

3.3. Description of the Proposed Project

3.3.1. Project Overview

The Proposed Project includes the demolition of three existing commercial buildings used for the commercial operation of a telecommunications company (totaling 7,881 square feet), three existing single-family residential buildings (totaling 1,518 square feet), one surface parking lot, and removal of three non-protected trees and one street tree. The Project includes the renovation of an existing 5,663 square-foot two-story officebuilding above a one-level partially subterranean garage, and the construction, operation, and maintenance of five eight-story multi-family buildings with 454 permanent supportive housing dwelling units. The Proposed Project consists of 100 percent affordable housing for the formerly homeless, exclusive of the five manager’s units, serving lower-income and target population members. The Proposed Project includes 370 studio units, 71 one-bedroom units, and 13 two-bedroom units. The Proposed Project includes 23 vehicular parking spaces within an at-grade parking level in three of the five buildings and 251 bicycle parking spaces within an at-grade parking level in all five buildings. Vehicular access to the Project Site will be provided via one full-access driveway along Madison Avenue, one full-access driveway along Oakwood Avenue, one full-access driveway along Juanita Avenue, and a loading/drop-off area along Madison Avenue. Additionally, the Proposed Project provides 36,580 square feet of interior and exterior open space and 11,772 square feet of resident services space (including 5,700 square feet of case management space and 6,072 square feet of interior open space). The Proposed Project’s total floor area consists of 247,812 square feet of residential space, resulting in a Floor Area Ratio of 2.8:1. The maximum building height is 95 feet above grade.

A summary of the Proposed Project is provided in Table 3.2, Proposed Development Program, below. The plan layout of the Proposed Project is depicted in Figure 3.6, Plot Plan. The floor plans are illustrated in Figures 3.7 through 3.11.

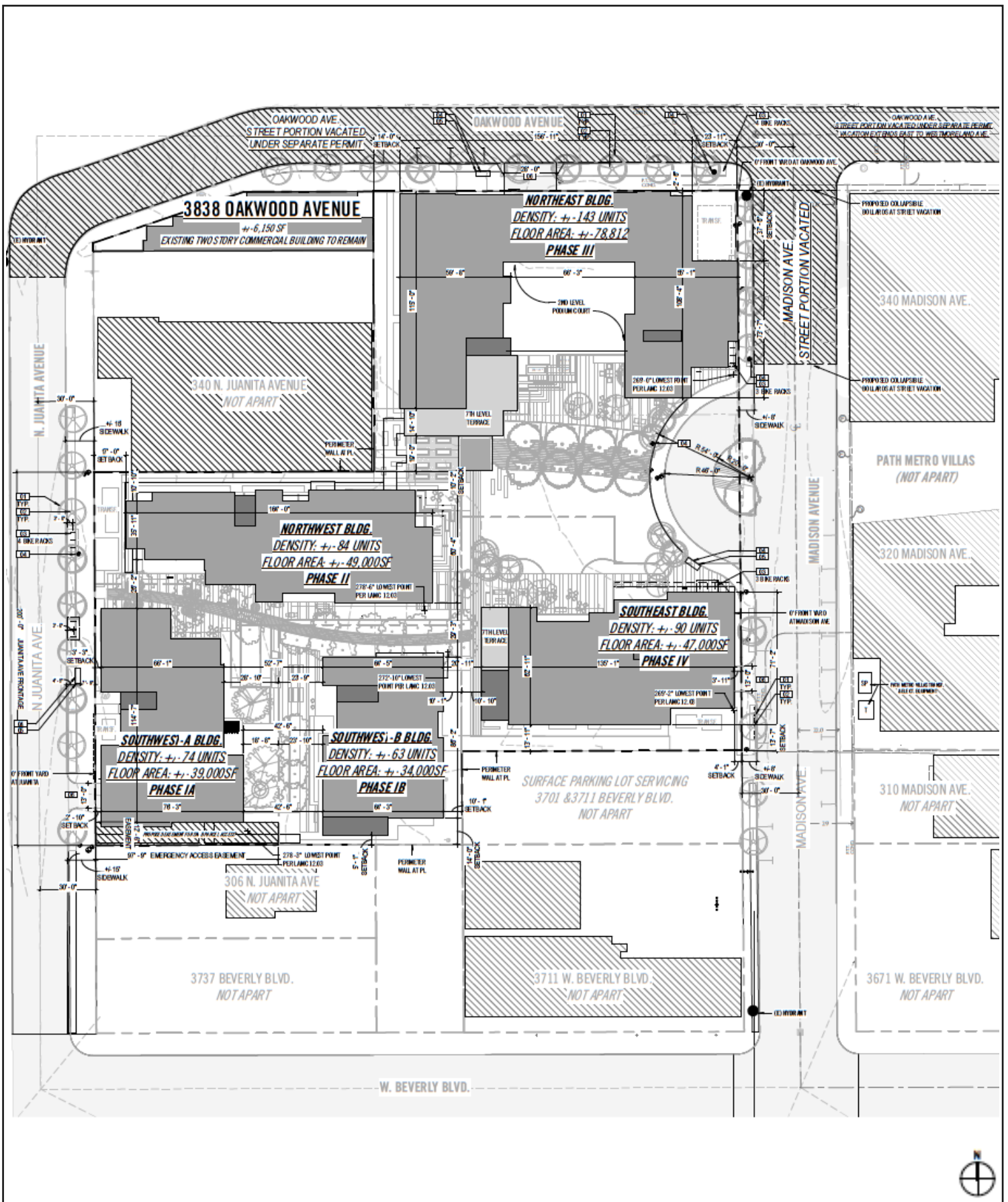
**Table 3.2
Proposed Development Program**

Land Uses	Units	Floor Area (Square Feet)
Existing Uses to be Demolished		
321 Madison Avenue (commercial)	---	7,881 sf
3812-3814 Oakwood Avenue (residential)	3 DU	1,518 sf
Subtotal	---	9,399 sf
Existing Uses to Remain		
3838 Oakwood Avenue (office)	---	5,663 sf
Proposed Project		
Multi-Family Residential	454 DU	247,812 sf ^c
Supportive Services ^a	11,772 sf	
Common Areas ^b	14,600 sf	
	FAR:	2.8:1^d
<p><i>Notes:</i></p> <p>^a Supportive services area includes 5,700 square feet of case management services and 6,072 square feet of interior open space areas (community rooms computer rooms, and/or community kitchens).</p> <p>^b Common areas include but not limited to residential lobbies, mailrooms, laundry rooms, and or other common decks and interior rooms.</p> <p>^c Areas designated exclusively for Supportive Services uses or common areas accessible to all residents, including those for accessory residential or Supportive Services uses, shall not be considered floor area of the building for purposes of calculating the total allowable Floor Area. The Floor Area shall be measured to the center line of wall partitions between public and non-public areas</p> <p>^d The calculation of the project's total FAR applies to the new buildable lot area of 321 Madison Avenue (87,466 sf) and excludes the lot area or existing developed floor area contained within 3838 Oakwood Avenue. No additional floor area or density is proposed for 3838 Oakwood Avenue.</p> <p>Source: KFA Associates, December 13, 2019.</p>		

