has already been determined to be consistent with. The project is consistent with and implements the affordable housing provisions of the Housing Element with the addition of 15 units set aside for Very Low Income Households with the approval of the proposed project. The proposed project will replace existing commercial buildings, surface parking lot and a triplex with a multi-family residential development consisting of 101 residential dwelling units, which reserves 25-percent of the 59-base density, resulting in 15 units, for Very Low Income Households. As such, the proposed project substantially conforms to the purpose of the Housing Element of the General Plan.

- 5. The project contains the requisite number of Restricted Affordable Units, based on the number of units permitted by the maximum allowable density on the date of application, as follows:**
- a. 11% Very-Low Income Units for a 35% density increase; or**
  - b. 20% Low Income Units for a 35% density increase; or**
  - c. 40% Moderate Income Units for a 35% density increase in for-sale projects.**

**The project may then be granted additional density increases beyond 35% by providing additional affordable housing units in the following manner:**

- a. For every additional 1% set aside of Very-Low Income Units, the project is granted an additional 2.5% density increase; or**
- b. For every additional 1% set aside of Low Income Units, the project is granted an additional 1.5% density increase; or**
- c. For every additional 1% set aside of Moderate Income Units in for-sale projects, the project is granted an additional 1% density increase; or**
- d. In calculating the density increase and Restricted Affordable Units, each component of any density calculation, including base density and bonus density, resulting in fractional units shall be separately rounded up to the next whole number.**

The subject property is zoned C2-1 and R3-1. The C2-1 zone establishes a density ratio of one (1) dwelling unit per 400 square feet of lot area. The R3-1 zone establishes a density ratio of one (1) dwelling unit per 800 square feet of lot area. At 10,588.52 square feet in size of the C2 portion of the property, the portion has a base density of 27. Additionally, with 25,182.03 square feet in size of the R3 portion of the property, the portion has a base density of 32 units. The subject property has a total permitted base density of 59 units.<sup>1</sup> In exchange for reserving a portion of the units for affordable housing, the applicant is entitled to a maximum 35 percent density bonus by-right. The applicant is seeking an additional 35 percent density bonus (or a total of a 70 percent density bonus) through a Conditional Use to allow for the proposed 101 dwelling units to be built on the site.

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<sup>1</sup> Assembly Bill 2501 clarifies that density calculations that result in a fractional number are to be rounded up to the next whole number. This applies to base density, number of bonus units, and number of affordable units required to be eligible for the density bonus.



Pursuant to the LAMC and California Government Code Section 65915, a Housing Development Project that sets aside a certain percentage of units as affordable, either in rental or for-sale units, shall be granted a corresponding density bonus, up to a maximum of 35 percent. While these provisions are limited to 35 percent, Government Code Section 65915(f) states that “the amount of density bonus to which an applicant is entitled shall vary according to the amount by which the percentage of affordable housing units exceeds percentage established.” As such, in instances where a project is seeking a density bonus increase that is more than 35 percent, the number of required units that are set aside as affordable shall vary depending on the requested amount of density bonus. Therefore, it is appropriate that any project that requests a density bonus increase beyond 35 percent would extend the existing set-aside charts located in Section 12.22-A,25 of the LAMC. LAMC Section 12.24-U,26, which implements this provision of State law, states, as a Conditional Use, a project may be granted additional density increases beyond the 35 percent maximum by providing additional affordable housing units. Consistent with this Section, the table below illustrates how the maximum allowable Density Bonus increases for every unit set aside for Very Low Income Households (2.5 percent density increase for every additional one (1) percent of Very Low Income units provided), based on the base density and the chart prescribed in Section 12.22-A,25 of the LAMC.

