3601 MISSION RD FINDINGS

August, 17,2022

DENSITY BONUS / AFFORDABLE HOUSING INCENTIVES/WAIVERS FINDINGS (12.22 A.25)

1. **Government Code Section 65915 and LAMC Section 12.22 A.25(c) state that the Commission shall approve a density bonus and requested incentive(s) unless the Commission finds that:**

a. The incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested On-menu incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for Very Low, Low, and Moderate Income Households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

Based on the set-aside of 73 percent of base units (47 units) for Very Low Income households, the Applicant is entitled to up to three (3) Incentives under both Government Code Section 65915 and LAMC 12.22.A.25. Therefore, two (2) On-Menu and one (1) Off-Menu requests qualify as the proposed development's Incentives including requests to: On-Menu (a) permit a 20 percent decrease in the required open space to allow the provision of 15,380 square feet in lieu of the 19,225 square feet required pursuant to LAMC 12.21.G.2., (b) permit the area of land required to be dedicated for street or alley purposes to be included as lot area for the purposes of calculating the maximum density permitted by the R3 zone, Off-Menu (c) permit decrease in residential automobile parking to allow the provision of 103 parking spaces, with 18 in tandem, in lieu of the 215 parking spaces required pursuant to LAMC 12.21 A. 4.

The remaining requests are Waivers of Development Standards and include requests to: (d) permit a 50 percent decrease in required east side yard setbacks to allow a 5-foot side yard setback in lieu of the 10 feet required by the R3-1 zone pursuant to LAMC 12.10.C.2, (e) permit a 50 percent decrease in required west side yard setbacks to allow a 5-foot side yard setback in lieu of the 10 feet required by the R3-1 zone pursuant to LAMC 12.10 C 2, (f) permit a 41-foot increase in building height to allow up to 85 feet 3 inches in lieu of the maximum 45 feet allowed in the R3-1 zone pursuant to LAMC 12.21.1, (g) permit a 22 percent increase in the allowable Floor Area Ratio to allow a Floor Area Ratio of 3.67:1 in lieu of the 3.0:1 FAR permitted in the R3-1 Zone pursuant to LAMC 12.21.1 A 1, (h) permit 3 compact parking stalls and 100 standard stalls in lieu of the 1 standard parking stall per dwelling unit minimum required pursuant to LAMC 12.21.A.5.c.

Reduced Open Space: Section 12.21.G.2 of the Los Angeles Municipal Code requires 100 square feet for each unit having less than three habitable rooms; 125 square feet for each unit having three habitable rooms; and 175 square feet for each unit having more than three habitable rooms. Based on the Project's

mix of studio, one-bedroom, two-bedroom, and three-bedroom units, 19,225 square feet of open space is required. The requested 20 percent reduction in required open space to allow the provision of 15,380 square feet in lieu of the 19,225 square feet required will permit for additional dwelling units. Conformity with the existing development standards for the provision of 19,225 square feet of open space would require an additional of 3,845 square feet of open space, which is the equivalent reduction of approximately 4.55 dwelling units (average unit size 844 square feet).

If the Project were to adhere strictly to the open space required, the reduced size and/or number of units provided by the Project would, undermine the Project's financial feasibility by increasing the marginal costs of providing the market rate units and units reserved for Very Low Income households. The increased habitable space provided by the reduction in open space makes the Project financially feasible. Therefore, the reduced open space would result in identifiable and actual cost reductions to provide for the Project's affordable housing costs.

Pre-Dedicated Lot Area: The Property is zoned R3-1 and its residential zoning permits one dwelling unit per every 800 square feet of lot area. The Project is required to provide a 5-foot dedication along Mission Road. The Property has a dedicated lot area of 41,289 square feet, which allows for a base density of 52 units (51.61 rounded up to 52). Pursuant to LAMC Section 12.22-A,25, the Project is requesting to use the Property's pre-dedicated lot area of 42,089 square feet which allows a base density of 53 units (52.61 rounded up to 53).

The requested use of pre-dedicated lot area to calculate the Project's base density will allow for a greater base density. Granting the incentive would result in a building design that encompasses a greater quantity of units while allowing for the construction of additional affordable units. A lower base density would limit the size and/or number of units the Project could provide, undermining the Project's financial feasibility by increasing the marginal costs of providing the market rate units and the units reserved for Very Low Income households. The increased buildable area provided by the pre-dedicated lot area makes the Project financially feasible. Therefore, permitting the area of land required to be dedicated for street or alley purposes to be included as lot area for the purposes of calculating the maximum density permitted by the R3 zone would result in identifiable and actual cost reductions to provide for the Project's affordable housing costs.

