
ATTACHMENT "A"
FINDINGS & SUPPLEMENTAL INFORMATION
5355-5365 S. Crenshaw Boulevard & 3409-3415 W. 54th Street
Los Angeles, California 90043

➤ **SITE INFORMATION:**

- **Street Address:** 5355-5365 S. Crenshaw Boulevard / 3409-3415 W. 54th Street, Los Angeles, CA 90043
- **Lot Area:** 11,983 square feet / 0.275 acre
- **APN:** 5006-006-007

➤ **ACTIONS REQUESTED:**

- **Conditional Use Permit (CUP)** pursuant to LAMC Section 12.24 U.26, to permit a 58% density bonus in lieu of the otherwise permitted 35% bonus.
- **Density Bonus (DB)**, pursuant to LAMC Section 12.22 A.25(g)(3), a Density Bonus approval for a Project totaling 48 dwelling units, including six (6) Very Low Income units with three (3) off-menu incentives and four (4) waiver of development standards:
 - Off-Menu Incentive, for an increase in FAR for a maximum of 3.58:1 in lieu of the otherwise permitted FAR of 2:1 for a mixed-use project in the C2-2D-SP Zone.
 - Off-Menu Incentive, to permit a height increase of 13'-3" with a maximum building height of 73'-3" in lieu of the otherwise permitted 60 feet for project in the C2-2D-SP Zone.
 - Off-Menu Incentive, to permit an open space reduction of up to 25% for 3,999 square feet of open space in lieu of the otherwise required 5,050 square feet of open space.
 - Waiver of Development Standards, to permit transitional height of a 45-degree angle at 25 feet in lieu of the otherwise required transitional height per LAMC Section 12.21 A.10.
 - Waiver of Development Standards, to permit side yard setback of 5 feet in lieu of the otherwise required 9 feet for a 6-story building in the C2-2D-SP Zone.
 - Waiver of Development Standards, to permit side yard setback of 5 feet in lieu of the otherwise required 9 feet for a 6-story building in the C2-2D-SP Zone.

- Waiver of Development Standards, to permit rear yard setback of 15 feet in lieu of the otherwise required 18 feet for a 6-story building in the C2-2D-SP Zone.
- **Project Permit Compliance (SPP) and Design Review (DRB)** pursuant to LAMC Section 11.5.7 C and 16.50, to permit a project located within the boundaries of the Crenshaw Corridor Specific Plan (“CCSP”).
- **Waiver of Dedication and Improvement (WDI)** pursuant to LAMC Section 12.31 I to waive the requirements to increase W. 54th Street from 53 feet to 56 feet, increase the right-of-way from 83 feet to 86 feet, and any associated street improvements.

➤ **PROPERTY / ZONING INFORMATION:**

SUBJECT PROPERTY

The Property is a rectangular-shaped site comprised of one legal parcel totaling approximately 11,983 square feet (0.275 acre). The site is currently developed with a 2,428 square foot commercial building built in 1927 and a 7,450 square foot building built in 1932. The Property fronts approximately 150 feet along the northerly side of W 54th Street and 65 feet along the westerly side of Crenshaw Boulevard.

ZONING INFORMATION

The Property is zoned C2-2D-SP and is designated for Community Commercial land uses by the West Adams—Baldwin Hills—Leimert Community Plan. The site is located within Subarea F of the Crenshaw Corridor Specific Plan (CCSP). Residential uses are permitted in the C2 Zone with an R4 Zone base density restriction of one (1) unit per 400 square feet of land area. The CCSP restricts the Property’s base height to 60 feet and permits a maximum base Floor Area Ratio (FAR) of 2:1 for mixed-use projects.

SURROUNDING LAND USES

The Property is bounded by Crenshaw Boulevard to the east, 54th Street to the south, abutting property zoned R1-1 (developed with a single-family home) and an easement for access to the abutting property to the north of the Project, also zoned C2-2D-SP (developed with a commercial use). This section of Crenshaw Boulevard is developed with mixed-use, commercial, hotel, and institutional uses.

➤ **STREETS AND CIRCULATION**

Crenshaw Boulevard, adjoining the Project to the east, is a designated Modified Boulevard I, dedicated to a 180-foot right-of-way in width, and improved with curb, gutter, sidewalk, and rail line. The dimensions from the street’s centerline to the Property’s easterly property line is 90 feet; therefore, no dedication is anticipated on the Crenshaw Boulevard frontage.

54th Street, adjoining the Project to the south, is a designated Avenue II, dedicated to a 86-foot right-of-way in width, and improved with curb, gutter, and sidewalk. The dimensions from the street's centerline to the Property's southern property line is 40 feet; therefore, a 3-foot dedication is anticipated on the 54th Street frontage. A Waiver of Dedication and Improvements (WDI) is requested to waive this requirement, along with associated street improvements.

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PROJECT DESCRIPTION

The Applicant proposes to construct a new mixed-use building with multi-family residential units and ground floor commercial uses. The building is six (6) stories, 73'-3" high, with 48 residential apartment units and 1,224 square feet of retail. The Project sets aside 20% of the base units, resulting in six (6) units for Very Low Income households. The Project proposes 42,900 square feet of floor area, with a total FAR of 3.58:1. Utilizing the State Density Bonus Program, the Project is utilizing three (3) Off-Menu Incentives for up to a 25% reduction of the required open space to permit 3,999 square feet, a height increase of 13'-3" to permit a height of 73'-3", and an FAR increase to 3.58:1, as well as four (4) Waiver of Development Standards for 5-foot side yards, a 15-foot rear yard, and Transit Oriented Communities (TOC)-equivalent transitional height of 45-degrees and 25 feet.

The ground floor of the new building provides at-grade parking with a six (6) vehicle parking spaces and a ramp to a single level of subterranean parking with 20 vehicle parking spaces. The ground floor also provides a residential lobby/lounge and leasing office at the southeast corner, trash and recycling room accessible from the parking garage, circulation elements, and 1,224 square feet of retail space at the northeast corner. Vehicular access is off 54th Street at the southwestern corner of the building. Main pedestrian access for residents is off Crenshaw Boulevard and the main pedestrian access for the retail space is also off Crenshaw Boulevard and accessible from within the residential lobby/lounge. Additionally, the rear yard provides 709 square feet of common open space for the Property.

Floors two (2) through six (6) each propose a combination of studio, one-bedroom, two-bedroom, and three-bedroom units, resulting in a total of 48 units, six (6) of which are set aside for Very Low Income households. In total the Project provides 17 studio, 23 one-bedroom, seven (7) two-bedroom, and one (1) three-bedroom units. Additionally, the Project includes a community room (606 square feet) and open-air deck (1,112 square feet) on the 6th floor and a 1,572-square foot roof deck on the roof level. The building utilizes the TOC transitional height requirements of 45-degree angle at 25 feet where the building is abutting the R1 Zone to the west.

➤ ZONING STATISTICS

	Required/Permitted	Provided
Gross Lot Area	11,983 SF	
Buildable Area	11,983 SF	
Floor Area Ratio	2:1 ¹	3.58:1 ²
Allowable Floor Area	23,966 SF	42,900 SF
Density – 1 unit / 400 SF	30 units	48 units ³
- Studio	-	17 units
- 1-bedroom		23 units
- 2-bedroom		7 units
- 3-bedroom		1 unit
Residential Parking	67 spaces	24 spaces ⁴
Commercial Parking	2 spaces	2 spaces
Front Yard Setback	0 ft	0 ft
Side Yard Setbacks	9 ft	5 ft ⁵
Rear Yard Setback	18 ft	15 ft ⁵
Open Space	5,050 SF	3,999 SF ⁶
Building Height	60 ft	73'-3" ⁷

¹ Pursuant to CCSP for mixed-use projects in Subarea F.² Project includes Density Bonus Off-Menu Incentive request to permit additional FAR.³ Project includes CUP for Density in Excess (LAMC 12.24.U.26) request to permit 58% density bonus.⁴ Parking ratio of 0.5 space/unit per AB2345.⁵ Project includes Density Bonus Waiver request to permit reduced side yards (both).⁶ Project includes Density Bonus Waiver request to permit reduced rear yard.⁷ Project includes Density Bonus Off-Menu Incentive request to permit 25% reduction to required open space.⁸ Project includes Density Bonus Off-Menu Incentive request to permit 13'-3" height increase.