<b><i>Very Low Income Units (Percentage of Base Density)</i></b>	<b><i>Maximum Density Bonus Permitted (Based on Base Density)</i></b>
5 %*	20 %*
6 %*	22.5 %*
7 %*	25 %*
8 %*	27.5 %*
9 %*	30 %*
10 %*	32.5 %*
11 %*	35 %*
12 %	37.5 %
13 %	40 %
14 %	42.5 %
15 %	45 %
16 %	47.5 %
17 %	50 %
18 %	52.5 %
19 %	55 %
20 %	57.5 %
21%	60%
22%	62.5%
23%	65%
24%	67.5%
25%	70%

*\*Existing set-aside chart as listed in Section 12.22-A,25 of the LAMC*

For the subject property, a 35 percent by-right density bonus would allow for 80 units (equal to an increase of 21 units beyond the 59-unit base density) to be constructed on the project site. As illustrated in Table above, in order to qualify for the 35 percent by-right density bonus, the project would be required to set aside 11 percent of the base density, or seven (7) units for Very Low Income Households. The applicant is seeking an additional 35 percent density bonus (for a total of 70% density bonus from the base density) through a Conditional Use to allow for a total of 101 dwelling units, representing an increase of 21 units beyond what would otherwise be permitted through the by-right 35 percent density bonus. In order to obtain the additional requested 35 percent density bonus, as shown in the table above, the project must set aside at least 25 percent of the base density, equal to 15 units, for Very Low Income Households. The project proposes to set aside 15 units for Very Low Income Households in exchange for the requested Density Bonus.

**6. The project meets any applicable dwelling unit replacement requirements of the California Government Code Section 65915(c)(3).**

The property is currently improved with a commercial building, a triplex and associated surface parking lot. The Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 8) Replacement Unit Determination, dated September 1, 2022, that two (2) units are subject to replacement pursuant to the requirements of SB 8. The Determination made by LAHD requires two (2) units be replaced with equivalent type; one (1) unit restricted to Low Income Households, and one (1) unit restricted to Very Low Income Households. The proposed project will set aside 15 units for Very Low Income Households. For the one (1) remaining unit presumed to have been occupied by an above-lower income person or household, as permitted by California Government Code §65915(c)(3)(C)(ii), the City has opted to require that those unit(s) be replaced in compliance with the City's Rent Stabilization Ordinance (RSO). Therefore, the project will meet the applicable dwelling unit replacement requirements of the California Government Code Section 65915(c)(3).

**7. The project's Restricted Affordable Units are subject to a recorded affordability restriction of 55 years from the issuance of the Certificate of Occupancy, recorded in a covenant acceptable to the Housing Department, and subject to fees as set forth in Section 19.14 of the LAMC.**

The proposed project has been conditioned to record a covenant for affordability restriction of a period of 55 years from the issuance of the Certificate of Occupancy to the satisfaction of the Los Angeles Housing Department, and subject to fees as set forth in Section 19.14 of the LAMC.

**8. The project addresses the policies and standards contained in the City Planning Commission's Affordable Housing Incentives Guidelines.**

The City Planning Commission approved the Affordable Housing Incentives Guidelines (under Case No. CPC-2005-1101-CA) on June 9, 2005. The Guidelines were subsequently approved by the City Council on February 20, 2008, as a component of the City of Los Angeles Density Bonus Ordinance. The Guidelines describe the density bonus provisions and qualifying criteria, incentives available, design standards, and the procedures through which projects may apply for a density bonus and incentives. The Los Angeles Housing Department (LAHD) utilizes the Guidelines in the preparation of Housing Covenants for Affordable Housing Projects. The Guidelines prescribe that the design and location of affordable units be comparable to the market rate units, the equal distribution of amenities, LAHD monitoring requirements, affordability levels, and procedures for obtaining LAHD signoffs for building permits.

The project will result in a total of 101 new dwelling units, of which 15 units will be reserved for Very Low Income Household occupancy and the remainder will be offered as market rate units. In order to ensure that there is equal distribution of amenities, the project has been conditioned to provide the private balconies in accordance with the requirements of the LAMC. All residents of the proposed project will have access to all common open space amenities within the building and each unit will have adequate private open space. The restricted units will comply with affordability requirements in the Guidelines set forth by LAHD in conformance with US Department of Housing and Urban Development (HUD). Additionally, as part of the building permit process, the applicant will execute a covenant to the satisfaction of LAHD who will ensure compliance with the Guidelines. Therefore, the project will address the policies and standards contained in the Guidelines.