Reduced & Tandem Parking: Section 12.21.A.4. of the Los Angeles Municipal Code requires at least one parking space for each dwelling unit of less than three habitable rooms, one and one-half parking spaces for each dwelling unit of three habitable rooms, and two parking spaces for each dwelling unit of more than three habitable rooms. The Project is proposing eighty-six (86) studios; each with 2 habitable rooms; seventy-three (73) 1-bedroom units, each with 3 habitable rooms; twenty-one (21) 2-bedroom units, each with 4 habitable rooms; and four (4) 3-bedroom units, each with 5 habitable rooms. Therefore, the proposed project would require 246 parking spaces.

LAMC 12.21 A.4. also allows residential buildings that include at least the minimum number of restricted affordable units to receive a density bonus under Section 12.22 A.25. to replace up to 30 percent of the required automobile parking with bicycle parking at a replacement ratio of 4 bicycle parking spaces to 1 automobile parking space. In such cases, the replacement of automobile parking with bicycle parking shall

be implemented in lieu of the parking options in section 12.22 A.25.(d). The Project proposes 117 long-term and 12 short-term bicycle parking spaces and, therefore, is eligible for a reduction of 31 automobile parking spaces, resulting in an automobile parking requirement of 215 spaces. The proposed Project is requesting an off-menu incentive to provide 103 automobile parking spaces in lieu of the 215 automobile parking spaces otherwise required.

Without the requested incentive to provide 103 automobile parking spaces with 18 in tandem in lieu of the 215 required by LACM 12.21 A.4.(a), the Project would have to construct the parking levels beyond the legal boundaries of the Property-line, or use floor area currently dedicated to the provision of residential units, thereby physically precluding the Development as designed. LAMC 12.21.A.5 requires a standard parking stall size of 18 feet deep by 8 foot 6 inches wide, which would reduce the residential floor area by approximately 17,136 square feet of floor area or the equivalent of about 20.30 dwelling units (average unit size 844 square feet).

Another option available to the Project for the provision of 215 standard, non-tandem parking spaces would be to build an additional level of parking below the first floor, which would increase overall project costs to provide the 184 residential dwelling units. Constructing the type and quantity of parking required by LACM 12.21 A.4.(a) within a subterranean level would be an additional cost of approximately $150 per square foot or $2,570,400 to the Project. This would be a significant burden for the construction of the base and bonus residential units, including 47 covenanted affordable dwelling units at the Very Low Income level. If the Project were to adhere strictly to the automobile parking spaces required, the reduced size and/or number of units provided by the Project would, undermine the Project's financial feasibility by increasing the marginal costs of providing the market rate units and the 47 units reserved for Very Low Income households. The decreased costs supported by a reduction in the parking requirement makes the Project financially feasible. Therefore, the requested off-menu parking incentive eliminates the need to construct additional parking, which results in identifiable and actual cost reductions to provide for the Project's affordable housing costs.

b. The Incentive will have 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 the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety (Government Code Section 65915(d)(1)(B) and 65589.5(d)).

There is no substantial evidence in the record that the proposed incentives will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). As required by Section 12.22 A.25 (e)(2), the Project meets the eligibility criterion that is required for density bonus Projects. The Project also does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The Project does not involve the demolition of a historic structure that was placed on a national, state, or local historic register

prior to the submission of the application. Therefore, there is no substantial evidence that the proposed incentives will have a specific adverse impact on public health and safety.

c. The concession or incentive would be contrary to state or federal law.

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

Following is a delineation of the findings related to the request for five (5) Waivers of Development Standards, pursuant to Government Code Section 65915.

2. Government Code Section 65915 and LAMC Section 12.22 A.25(c) state that the Commission shall approve a density bonus and requested Waiver of Development Standard(s) unless the Commission finds that:

a. The construction of the project would be physically precluded without the Waiver(s) or Reduction(s) of Development Standard(s)

A project that provides at least 15 percent of its base units for Very Low Income Households qualifies for three (3) Incentives and may request other "waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)).