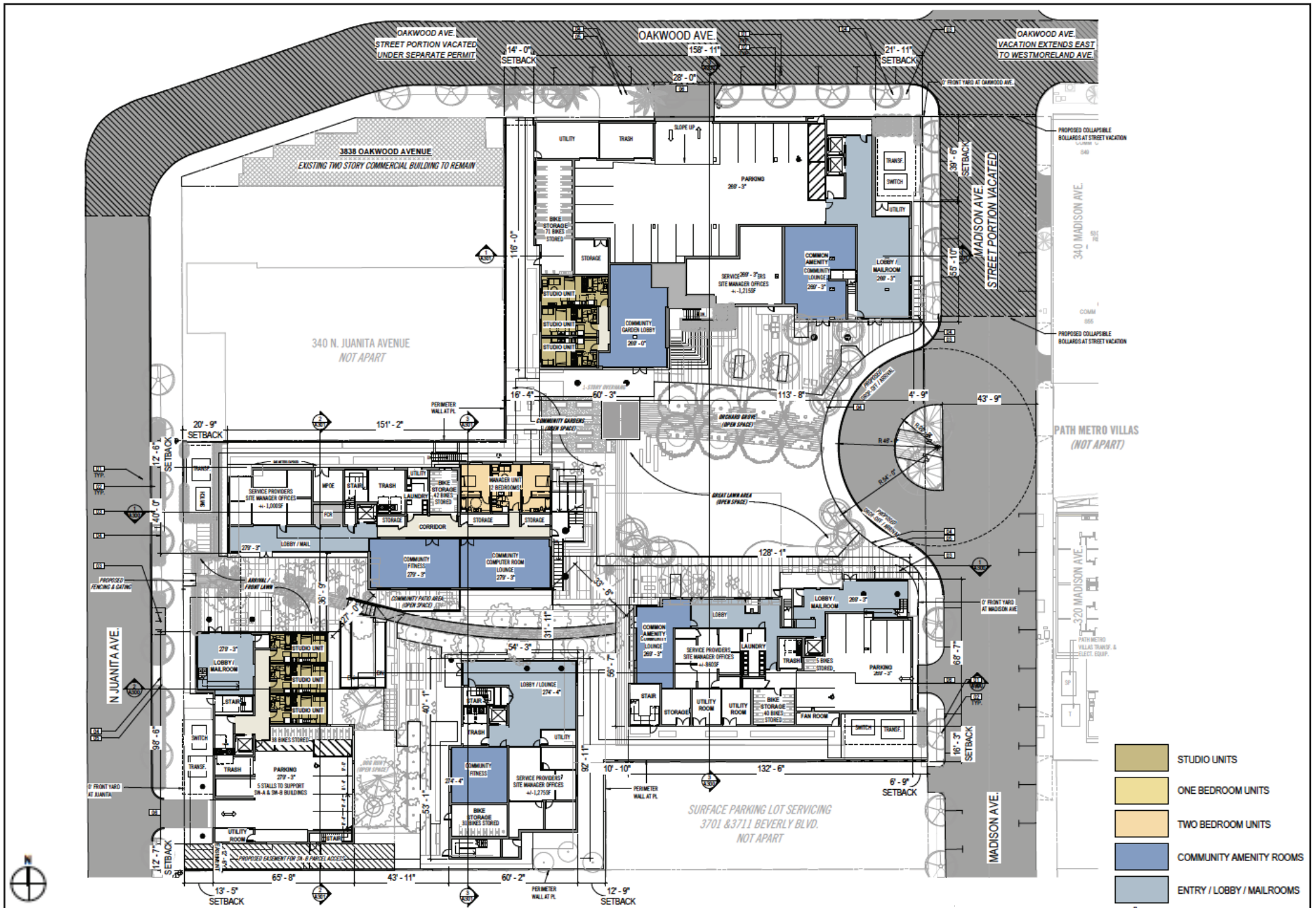
Residential Uses

As shown in Table 3.2, above, the Proposed Project consists of 454 residential units in five buildings, including 370 studio units, 71 one-bedroom units and 13 two-bedroom units. All units include at least one bathroom and cooking facilities with, at minimum, a stovetop, a sink, and a refrigerator. The total residential floor area includes approximately 247,812 square feet. Figure 3.7 shows the layout of the five new buildings to be developed as part of the Project.

The Northeast Building, which is the northerly most building on the Project Site and fronts on Oakwood Avenue and Madison Avenue, is eight stories in height and consists of 143 dwelling units, including 111 studio units, 22 one-bedroom units, and 10 two-bedroom units.



Source: KFA Architecture, March 20, 2020.



Source: KFA Architecture, March 20, 2020.



Source: KFA Architecture, March 20, 2020.

Figure 3.10
Third Floor Plan



Source: KFA Architecture, March 20, 2020.