### **Density Bonus/Affordable Housing Incentives / Waivers Compliance Findings**

**9. Pursuant to Section 12.22-A,25 of the LAMC and Government Code 65915, the Director shall approve a density bonus and requested incentive(s) /waiver(s) unless the director finds that:**

***a. The incentives do not result in identifiable and actual cost reductions 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 record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

Averaging of Floor Area Ratio, Density, Parking or Open Space, and permitting Vehicular Access (On-Menu Incentive) – The subject property is zoned R3-1 and C2-1 and is comprised of six (6) contiguous parcels. Pursuant to LAMC Section 12.22.A,25(f)(8) the project request includes an On-Menu incentive to permit averaging of floor area ratio, density, parking, open space, and permitting vehicular access. In this case, the project has requested an On-Menu Incentive to allow averaging of floor area ratio, density, parking, or open space, and permitting vehicular access which allows for design efficiencies that translate into cost savings per unit, thereby reducing the cost of building the affordable units.

Floor Area Ratio (Off-Menu Incentive) – The subject property is zoned R3-1 and C2-1. Pursuant to LAMC Section 12.22-A.25(g)(3), the project is requesting an Off-Menu Incentive for an increase in the FAR of the project site. The C2 zone permits a 1.5 to 1 FAR and the R3 zone permits a 3 to 1 FAR. In this case, the project has requested an Off-Menu Incentive to allow an increase in the FAR for the entire project site for an FAR of 4.25 to 1 which would allow for a larger construction envelope to provide the affordable units. The ability to develop larger building or more units will increase the revenues from the market-rate floor area, which will lower the marginal cost of developing and operating the affordable units. The additional floor area will allow certain fixed costs involved in the construction to be spread over more floor area thereby reducing the per square foot build cost of the development.

Height (Off-Menu Incentive) – The subject property is zoned R3-1 and C2-1. Pursuant to LAMC Section 12.22-A.25(g)(3), the project is requesting an Off-Menu Incentive for an increase in the height of the proposed project. Height District 1 for the C2-1 portion of the site does not restrict the height and number of stories. However, for the R3-1 portion of the project site, the height district does not limit the number of stories but limits the height to 45 feet. In this case, the project has requested an Off-Menu Incentive to allow an increase in the height for the project to allow for a height of 89 feet which would allow for a larger construction envelope to provide the affordable units.

The project provides 25% of the base units for Very Low Income Households to qualify for the 35% Density Bonus and the requested Incentives. The requests will allow the developer to expand the building envelope so the additional and affordable units can be constructed, and the overall space dedicated to residential uses is increased. The increase in FAR, increase in height, and the averaging of FAR, density, open space, and permitting vehicular access across the entirety of the site will allow for the construction of additional and will allow the construction of additional market rate floor area whose rents will subsidize the construction and operational costs of the affordable units. These Incentives support the applicant's decision to set aside 15 dwelling units for Very Low Income Households for 55 years.

- b. The incentives or waivers 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.***

There is no substantial evidence in the record that the proposed incentives or waivers will have a specific adverse impact. 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)). As required by Section 12.22-A,25(e)(2), the project meets the eligibility criterion that is required for density bonus projects. The record does not identify a public health and safety standard in relation to this finding. The project also does not involve the alteration of a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. Therefore, there is no substantial evidence that the proposed incentives or waivers will have a specific adverse impact on public health and safety.

- c. The waiver[s] or reduction[s] of development standards will not have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]” (Government Code Section 65915(e)(1)***

A Density Bonus project may request other “waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]” (Government Code Section 65915(e)(1)).

Pursuant to LAMC Sections 12.14.C.2 and 12.10.C.2, the underlying zones requires the project to provide a 10-foot northerly and southerly side yards. The project request

includes a waivers of development standard to allow for a reduction of the required side yards along the property's northerly and southerly interior lot line in lieu of the otherwise required 10-foot side yard.