CONDITIONAL USE PERMIT – ADDITIONAL FINDINGS

Pursuant to LAMC 12.24 E and 12.24 U.26, Density Bonus for a housing development project in which the density increase is greater than the maximum permitted in LAMC 12.22 A.25, shall also find that:

- a. 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 Site is currently improved with two (2) one-story commercial buildings on a corner lot along Crenshaw Boulevard, a major commercial corridor in the West Adams – Baldwin Hills – Leimert Community Plan and in the Crenshaw Corridor Specific Plan. The Property is proposed to be redeveloped with as a mixed-use building with 48 residential apartment units and 1,224 square feet of ground floor commercial. As such, the Project will enhance the neighborhood through the addition of much needed housing in the City with studio to three-bedroom units, as well as ground floor retail space that will serve the neighborhood and maintain commercial uses, a goal of the Community Plan, while being sensitive to the surrounding environment. Additionally, the building will improve the pedestrian experience by providing new commercial opportunities with vibrant outdoor patio seating along Crenshaw Boulevard, with ambient, shielded lighting that will improve perception of safety after dark and by adding residential uses and lobby, where there are currently no patrons after business hours at the Property. Additionally, the Project will beautify the street frontage along 54th Street and Crenshaw Boulevard with thoughtfully designed landscaping and architectural design features. The Project provides an essential community and regional benefit by contributing to the supply of affordable housing, thus fostering housing stability.

The proposed Project designates 20% of the base density for Very Low Income households. As discussed above, the Project will help to alleviate the growing housing crisis in Los Angeles and will address the critical demand for affordable housing in the City, thereby providing a service and performing a function that is essential and beneficial to the City.

- b. 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;***

Neighborhood Scale. The Subject Property is located in the C2-2D-SP Zone and is designated for Community Commercial uses by the West Adams – Baldwin Hills - Leimert Community Plan. The traditional land use pattern of this section of Crenshaw Boulevard includes mixed-use buildings (commercial and residential), strictly commercial and residential, and institutional uses ranging from one to four stories. The Project is six (6) stories and is stepped back at a 45-degree angle at 25 feet from grade at the rear of the building where it abuts the R1 Zone to provide some relief between the scale of the low density neighborhood to the west and the commercial corridor along Crenshaw Boulevard. Given that the Project site is within a TOC Tier 3 area, it is an indication that level of density of

future development in the area will likely be more consistent with that of the Project than of the existing environment. Furthermore, a six-story building is appropriate for this corridor of Los Angeles between the Leimert Park and Hyde Park neighborhoods, which sits just equidistant from the two relatively busy intersections of Crenshaw Boulevard and Slauson and Vernon Avenues, of which has 12-story multi-family residential building, as well as abutting the Metro rail line that runs through the center of Crenshaw Boulevard. Additionally, the height increase is necessary to provide the additional units needed to make the Project financially feasible for the Applicant to construct a housing project with 20% of the base density set aside for Very Low Income households.

Lighting. The Project will provide illumination at street level for security. All lighting on the upper levels will be shielded and focused on the project site and directed away from the neighboring land uses. As such, the Project will not result in a substantial amount of light that would adversely affect the day- or night-time views in the project vicinity, while providing better lighting for pedestrians along the building's street-facing facades that improves the experience and sense of safety.

Trash Collection. The Project will provide trash collection within the interior of the building and has designed the trash enclosure to be accessible from both the parking garage and circulation hallway for the residential lobby and retail space, thus not adversely affecting adjacent properties or degrading public health.

Landscaping. The Project proposes to provide landscaping along the street level in with a plaza at the pedestrian entrance, the southern side yard, and the rear yard with a dog park, as well as plant three (3) street trees and nine (9) trees on-site. While the Project does not provide a front yard setback, it provides a plaza designed with landscaping and hardscaping features to activate the street corner and pedestrian entrance to the residential lobby and the retail space. All landscaping is intended to be native, drought-tolerant planting which is compatible with the climate of the surrounding area. Additionally, the sixth floor provides a 1,066-square foot open-air deck and a 1,542-square foot roof deck on the roof level with 225 square feet and 187 square feet of landscaped open space, respectively.

Thus, the Project will enhance the built environment and is consistent with the location, size, height, operations, and other significant features of the neighborhood and will not degrade adjacent properties, surrounding neighborhood, or the public's health, safety, and welfare.

- c. ***The project substantially conforms with the purpose, intent and provision of the General Plan, the applicable community plan, and any applicable specific plan.***

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

FRAMEWORK ELEMENT

The Framework Element is a strategy for long-term growth which sets a citywide context to guide the update of the Community Plan and Citywide Elements. The Framework Element is a comprehensive, long range document containing purposes, policies and programs for the development of the City of Los Angeles. The Citywide General Plan Framework text defines policies related to growth and includes policies for land use, housing, urban form/neighborhood design, open space/conservation, economic development, transportation, and infrastructure/public services.

General Plan Framework Element Chapter 3 - Land Use:

The primary objectives of the policies in the Framework Element's Land Use Chapter are to support the viability of the City's residential neighborhoods and commercial districts, and when growth occurs, to encourage sustainable growth in a number of higher-intensity commercial and mixed-use districts, centers and boulevards and industrial districts particularly in proximity to transportation corridors and transit stations. The project is consistent with and advances the following objectives and policies of the General Plan Framework:

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.

Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

General Plan Framework Element Chapter 4 - Housing:

GOAL 4A. An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.

Objective 4.1. Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City sub region to meet the projected housing needs by income level of the future population to the year 2010.

Objective 4.2. *Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.*

Objective 4.3. *Conserve scale and character of residential neighborhoods.*

The Project will provide 48 apartment units, including six units set aside for Very Low-Income households. Thus, supplementing the existing housing stock in the West Adams – Baldwin Hills - Leimert Community Plan area with diversity and contributing to the affordable housing supply. The Subject Property is less than a 10-minute walk from multiple Metro and LADOT bus lines and the future Hyde Park Station for the Metro Light Rail Crenshaw/LAX Transit Project. The Project is in close proximity and access to bus and rail options that provide robust public transportation options around the site and greater Los Angeles metropolitan area. This provides regional connectivity from the South Bay cities, through Inglewood, and to Downtown Los Angeles and the larger Los Angeles Region, including the Los Angeles International Airport.

This section of Crenshaw Boulevard is improved with mixed-use (commercial and residential uses) exclusively commercial and residential, and institutional uses that range from one to four stories. The Proposed Project has a height of 73'-3", which is appropriate with existing and future developments, as the Project is within a TOC Tier 3 area. Additionally, the Site is located just under 3,000 feet away from the relatively busy intersections of Crenshaw Boulevard and Slauson and Vernon Avenues that has a 12-story building, and the Project's primary frontage abuts Crenshaw Boulevard with a Metro rail line that runs through its center. Furthermore, the Project Site is served by the Van Ness Recreation Center to the southwest, Leimert Park Plaza to the north, Ladera Park to the southwest, and Kenneth Hahn State Park and Monteith Park to the northwest.

Therefore, the Project is consistent with the General Plan as it supports the addition of residential units near commercial districts with transit options.

WEST ADAMS – BALDWIN HILLS – LEIMERT COMMUNITY PLAN

The West Adams – Baldwin Hills – Leimert Community Plan ("Community Plan") is one of 35 Community Plans for the City of Los Angeles which constitute the Land Use Element of the General Plan, "guide the location and intensity of private and public uses of land; direct the arrangement of land uses, streets, and services; and encourage the economic, social, and physical health, safety, welfare and convenience of people who live and work in the community," (page 3-3). The Subject Property is designated for Community Commercial uses by the West Adams – Baldwin Hills – Leimert Community Plan.

The Community Plan encourages a variety of housing options in order to meet the housing demands of the area. The Project is consistent with the following goals, objectives, and policies of the Community Plan:

- Goal LU7:** *A community that promotes an environment of safe, inviting, secure and high-quality multi-family neighborhoods for all segments of the community.*
- Policy LU7-1** *Address Diverse Resident Needs. Strive for the conservation/preservation of existing assisted affordable and non-assisted housing stock and in particular rent-stabilized units, and for the development of new housing, including restricted affordable housing, to address the diverse economic and physical needs of the existing residents and projected population of the Community Plan Area to the year 2030. (P52, P53)*
- Policy LU8-2** *Transitional Height. Seek to mitigate the potential negative impact of the height of new multi-family construction located directly adjacent to the rear and sides of single-family and low density residential properties. (P66, P77)*
- Goal LU9:** *A community of neighborhoods where social capital is promoted by ensuring the provision of adequate housing for all persons regardless of income, age, racial or ethnic background.*
- Policy LU9-1** *Affordability. Prioritize housing that is affordable to a broad cross-section of income levels and that provides the ability to live near work and achieve homeownership. (P119, P158, P290)*
- Policy LU9-2** *Mixed-income Neighborhoods. Strive to eliminate residential segregation and concentrations of poverty by promoting affordable housing that is integrated into mixed-income neighborhoods. (P158, P108, P292)*
- Policy LU9-5** *Housing Near Schools. Strive to provide a range of housing types and affordable housing units around schools. (P86)*
- Policy LU10-1** *Neighborhood Continuity. Promote neighborhood continuity by targeting new affordable, market-rate and workforce housing for existing residents and tailoring development standards to established neighborhood character. (P87, P289)*
- Policy LU10-5** *Minimize Displacement. Encourage that new housing opportunities minimize displacement of existing residents, in particular extremely-low, very-low and low-income households. (P139, P289)*
- Goal LU11:** *A community where new housing is located in a manner which reduces vehicular trips and makes it accessible to services and facilities.*

Policy LU11-1 *Higher Density Residential Near Transit. Encourage higher residential densities near commercial centers, light rail transit stations and major bus routes where public service facilities, utilities and topography will accommodate this development. (P48, P119)*

Policy LU14-1 *Pedestrian Orientation. Foster preservation, conservation, maintenance and enhancement of existing pedestrian orientation along commercial and mixed-use boulevards. (P197)*

Policy LU14-2 *Activate First Floor Frontages. Encourage the first floor street frontage of buildings, including parking structures, to incorporate commercial or other active public uses. (P32)*

Goal LU15: *A community that prioritizes mixed-use projects within community commercial nodes, centers and transit-oriented development areas.*

Policy LU15-1 *Prioritize New Infill Development Close to Transit. Prioritize new infill development that is in close proximity to mass transit centers, stations and platform portals. (P60)*

Policy LU15-2 *Parking Reductions Near Transit Stations. Strive to reduce parking requirements for developments that locate near major bus centers and mass transit stations and that provide pedestrian, bicycle, and exceptional ADA facilities. (P56, P260)*

Goal LU17: *A community that promotes context sensitive projects that reinforce established neighborhood character.*

Policy LU17-2 *Transition Height to Residential. Seek to mitigate the potential negative impact of the height of new commercial development located directly adjacent to residential properties by tailoring transitional height standards to the unique constraints of commercial parcel depth along the corridor. (P76, P77)*

Policy LU17-3 *Mitigate Commercial/Residential Mixed-use Conflicts. Request that mixed-use projects be designed to mitigate potential conflicts between the commercial and residential uses (e.g., noise, lighting, security, truck and automobile access, etc.) and provide adequate amenities for residential occupants. (P34)*

Goal LU28: *A Community where residents will be able to access their daily needs by walking, biking or using other sustainable modes of transportation.*

Policy LU28-3 *Mix of Uses. Ensure a mix of residential, commercial, office and light industrial, where appropriate, to encourage economic sustainability and encourage walkability. (P49)*

Goal LU38: *A community that promotes context sensitive projects, including mixed-use projects along commercial corridors.*

Policy LU38-1 *Prioritize New Development Close to Transit. Prioritize new infill development at locations well served by or in close proximity to major bus centers and mass transit stations. (P14)*

Policy LU38-2 *Activate First Floor Frontages. Require that the first floor street frontage of structures, including mixed-use projects and parking structures, located along commercial corridors incorporate retail or other active public uses. (P20, P12, P287)*

Consistent with the Goal and Policies noted above, the Project proposes to develop a mixed-use development with 48 residential apartment units and ground floor retail, including 20% of the base density units set aside for Very Low Income households, having a variety of unit sizes and types, to meet the diverse economic and physical needs and overall demand for the projected increased population in the Community Plan area. The Project contains a range of units from studio to three-bedroom units, which are intended to accommodate families of all types, as well as six (6) units of which will be set aside for Very Low Income households, in order to generate a mixed-income project where families can support each other's stability and growth. As discussed above, the Project will help to alleviate the ongoing housing crisis in Los Angeles and will address the critical demand for affordable housing in the City without displacing existing residential tenants.

Additionally, the Project is thoughtfully designed with transitional height of a 45-degree angle at 25 feet from grade at the rear of the building where it abuts the R1 Zone, and with an active floor area and pedestrian entrance at the building's primary frontage along Crenshaw Boulevard. The Project adds housing near robust public transit, helping to reduce reliance on the demand for automobile vehicles and will reduce the number of trips to and from the site due to its location in proximity to neighborhood-serving amenities, employment opportunities and public transit options.

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

The City's Housing Element for 2021-2029 was adopted by City Council on November 24, 2021. The Housing Element identifies the City's housing conditions and needs, 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.

The Housing Element includes the following goals, policies, objectives:

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 1.2: 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.

Policy 1.2.4: Strengthen the capacity of housing providers to build Affordable Housing.

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.

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

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 3.2.1: Promote the integration of housing with other compatible land uses at both the building and neighborhood level.

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.

GOAL 4: A City that fosters racially and socially inclusive neighborhoods and corrects the harms of historic racial, ethnic, and social discrimination of the past and present.

Objective 4.1: Ensure that housing opportunities are accessible to all residents without discrimination on the basis of race, color, ancestry, sex, national origin, color, religion, sexual orientation, gender identity, marital status, immigration status, family status, age, intellectual, developmental, and physical disability, source of income and student status or other arbitrary reason.

Policy 4.1.1: Promote and facilitate equal opportunity practices in the construction, provision, sale and rental of housing.

Objective 4.3: Affirmatively further fair housing in all housing and land use programs by taking proactive measures to promote diverse, inclusive communities that grant all Angelenos access to housing, particularly in Higher Opportunity Areas, increase place-based strategies to encourage community revitalization and protect existing residents from displacement.

Policy 4.3.1: Increase access and transparency in the lease-up process for restricted Affordable Housing units, particularly for those who have experienced or are at-risk of displacement and those who may not be aware of Affordable Housing choices.

Policy 4.3.2: Ensure that all neighborhoods have a range of housing typologies to provide housing options for residents to remain in the same community, when and if their needs change.

The proposed Project is mixed-use with 48 residential apartment units and ground floor retail, with 20% of the base density (6 units) dedicated to Very Low Income households with a range of unit types from studios to three-bedrooms. As such, the Project is directly consistent with the goals, objectives, and policies of the Housing Element of the General Plan.

- e. 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.***

The Project is permitted 41 units, with four (4) units set aside for Very Low Income households with a 35% density bonus. However, the Project proposed an additional seven (7) units for a total of 48 units, with a 58% density bonus and a total of six (6) units set aside for Very Low Income households at a ratio of 1% set aside as affordable for every 2.5% density bonus (unit) above the 35%; which results in 20% of the base density set aside as affordable units.

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

The Property is currently improved with two (2) commercial buildings and no housing is being demolished, and thus no replacement units are required and the Project is compliant with California Government Code Section 65915(c)(3).

g. 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 Los Angeles Housing Department, and subject to fees as set forth in Section 19.14 of the Los Angeles Municipal Code; and (Amended by Ord. No. 187,122, Eff. 8/8/21.)

Per the Conditions of Approval, the owner is required to execute a covenant to the satisfaction of HDLA to make six (6) units for Very Low Income households for a period of 55 years. The Applicant is required to present a copy of the recorded covenant to the Department of City Planning and the proposed Project shall comply with any monitoring requirements established by HDLA. Therefore, as conditioned, the project satisfies this finding in regard to the subject restricted affordable per HDLA.

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

The Project is in full compliance with the following policies and standards contained within the City Planning Commissions Affordable Housing Incentives Guidelines:

Design of Affordable Units in Mixed-Income Projects

All units meet or exceed the design standards for affordable dwelling units in the City Planning Commission Affordable Housing Incentives Guidelines. All Very Low Income (VLI) units are directly comparable to market rate housing in the area in terms of square footage, amenities, and finishes. All units come with a full bathroom and kitchen as well as adequate closet space.

Location of Affordable Units within Mixed-Income Projects

The Project proposes 48 residential apartment units in the mixed-use building. The six (6) Very Low Income units will be proportionally and equally distributed across the residential floors, stacks, and location within the building, as well as be proportional to the unit types, which range from studios to three-bedrooms.

Equal Distribution of Amenities

All amenities in the building are open to all residents of the building. There is no difference between units based on affordability and all units come with a full bathroom and kitchen

that include identical appliances. Furthermore, all residents have equal access to open space and residential amenities.

Furthermore, the project is required to record a Covenant and Agreement with the HDLA to make six (6) units affordable per the Conditions of Approval. Therefore, the Project complies with the City Planning Commission's Affordable Housing Incentives Guidelines.

OFF MENU DENSITY BONUS – ADDITIONAL FINDINGS

The Applicant is proposing new construction of a mixed-use building with 48 residential apartment units and 1,224 square feet of ground floor retail, utilizing the State Density Bonus Affordable Housing Incentive Program, otherwise known as SB1818, pursuant to LAMC 12.22. A.25, with 20% (6 units) of the base units designated for Very Low Income households.

The Project's proximity to the future Hyde Park Station for the Metro Light Rail Crenshaw/LAX Transit Project makes the Project a prime candidate for higher density, transit-oriented development, utilized through SB1818's off-menu incentives and waiver of development standards for access throughout Los Angeles and the region for future residents. As such, the Applicant proposes a Project comparable with the development standards permitted for a TOC Tier 3 project, which utilizing the State Density Bonus program, requests for three (3) Off-Menu Incentives and for four (4) Waiver of Development Standards:

- Off-Menu Incentive, for an increase in FAR for a maximum of 3.58:1 in lieu of the otherwise permitted FAR of 2:1 for a mixed-use project in the C2-2D-SP Zone.
- Off-Menu Incentive, to permit a height increase of 13'-3" with a maximum building height of 73'-3" in lieu of the otherwise permitted 60 feet for project in the C2-2D-SP Zone.
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- Waiver of Development Standards, to permit side yard setback of 5 feet in lieu of the otherwise required 9 feet for a 6-story building in the C2-2D-SP Zone.
- Waiver of Development Standards, to permit rear yard setback of 15 feet in lieu of the otherwise required 18 feet for a 6-story building in the C2-2D-SP Zone.

The Project is eligible to provide parking pursuant to AB2345, due to its number of affordable units set aside and its proximity to a major transit stop, which permits 0.5 parking spaces per unit. The Project is providing a total of 26 vehicular parking spaces in an at-grade parking garage and one (1) level of subterranean parking.

The Project substantially complies with all applicable provisions of LAMC Section 12.22.A.25.

Pursuant to LAMC Section 12.22 A.25(e)(2), in order to be eligible for any incentives, a Housing Development Project shall comply with the following criteria:

The Director shall approve a Density Bonus and requested Incentive(s) and Waiver(s) unless the Director finds that:

- 1. The Incentive is not required in order 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; or***

In order for the Project to be economically feasible for the developer, the Applicant is requesting a Density Bonus approval with three (3) Off-Menu Incentives for: 1) FAR increase for a maximum of 3.58:1 in lieu of 2:1; 2) height increase of 13'-3" with a maximum building height of 73'-3" in lieu of 60 feet; 3) open space reduction of up to 25% for 3,999 square feet of open space in lieu of 5,050 square feet. The Applicant is also requesting four (4) Waiver of Development Standards for: 1) transitional height of a 45-degree angle at 25 feet in lieu of the otherwise required transitional height per LAMC Section 12.21 A.10; 2) side yard setback of 5 feet in lieu of 9 feet; 3) side yard setback of 5 feet in lieu of 9 feet; and 4) rear yard setback of 15 feet in lieu of 18 feet. The incentives and waivers are necessary in order to incorporate the highest-quality new housing in this neighborhood and to provide six (6) residential units (20% of the base density) dedicated to Very Low Income households, and to support the goals and policies of the West Adams – Baldwin Hills – Leimert Community Plan. The Community Plan promotes a vision of new transit-oriented development to accommodate future growth, revitalizes commercial corridors and neighborhood-serving uses, and that is well designed and respects the existing character of the Community Plan Area to provide high-quality housing for all economic levels, ages, physical abilities, and ethnicities.

The proposed development complies with all applicable provisions of the LAMC Section 12.22 A.25. The Project is eligible for the requested Off-Menu Incentives and Waivers by dedicating 20% of the base density for Very Low Income households and due to its proximity to the future Hyde Park Station for the Metro Light Rail Crenshaw/LAX Transit Project, is permitted parking at a ratio of 0.5 spaces per unit per AB2345. The City has previously determined such incentives are needed to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053.

The Project is pursuing three (3) Off-Menu Incentives and four (4) Waiver of Development Standards as follows:

Off-Menu Density Bonus Incentives

1. An Off-Menu Density Bonus Incentive for an increase in FAR for a maximum of 3.58:1 in lieu of the otherwise permitted FAR of 2:1 for a mixed-use project in the C2-2D-SP Zone.

2. An Off-Menu Density Bonus Incentive to permit a height increase of 13'-3" with a maximum building height of 73'-3" in lieu of the otherwise permitted 60 feet for project in the C2-2D-SP Zone.
3. An Off-Menu Density Bonus Incentive to permit an open space reduction of up to 25% for 3,999 square feet of open space in lieu of the otherwise required 5,050 square feet of open space.

Waiver of Development Standards

1. A Waiver of Development Standards to permit transitional height of a 45-degree angle at 25 feet in lieu of the otherwise required transitional height per LAMC Section 12.21 A.10.
2. A Waiver of Development Standards to permit side yard setback of 5 feet in lieu of the otherwise required 9 feet for a 6-story building in the C2-2D-SP Zone.
3. A Waiver of Development Standards to permit side yard setback of 5 feet in lieu of the otherwise required 9 feet for a 6-story building in the C2-2D-SP Zone.
4. A Waiver of Development Standards to permit rear yard setback of 15 feet in lieu of the otherwise required 18 feet for a 6-story building in the C2-2D-SP Zone.

FLOOR AREA:

The Project includes an off-menu incentive request to permit an increase in FAR resulting in 3.58:1, in lieu of the otherwise maximum 2:1 per the Crenshaw Corridor Specific Plan (CCSP) for a mixed-use project. Other sites in the C2 Zone in height district "2" are permitted an FAR of 6:1, however, the CCSP limits FAR for a mixed-use project to 2:1. Additionally, as a Tier 3 site under the TOC Guidelines, the Project would be eligible for an FAR of 3.75:1 as it is located within a commercial zone (VI.1.b.iii), but as the CCSP regulates FAR, TOC Guidelines limit the FAR to an increase of 45%, or 2.9:1 (VI.1.b.v.). The increase in FAR resulting in 3.58:1 is more representative of what the Project is eligible for under the TOC Guidelines, and the subject request of 3.58:1 FAR is well below the otherwise allowed 3.75:1 FAR for similarly-zoned sites located outside of the CCSP area. Granting the subject request for the increase in FAR will allow for the provision of additional market rate units, which will offset the cost of the inclusion of 20% of its base density as restricted affordable units. Additionally, the increase in allowable Floor Area would allow for the construction of the units varying sizes and inclusion of multi-bedroom units to accommodate larger households, thus more marketable to a wider population. Without this increase, the FAR restriction would limit the Project and cause a reduction in the number of units, thus and prohibiting the Applicant from providing a mixed-income housing project with 20% of its base density provided as affordable unit . Therefore, this incentive for an increase of FAR is necessary to provide the building envelope and floor area needed for the Applicant to construct a housing project with 20% of the base density dedicated to Very Low Income households.

HEIGHT:

The Project also includes an off-menu incentive request for increased building height resulting in 73'-3" in height, in lieu of the otherwise maximum 60 feet per the CCSP. As a Tier 3 site under the TOC Guidelines, the Project would be eligible for an additional incentive of a height increase of two additional stories up to 22 additional feet (VII.1.g.i.2), or a maximum of 82-feet. The subject request is for an off-menu density bonus application, and as such, the request for additional height above 11 feet is a request off of the menu. Granting the subject request for the increase in height will allow for an expanded building envelope, and the provision of additional market rate units, which will offset the cost of the inclusion of restricted affordable units, and provide a building commensurate with that otherwise permitted by the City's TOC ordinance. Additionally, the increase in height would allow for design efficiencies in the placement of corridors, vertical circulation elements and amenities, which would be a shared cost for the development of the Project. Without the increase, the height limitation would limit the Project and prohibit the Applicant from providing a mixed-income housing project. The height increase is necessary to provide the additional units needed to make the Project financially feasible for the Applicant to construct a housing project with 20% of the base density set aside for Very Low Income households. Additionally, the height increase will allow for the building design and layout to accommodate transitional height requirements, and given that the Project site is within a TOC Tier 3 area, which allows for an increase in height of 22 feet up to 82 feet, the increase in height of an additional 13'3" feet for the Project will likely be compatible with that of future development in the area as the neighborhood pattern evolves.

OPEN SPACE:

The Project also includes an off-menu incentive request to permit up to a 25% reduction of the required open space, resulting in 3,999 square feet of open space in lieu of the otherwise required 5,050 square feet. As a Tier 3 site under the TOC Guidelines, the Project would be eligible for 25% open space reduction (VII.1.b.ii), which would permit a minimum of 3,788 square feet, which is 211 square feet less than what the Project provides. The project is actually providing a total of 4,006 square feet of total private and common open space areas on site, however, some of the areas do not meet the minimum dimensions required by the City of Los Angeles to count toward the technical open space requirements, and thus they cannot be utilized. As such, the request for a reduction in required open space is only necessary because some of the areas on site cannot be counted in the calculation.

Granting the subject request an open space reduction will allow for the provision of additional market rate units, which will offset the cost of the inclusion of restricted affordable units. Additionally, the open space reduction would allow for a larger building envelope and utilization of floor area for additional residential units. Without reduction, the open space requirements would cause the loss of 2-3 dwelling units, and limit the ability to maximize housing and affordable housing provisions on-site. Therefore, this incentive for an open space reduction up to 25% is necessary to provide the building envelope and floor area needed for the Applicant to construct a housing project with 20% of the base density dedicated to Very Low Income households.

TRANSITIONAL HEIGHT:

The Project includes Waiver of Development Standard request to permit transitional height provisions in accordance with standards in the TOC ordinance, that is stepped back at a 45-degree angle measure at 25 feet above grade, in lieu of the otherwise required transitional height per LAMC Section 12.21.1 A.10. As a Tier 3 site, under the TOC Guidelines, the Project would be eligible to utilize the transitional height of a 45-degree angle at 25 feet (VII.1.g.ii.2). Granting the subject request will allow for the provision of additional market rate units, which will offset the cost of the inclusion of restricted affordable units. Additionally, the proposed transitional height would allow for a larger building envelope and utilization of floor area for additional residential units. Without utilizing TOC Tier 3 transitional height, the requirement per LAMC 12.21.1 A.10 would limit the Project and prohibit the Applicant from providing a mixed-income housing project. Therefore, this incentive for transitional height of 45-degrees at 25 feet is necessary to provide the building envelope and floor area needed for the Applicant to construct a housing project with 20% of the base density dedicated to Very Low Income households.

YARDS:

The Project also includes a Waiver of Development Standards request to permit a reduction of both side yards to 5 feet in lieu of the otherwise required 9 feet and the rear yard to 15 feet in lieu of the otherwise required 18 feet. As a Tier 3 site, under the TOC Guidelines, the Project would be eligible for the additional incentive to utilize any or all of the RAS Zone yards requirements per LAMC 12.10.5 (VII.1.a.i). Granting the subject request will allow for a building envelope more typical of that permitted in a Commercial zone, which otherwise requires no yards, as well as a building envelope to accommodate the maximum provision of on-site market rate and affordable units. Additionally, the proposed transitional height would allow for a larger building envelope and the provision of a large roof deck necessary to provide required on-site open space. Without utilizing RAS3 Zone side and rear yards, the requirement of 9-foot side yards and an 18-foot rear yard would limit the Project and prohibit the Applicant from providing a project 20% of the base density dedicated to Very Low Income households.

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

The Project is surrounded by urban uses, primarily mixed-use commercial and residential, strictly commercial, strictly residential, hotel, and institutional uses. The Project is situated in an established, fully-developed mixed-use corridor, proximate to Crenshaw Boulevard, which is a Modified Boulevard I. The abutting properties to the east are zoned R1-1 and developed with single-family residential homes one to two stories in height. The abutting properties to the north, south, and west of the Project along Crenshaw Boulevard are also zoned C2-2D-SP and

developed with mixed-use buildings combining commercial retail and residential or strictly commercial that are generally one to two stories, an institutional use (middle school) that is three stories, and a multi-family development that is four stories.

The Project site has no value as a habitat for endangered, rare, or threatened species. The Project is not located within a designated Historic Preservation Overlay Zone (HPOZ) and is not currently improved with any structures that have historic designations. Therefore, the Project will not have a specific adverse impact upon public health and safety or the physical environment.

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PROJECT PERMIT COMPLIANCE – ADDITIONAL FINDINGS

The Director shall grant a Project Permit Compliance upon written findings that the project satisfies each of the following requirements:

(a) *That the project substantially complies with the applicable regulations, findings, standards and provisions of the specific plan.*

The Project is located on an approximately 12,000 square foot corner lot within the Pedestrian Oriented area within Subarea F of the Crenshaw Corridor Specific Plan (CCSP). The proposed Project is the construction of a mixed-use building with 48 residential apartment units, including six (6) units set aside for Very Low-Income households, and 1,224 square feet of ground floor neighborhood-serving retail space. Additionally, the Project is consistent with the purpose of the specific plan as the Project does the following:

- Promotes controlled development and encourages and stimulates economic revitalization;
- Is community serving and addresses the needs of the surrounding community and greater region;
- Promotes a compatible and harmonious relationship between the residential neighborhood to the west, and the commercial/transit corridor along Crenshaw Boulevard to the east;
- Preserves and enhances community character and aesthetics tying the new building to the aesthetic of Destination Crenshaw, and through the use of quality materials and finishes, a pedestrian plaza at the entrance to activate the corner, and landscaped façade on the southern wall; and
- Provide neighborhood serving retail to encourage pedestrian activity, commercial vitality along the corridor, and promote health and sustainability, all within walking distance of the future Crenshaw/LAX Light Rail Transit Hyde Park station.

The Project substantially complies with the applicable regulations, standards and provisions of the CCSP. Further discussion is in the CCSP compliance section on the following page.

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

The Project qualifies for a statutory exemption from CEQA under Public Resources Code §21155.4, as the Project is located within a Transit Priority Area and is consistent with the Specific Plan for which an Environmental Impact Report (EIR) has been certified – Case No. ENV-2008-478-EIR.

COMPLIANCE WITH THE CRENSHAW CORRIDOR SPECIFIC PLAN – ADDITIONAL FINDINGS

That the project substantially complies with the following applicable regulations, standards and provisions of the Crenshaw Corridor Specific Plan (CCSP):

Section 6. LAND USES

Complies. The Project is mixed-use with both 48 residential apartment units and 1,224 square feet of neighborhood-serving retail space on the ground floor, as required by the CCSP.

Section 7. DEVELOPMENT STANDARDS FOR PEDESTRIAN-ORIENTED AND TOD USES

A. All Projects shall comply with the development standards in Subsections 1 and 7 of LAMC Section 13.07 E. For purposes of this Specific Plan, "Pedestrian-Oriented Streets" as used in LAMC Section 13.07 E shall mean all streets in Subarea D, F, and G.

Complies. The Project conforms with all the development standards of Subsections 1 and 7 of LAMC 13.07E.

B. All Projects shall have a pedestrian entrance along the street frontage of the building, even when other public entrances are provided. The pedestrian entrances on street frontage shall be kept open during business hours.

Complies. The main pedestrian entrance for both the residential lobby and the retail space is along the building's Crenshaw Boulevard street frontage.

Section 8. MIXED-USE PROJECTS

A. The Project shall contain some combination of the neighborhood services/neighborhood retail uses required in Section 6.C on the Ground Floor with residential uses on the floors above.

Complies. The Project is mixed-use with 48 residential apartment units on floors two through six and 1,224 square feet of neighborhood-serving retail on the ground floor.

B. Parking shall not be permitted between the building and the street.

Complies. Parking is provided at-grade within the building and one level of subterranean. No parking is provided between the building and street.

C. The Project shall be exempt from LAMC Section 12.22.A.23 (Mini-Shopping Centers and Commercial Corner Developments).

Complies. The Project does not follow LAMC 12.22.A.23 standards.

Section 9. FLOOR AREA RATIOS AND HEIGHT

- A. *In Subareas E, F and H, on a lot designated Height District 2 that abuts directly a lot zoned R2 or a more restrictive zone, the maximum FAR shall be 2:1 for Mixed-Use Projects.***

Complies. The Property is in Height District “2” and directly abuts the R-1 Zone to the west, and the proposed Project is mixed-use. The Project is utilizing State Density Bonus and requesting an Off-Menu Incentive for an FAR of 3.58:1 for a project that is comparable to a TOC Tier 3 project.

Section 10. BUILDING SETBACKS AND OPEN SPACE AREAS

- A. *Pedestrian-Oriented Areas (Non-Mixed Use).***

Not applicable. The Project is mixed-use.

- B. *Pedestrian-Oriented Areas (Mixed-Use).*** *In Subareas D, F, and G, Mixed-Use Projects involving new construction in Pedestrian-Oriented Areas, shall build to the following setback and massing requirements:*

- 1. *If no Pedestrian Amenities are provided along the Building Frontage, a five foot setback up to 15 FT of height or the height of the first floor, whichever is greater, along any lot line that abuts a public street.***

Not applicable. The Project provides a pedestrian plaza along the Crenshaw Boulevard building frontage for community, resident, and retail use.

- 2. *If Pedestrian Amenities are provided, up to a 15 FT setback, up to a 15 FT of height, or the height of the first floor, whichever is greater, along any portion of a lot line that abuts the amenity.***

Complies. The Project provides a 15 foot setback for the height of the first floor where the lot line abuts the pedestrian plaza.

- 3. *The Building Frontage shall extend at least 65 percent of the length of the front lot line.***

Complies. The Project extends more than 65% of length of the front lot line.

- C. *TOD Areas.*** *In all TOD areas, the setbacks and open space areas for Projects involving new construction shall be developed in accordance with the underlying zone district and any applicable provisions identified in Appendix A (Design Manual).*

Not applicable. The Project is not located in a TOD area.

D. Transition from Residential to Non-Residential.

- 1. Where the rear of side yard property line is contiguous with that of a residential lot, or separated by an alley, the entire building shall be setback or individual floors “stepped back” one foot for every one foot in height as measure 15 FT above grade at the residential property line.**

Complies. The Project is setback 15 feet from the residential property line at the rear of the building.

E. All other setback, yard, stepback, and area requirements not provided in this Section 10 shall be as required in the underlying zone.

Complies. The Project requests State Density Bonus Waiver of Development Standards for 5-foot side yards (both) in lieu of the otherwise required 9 feet, and 15-foot rear yard in lieu of the otherwise required 18 feet – equivalent with a TOC Tier 3 project that utilizes RAS3 Zone yards.

Section 11. SIGNS

Not applicable. The Project does not propose any signage at this time.

Section 12. PARKING

- A. A Project in a TOD area, shall be allowed a 50 percent reduction to the number of spaces required by the LAMC. Additionally, the maximum parking spaces permitted shall not exceed 90 percent of the number of spaces required by the LAMC.**

Not applicable. The Project is not in a TOD area.

- B. In all Subareas, a Full-Service Grocery Store shall be allowed to reduce the required parking by 25 percent for the square footage devoted to the Full-Service Grocery Store use in addition to other parking reductions.**

Not applicable. The Project is not a grocery store.

- C. Within Subarea D, no additional parking shall be required for any change of use within a building existing as of the effective date of the last amendment to the Specific Plan, provided the new use is a permitted use within the Specific Plan and any existing on-site parking is maintained is or reduced in accordance with this Section.**

Not applicable. The Project is not in Subarea D.

- D. Notwithstanding any provision in this Section 12, no parking is required that is inconsistent with State law that expressly mandates a parking incentive or parking reduction.***

Complies. The Project is eligible to utilize AB2345 for residential parking at a ratio of 0.5 spaces per unit and 1 space per 500 square feet of retail space per the State Enterprise Zone, resulting in a total of 26 parking spaces.

- E. In Subareas D, F, and G, for new construction Projects, no on-site parking shall be located in front of building(s) in mini-shopping centers.***

Not applicable. The Project is not a mini-shopping center.

Section 13. UNDERGROUND UTILITIES. *To the extent physically feasible, all new utility lines that directly service a Project shall be installed underground. If underground service is not currently available, then provisions shall be made for future underground service, as determined appropriate by the Department of Water and Power.*

Complies. Undergrounding utilities are not feasible for this Project.

Section 14. RIGHT-OF-WAY IMPROVEMENTS AND STREETScape PLANS

Complies. As part of the Project, right-of-way improvements shall be made as determined by the Bureau of Engineering.

Section 15. DESIGN REVIEW BOARD

Complies. The Project complies with the applicable design guidelines and will present before the Design Review Board.

Section II. DESIGN GUIDELINES FOR COMMERCIAL PROJECTS LOCATED WITHIN PEDESTRIAN- AND TRANSIT-ORIENTED AREAS

GUIDELINE 1. Create an environment that promotes pedestrian orientation and use.

Complies. The Project creates an environment that promotes pedestrian orientation and use through its design. The main pedestrian entrance is off Crenshaw Boulevard, includes a pedestrian plaza for community, residential, and retail use, and is designed to activate the street corner. Additional street trees will be added to public right-of-way and building lighting at the ground floor will enhance the pedestrian experience.

Guideline 1a. At least 75 percent of the ground floor frontage of any building, including any portion of a building used for parking, should be devoted to retail or commercial uses.

Complies. The Project dedicates at least 75% of the ground floor frontage of the building for retail space.

GUIDELINE 2. Locate structures toward the main commercial street where the parcel is located in order to avoid pedestrian/vehicular conflicts.

Complies. The Project is oriented toward Crenshaw Boulevard, the main commercial street, with vehicular access from the side street, 54th Street, and is stepped back from the abutting R-1 Zone to the west.

Guideline 2a. Primary retail and community-oriented uses should be located to allow easy access to pedestrians. Secondary uses should be located where they do not detract from the pedestrian experience.

Complies. The Project provides ground floor retail space that is accessible from the main pedestrian entrance along Crenshaw Boulevard. The residential lobby entrance also provides an interior entrance to the retail space.

Guideline 2b. All buildings should provide a pedestrian entrance at the front of the building for each business that fronts on a main commercial street, even when rear public entrances are provided. Clearly defined pedestrian walkways should be provided, and shown on the site plan, to connect building entrances to parking areas.

Complies. The Project provides main pedestrian entrances at the front of the building along Crenshaw Boulevard for both the retail space and residential lobby. The entrance includes a pedestrian plaza and the lobby and retail space are connected internally with a walkway to the parking garage.

Guideline 2c. Pedestrian walkways that are located parallel to, and abutting any driveway, should be a minimum of five feet wide and should include a two foot landscaped buffer between the pedestrian walk and the driveway. However, this requirement does not apply to any commercial project that provides through pedestrian access from the rear of the building to the front entrances of a building via an arcade or pedestrian path.

Not applicable. The Project does not provide pedestrian walkways that parallel or abut the driveway.

Guideline 2d. Wherever a pedestrian walkway and a driveway run parallel for more than 50 lineal feet, speed bumps should be provided on the driveway at a distance of no more than 50 feet apart.

Not applicable. The Project does not provide pedestrian walkways and driveways do not run parallel.

Guideline 2e. Pedestrian "drop off" areas located at street level, which do not impede foot traffic or sidewalk width, shall be required.

Complies. The Project does not have a delineated loading zone; however, there is an existing loading and parking lane along Crenshaw Boulevard just north of the corner, which will be ideal for parking and loading as the main pedestrian entrance is along Crenshaw Boulevard and vehicular access to the parking garage is along 54th Street, which avoids queueing of cars on Crenshaw Boulevard.

Guideline 2f. *Wherever a project has a street frontage of 250 feet or greater, a paseo or through interior pedestrian path should be provided from the rear of the building to the front property line of the building.*

Not applicable. The Project does not have a street frontage of 250 feet or greater.

Guideline 2g. *Surface parking should be located to the rear of all structures if vehicular access is available to the rear of the parcel either via an alley or a public street, or as set forth in Subsection h of Guideline 2, below.*

Not applicable. The Project does not provide surface parking.

Guideline 2h. *Where no vehicular access is available from the rear of any lot, parking should be provided to the rear of a lot via a "flag" parking lay out. For mid-block lots that do not have through access to an alley or public street at the rear, and where creation of a flag parking lot results in a loss of 10 percent or more of the building frontage, a waiver from the guideline would be supported where the applicant submits alternative site plan scenarios with calculations showing frontage that would be lost and incorporates design mitigation measures to ensure the intent of this guideline is not undermined.*

Not applicable. The Project does not provide surface parking. Parking is provided within the building footprint at-grade and subterranean.

Guideline 2i. *Wherever a project must take its access from a "main commercial street," only one curb cut should be permitted for every 150 feet of street frontage on the "main commercial street." Such curb cuts should be a maximum width of 20 feet unless otherwise required by the Department of Transportation.*

Not applicable. The Project does not provide vehicular access from a main commercial street. Access is provided along 54th Street, which is a side street off the main commercial street (Crenshaw Boulevard).

Guideline 2j. *The site plan should identify and distinguish the locations of all ancillary structures or service areas, pedestrian walkways, vehicular paths, loading areas, passenger drop-off areas, trash enclosures and landscaped areas.*

Complies. The Project's site plan identifies landscaped areas, trash enclosures, vehicular access, and service areas.

Guideline 2k. When new utility service is installed in conjunction with new or existing development, all proposed utilities on a project site should be placed underground.

Complies. Undergrounding utilities here is not feasible. The Project complies with the Department of Water and Power's guidelines for the transformer's placement and staging area. The primary overhead power lines serving the project are located on Crenshaw Boulevard, and the current siting of the transformer on Crenshaw Boulevard is the location approved by LADWP. LADWP rejected the initial location of the transformer along 54th street, and undergrounding of utilities due to the complex overhead system already in place, and thus is complying with all regulatory requirements and inter-agency approvals for utility service.

GUIDELINE 3. All projects, and in particular those located within Transit-Oriented Development areas, should strive to incorporate public open space areas (plazas, miniparks, etc.) that are well designed and effectively link pedestrians to services and nearby transit stations.

Complies. The Project provides a pedestrian plaza along the Crenshaw Boulevard street frontage to activate the corner and for community, residential, and retail use.

Guideline 3a. Projects on a lot size equal or greater than 15,000 square feet should strive to maintain at least 20 percent of its LAMC required open space as publicly accessible where appropriate.

Not applicable. The lot size is less than 12,000 square feet.

Guideline 3b. In addition to the open space requirements of the LAMC, Projects on lot sizes less than 15,000 square feet should strive to develop and maintain open space areas as usable outdoor space accessible to the general public as well as to the residents and employees of a property.

Complies. The Project provides a pedestrian plaza along the building's entrance that abuts Crenshaw Boulevard and that is accessible to the general public.

Guideline 3c. Public alleyways, paseos, plazas, or new streets that are added to a project site may be considered open space.

Complies. The Project provides a pedestrian plaza that accessible by the community, residential, and retail users.

Guideline 3d. Paseos should be designed to be at least 20 feet wide or as required by LAMC to accommodate fire truck and emergency vehicle access.

Not applicable. The Project does not provide paseos.

Guideline 3e. Open space should be generally located internal to sites and should be accessible from corridors via mid-block passages or paseos and should be located no more than three feet above or below the adjacent sidewalk grade and should be designed to facilitate linkage from the mass transit station to nearby public spaces and Pedestrian Amenities.

Complies. The Project provides a publicly-accessible pedestrian plaza that activates the street corner and common open space internally within the building for residential use.

Guideline 3f. Projects in Transit-Oriented Development Areas should strive to create mid-block connections through the length and width of the block to connect the light rail transit to adjacent streets and destinations.

Not applicable. The Project is not within a TOD area.

Guideline 3g. Projects should strive to design commercial, retail, or existing buildings to incorporate parking above or below the ground floor in order to ensure a pedestrian friendly public realm at ground level.

Complies. The Project provides ground floor retail and subterranean and at-grade parking, designed to ensure a pedestrian friendly public realm at the ground level.

Guideline 3h. Projects should strive to provide a clear hierarchy of common open spaces distinguished by design and function to create a connected public realm conducive to both active and passive uses.

Complies. The Project provides common open space for residential use on the roof level, 6th floor, and ground level rear yard. Additionally, the Project provides a pedestrian plaza at the front of the building that accessible to the public as well as residents and retail users.

Guideline 3i. Planting trees in paseos can emphasize their visual impact. Where trees are proposed, a wider paseo should be considered up to 30 feet to provide ample light for trees to grow.

Not Applicable. The Project does not provide paseos. The Project does provide new street trees.

SECTION III. GUIDELINES AND STANDARDS FOR NEW RESIDENTIAL PROJECTS OF FIVE UNITS OR MORE

GUIDELINE 1. Create a space around which the building is designed that serves as an amenity for residents and increases the quality of the environment.

Complies. The Project provides common open space on the ground level at the rear yard, a community room and open-air deck on the 6th floor, and rooftop deck on the roof level all for residential use. Additionally, a plaza on the ground level at the front of the building serves both the retail, the residential lobby, and community at large.

Guideline 1a. All multiple-family residential developments, not located within a mixed use project, should be designed around a landscaped focal point or courtyard.

Not applicable. The Project is mixed-use.

Guideline 1b. A pedestrian entrance should be provided at the front of every project. The pedestrian entrance should provide a view to an interior courtyard or landscaped open space area. The entrance should be emphasized by employing one of the following paving treatments:

- ***Brick or Tile;***
- ***Precast Pavers; or***
- ***Stamped Concrete.***

Complies. The Project has a main pedestrian entrance at the front of the building along Crenshaw Boulevard, which emphasized by precast pavers. A Plaza also emphasizes the entrance in combination with glazing to see through the lobby.

Guideline 1c. A pedestrian entrance should be provided for every 150 feet of building frontage.

Complies. The Project provides a pedestrian entrance every 150 feet of building frontage.

GUIDELINE 2. Provide open space within a project that is usable and well designed.

Guideline 2a. All open space provided under Guideline 2 should provide a surface, which prevents dust and allows for convenient outdoor activities, especially for children. Such surface should be any practicable combination of lawn, garden, flagstone, wood planking or other serviceable dust-free surfacing. Concrete and asphalt should be permitted subject to the restrictions below:

- ***No portion of the required open space should have a dimension less than 20 feet.***
- ***The slope should not exceed 10 percent.***
- ***Off-street parking, loading areas, driveways, and service areas should not be counted as open space.***

Complies. The Project provides open spaces with surface materials that prevent dust and allow for convenient outdoor activities.

Guideline 2b. At least 30 percent of the required open space should be landscaped.

Complies. The Project provides over 30% of the required open space as landscaped.

Guideline 2c. Projects that provide private usable open space, such as balconies or patios, with a minimum dimension of four feet for balconies and six feet for patios may reduce the required open space directly commensurate with the amount of private space provided. However, at no time should common open space be less than 350 square feet for projects under 10 units or 600 square feet for projects of 10 units or more.

Complies. The Project provides balconies for some of the units, in addition to 3,999 square feet of common open space throughout the building.

Guideline 2d. An automatic irrigation system should be installed within all landscaped areas prior to the issuance of a Certificate of Occupancy by the Department of Building and Safety.

Complies. The Project will install an automatic irrigation system within all landscaped areas.

GUIDELINE 3. Design all buildings with a quality and character that improves community appearance by avoiding excessive variety and monotonous repetition. To achieve this, the volume of all buildings should be composed of a variety of forms, contrasting shapes and should employ attractive and complementary building materials and architectural features.

Guideline 3a. Plaster or stucco finishes should not occupy more than 60 percent of the surface area of any exterior on each floor.

Complies. The Project incorporates a combination of materials, including painted cement plaster, metal, brick, and siding, and plaster or stucco finishes do not occupy more than 60% of the surface area on each floor.

Guideline 3b. The exterior finish on all balconies should employ a finish material that is different, from the finish material employed on the primary body of the building.

Complies. The Project's balconies are finished with metal, an accent to the building's main materials of brick, plaster, and siding.

Guideline 3c. All building fixtures, awnings, security gates, other similar type of improvements, should complement and be architecturally integrated to the design of the building.

Complies. The Project's fixtures, awnings, and security gates complement the building's design while also being architecturally cohesive.

Guideline 3d. All surface or ground mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets should be screened from public view and/or treated to match the materials and colors of the building which they serve.

Complies. The Project complies with the Department of Water and Power's guidelines for the transformer's placement and staging area. The primary overhead power lines serving the project are located on Crenshaw Boulevard, and the current siting of the transformer on Crenshaw Boulevard is the location approved by LADWP. LADWP rejected the initial location of the transformer along 54th street, and undergrounding of utilities due to the complex overhead system already in place, and thus is complying with all regulatory requirements and inter-agency approvals for utility service. The Project's transformer is screened from view with matching materials and colors of the building.