Figure 3.11
Fourth Floor Plan



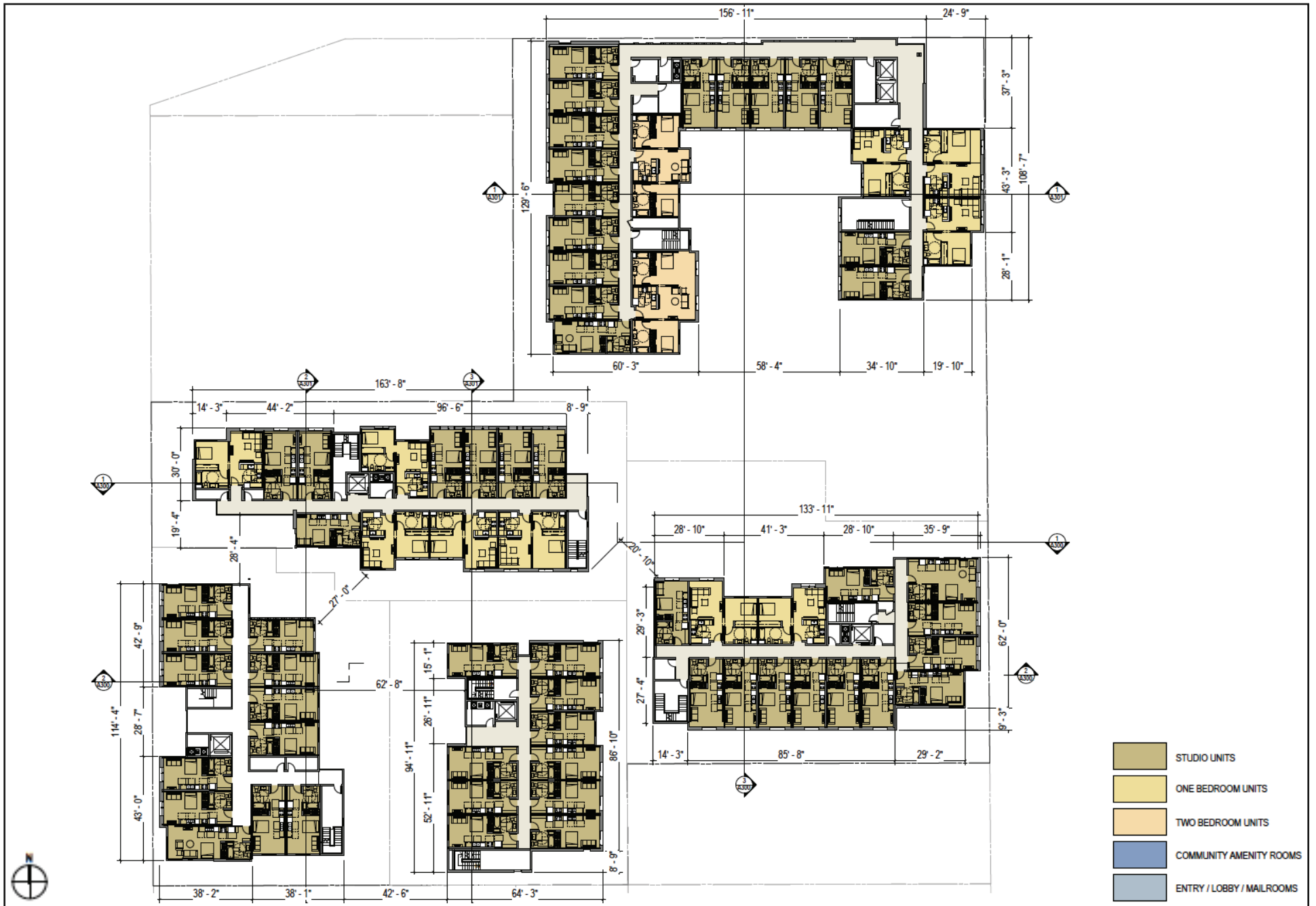
Source: KFA Architecture, March 20, 2020.

Figure 3.12
Fifth Floor Plan



Source: KFA Architecture, March 20, 2020.

Figure 3.13
Sixth Floor Plan



Source: KFA Architecture, March 20, 2020.

Figure 3.14
Seventh Floor Plan

The Northwest Building, which is south of the Northeast Building and fronts on Juanita Avenue, is a maximum of eight stories in height and consists of a maximum of 84 dwelling units, including 48 studio units, 35 one-bedroom units, and one two-bedroom unit.

The Southeast Building, which fronts on Madison Avenue on the southeasterly boundary of the Project Site, is a maximum of eight stories in height and consists of a maximum of 90 dwelling units, including 76 studio units and 14 one-bedroom units.

The Southwest Building A, which is directly south of the Northwest Building and fronts on N. Juanita Avenue on the southwesterly boundary of the Project Site, is a maximum of eight stories in height and consists of a maximum of 74 dwelling units, including 73 studio units and one two-bedroom unit.

The Southwest Building B, which is directly south of the Northwest Building and directly east of Southwest Building A and does not front any street, is a maximum of eight stories in height and consists of a maximum of 63 dwelling units, including 62 studio units and one two-bedroom unit.

All of the proposed units, exclusive of the five managers units, will be affordable. Five percent of the units will be affordable to Extremely Low Income households; 11 percent will be affordable to Very Low Income households; and 84 percent will be affordable to Low Income households.

All of the proposed units, exclusive of the managers units, will be occupied by the target population, which includes homeless individuals and families, and individuals and families currently living in supportive shelters and interim housing that qualify as homeless when approved for tenancy in the permanent supportive housing project.

Support Services Uses

The Proposed Project includes supportive services space, consisting of community rooms, case management offices, computer rooms, and/or community kitchens, and totaling approximately 11,772 square feet of floor area. The support services are located near the building lobbies of each building. This area comprises 4.7 percent of the Proposed Project's floor area.

3.3.2. Floor Area and Density

The Project Site¹⁸ includes a gross lot area of 90,974 square feet with 87,466 square feet of buildable area. The Proposed Project would provide approximately 247,812 square feet of residential floor area. Qualified Permanent Supportive Housing Projects shall not exceed a maximum Floor Area Ratio of 3:1. Areas designated exclusively for supportive services uses or public areas accessible to all residents, including those for residential or supportive services uses, shall not be considered floor area of the building for purposes of calculating the total allowable Floor Area. The Floor Area shall be measured to the center line of wall partitions between public and non-public areas.

The Development Site is located within the M1-1 Zone and Subarea D of the SNAP. Residential units are not permitted in the M1 Zone unless an existing industrial building is being converted either by way of a conditional use permit process or under the Adaptive Reuse Ordinance. Subarea D allows uses of the CM Zone, except that Projects with hotel, motel, apartment hotel, and residential uses are prohibited.

In order to provide residential uses on the Development Site, the Applicant is requesting a General Plan Amendment, Zone Change and Specific Plan Amendment to create a zone and Subarea (See Exhibit B for Specific Plan Amendment and Exhibit C Development Standards in the Entitlement Package) that permits unspecified density for a qualified Permanent Supportive Housing Project. The Project proposes the development of 454 dwelling units as part of a Qualified Permanent Supportive Housing Project.

The Proposed Project is a multi-lot development with five individual buildings. The Southwest Building A includes a maximum of 74 units, the Southwest Building B includes 62 units, the Northwest Building includes a maximum of 84 units, the Northeast Building includes a maximum of 143 units and the Southeast Building includes a maximum of 90 units. The Proposed Project consists of 370 studio units, 71 one-bedroom units and 13 two-bedroom units that all offer private baths, kitchens and living spaces critical to promoting resident independence.

¹⁸ *The proposed Development Site does not include 3838 Oakwood Avenue. Although the property identified as 3838 Oakwood is included within the Project Site area, the existing building on this parcel would be renovated in place and no changes to the existing floor area would occur. 3838 Oakwood is not a part of the proposed subdivision and will remain a separate parcel.*

3.3.3. Building Height

The Project Site is located in Height District No. 1, which does not set a specific height limit for development in the M1 or the CM zones. The proposed entitlements would not change the Height District.

The proposed eight-story multi-family residential buildings are planned for a maximum height of 95 feet above grade at the top of the parapet. Refer to Figure 3.16 and Figure 3.18 for the elevations of the proposed buildings. Section Plans of the Proposed Project are depicted in Figure 3.19. Illustrations depicting the building sections of the Proposed Project are provided in Figure 3.20 and Figure 3.21.

3.3.4. Yards and Setbacks

The Development Site has three separate street frontages and several internal property lines. Based on the Department of City Planning discussion with LADBS, all three street frontages are considered front yards and all internal property lines are considered side yards. There are no rear yards as part of the Development Site.

Based on the proposed SNAP Subarea D.2, yard provisions would be in accordance with the proposed underlying zone. The Applicant is requesting a Zone Change from M1 to CM so the yard provisions of the CM zone would apply. However, the Applicant is also requesting a Developer Incentive pursuant to LAMC Section 11.5.11(e), to utilize the side yard requirements for the RAS3 zone per LAMC 12.10.5 in lieu of the side yard requirements in the underlying CM zone. The CM zone does not require front yard setbacks and the RAS3 zone requires 5-foot side yards. Thus, the Project is not required to provide a minimum front yard setback on and is required to provide side yard setbacks of at least 5 feet.

The Project includes varying setbacks from all property lines ranging from 0 feet to 37' - 6". Along street frontages (which are all front yards), the Northeast Building would have a minimum setback of 0 feet from Oakwood Avenue and a minimum setback of 0 feet from Madison Avenue, the Southeast Building would have a minimum 4' - 1" setback from Madison Avenue, the Northwest Building would have a minimum 17-foot setback from Juanita Avenue and the Southwest Building A would have a minimum 2' - 10" setback from Juanita Avenue. In multiple instances, varying building setbacks along street frontages are determined by the location requirements of the transformer so they are accessible to the public street.

The minimum interior yard setback would be 5' - 1" for a portion of the Southwest Building B between the building and the southwesterly property line. All other interior yard setbacks range from 10' - 2" to 13' - 11".

Additionally, the Applicant is also requesting a Developer Incentive pursuant to LAMC Section 11.5.11(e), to eliminate the 15-foot step back(s) required by Section VI.6 of the SNAP Development Standards and Design Guidelines along the front property line.

3.3.5 Design and Architecture

The Proposed Project is a campus of five mid-rise (eight-story) multi-family residential buildings with modern architectural materials including vinyl clad windows and doors, metal railings, composite siding, fiber cement siding, and standing seam siding. Architectural renderings of the Proposed Project are provided in Figure 3.18.

3.3.6 Open Space and Landscaping

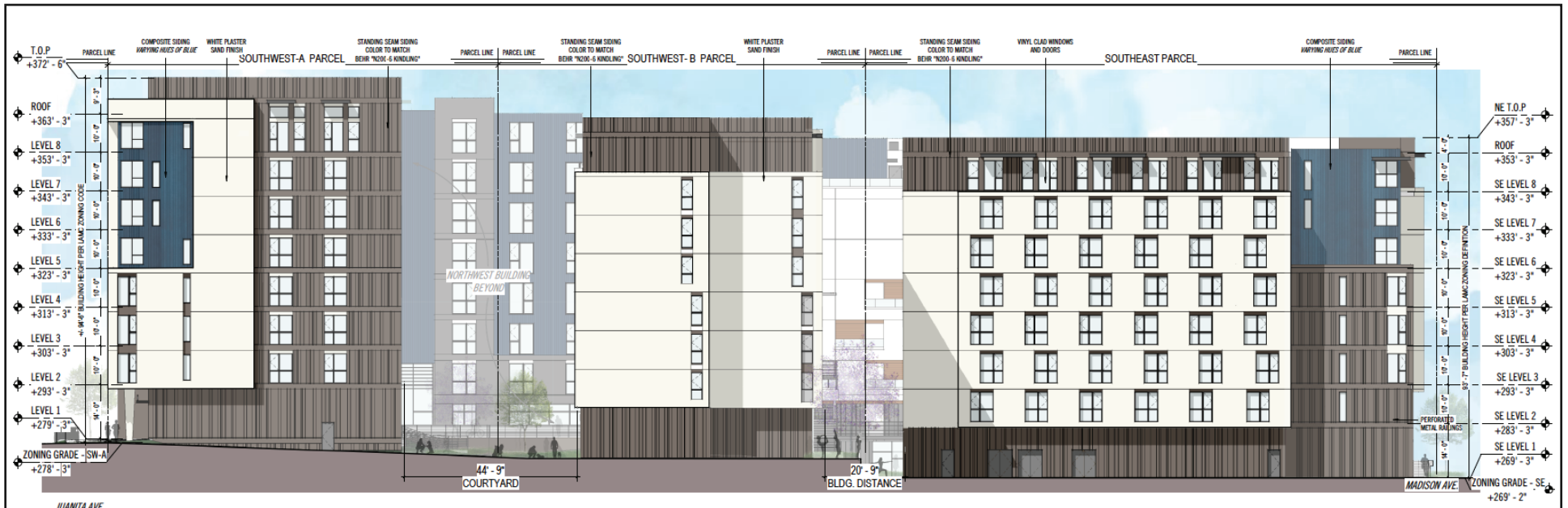
The open space requirements and amount of open space proposed for the Proposed Project are summarized in Table 3.3, Summary of Required and Proposed Open Space Areas, below. The Applicant will utilize the incentive established within LAMC Section 11.5.11 which allows for a twenty (20) percent reduction in required open space. As such, the Proposed Project would be required to provide 36,580 square feet of open space. Consistent with this requirement, the Project Site would provide 36,580 square feet of open space through outdoor common open space and indoor common open space on the first floor of each of the five buildings (See Figure 3.7, Figure 3.8, and Figure 3.9). Common open space includes, but is not limited to, ground level courtyards, roof terrace, and community rooms including 5,700 square feet of Case Management service area as well as 6,072 square feet of interior open space. (refer to Figure 3.21, Composite Landscape Plan).

**Table 3.3
Summary of Required and Proposed Open Space Areas**

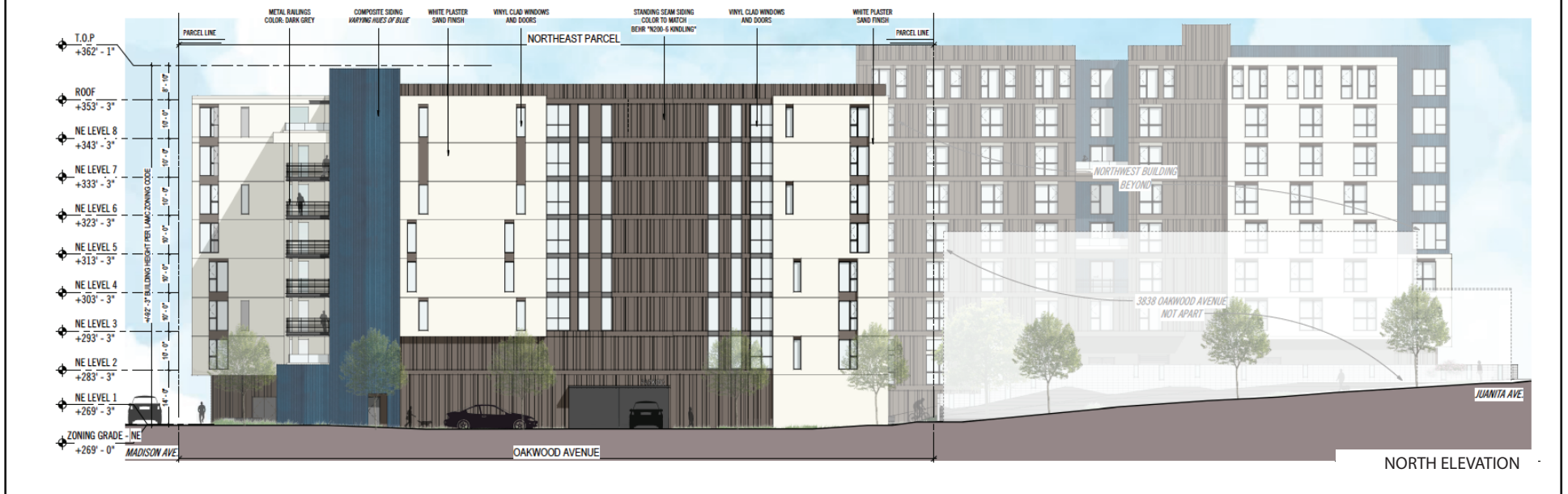
LAMC Open Space Requirements	Dwelling Units	Open Space (square feet)
Less than 3 Habitable Rooms (100 sf/du)	441 du	44,100 sf
3 Habitable Rooms (125 sf/du)	13 du	1,625 sf
Sub-Total:	454 du	45,725 sf
- 20% open space reduction entitlement	---	-9,145 sf
Total Required:	--	36,580 sf
Proposed Open Space Area		Proposed Open Space (square feet)
Exterior Open Space		30,508 sf
Interior Open Space		6,072 sf
Total Open Space Provided:		36,580 sf
<i>Notes: du = dwelling unit; sf = square feet Source: KFA Associates, December 13, 2019.</i>		



Source: KFA Architecture, March 20, 2020.



SOUTH ELEVATION



NORTH ELEVATION

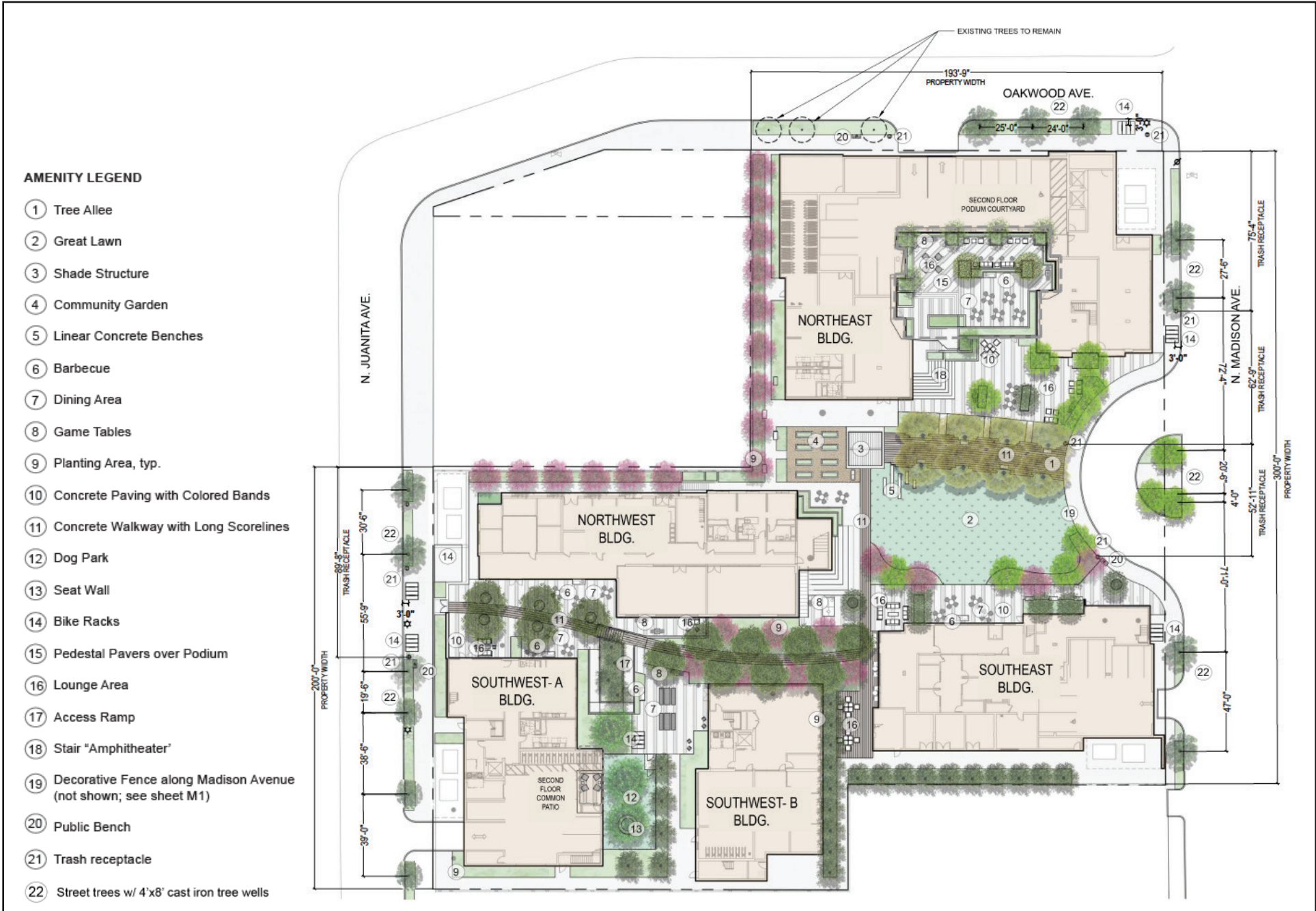
Source: KFA Architecture, March 20, 2020.



Source: KFA Architecture, March 20, 2020.



Figure 3.19
Paseo Elevations



Source: Land Images Landscape Architecture, March 8, 2020.



Figure 3.20 Landscape Concept Plan

3.3.7. Access, Circulation, and Parking

The main vehicular access (ingress and egress) will be provided via Madison Avenue. A centralized drop-off and pickup will also be provided on Madison Avenue. Vehicular access will also be provided via driveways on Oakwood Avenue and Juanita Avenue to parking for those components of the Proposed Project. The Proposed Project traffic will therefore use Madison Avenue, Juanita Avenue and Oakwood Avenue to access the Proposed Project.

The Proposed Project also proposes to vacate the northern portion of Madison Avenue between the project turnaround and Oakwood Avenue, as shown in Figure 3.7, Plot Plan. The project turn-a-bout driveway on Madison Avenue is designed to facilitate full size transit buses and para-transit vehicles.

It is anticipated that the vacated portion of Madison Avenue and Oakwood Avenue would not be available for general public use, and would be controlled by a control arm type device. The Proposed Project's residents and employees would pass through the vacated street section with use of key card or similar device to operate the control barrier. A similar option would be provided for the adjacent PATH project on the east side of Madison Avenue to Oakwood Avenue. The public would not however be able to use this section of Madison Avenue connecting to Oakwood Avenue.

Vehicle Parking

Pursuant to the incentives established in Subarea D.2, the Proposed Project is not required to provide any vehicular parking for residential units restricted to the target population. Consistent with the incentives established with the Subarea D.2, the Proposed Project will provide one parking space for each 20 units to be used by building managers, guests, supportive services, and case managers. Up to 40 percent of the total required parking spaces may be provided as compact stalls. With 454 dwelling units, the Proposed Project would require 23 guest parking spaces to accommodate the anticipated parking demand of the building managers, guests, supportive services, and case management. Therefore, as summarized in Table 3.4, the Proposed Project would be consistent with the applicable vehicle parking requirements.

**Table 3.4
Summary of Required and Proposed Vehicle Parking Spaces**

Description	Quantity	Parking Required		Parking Provided ^b
		Rate	Spaces	
Required Parking				
Multi-Family Residential ^a	454 du	1 sp / 20 du	23	23
<i>Total Parking Required</i>	---	---	23	23
Notes: du = dwelling unit, sf = square feet ^a Pursuant to LAMC Section 14.00.A.13.(d)(2)(iii) one parking space for every 20 dwelling units or guest rooms shall be required for the purpose of accommodating guests, supportive services, and case management. ^b The Proposed Project is seeking a Developer Incentive to provide reduced parking. Source: KFA Associates, December 13, 2019.				

Bicycle Parking

The Proposed Project provides on-site bicycle parking for resident use. As summarized in Table 3.5, below, the Proposed Project would be consistent with the applicable parking requirements under SNAP Subarea D.2 Development Standards and Design Guidelines. The Proposed Project would provide 251 bicycle parking spaces. In the event the number of residential units is reduced from the current plans, the amount of vehicle and bicycle parking would be revised accordingly to meet the code requirements. For purposes of calculation of bicycle parking, the supportive services provided on-site are considered accessory uses, not independent nonresidential uses because they are associated with services provided directly to residents of the Proposed Project who will not need a separate bicycle space to access these on-site uses.

**Table 3.5
Summary of Required and Proposed Bicycle Parking Spaces**

Description	Quantity	Bicycle Parking Required		Total Spaces Required	Total Spaces Provided
		Short Term	Long Term		
Residential^[b]		sp / du			
Studio Units	370 du	0.5 sp/du		184	227
1 Bedroom Units	71 du	0.5 sp/du		36	
2 Bedroom Units	<u>13 du</u>	0.5 sp/du		<u>7</u>	
Total	454			227	
SNAP Development Standards and Design Guidelines^[c]		1 bike rack (2 sp) / 50 ft			
Lot Frontage	597.75 ft	12 racks		24	24
TOTAL				251	251
<i>Notes: du = dwelling unit, sf = square feet, sp = space, ft = feet</i> ^[a] LAMC 12.21 A.16 (a)(2) for office commercial use. A minimum of two parking spaces shall be provided in each building. ^[b] Residential bicycle parking rates based upon Vermont SNAP Specific Plan for Subarea C (Community Center) ^[c] Bicycle parking rates are based upon the Vermont SNAP Streetscape Elements. 597.75 sf of street frontage requires 12 racks and 28 bike spaces. Source: KFA Associates, December 13, 2019					

Street Vacations

As a separate action, the Applicant may seek approval to vacate a portion of Madison Avenue (between the proposed driveway/round-about and Oakwood Avenue), Oakwood Avenue (between Westmoreland Avenue and Juanita Avenue), and a portion of Juanita Avenue (fronting the property at 3838 Oakwood Avenue) to allow for a turnaround at the proposed new terminus of Juanita Avenue and Oakwood Avenue. The Proposed Project, as defined above, is not dependent upon this request. Nevertheless, it is being disclosed herein for informational purposes and potential future clearance under CEQA, if required. The vacation of Madison Avenue and Oakwood Avenue would allow for secured and controlled access to the Project Site and the adjacent PATH project, and would provide an opportunity to facilitate transit access and enhance landscaping and open space features within the area to be vacated. The operation of the Proposed Project is not dependent upon any future street vacations.

3.3.8. Lighting and Signage

Exterior lighting features within the Project would consist of low level illuminated pedestrian walkways and lighting within common open space areas and outdoor courtyards. On site signage would include site identity and wayfinding signs in accordance with the LAMC.

3.3.9. Site Security

Security for the Proposed Project will be provided via site planning, secured access points of entry, and on-site security personnel who would operate 24 hours a day, seven days a week. The Proposed Project includes an on-site leasing office and on-site manager's units which will provide continuous on-site presence and services for residents to report security concerns. Entry doors to the main building and public areas will be secured with locks and gates to ensure safe and convenient access for residents.

The plans for the Project will incorporate design guidelines as identified in the "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Such design guidelines provide security design measures for semi-public and private spaces, which may include but not be limited to access control to the building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of building entrances in high-foot traffic areas.

3.3.10. Sustainability Features

The Proposed Project will comply with the 2017 L.A. Green Building Code, which sets high standards to conserve energy. As further described in the Energy Use Analysis below, compliance with Title 24 of the California Code of Regulations and the L.A. Green Building Code will reduce the Proposed Project's energy consumption.

The Project will comply with the requirements for renewable energy and solar-ready buildings per LAMC section 99.04.211, which require all buildings to comply with the California Energy Code (CCR), Title 24, Part 6, sections 110.10(b) through 110.10(d). Approximately 5,780 square feet of rooftop space is able to accommodate solar panels.

The 2019 Building Energy Efficiency Standards for solar panels, which went into effect on January 1, 2020, apply to building permit applications submitted on or after that date.

3.3.11. Anticipated Construction Schedule

For purposes of analyzing impacts associated with air quality, this analysis assumes a Project construction schedule of approximately 24 months, with final buildout occurring in 2023. Construction activities associated with the Project will be undertaken in four stages: (1) demolition/site clearing; (2) grading; (3) building construction; and (4) finishing and architectural coatings and will be performed in accordance with all applicable state and federal laws and City Codes and policies with respect to building construction and activities. The Proposed Project will also comply with the restrictions provided in LAMC Section 41.40 , including (1) limiting construction hours within the City to 7:00 A.M. to 9:00

P.M. Monday through Friday, and between 8:00 A.M. and 6:00 P.M. on any Saturday or national holiday,(2) limiting hauling activities to 9:00 A.M. to 3:00 P.M. Monday through Friday and 8:00 A.M. to 4:00 P.M. on Saturdays, and (3) prohibiting construction or hauling activities on Sundays.

Demolition/Site Clearing Phase

The Proposed Project would entail the demolition of 9,399 square feet of existing uses, including three existing commercial buildings (7,881 square feet), three single-family dwelling units (1,518 square feet), and paved surface parking areas consisting of approximately 845 cubic yards (cy) of asphalt. The site clearing and demolition phases are anticipated to occur over an approximate 1 to 1.5 month period.

Grading Phase

After the completion of demolition phase, the grading/excavation phase for the Proposed Project will occur for approximately 2 months and will involve mass grading the Project Site for the cut and fill of land to ensure the proper base and slope for the building foundations. The Proposed Project is estimated to require approximately 3,040 cy of soil to be hauled off-site in order to build the building foundations. The soil will be exported to the United Rock Products Pit No. 2 inert landfill in Irwindale. It is anticipated that the export phase would include approximately 10 trucks a day over a 19 day period, using 18-wheel bottom dump trucks with a soil capacity of 16 cy per truck.

Building Construction Phase

Construction of the Proposed Project would occur over an approximate 15 month period and would include the development of five separate buildings totaling 247,812 square feet of developed floor area.

Concurrent with the building construction phase, the existing 5,663 square foot, two-story office building above a one-level partially subterranean garage located at 3838 Oakwood would be renovated. No change of use is proposed.

Finishing/Architectural Coating Phase

The finishing phase would occur following the completion of each building and is expected to overlap the construction of the five new buildings. The final finishing phase after the construction of the fifth building is expected to occur over a four-month period.

Paving

The final phase would involve paving sidewalks, common areas, street curbs and gutters within the vacated portion of Madison Avenue and landscaping improvements. The paving phase is anticipated to occur over a two to three week period during the last month of construction.

3.4 Related Projects

In accordance with CEQA Guidelines Section 15064(h), this SCEA includes an evaluation of the Project's cumulative impacts. The guidance provided under CEQA Guidelines Section 15064 (h) is as follows:

“(1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project’s incremental effect, though individually limited, is cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

(2) A lead agency may determine in an initial study that a project’s contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.

(3) A lead agency may determine that a project’s incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered

by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.

(4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable.”

In light of the guidance summarized above, an adequate discussion of a project's significant cumulative impact, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. (CEQA Guidelines Section 15130(b)(1)(A)-(B)). The lead agency may also blend the “list” and “plan” approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the Project, were identified for evaluation.

The related projects identified are included in Table 3.6, Related Projects List, below. A total of 22 related projects were identified within the vicinity of the Project Site. An analysis of the cumulative impacts associated with these related projects and the Proposed Project are provided under each individual environmental impact category in Section 4 of this SCEA. The locations of the related projects are shown in Figure 3.20, Location of Related Projects.

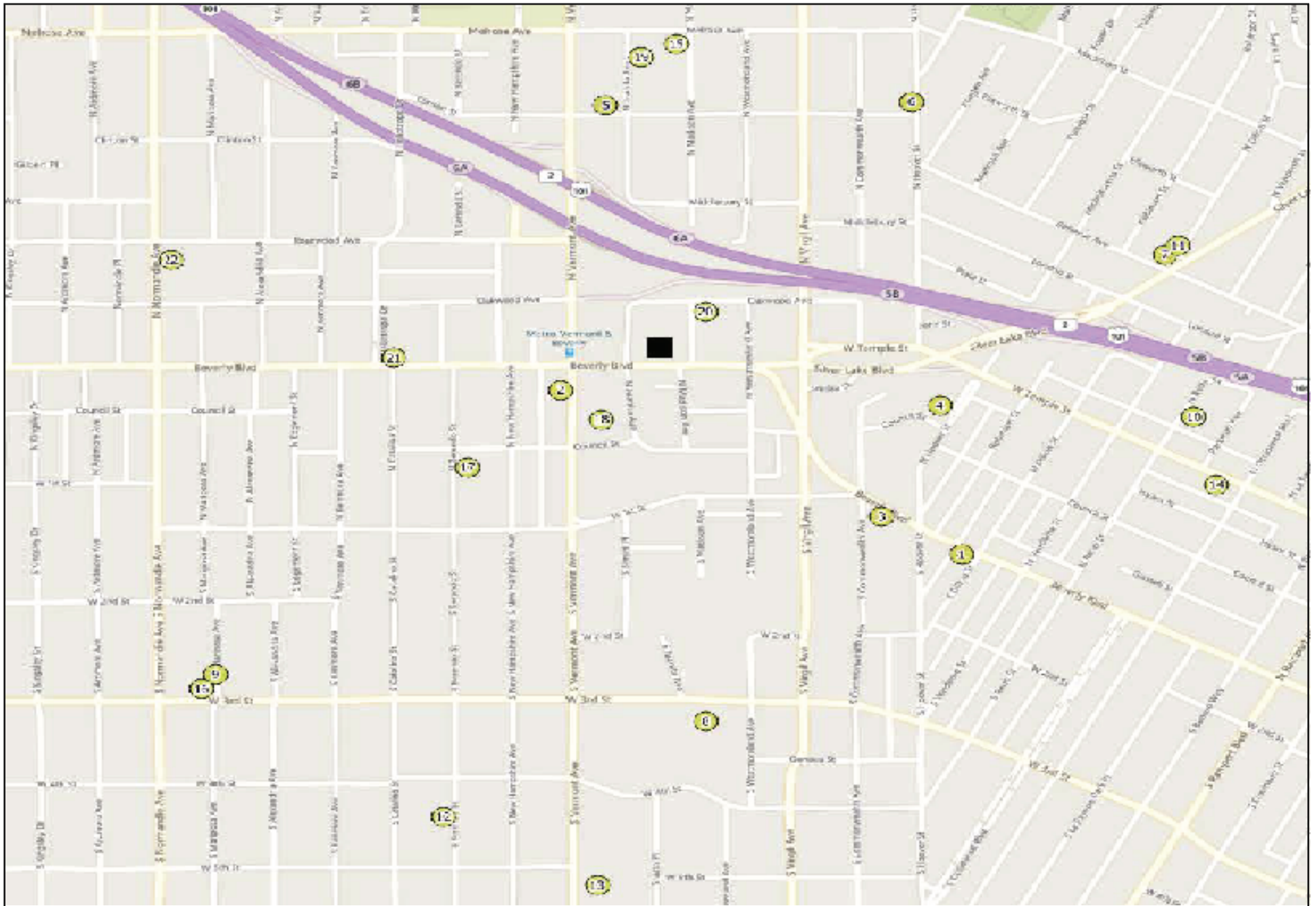
**Table 3.6
Related Projects**

Project Number	Project Name	Location/Address	Project Description	Size	Units
1	Mixed-Use	3200 Beverly Boulevard	Apartments Retail	32 5,866	du sf
2	AMCAL – Meridian Apartments	241 Vermont Avenue	Apartments Retail	100 5,000	du sf
3	Apartment and Child Care	3330 Beverly Boulevard	Apartments Day Care	40 4,237	du sf
4	Apartments	235 Hoover Street	Apartments	214	du
5	Mixed- Use	600 Vermont Avenue	Apartments Retail	120 14,600	du sf
6	District Maintenance Yard	611 Hoover Street	Office Office (Fleet Staff) Other	20 80 40	emp emp veh
7	Dillion Mixed-Use	609 N. Dillon Street	Apartments Retail	52 18,600	du sf
8	Charter School Relocation	3400 W. 3 rd Street	N/A		
9	Postpartum Extended Care and Retail	257 Mariposa Avenue	Postpartum Care Retail	140 3,490	unit sf
10	Apartments	326 N. Reno Street	Apartments	65	du
11	Apartments	617 Dillon Street	Apartments	49	du
12	Apartments	427 Berendo Street	Apartments	85	du
13	Mixed-Use	510 S. Vermont Avenue	Office Retail Apartments Community Center	2,166 17,500 318 13,200	sf sf du sf
14	Apartments	2812 Temple Street	Apartments	42	du
15	Apartments	4100 Melrose Avenue	Apartments	34	du
16	Restaurant	269 Mariposa Avenue	Restaurant	4,656	sf
17	Apartments	146 Berendo Street	Apartments	15	du
18	Apartments	200 Vermont Avenue	Apartments Retail	490 35,000	du sf
19	Apartments	642 Juanita	Apartments	31	du
20	Affordable Housing (PATH II)	320/330 Madison	Affordable Housing	190	du
21	Mixed-Use	3977 Beverly Boulevard	Apartments Retail	67 8,450	du sf
22	Apartments	432 Normandie Avenue	Apartments	14	du

Notes:

du = dwelling unit, sf = square feet, emp = employees, veh = vehicles

Source: The Mobility Group, Transportation Study, January 2020.



Source: The Mobility Group, August 30, 2019.

Figure 3.21
Related Project Map

3.5 Requested Permits and Approvals

The SCEA analyzes the impacts associated with the Proposed Project and is intended to provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Proposed Project. Flexible PSH Solutions, Inc. (Applicant) is requesting the following land use entitlement requests as part of the Proposed Project:

1. Pursuant to LAMC Section 11.5.6, as authorized by the Los Angeles Charter Section 555, approval of a General Plan Amendment to revise the land use designation in the Wilshire Community Plan from Limited Industrial¹⁹ to Commercial Manufacturing to permit the construction of a new multi-phased Permanent Supportive Housing project which combines Restricted Affordable units with supportive social services for formerly homeless individuals. The proposed Project contains a maximum of 454 residential dwelling units, including 449 Restricted Affordable units and 5 managers' units with approximately 11,772 square feet of residential supportive services.

2. Pursuant to LAMC Section 12.32 F, approval of a Zone Change from M1-1 Zone (Limited Industrial) to CM-1 Zone (Commercial Manufacturing) to permit the construction of a new Permanent Supportive Housing project which combines Restricted Affordable units with supportive social services for formerly homeless individuals. The Proposed Project contains a maximum of 454 residential dwelling units, including 449 Restricted Affordable units and 5 managers' units with approximately 11,772 square feet of residential supportive services.
 - a. Pursuant to LAMC Section 11.5.11 (e) and California Government Code Section 65915(k), the following incentives are being requested in connection with a 100 percent affordable project:
 - i. A 20% reduction in overall open space requirement to permit 36,580 square feet of Open Space in lieu of providing 45,725 square feet.
 - ii. The elimination of Section VI.6 of the Vermont/Western Transit Oriented District Station Neighborhood Area Specific Plan (SNAP) Development Standards and Design Guidelines along the front property line.

¹⁹ *The Wilshire Community Plan General Plan Map identifies the site with the land use designation of Limited Industrial. ZIMAS identifies the site with the General Plan land use designation of Limited Manufacturing.*

- iii. To utilize the side yard requirements for the RAS3 zone per LAMC 12.10.5 in lieu of the side yard requirements in the underlying CM zone.
3. Pursuant to LAMC. Section 11.5.7 G, approval of a Specific Plan Amendment to introduce a new Subarea within the SNAP, Subarea D.2 - Commercial Manufacturing/Permanent Supportive Housing, to permit the construction of qualified Permanent Supportive Housing project that includes Restricted Affordable housing units with supportive social services for formerly homeless. As mentioned previously, this project proposes a development containing a maximum of 454 residential dwelling units including 449 Restricted Affordable units and 5 managers' units with approximately 11,772 square feet of residential supportive services.
4. Pursuant to LAMC Section 11.5.7 C and Section 12.A.1 of the SNAP, a Project Permit Compliance Review.
5. Pursuant to LAMC. Section 16.05, approval of Site Plan Review findings for a project that proposes more than 49 new residential dwelling units.
6. Pursuant to California Government Code Sections 66473.1, 66474 (Subdivision Map Act) and LAMC Section 17.01 and 17.15, approval of a Vesting Tentative Tract Map to permit the merger and re-subdivision of the land and the creation of one ground lot containing 5 air space lots. The requested Lots included:
 - i. Lot 1: Master Ground Lot
 - ii. Airspace Lot 2: Northeast
 - iii. Airspace Lot 3: Southeast
 - iv. Airspace Lot 4: Southwest B
 - v. Airspace Lot 5: Southwest A
 - vi. Airspace Lot 6: Northwest
 - a. The Applicant requests a Haul Route approval.

The Proposed Project would also request discretionary and ministerial permits and approvals that may be deemed necessary including, but not limited to, the following: shoring, grading, foundation, removal of existing street trees, and building and tenant improvements. As a separate action, the Applicant may seek approval to vacate a portion of Oakwood Avenue (between Westmoreland Avenue and Juanita Avenue), a portion of Madison Avenue (between the proposed driveway/round about and Oakwood Avenue), and a portion of Juanita Avenue (fronting the property at 3838 Oakwood Avenue). The Proposed Project, as defined above, is not dependent upon this request. Nevertheless, it is being disclosed in this SCEA for disclosure and potential future CEQA clearance, if required.