Pursuant to Ordinance No. ORD-60770, the project is required to provide 10 feet per the Building Line along the Oxford Avenue. The project request includes a waiver of development standard to allow for the elimination of the required front yard setbacks in lieu of the otherwise required 10 feet as required by the building line. Additionally, pursuant to Ordinance No. ORD-44572, the project is required to provide 20 feet per the Building Line along the Serrano Avenue. The project request includes a waiver of development standard to allow for the elimination of the required front yard setbacks in lieu of the otherwise required 20 feet as required by the building line.

As proposed, the granting of these waivers will allow for the development of the proposed residential building with the inclusion of the affordable residential units given the quantity of units allowed under the density bonus and within the 4.25 to 1 floor area ratio and height increase granted under the Incentives. As presented by the applicant, without the requested yard waivers, floor area located within those yards would be physically precluded from the Project preventing the construction of the proposed floor area and units described in the plans.

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

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

### **Site Plan Review Findings**

**10. 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 Wilshire Community Plan area and is not subjected to any applicable specific plans.

#### **Wilshire Community Plan**

The subject property is located within the Wilshire Community Plan which was updated by the City Council on September 19, 2001. The Wilshire Community Plan designates the subject property for General Commercial and Medium Residential land uses with corresponding zones of C1.5, C2, C4, P, RAS3, and RAS4 and corresponding zone of R3 respectively. The subject property is zoned R3-1 and C2-1. The proposed project advances the following objectives of the Community Plan:

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

Objective 1-1: Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area.

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

Policy 1-1.2: Promote neighborhood preservation in all stable residential neighborhoods.

Policy 1-1.3: Provide for adequate Multiple Family residential development.

Objective 1-2: Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.

Policy 1-2.1: Encourage higher density residential uses near major public transportation centers.

Objective 1-3: Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.

Objective 1-4: Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped and senior citizens.

Policy 1-4.1: Promote greater individual choice in type, quality, price, and location of housing.

Policy 1-4.3: Encourage multiple family residential and mixed-use development in commercial zones.

The proposed project furthers the development of the Wilshire community by providing a safe, secure, and high-quality residential environment for all economic, age, and ethnic segments of the Wilshire community and providing affordable housing by allowing for the development of a residential building with 101 dwelling units, including 15 units reserved for Very Low Income Households on lots zoned for commercial and residential uses. 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. Therefore, the project is consistent with the Wilshire 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 residential building that will provide 101 new dwelling units, including 15 units reserved for Very Low Income Households, thereby contributing toward and facilitating the City's long-term economic viability and vision for a more liveable city.

The property is currently improved with a commercial building, a triplex 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 101-unit residential building 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, establishes goals, objectives, and policies to guide future housing decisions, and provides an array of programs to meet Citywide Housing Priorities, including addressing the housing shortage, advancing racial equity and access to opportunity, preventing displacement, and promoting sustainability and resilience. The Housing Element includes the following objectives and policies relevant to the instant request:

Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.

Objective 1.1: Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.

Policy 1.1.2: Plan for appropriate land use designations and density to accommodate an ample supply of housing units by type, cost, and size within the City to meet housing needs, according to Citywide Housing Priorities and the City's General Plan.

Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

Policy 1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.

Policy 1.2.2: Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households.

Objective 1.3: Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.

Policy 1.3.1: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

Policy 1.3.2: Prioritize the development of new Affordable Housing in all communities, particularly those that currently have fewer Affordable units.

Goal 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.

Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space, and other amenities.



Objective 3.2: Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.

Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

The proposed project implements the Housing Element by increasing the housing supply consistent with the General Commercial and Medium Residential land use designations. The property is currently improved with a commercial building, a triplex and associated surface parking lot.

The approval of the request would permit 101 new dwelling units with 15 units set aside for Very Low Income Households. The project would achieve the production of new housing opportunities, meeting the needs of the city, while facilitating the construction of a range of different housing types (studios, one- and two-bedroom units) that address the needs of the city's diverse households. 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. Oxford Avenue, adjoining the property to the west, is a designated Collector dedicated to a right-of-way width of 66 feet and is improved with asphalt roadway, curb, gutter, concrete sidewalks, and street trees. Serrano Avenue, adjoining the property to east, is a Local Street dedicated to a right-of-way width of 60 feet and is improved with asphalt roadway, curb, gutter, concrete sidewalks, and street trees.