Therefore, the requests below are recommended as a Waivers of Development Standards. Without the below Waivers, the existing development standards would preclude development of the proposed density bonus units including the units reserved for Very Low Income households:

Reduced Easterly Side Yard: The Site is comprised of eight adjacent lots located in the R3-1 Zone. Typically, portions of structures erected and used for residential purposes in the R3-1 Zone are required to provide side yards of 5 feet plus one foot for each story above the second story (not to exceed sixteen feet). The proposed Project is a seven-story building with residential and parking on the ground floor and second floor and five levels of residential apartment units. Based on the criteria provided in the LAMC, the Project is required to provide 10-foot side yards at its residential levels. The Project requests a 50% decrease to its easterly side yard to allow a yard of 5' at the residential levels in lieu of the 10' required by LAMC 12.10.C.2.

The proposed Project provides 184 total residential apartment units, including forty-seven (47) units reserved for Very Low Income households. Overall, the proposed Project provides 154,000 square feet of floor area across its residential levels. The Building includes a mix of studio, one-bedroom, two-bedroom, and three-bedroom apartments with units ranging in size from 424 square feet to 1,343. By expanding the available building envelope, the Project proposes the provision of 27,773 square feet of additional floor area across its residential areas or approximately 32.86 units.

If the Building were to adhere strictly to the 10-foot side yard required in the R3-1 Zone, the Project would

be limited in the size and/or number of units it could provide, reducing the number of additional dwellings reserved for Very Low Income households. The increased building envelope provided by the easterly side yard reduction would result in identifiable and actual increases to the buildable area for provision of the Project's additional dwelling units. The increased building envelope makes the Project physically feasible. Therefore, denial of the requested waiver of development standard would physically preclude construction of the Project at the proposed density of 184 residential dwelling units including 47 units reserved for Very Low Income households.

Reduced Westerly Side Yard: The Site is comprised of eight adjacent lots located in the R3-1 Zone. Typically, portions of structures erected and used for residential purposes in the R3-1 Zone are required to provide side yards of 5 feet plus one foot for each story above the second story (not to exceed sixteen feet). The proposed Project is a seven-story building with residential and parking on the ground floor and second floor and five levels of residential apartment units. Based on the criteria provided in the LAMC, the Project is required to provide 10-foot side yards at its residential levels. The Project requests a 50% decrease to its westerly side yard to allow a yard of 5' at the residential levels in lieu of the 10' required by LAMC 12.10.C.2.

Overall, the proposed Project provides 154,000 square feet of floor area across its residential levels. By expanding the available building envelope, the Project proposes the provision of 27,773 square feet of additional floor area across its residential areas or approximately 32.86 units. If the Building were to adhere strictly to the 10-foot side yard required in the R3-1 Zone, the Project would be limited in the size and/or number of units it could provide, reducing the number of additional dwelling reserved for Very Low Income households. The increased building envelope provided by the westerly side yard reduction would result in identifiable and actual increases to the buildable area for provision of the Project's additional dwelling units. The increased building envelope makes the Project physically feasible. Therefore, denial of the requested waiver of development standard would physically preclude construction of the Project at the proposed density of 184 residential dwelling units including 47 units reserved for Very Low Income households.

Height Increase: The subject site is on a parcel zoned R3-1 located in the Northeast Los Angeles Community Plan Area, typically residential structures zoned R3-1 are limited to a height of 45 feet. The proposed Project is a seven-story apartment building, including forty-seven units reserved for Very Low Income households. The Project requests a 41-foot height increase in height to allow 85'-8 ¼" in lieu of the 45 feet allowed in the R3-1 zone.

The proposed building provides 184 total residential apartment units, including forty-seven (47) units reserved for Very Low Income households, on seven levels. The building's first story reaches a height of 15 feet and 8 inches from grade. The second story and its ceiling building materials reach 11 feet above the ground floor, while the third through seventh stories each reach another 10 feet and 6 inches, one above the other. The six-foot eight inch parapet wall completes the building for a total height of 85'-8 ¼".

The additional square footage provided by the residential levels increases the habitable space to provide the units reserved for Very Low Income households. If the building were to adhere to the 45-foot height limit imposed on structures within the R3-1 Zone, it would be limited to approximately only 60 percent of

the units it proposes. Consequently, the Project would be limited in the overall size and/or number of units it could provide, undermining the Project's capacity of providing the bonus units and units reserved for Very Low Income households. The increased building envelope provided by the height increase would result in identifiable and actual increases to habitable space for provision of the Project's additional dwelling units.

The increased building envelope makes the Project physically feasible. Therefore, denial of the requested waiver of development standard would physically preclude construction of the Project at the proposed density of 184 residential dwelling units including 47 units reserved for Very Low Income households.