Guideline 3e. All exterior building walls should provide a break in the plane, or a change in material, every 20 feet in horizontal length and every 15 feet in vertical length, created by an articulation or architectural detail, such as:

- ***A change in plane of at least 18 inches;***
- ***Windows that are recessed at least six inches;***
- ***Incorporation of varied window treatments such as multi-pane, octagonal, circular, greenhouse or bay windows or other fenestration;***
- ***Perforations on the surface of the building plane;***
- ***Building overhangs, porticoes, or projections;***
- ***Terraces, balconies or cantilevered designs;***
- ***Wood accents and wood trim for windows and doors; or***
- ***Other architectural features or building materials that create a visual break.***

Complies. The Project provides a break in plane or change in material every 20 feet in horizontal length or 15 feet in vertical length created by balconies and decks, changes in material and color, architectural accents, and changes in depth and articulation.

GUIDELINE 4. Screen all roof top equipment and building appurtenances from view of adjacent properties by architecturally integrating them into the design of the building.

Complies. The Project screens all mechanical equipment from view of adjacent properties in a way that integrates them into the building's design.

Guideline 4a. Design of all rooftop equipment and building appurtenances shall comply to the guidelines set forth in Section III, Guideline 3.

Complies. The Project's mechanical equipment complies with the guidelines.

Guideline 4b. All roof lines in excess of 40 feet should be broken up through the use of gables, dormers, plant-ons, or cutouts.

Complies. The Project's rooflines that are in excess of 40 feet are broken up through gables and cutouts.

GUIDELINE 5. Design trash and storage areas which are safe, attractive and secure.

Complies. The Project provides secured trash enclosures within the building that accessible from the parking garage and interior circulation.

Guideline 5a. Trash enclosures should be enclosed by a minimum five-foot high, decorative masonry wall.

Complies. The Project provides secured trash enclosures within the building that accessible from the parking garage and interior circulation.

Guideline 5b. A minimum of one trash area should be provided for every ten units.

Complies. The Project provides a trash room on each floor of the building with a trash enclosure at the ground level accessible from the building's hallway and from the parking garage.

Guideline 5c. Trash areas should be located no more than 200 feet from the most remote unit it serves.

Complies. The Project provides a centrally-located trash room on each level of the building.

GUIDELINE 6. Design walls that are architecturally interesting and compliment architectural styles and/or themes.

Complies. The Project is designed with a coherent and interesting modern architectural style that is complimentary as a transition between the commercial corridor and residential neighborhood.

Guideline 6a. All freestanding walls should provide a break in the plane, or a change in material, or an opening in the surface of the wall, every 20 feet in horizontal length or by an articulation or architectural detail, such as:

- *A staggered wall;*
- *An indentation in the wall; or*
- *A symmetrical spacing of columns.*

Not applicable. The Project does not provide any freestanding walls.

Guideline 6b. All retaining walls should be treated in a similar manner as the project's buildings, employing compatible materials, colors and finishes.

Complies. The Project's retaining walls are of the same materials and colors of the main building to remain compatible and integrated.

GUIDELINE 7. Incorporate the design of parking structures into the building(s), which it serves.

Complies. The parking garage is designed at-grade and subterranean within the building's footprint and utilizing an architecturally integrated design and materials.

Guideline 7a. The exterior elevations of all parking structures should be designed to match the style, materials and color of the main building.

Complies. The exterior elevations of the parking structure utilizes an architecturally integrated design and materials.

Guideline 7b. Wherever above grade parking is provided, architectural perforations or other wall openings should be provided to allow sunlight to penetrate the interior parking area and to break up the exterior plane of the parking wall. At least 20 percent of the exterior wall surface should consist of openings.

Not Applicable. The Project does not provide above grade parking. Parking is provided at-grade and subterranean.

Guideline 7c. Wherever above grade parking abuts any public street, a minimum five-foot landscaped setback should be provided along the exterior walls of the parking structure in accordance with the following standards:

- ***One 36 inch box tree every 20 feet.***
- ***Ground cover on 80 percent of the surface area.***
- ***A raised planter, three feet in height, and two feet in depth (from the exterior wall) to soften the parking wall.***

Not Applicable. The Project does not provide above grade parking. Parking is provided at-grade and subterranean.

Guideline 7d. All surface parking lots should conform to the landscape requirements contained in Section I, Guideline 10.

Not Applicable. The Project does not provide surface parking lots. Parking is provided at-grade and subterranean.

WAIVER OF DEDICATION AND IMPROVEMENT – ADDITIONAL FINDINGS

Pursuant to LAMC Section 12.37 I, the proposed Project seeks relief from the potential requirement to dedicate an additional three (3) feet for sidewalk depth and three (3) feet for street widening for the Subject Property along W. 54th Street in addition to waiving related improvements as such. The Director may waive, reduce or modify the required dedication or improvement as appropriate after making any of the following findings, in writing, based on substantial evidence in the record:

1. The dedication or improvement requirement does not bear a reasonable relationship to any project impact.

The project is not a project subject to typical roadway widening per LAMC 12.37 as a Density Bonus case, and thus the City of Los Angeles cannot require street widening as a condition of the project. Furthermore, the project is providing 20% of its units as affordable housing units, and a reduction of site area of 3-feet would result in a smaller building footprint, smaller permissible floor area, and ultimately a loss of housing units on-site which would jeopardize the robust affordable housing provided in the project.

Furthermore, a 3-foot widening of the roadway is not necessary to meet the City's mobility needs. Immediately west of the site, the project abuts residential uses located within the R1-1 Zone. The City of Los Angeles currently has no jurisdiction to require dedication or street widening for single-family uses within this zone. Since lots adjacent to the west along 54th Street will remain at current widths, a 3-foot dedication along 54th Street frontage would not allow for the provision of an additional lane of traffic or bicycle lane that would meaningfully contribute to increased mobility or vehicular circulation on the street. Therefore, the Applicant is requesting relief from the potential requirement to increase W. 54th Street from 53 feet to 56 feet, increase the right-of-way from 83 feet to 86 feet, and any associated street improvements.

2. The dedication or improvement is not necessary to meet the City's mobility needs for the next 20 years based on guidelines the Streets Standards Committee has established.

The Project Site is located at the northwest corner of Crenshaw Boulevard and 54th Street and has approximately 65 feet of frontage along the west side of Crenshaw Boulevard and approximately 150 feet of frontage along the north side of 54th street. It is currently developed with two, one-story commercial buildings. The proposed Project will replace existing buildings on site with a new mixed-use building with multi-family residential units and ground floor commercial uses.

Developments surrounding the project site are characterized primarily by general commercial uses, and limited residential uses. Commercial uses are located on either side of Crenshaw Boulevard to the north and south of the site and located within the C2-2D-SP Zone. The commercial uses are a variety of community-serving uses that range from educational uses, fitness studios, and quick-service stores, as well as a variety of other retail options. Residential uses are located to the east and west of the site and are generally zoned R1-1 to west for low residential land uses, and RD1.5-1 to the east for low medium residential land uses.

54th Street is designated as a standard Avenue II, which requires an 86-foot public right-of-way. The public right-of-way on which the proposed project fronts is currently dedicated to a public right-of-way halfwidth of 40 feet. To comply with the street standards for an Avenue II per the Mobility Plan 2035, the Applicant would be required to dedicate three (3) feet of the existing property to widen the existing public right-of-way from 80 feet to 86 feet.

The full 3-foot widening of the roadway is not necessary to meet the City's mobility needs. Immediately west of the site, the project abuts residential uses located within the R1-1 Zone. The City of Los Angeles currently has no jurisdiction to require dedication or street widening for single-family uses within this zone. Since lots adjacent to the west along 54th Street will remain at current widths, a 3-foot dedication along 54th Street frontage would not allow for the provision of an additional lane of traffic or bicycle lane that would meaningfully contribute to increased mobility or vehicular circulation on the street. Therefore, the Applicant is requesting relief from the potential requirement to increase W. 54th Street from 53 feet to 56 feet, increase the right-of-way from 83 feet to 86 feet, and any associated street improvements.

3. The dedication or improvement requirement is physically impractical.

The waiver is in conjunction with a 48-unit housing project with six (6) units (20% of the base units) set aside for Very Low Income households that seeks to minimize construction costs and maximize efficiency and capital investment in the residential units. If the Project were to implement a 3-foot dedication along 54th Street, the project would lose 2,000 square feet of net leasable residential area and a total of four (4) units as the Project would need to combine units to make them livable. Other Project impacts of a 3-foot dedication include the loss of 150 square feet from the lobby area; the loss of four (4) parking stalls on the ground level; and the addition of common space to the roof, due to the reduced square footage of open space on the 6th floor deck that would result from the dedication. Therefore, the Applicant is requesting relief from the potential requirement to increase W. 54th Street from 53 feet to 56 feet, increase the right-of-way from 83 feet to 86 feet, and any associated street improvements.

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