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 two (2) driveways off Oxford Avenue and Serrano Avenue. A total of 159 off-street automobile parking spaces will be provided within the parking garage. Pedestrian access will be via Oxford Avenue and Serrano Avenue.

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 3.7: 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 will provide a total of 80 long-term bicycle parking spaces which will be provided in a bicycle storage room at the ground floor level in storage rooms located within the parking garages to provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities. Short-term bicycle racks will be provided along Oxford Avenue and Serrano Avenue.

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

As conditioned, all electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) 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, the project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211. 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.

**11. 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 comprised of six (6) lots resulting in approximately 35,771 square feet of lot area with a 150-foot frontage along Oxford Avenue and a 123-foot frontage along Serrano Avenue. The property is currently improved with a commercial building, a triplex and associated surface parking lot. The subject property is zoned C2-1 and R3-1 within the Wilshire Community Plan Area.

Surrounding properties are developed with a mix of residential, commercial retail/restaurant, commercial office, and religious uses. The properties to the west of the project site across Oxford Avenue are zoned R3-1 and C2-1 and are developed with multi-family residential uses, commercial uses, and a church. The abutting property to the north is zoned R3-1 and is improved with multi-family housing residential uses. The properties to the east of the project site, across Serrano Avenue, are zoned R3-1 and are improved with residential uses. To the south abutting the project site, is zoned C2-1 and is improved with commercial office, retail, and restaurant uses.

The proposed 134,788 square foot, seven-story residential building located on a 35,771 square foot property is compatible with the existing and future surrounding developments. The table below includes a list of existing or approved developments within close proximity to the subject site.

<b>Address</b>	<b>Floor Area</b>	<b>FAR</b>	<b>Height</b>
<i>Proposed Project</i>	<i>134,788 sq. ft.</i>	<i>4.25:1</i>	<i>7 stories</i>
4722 West Elmwood Avenue	39,330 sq. ft.	4.5:1	6 stories
4670 West Beverly Boulevard	20,674 sq. ft.	2.78:1	7 stories
203 North Oxford Avenue.	18,351.36 sq. ft.	4.05:1	5 stories

The proposed project involves the construction, use and maintenance of a new seven-story, 134,788 square-foot residential building with 101 dwelling units with a proposed building height of 89 feet. The project would provide a total of 159 automobile parking spaces within one (1) subterranean and two (2) above ground levels of parking and a total of 88 bicycle parking spaces.

The project includes 10 studio units, 71 one-bedroom units, 20 two-bedroom units and a total of 18,006 square feet of open space for residents. Therefore, pursuant to LAMC Section 12.21-G, the project, as proposed, is required to provide 10,600 square feet of open space. The project provides approximately 18,006 square feet total of open space, which includes a 7,446 square-foot roof top deck, and a 6,010 square-foot podium deck area on the third floor. Residential common amenity spaces/rec rooms are located throughout the project on the third through seventh floors. The project also includes 4,550 square feet of private balconies. As conditioned, the project will provide open space as required by LAMC Section 12.21-G.

The project would provide a total of 159 automobile parking spaces within one (1) subterranean and two (2) above ground level of parking and a total of 88 bicycle spaces.

Vehicular access to the project site will be provided via two (2) driveways off Oxford Avenue and Serrano Avenue. A total of 159 off-street automobile parking spaces will be provided within the parking garage. Pedestrian access will be via Oxford Avenue, and Serrano Avenue. In addition, 80 long-term bicycle parking spaces will be provided in a bicycle storage room at the ground floor level. Short-term bicycle racks will be provided along Oxford Avenue and Serrano Avenue.

#### Height, Bulk, and Setbacks

The project is zoned C2-1 and R3-1 and proposes a maximum height of 89 feet. Height District 1 for the C2-1 portion of the site does not restrict the height and number of stories. However, for the R3-1 portion of the project site, the height district does not limit the number of stories but limits the height to 45 feet. The project has requested an Off-Menu Incentive to allow an increase in the height for the project to allow for a height of 89 feet with a total of seven stories.