FAR Increase: The proposed Project is planned for the R3-1 zone of the Northeast Los Angeles Community Plan Area. Properties located in the R3-1 zone are typically allowed a floor area ratio (FAR) equal to 3.0 square feet of building floor area to each (1) square foot of buildable lot area pursuant to LAMC 12.21.1. A.1. The Applicant requests an On-Menu Waiver of Development Standard to increase the allowable floor area ratio by 22 percent to 3.67:1 in lieu of the 3.0:1 allowed in the R3-1 zone.

Were the proposed Project to adhere to the allowable FAR in the R3-1 zone, its total square footage would be limited to 126,267 square feet. Since the Project is providing 120 additional units beyond the 64 allowed by its base density – including 47 units reserved for Very Low Income households – the building requires additional space to accommodate these units. The average floor area of a unit is 844 square feet. The increased floor area of 154,000 square feet makes possible the provision of an additional 27,773 square feet of floor area or approximately 32.86 units. The increased floor area is necessary for the building to its 120 bonus units, including the 47 units reserved for Very Low Income Households. The increased building envelope makes the project physically feasible.

Therefore, denial of the requested waiver of development standard would physically preclude construction of the Project at the proposed density of 184 residential dwelling units including 47 units reserved for Very Low Income households.

Compact Parking Increase: LAMC 12.21 A.5.(c) permits stalls in a parking area or garage devoted to parking for dwelling uses to design parking stalls in excess of one [standard] parking stall per dwelling unit as compact stalls to accommodate compact cars. LAMC 12.21 A.5. (a)(1-2) requires standard parking stalls to have dimensions of at least 8.5 feet in width and 18 feet in length. The same section permits compact parking stalls provided for dwelling units to have dimensions of 7.5 feet in width and 15 feet in length. As shown on Sheets A1.11 and A1.21 of the Project plans, the Project proposes 103 parking spaces, 100 stalls with standard parking dimensions and 3 spaces with compact parking dimensions. This allows the Project to provide standard parking, including 7 ADA compliant parking spaces.

By designing three parking spaces of the proposed 103 parking spaces as compact stalls, the Project is able to offer a greater number of total parking spaces, while devoting the floor area necessary to provide structural elements and required Project amenities, including the stairwells, elevator shaft, recycling room, trash area, and 117 long-term bicycle parking spaces. Conformity with the existing development standards requiring the provision of at least 1 standard parking stall for each dwelling unit would require the Project to build its parking facilities beyond the legal boundaries of the property line or use floor area

currently dedicated to the provision of residential units.

Development of the proposed base units and density bonus units including its 47 Very Low Income dwelling units would be precluded because the Project cannot accommodate 103 automobile parking spaces with the standard dimensions required by strict compliance with the LAMC. Therefore, denial of the requested waiver of development standard would physically preclude construction of the Project at the proposed density of 184 residential dwelling units including 47 units reserved for Very Low Income households.

b. The waiver will have 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 the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

There is no substantial evidence in the record that the proposed waivers(s) will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). As required by Section 12.22 A.25 (e)(2), the Project meets the eligibility criterion that is required for density bonus projects. The Project also does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The Project does not involve the demolition of a historic structure that was placed on a national, state, or local historic register prior to the submission of the application. Therefore, there is no substantial evidence that the proposed waivers of development standards will have a specific adverse impact on public health and safety.

CONDITIONAL USE FINDINGS (LAMC 12.24 E)

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

The City faces a well-documented housing shortage whose severity has continued to grow since the adoption of the last Housing Element (2013-2021). The proposed Project is providing 184 dwelling units, including 47 for Very Low Income households and is requesting additional height and floor area pursuant to LAMC 12.24.E, which states that, in approving a project, the decision-maker may impose conditions related to the interests addressed in the findings set forth in Subsection E – including that the decision may state that the height and area regulations required by other provisions of the municipal code shall not apply to the conditional use approval.

The Applicant is requesting, pursuant to LAMC 12.24 f, (a) permit a 41-foot increase in building height to allow up to 85’-8 ¼” in lieu of the maximum 45 feet allowed; (b) permit a 22 percent increase in the allowable Floor Area Ratio to allow a Floor Area Ratio of 3.67:1 in lieu of the 3.0:1 FAR permitted; (c) permit a 50% decrease in required east side yard setbacks to allow a 5-foot side yard setback in lieu of the

10 feet required; (d) permit a 50% decrease in required west side yard setbacks to allow a 5-foot side yard setback in lieu of the 10 feet required; (e) a 20 percent reduction in required open space to allow the provision of 15,380 square feet in lieu of the 19,225 square feet required; (f) permit the area of land required to be dedicated for street or alley purposes to be included as lot area for the purposes of calculating the maximum density permitted; (g) permit decrease in residential automobile parking to allow the provision of 103 parking spaces, with 18 in tandem, in lieu of the 215 parking spaces required; (h) permit 3 compact parking stalls and 100 standard stalls in lieu of the 1 standard parking stall per dwelling unit minimum required. The proposed Project and Conditional Use request for additional density, height, and floor area will enhance the built environment in the surrounding neighborhood.

The Project site is located on the South-central edge of the Northeast Los Angeles Community Plan Area, at the intersection of Mission Road and Lincoln Park Avenue. The Plan Area is characterized by older, single family, multi-family, commercial, industrial, and institutional uses. The Plan Area continues to evolve toward a direction of neighborhood that is well-served by public transit.

The proposed building design is a mix of contemporary and traditional modern, utilizing a mix of cement plaster, board formed concrete, aluminum glazing, metal, and glass to achieve a bold and attractive façade. The building would create a new pedestrian experience with the addition of new streetscaping, including new native street trees, parkway planting, pedestrian benches, and custom-fabricated bicycle racks. The building sits at the intersection of Mission Road and Lincoln Park Avenue just across from Lincoln Park, serving as convenient access to recreational space and public facilities.

Currently, the Project site is developed as a commercial parking lot. The proposed Project will create 184 new housing units, including 47 dwellings set aside for qualifying Very Low Income residents, encompassing approximately 154,000 square feet of floor area. The Applicant has designed the building to maximize the Site's potential, proposing dwelling units ranging in size, with studio units from 424 square feet to 1,343 square feet for 3-bedroom units. Units are designed with open floor plans to make the most of the available residential floor area. This range in unit square footage not only allows for more units, but it also allows for a wider range in rental prices, which creates more affordable housing for low and middle-income residents.

The proposed increase in height and floor area will allow for 47 Very Low Income units as well as additional affordable housing with the "bonus" market rate units. The Northeast LA Community Plan Area and LAMC would typically allow by right only 63 dwelling units at this Project site, which would be a less efficient use of developable land given the dire need for affordable housing, particularly in a location that is conveniently located to recreational opportunities and is well-served by public transportation.

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

The surrounding neighborhood is developed with a mix of uses that include older single family dwellings, multi-family buildings, governmental uses, and hospital/institutional uses, all located in the Northeast LA Community Plan Area on properties zoned either R3-1, RD1.5-1, or [Q] PF-1D.

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Properties located to the west across the street have frontage along Lincoln Park Ave and include multi-family residential buildings with garage parking and a governmental use with surface parking. Properties located to the north across the street have frontage along Barbee Street and include single family dwellings and multi-family residential buildings. The adjoining property to the east, along the side yard, is currently a medical institutional use. The land to the south across the street along Mission Road is Lincoln Park.

Height/Massing

While the proposed 85'-8 ¼" height is generally taller than immediately surrounding uses, the additional height and floor area is needed to achieve the City's goals for more density, as well as the provision of more affordable housing. Furthermore, the subject Property is surrounded by older, multi-family buildings that will likely be developed with buildings of similar scale during their next development cycle.

Los Angeles is a great City, and great Cities are characterized by great buildings. The proposed building will serve as a proud example of modern architecture in the Northeast LA Community Plan Area and as a "gateway" to the Lincoln Park area at the corner of Mission Road and Lincoln Park Ave.

Open Space and Landscaping

Common open space will be provided for all residents on various levels throughout the Project, including the roof decks, courtyards, pool area, and recreation areas (recreation room, covered deck, fitness center, and business center). The proposed Project totals approximately 15,380 square feet of open space, with amenities such as built-in seating and BBQ areas. By incorporating exterior open space on the roof decks, courtyards, balconies, and pool area, residents will have views of Downtown Los Angeles, Lincoln Park, and Ernest E. Debs Regional Park.

New landscaping is proposed at street level utilizing a mix of planters, street trees, and ground cover. All landscaping will be native drought-tolerant and will also utilize plant and tree species that support native habitats, such as insect and butterfly.

Off-Street Parking and Driveways

The Project will provide a total of 103 parking spaces in covered, secured garages with two levels, one level at-grade and one level above-grade, where 3 of the spaces are compact and 100 are standard. Parking will be unbundled from dwelling units so that units can be sold at a lower-cost option, and to discourage car ownership.

Large bicycle storage rooms are proposed at-grade, as well as racks near the public right-of-way. The Project is located near a well-established network of bicycle-supportive infrastructure along Mission Rd that connects with public transportation lines including the LA County Metro Bus Lines 76, 78, and 45 and City of LA DOT Dash Lincoln Heights/Chinatown Bus Line. Major bicycle routes along Mission Road and

Lincoln Park Avenue, as well as recreational amenities creates a unique opportunity to build a project that prioritizes bicycles and public transportation over car ownership

3. That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

The proposed Project complies with all applicable provisions of the Los Angeles Municipal Code and the Northeast Los Angeles Community Plan by satisfying the growing demand for affordable and market-rate housing. The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, Land Use, Transportation, Noise, Safety, Housing and Conservation. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. The General Plan is a long-range document guiding communities' growth and development while reflecting their priorities and values. The General Plan serves as a constitution for development and a foundation for land use decisions.

General 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 Element responds to State and Federal mandates to plan for the City of Los Angeles' future. The General Plan Framework Element is based on a planning horizon for population and employment growth, including the projection that the City's population could increase by approximately 820,000 residents and employment by approximately 390,000 jobs. Its purpose is to establish policies to best accommodate this growth when and if it should occur by supporting the viability of the City's residential neighborhoods and commercial districts and encouraging sustainable growth in proximity to transportation and economic resources.

The proposed Project involves the construction of a seven-story, for-rent residential development containing 184 dwelling units on top of two levels of parking located on a site designated for Medium Residential and zoned R3-1. The Project site is located in close proximity to various employment and educational opportunities.

General Plan – Housing Element

It is the overall housing vision of the City of Los Angeles to create housing opportunities that enhance affordability, equity, livability, and sustainability by remedying discriminatory housing practices and creating a city with a range of housing types, sizes, and costs in close proximity to jobs, transit, amenities, and services. In line with its vision, the goals, policies and objectives are intended to further certain Citywide Housing Priorities, including addressing the housing shortage by increasing the production of new housing, particularly affordable housing. Furthermore, the Fair Share Housing Report released by the Department of City Planning in May 2021 that summarizes citywide distribution of affordable housing, states that most affordable housing has been developed in Low Resource and High Segregation/Poverty areas like the one surrounding the Project.

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"High Segregation & Poverty Areas" are considered socially sensitive, typically in higher density areas. These low -income communities face barriers to certain amenities such as access to healthcare providers and grocery stores. These kind of place-based characteristics are linked to critical life outcomes, such as educational attainment, earnings from employment, health, and life expectancy, as well as economic mobility. The proposed Project, which is in an area identified as a High Segregation & Poverty in Planning's Fair Share Housing Report, would help to implement a number of key objectives identified in the City's General Plan Housing Element by providing 184 new, high-quality dwelling units, including units for 47 Very Low Income households.

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 1.2.9: Allow for zoning flexibility for Affordable Housing at the project review and planning levels when broader Citywide Priorities are being advanced.

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

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

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

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

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.

General Plan – Mobility Element

The Project site is located in the Northeast Los Angeles Community Plan area, fronting Mission Road – a street identified in the City of LA's Mobility Plan 2035 as a Moderate Plus Transit Enhanced Street. Transit Enhanced Streets outlined in the Plan strive for "reliable and frequent transit service that is convenient and safe; increasing transit mode share; reducing single-occupancy vehicle trips; and integrating transit infrastructure investments with the identity of the surrounding street." Additionally, Transit Enhanced Streets "may receive a number of enhancements to improve line performance and/or the overall user experience for people who walk and take transit." They include design features that make the street easier to navigate by pedestrians, cyclists, people who take public transportation and other vulnerable road users less dependent on individual, personal car ownership for daily travel. In Mobility Plan 2035, the segment of Mission Road proximate to the Project is currently a Tier 2 bicycle lane.

The Project's density, design, unbundled parking strategy, and abundant supply of bicycle parking support the goals of the Mobility Plan in designating the street for these enhancements. Furthermore, the Project is proximal to neighborhood-facing amenities including recreation and education facilities. By prioritizing the provision of affordable and market rate, the proposed mixed-income housing Project would help to implement a number of key goals, objectives, and policies identified in the City's Mobility Plan 2035 including:

Goal 3: Access for All Angelenos

Objective: Increase the percentage of 0/1 car ownership (car-light) households from 50% currently to 75% by 2035.

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

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

Objective: Reduce the average share of household income spent on transportation costs to 10 % by 2035 through the provision of more transportation options.

Goal 5: Clean Environments & Healthy Communities

Objective: Decrease VMT per capita by 5% every five years, to 20% by 2035.

Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.

Community Plan

3601 MISSION RD FINDINGS

The Northeast Los Angeles Community Plan encourages a variety of housing options in order to meet the housing demands of the area. The Project proposes up to 184 for-rent residential units that provide housing opportunities for a diverse sector of the community. Furthermore, the Site is designated with a Medium Residential land use, which allows the proposed multi-family use in conformity with the Northeast Los Angeles Community Plan. The proposed multi-family Project advances a number of specific goals and objectives of the Northeast Los Angeles Community Plan as follows:

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

Objective 1-2: To allocate land for new housing to accommodate a growth of population that is consistent with and promotes the health, safety, welfare, convenience, and pleasant environment of those who live and work in the community based on adequate infrastructure and government services, especially schools.

Policy 1-2.1: Designate specific areas to provide for adequate residential development to accommodate anticipated increases in population while maintaining a balance between single-family and multiple-family uses.

Policy 1-2.2: Locate higher residential densities near commercial and institutional centers, light rail transit stations, and major bus routes to encourage pedestrian activity and use of public transportation, providing that infrastructure, public service facilities, utilities, and topography will fully accommodate this development.

Objective 1-3: To preserve and enhance the residential character and scale of existing single- and multi-family neighborhoods.

Policy 1-3.1: Protect the quality and scale of the residential environment through attention to the appearance of new construction including site planning and compatible building design.

Policy 1-3.2: Consider factors, such as neighborhood character and aesthetics, identity; compatibility of land uses; impacts on livability, services, public facilities, and traffic levels, when changes in residential densities are proposed.

Objective 1-6: To promote and ensure the provision of fair and equal housing opportunities for all persons regardless of income and age groups or ethnic, religious, or racial background.

Policy 1-6.1: Promote individual choice in type, quality, price, and location of housing.

Policy 1-6.3: Ensure that redevelopment activity minimizes displacement of residents.

General Plan - Housing Element

3601 MISSION RD FINDINGS

The proposed Project would help to implement a number of key objectives identified in the City's General Plan Housing Element by providing 47 Very Low Income household units. The objectives and policies met by the Project include:

Housing Element Objective 1.1: Encourage production and preservation of an adequate supply of rental and ownership housing to meet the identified needs of persons of all income levels and special needs.

Housing Element Policy 1.1.8: Encourage and support public and private programs to increase the availability of affordable rental housing for all city residents.

Housing Element Policy 1.1.14: Facilitate housing production consistent with zoning by streamlining and, where possible, provide assistance to developers.

Housing Element Policy 4.1.4: Make the necessary changes in development standards in the Los Angeles Planning and Zoning Code to implement the Affordable Housing Incentives Ordinance in order to provide greater incentives to build affordable housing.

Housing Element Policy 4.1.5: Include additional incentives such as parking reductions in the Los Angeles Planning and Zoning Code to facilitate the development of new, and the preservation of existing lower-income housing.

Housing Element Policy 4.2.1: Expedite processing of new housing development and rehabilitation projects affordable to Low- and Very Low Income households.

Framework Element Policy 4.1.6: Create incentives and give priorities in permit processing for Low- and Very Low Income housing developments throughout the City.

Framework Element Objective 4.4: Reduce regulatory and procedural barriers to increase housing production and capacity in appropriate locations.

ADDITIONAL FINDINGS REQUIRED PER 12.24.U26 (DENSITY BONUS OVER 35 PERCENT)

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

The City faces a well-documented housing shortage whose severity has continued to grow since the adoption of the last Housing Element (2013-2021). Adopted on November 24, 2021, the City's Housing Element for 2021-2029 is its blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, evaluates the City's ability to meet its Regional Housing Needs Assessment (RHNA), establishes the goals, objectives, and policies that are the foundation of the City's housing strategy, and provides an array of programs to create sustainable, mixed-income neighborhoods across the City. According to the City's most recent RHNA allocation, Los Angeles needs to produce 456,643 residential housing units by 2029 in order to meet the projected regional needs, of which about 58,000 need to be affordable to Very Low Income households. The proposed Project would be in conformance

with the following goals of the Housing Element as described below:

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 1.2.4: 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.

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

Goal 2: A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.

Policy 2.1.1: Incentivize and/or require the preservation and replacement of affordable housing, so demolitions and conversions do not result in the net loss of the City's stock of accessible, safe, healthy and affordable housing.

The proposed Project would create 184 new housing units, including forty-seven units subject to a 55-year covenant to be provided exclusively for qualifying Very Low Income households. Consistent with Goal 1 of the Housing Element, the Project facilitates the production of affordable housing and expands rental housing options for people of various income levels, focusing on those with the greatest need. Approval of the proposed Project along with its requested conditional use permit for a density bonus greater than 35 percent and the requested incentives and waivers of development standards strengthens the capacity of the provider to build affordable housing.

The proposed Project is planned for a parcel that is currently developed as a commercial parking lot providing 43 automobile parking spaces. The new Project would provide for 47 units of affordable housing and, therefore, would not result in a net loss of affordable housing, consistent with Policy 2.1.1 of Goal 2 of the Housing Element.

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2. The project contains the requisite number of Restricted Affordable Units, based on the number of units permitted by the maximum allowable density on the date of application, as follows: a. 11% Very Low Income Units for a 35% density increase; or b. 20% Low Income Units for a 35% density increase; or c. 40% Moderate Income Units for a 35% density increase in for-sale projects. The project may then be granted additional density increases beyond 35% by providing additional affordable housing units in the following manner:

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

The Project site is zoned R3-1 which allows a base density of 64 dwelling units. Per the Density Bonus Ordinance, the Project is permitted a 35 percent density increase in exchange for setting aside 11 percent of the 64 base density units for Very Low Income households. The Project is permitted additional density increase beyond 35 percent by setting aside one (1) additional percent of base density units above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase above the 35 percent. Below is a table showing the requisite percentage of affordable housing units for Very Low Income Households based on the percentage of density increase:

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11%	35.0%
12%	37.5%
13%	40.0%
14%	42.5%
15%	45.0%
16%	47.5%
17%	50.0%
18%	52.5%
19%	55.0%
20%	57.5%
21%	60.0%
22%	62.5%
23%	65.0%

24%	67.5%
25%	70.0%
26%	72.5%
27%	75.0%
28%	77.5%
29%	80.0%
30%	82.5%
31%	85.0%
32%	87.5%
33%	90.0%
34%	92.5%
35%	95.0%
36%	97.5%
37%	100.0%
38%	102.5%
39%	105.0%
40%	107.5%
41%	110.0%
42%	112.5%
43%	115.0%
44%	117.5%
45%	120.0%
46%	122.5%
47%	125.0%
48%	127.5%
49%	130.0%
50%	132.5%
73%	190.0%

A 35 percent by-right density bonus would allow for 87 units (equal to an increase of 23 units beyond the 64 units permitted by the underlying zone) to be constructed on the Project site. The Applicant is planning to include 73 percent of the base allowable density as units affordable to Very Low Income households, making the Project eligible for a 190 percent density bonus through a Conditional Use to be eligible for a total of up to 184 dwelling units. The Applicant is planning to provide 47 Very Low Income units for a 190 percent bonus, representing an increase of 97 units beyond what would otherwise be permitted through the by-right 35 percent density bonus. Therefore, 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 base density).

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

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On October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330), later amended by SB 8 on September 16, 2021. SB 330 created new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2025, extended until January 1, 2030 by SB 8. During the duration of the statewide housing emergency, SB 8, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units. The subject Site is currently developed as a commercial parking lot providing 43 automobile parking spaces. The Project would provide 47 units of affordable housing and 137 units of market rate housing, therefore, providing greater than one-to-one replacement of all protected Low Income and market rate units and providing an additional 137 market rate units.

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

The proposed Project will be conditioned to record a covenant for affordability restriction of the forty-seven (47) Very Low Income units of a period of 55 years from the issuance of the Certificate of Occupancy to the satisfaction of the Los Angeles Housing Department, and subject to fees as set forth in Section 19.14 of the LAMC.

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

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

The Project will result in 184 new dwelling units, of which 47 will be reserved for Very Low Income household occupancy and the remainder will be offered as market rate units. All residents of the proposed Project will have access to all common amenities within the building. The restricted units will comply with affordability requirements in the Guidelines set forth by LAHD in conformance with US Department of Housing and Urban Development (HUD). Additionally, as part of the building permit process, the Applicant will execute a covenant to the satisfaction of LAHD who will ensure compliance with the Guidelines. Therefore, the Project will address the policies and standards contained in the Guidelines.