The project has a maximum FAR of 4.25:1. The subject property is zoned C2-1 and R3-1. The C2 zone permits a 1.5 to 1 FAR and the R3 zone permits a 3 to 1 FAR. In this case, the project has requested an Off-Menu Incentive to allow an increase in the FAR for the entire project site for an FAR of 4.25 to 1.

Pursuant to LAMC Sections 12.14.C.2 and 12.10.C.2, the project is required to provide 10-foot side yards. The project request includes waivers of development standard to allow five-foot northerly and southerly side yards along property's interior lot line in lieu of the otherwise required 10-foot side yards at both locations. Pursuant to Ordinance No. ORD-60770, the project is required to provide 10 feet per the Building Line along the Oxford Avenue. The project request includes a waiver of development standard to allow for the elimination of the required front yard setbacks in lieu of the otherwise required 10 feet as required by the building line. Additionally, pursuant to Ordinance No. ORD-44572, the project is required to provide 20 feet per the Building Line along the Serrano Avenue. The project request includes a waiver of development standard to allow for the elimination of the required front yard setbacks in lieu of the otherwise required 20 feet as required by the building line. In this case, the project would provide zero-foot front yard setbacks along Oxford Avenue and Serrano Avenue. As such, with the approval of the requested waiver, the project complies with the required setbacks.

The height, bulk, and setbacks of the subject project are consistent with the existing development in the immediate surrounding area and with the underlying C2-1 and R3-1 Zones. The surrounding properties are developed with a mix of residential, commercial retail/restaurant, commercial office, and religious uses. The properties to the west of the project site across Oxford Avenue are zoned R3-1 and C2-1 and are developed with multi-family residential uses, commercial uses, and a church. The abutting property to the north is zoned R3-1 and is improved with multi-family housing residential uses. The properties to the east of the project site, across Serrano Avenue, are zoned R3-1 and are improved with residential uses. To the south abutting the project site, is zoned C2-1 and is improved with commercial office, retail, and restaurant uses.

Therefore, in consideration of other development in the area, the project is consistent with the surrounding.

### Parking

The project will provide a total of 159 parking spaces and 80 long-term bicycle parking spaces. Short-term bicycle racks will be provided along Oxford Avenue and Serrano Avenue.

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 on Oxford Avenue, a Collector Street, and Serrano Avenue is a Local Street - Standard. All ingress and egress for the parking will be located on Oxford Avenue and Serrano Avenue.

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. Therefore, the lighting will be compatible with the existing and future developments in the neighborhood.

#### On-Site Landscaping

The project proposes approximately 18,006 square feet total of open space, which includes a 7,446 square-foot roof top deck, and a 6,010 square-foot podium deck area on the third floor. Residential common amenity spaces/rec rooms are located throughout the project on the third through seventh floors. The project also includes 4,550 square feet of private balconies. Additionally, the project includes landscaped area distributed throughout the project. The project has been conditioned to provide open space as required by LAMC section 12.21-G. Additionally, the project is 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 areas and drop areas 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 seven-story, residential building, with parking on-site for residents, lighting, landscaping, trash collection, and other pertinent improvements, that is compatible with existing and future development in the surrounding area.

### **12. 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 10 studio units, 71 one-bedroom units, and 20 two-bedroom units. Pursuant to LAMC Section 12.21-G, the project, as proposed, is required to provide 10,600 square feet of open space. The project provides approximately 18,006 square feet total of open space, which includes a 7,446 square-foot roof top deck, and a 6,010 square-foot podium deck area on the third floor. Residential common amenity spaces/rec rooms are located throughout the project on the third through seventh floors. The project also includes 4,550 square feet of private balconies.

#### Additional Findings

### **13. The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "In-fill Projects". The project can be characterized as in-fill development within**

urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting five established conditions and if it is not subject to an Exception that would disqualify it. The Categorical Exception document attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption.