

ATTACHMENT A

3017-3053 CRENSHAW BOULEVARD

I. PROJECT OVERVIEW/REQUEST.

West Angeles Church of God In Christ (the "Owner") is the owner of eight parcels¹ of real property totaling approximately 55,489 square feet of lot area, located at 3017-3053 S Crenshaw Boulevard (the "Property"), in the City of Los Angeles ("City"). The Property is located mid-block on the west side of Crenshaw Boulevard between 30th Street (approximately 158 feet to the north), West Jefferson Boulevard (approximately 108 feet to the south), and a 20-foot alley to the west. The Property is currently improved with three single story structures used for retail and as a church as well as a surface parking lot (together, the "Existing Structures"). 3045 S. Crenshaw Blvd (LA) SKR Owner, LLC (the "Applicant") plans to demolish the Existing Structures and construct a new six story, approximately 67-foot tall mixed use residential building with a total of 168 dwelling units – 10 percent of which (17 units) are reserved as extremely low income ("ELI") units – and approximately 40,000 square feet of ground floor commercial uses (the "Project"). The Project is described in greater detail below.

The Applicant will utilize Transit Oriented Communities ("TOC") Tier 3 incentives, pursuant to Los Angeles Municipal Code ("LAMC") Section 12.22.A.31 and the accompanying guidelines approved by the City's Planning Commission (the "TOC Guidelines"). These incentives include two base incentives – for a 13 percent density increase and an approximately 18 percent floor area ratio ("FAR") increase – and one additional incentive to allow a 22-foot height increase. The Project will also require Site Plan Review, pursuant to LAMC Section 16.05.C, and a Project Permit Compliance, pursuant to LAMC Section 11.5.7.C.

The Property is located in the West Adams – Baldwin Hills - Leimert Community Plan (the "Community Plan") and in the Crenshaw Corridor Specific Plan (the "Specific Plan"). One of the Specific Plan's objectives is "To promote a high level of pedestrian activity in areas identified as Pedestrian-Oriented Areas and TOD Areas by promoting neighborhood serving uses, which encourage pedestrian activity and promote reduced traffic generation.." ² In response to this objective, the Applicant has designed a smart-growth, transit oriented development which is designed to encourage pedestrian activity along Crenshaw Boulevard.

¹ Note: Lot 93 includes an arbitrary lot cut which show on ZIMAS as being two separate parcels. However, Lot 93 is still one legal lot.

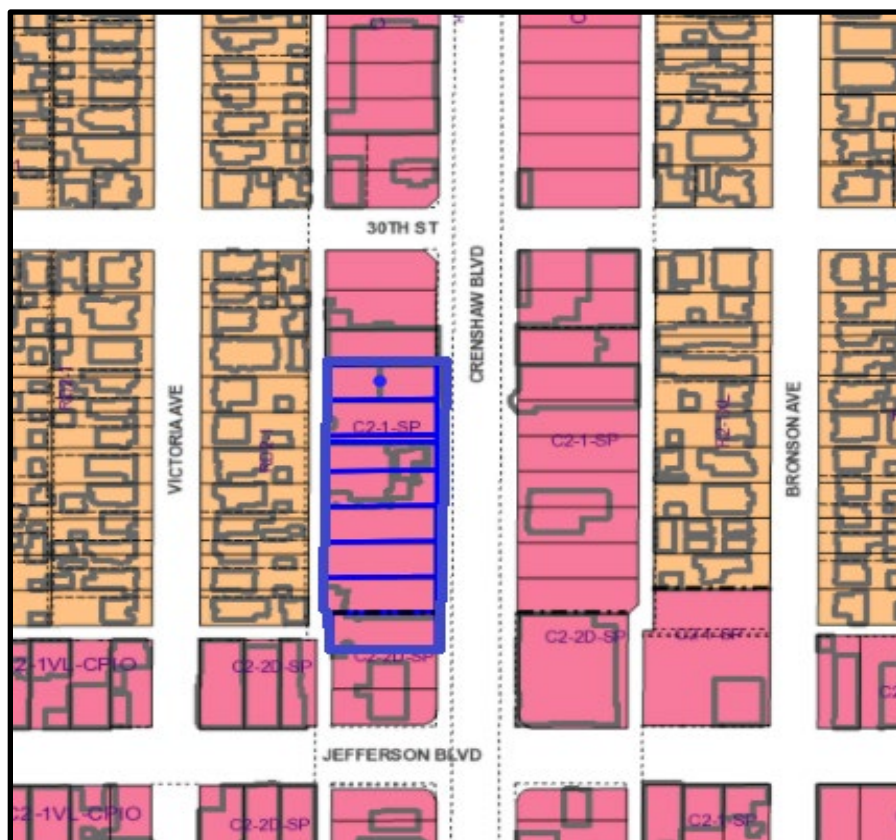
² Crenshaw Corridor Specific Plan Section 2.E. Effective (as amended) April 19, 2017.

II. BACKGROUND.

A. The Property

As shown in **Figure 1**, the Property contains approximately 55,489 square feet of lot area and consists of eight mid-block parcels along the west side of Crenshaw Boulevard. The Property is specifically comprised of Lots 91-98 of Tract 8027. The Property is currently improved with the Existing Structures. The Existing Structures contain approximately 32,540 square feet of combined floor area. The Existing Structures do not contain any residential units.

FIGURE 1



Courtesy of: City of Los Angeles ZIMAS Mapping.

The Property qualifies for Tier 3 TOC incentives because it is located approximately 1,250 feet north from the Crenshaw Station on the LA Metro E Line (formerly the Expo Line). While the E Line provides service between Downtown Los Angeles and Santa Monica, the Crenshaw Station will also be the terminus for the under-construction LA Metro Crenshaw Line, which will eventually provide service to Los Angeles International Airport. Crenshaw Boulevard is also served by LA Metro Rapid Route 740, which provides rapid service between Koreatown and South Bay. The nearest stop for Rapid Route 740 connects with the Crenshaw E Line Station. The Crenshaw Boulevard / Jefferson Boulevard intersection also provides stops for LA Metro Routes

210 and 38. The combination of these transit lines makes Crenshaw Boulevard a particularly well-served transit corridor.

B. Zoning.

The Property is split zoned; Lots 91-97 are zoned C2-1-SP and designated Neighborhood Commercial by the Community Plan, while Lot 98 is zoned C2-2D-SP and designated Community Commercial by the Community Plan. The C2 zone is a high intensity commercial zone which permits residential uses at a maximum density of one unit for every 400 square feet of lot area. The Property contains 55,489 square feet of lot area and may include the halfwidth of the adjacent 20-foot alley, giving the Property approximately 59,489 square feet for density calculation purposes.³ Therefore, the Property has a base density of 149 dwelling units.⁴ The Project will utilize a ministerial TOC density bonus to achieve a 13 percent increase in order to construct 168 total dwelling units.⁵ The Specific Plan does not regulate density. The entire Property is located within Specific Plan Subarea A and within a designated TOD area.

Lots 91-97 are located within the “1” height district. Properties in the “1” height district are typically limited to a 1.5:1 FAR and are not restricted in height. The Specific Plan, however, limits Lots 91-97 to 1.5:1 FAR and a 45-foot height limit.⁶ Lot 98 is located within the “2D” height district. While a “2” height district would ordinarily signify a 6:1 FAR limitation, the “D” Limitation (Ord. 184,796, effective April 19, 2017) requires Specific Plan compliance. The Specific Plan restricts Lot 98 to a 3:1 FAR (for mixed use projects, including the Project) and a 60-foot height limit.⁷ The entire Property is eligible for a floor area bonus (up to 1:1 FAR) pursuant to Specific Plan Section 9.D in exchange for providing a below-grade parking level. As described in **Table 1**, the Property supports approximately by-right 149,222 square feet of floor area.

Table 1

	Buildable Area	FAR	Floor Area
Lots 91-97	49,489 sq. ft.	1.5:1	74,233
Lot 98	6,500 sq. ft.	3:1	19,500
1:1 FAR Bonus (SP Section 9.D)	55,489 sq. ft.	1:1	55,489
Sub-total (by-right)	55,489 sq. ft.	N/A	149,222
Max TOC Bonus	N/A	45% increase	216,371
Proposed	55,489 sq. ft.	3.15:1	174,825

³ LAMC Section 12.22.C.16

⁴ Base density is typically rounded down to the nearest integer for by-right projects. However, TOC projects round up base density.

⁵ The Project is not utilizing the entire 70 percent bonus available to Tier 3 TOC projects. A 70 percent density bonus would allow the Project to construct up to 254 dwelling units.

⁶ Specific Plan Sections 9.A. and 9.F.

⁷ Specific Plan Section 9.A.1.a and Map 6.

As described in Table 1, the Project is utilizing TOC Guidelines Section VI.1.b.v's 45-percent FAR increase for the entire Property.⁸ The proposed 174,825 square feet of floor area equate to an approximately 18% increase above the Property's by-right floor area envelope. The Project is not utilizing the entire 45-percent floor area bonus available as a TOC base incentive.

The Property maintains legal frontage along Crenshaw Boulevard. Pursuant to Specific Plan Section 10.C, the Project's setbacks and open space shall be developed in accordance with the underlying zone. Properties in the C2 zone are not required to provide front yard setbacks and must provide side and rear setbacks beginning at the first residential level in conformance with LAMC Section 12.11.C.2 and C.3 (R4-zone setbacks). Furthermore, the Specific Plan does not require a front setback for ground floor commercial uses. The Property has a five-foot side yard setback requirement, plus one foot for every story above the second story. The Project is six stories in height and must therefore provide nine-foot side yard setbacks at its residential levels. The Project is not required to provide a rear yard because the Property's rear lot line abuts an alley,⁹ but the Project must provide a transitional height step-back pursuant to Specific Plan Section 10.D.1 along the alley to transition from the Property's nearest residentially designated neighbor, located across the 20-foot alley to the west. Specific Plan Section 12.B permits a 50 percent reduction to the minimum LAMC-required parking and limits the maximum parking to 90 percent of the number of spaces required by the LAMC.

C. Surrounding Properties

Neighboring properties in the Property's vicinity along both sides of Crenshaw Boulevard are zoned C2-1-SP, C2-2D-SP (near Jefferson Boulevard), and C1.5-1-SP (north of 30th Street). The Property's immediate neighbor to the north is improved with a dental office and a surface parking lot. The property to the south is improved with a gas station. The properties located to the east (on the east side of Crenshaw Boulevard) are improved with a theater (the West Angeles Performing Arts Theater) which is currently vacant, a fast food restaurant (Burger King ®), and surface parking. Properties located to the west, across the 20-foot alley between 30th Street and Jefferson Boulevard, are zoned RD2-1 and improved with a mix of single-family and multi-family homes. Office projects have been recently proposed for the two properties on the northeast and the southeast corners of Crenshaw Boulevard and 30th Street.¹⁰

Many of the properties along Crenshaw Boulevard are improved with single story commercial structures, strip malls, fast food restaurants, gas stations, and a variety of big-box retail (including the 99 Cent Store® and Smart and Final®). As part of the Specific Plan's goal of promoting development and encouraging economic revitalization, new mixed-use developments in this area are starting to arrive. For instance, there is a recently constructed residential project located at 3411 Crenshaw Boulevard, located a block south of the Property. Still, Crenshaw

⁸ TOC Guidelines Section VI.1.b.v notes that FAR increases are limited to 45 percent in a specific plan which regulates FAR, including the Specific Plan.

⁹ LAMC Section 12.22.A.18(c)(3).

¹⁰ City Planning Cases ZA-2020-1000-CU-SPR-SPP and ZA-2020-2662-SPP-CU.

Boulevard contains many land uses including fast food restaurants and automotive uses which are no longer permitted in the area. The combination of the Specific Plan's policies and the existing underutilized land uses – most notably the many surface parking lots – make the local area a prime location for revitalization.

D. Streets and Circulation

Crenshaw Boulevard is designated by the 2035 Mobility Plan as an Avenue I street. Per LAMC Section 12.37, the Property is required to maintain a 50-foot right of way dedication to complete Crenshaw Boulevard's required 100-foot total right of way, including 70 feet of total roadway width. The Property is fully dedicated. No future additional dedications are necessary.

30th Street – located approximately 158 feet north of the Property, is a Standard Local Street with an approximately 60 foot right of way and sidewalks on each side of the street. Portions of 30th Street nearest to the Property appear fully dedicated.

Jefferson Boulevard – located approximately 107 feet south of the Property, Jefferson Boulevard is designated as a Modified Avenue II street with an 80-foot required right of way. Portions of Jefferson Boulevard nearest to the Property appear fully dedicated.

Additionally, there is a 20-foot alley located immediately west of the Property that is fully dedicated.

E. Previous Cases

There are no pending or previous cases at the Property.

III. PROJECT DESCRIPTION

The Project is a six-story building (one commercial ground floor, one level of above-grade parking, and four residential levels) with one subterranean parking level. The Project height will be approximately 67 feet to the top of the parapet. Elevator overruns may reach a height of 77 feet.¹¹ The Project contains approximately 174,825 square feet of floor area, for an FAR of approximately 3.15:1. The Project's 168 units are oriented around a two central courtyards providing natural light and fresh air to the interior of the building.

The Project was designed to create visual interest by providing various building elements throughout its four sides. The Project's ground floor is designed in a manner to both entice a future retail tenant and to be inviting to future pedestrians. The ground floor opens to Crenshaw Boulevard with window transparency, a vibrant color palette, and 15-foot ceilings. The second story parking level is well screened using the same building materials and architectural elements

¹¹ LAMC Section 12.21.1.B.3 permits structures that house elevator to exceed a building height limit by up to 10 feet.

as the rest of the building, thereby minimizing the parking level's noticeability. The Project will include a variety of alternating materials, which may include, but are not limited to: fiber cement paneling, metal siding, painted stucco, concrete, perforated metal, and glass. The building includes both articulation within the floorplates and balconies to give the structure a true three-dimensional aesthetic appeal.

The Project's ground floor contains approximately 40,000 square feet of commercial floor area, a residential lobby, leasing office and business center, short term bicycle parking, a trash room, and separate loading areas for the residents and the commercial tenants off of the alley. The vehicular entrance to the Project's subterranean parking level is located along Crenshaw Boulevard at the Project's northern side, while the Project's above grade parking level is provided in the alley. Long-term bicycle parking is split between the basement and above grade parking levels. The basement parking is dedicated to commercial users while the 2nd-floor parking is dedicated to the Project's residential tenants. The Project's 3rd floor contains 47 units, an amenity room, and two elevated courtyards. One of the 3rd floor elevated courtyards includes a pool deck. The Project's 4th floor contains 48 dwelling units, the 5th floor contains 41 units, and the 6th floor contains 32 units. The Project's 168 dwelling units contain the following anticipated unit mix: 49 studios, 75 1-bedrooms, and 44 two bedrooms. The Project will provide 17 dwelling units (approximately 10 percent of the Project's total density) for ELI households. The City's Housing and Community Investment Department ("HCID") must approve the specific units that will be restricted for ELI households.

The Project provides a total of 255 parking spaces, including 136 spaces in the subterranean level and 119 spaces in Level 2. The Project's 136 subterranean parking spaces are intended for the Project's commercial component, while the above grade parking is intended for the Project's residential tenants. LAMC Section 12.21.A.4 typically requires four parking spaces for every 1,000 square feet of retail floor area. As mentioned above, Specific Plan Section 12.B limits the maximum parking to 90 percent of the number of spaces required by the LAMC and permits a 50 percent reduction to the minimum LAMC-required parking. Therefore, the Project cannot exceed 144 parking spaces (for non-residential uses). The Project's 136 commercial parking spaces equate to a 15 percent reduction and are, therefore, consistent with the Specific Plan.

The Project's anticipated unit mix would ordinarily require 250 residential parking spaces per LAMC Section 12.21.A.4. However, TOC Tier 3 projects may utilize a 0.5 spaces per unit residential parking ratio. The Project, therefore, is only required to provide 84 residential parking spaces. The Project's 119 residential parking spaces are compliant with both the TOC Guidelines ministerial parking incentive and Specific Plan Section 12.B applicable parking reductions and 90 percent maximum parking limitation.

The Project's anticipated unit mix also requires 17,900 square feet of open space. The Project provides a total of 14,245 square feet of common open space, including: 1,435 square feet of indoor amenity space on the ground floor, 1,375 square feet of indoor amenity space on the 3rd

floor, two elevated courtyards on the 3rd floor (including a pool deck) that total 6,165 square feet, an 835 square foot open terrace on the 4th floor, and 4,435 square feet of open air terraces on the 5th floor. The Project also provides a total of 5,600 square feet of private balconies, giving the Project a total of 19,845 square feet of open space. These open-air terraces and many of the Project's balconies are oriented towards the east (towards the Property's rear). Although the Project is not required to provide a rear setback due to the abutting alley, the Project's various balconies and terraces are designed to create a natural "step back" from the residential properties on the west side of the alley as required by Specific Plan Section 10.D.1.

IV. REQUESTED ACTIONS

1. The Applicant is utilizing TOC incentives pursuant to LAMC Section 12.22.A.31, as stated in the TOC guidelines. The Project will request:
 - A. A TOC base incentives to increase density by approximately 13 percent,
 - B. A TOC base incentive to increase FAR by approximately 18 percent, and
 - C. A TOC base incentive to utilize TOC Tier 3 residential parking calculation.
2. The Project requests an additional incentive, pursuant to LAMC Section 12.22.A.31 and TOC Guidelines Section VII.1.g to permit a 22-foot height increase.
3. Site Plan Review, pursuant to LAMC Section 16.05.C, for a project that creates 50 or more net new dwelling units.
4. Project Permit Compliance, pursuant to LAMC Section 11.5.7.C, to determine that the Project complies with the Crenshaw Corridor Specific Plan.

V. FINDINGS

A. Findings of Fact TOC Incentives, Pursuant to LAMC Section 12.22.A.31(e)

LAMC Section 12.22.A.31(e) requires that TOC projects follow procedures set forth in LAMC Section 12.22.A.25(g). No findings of fact are required for the Project's base density and FAR incentives, as base incentives are considered ministerial. The Director of Planning shall approve additional incentives provided by the TOC Guidelines 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;**

The Project will utilize the TOC height incentives because the inclusion of the 17 ELI affordable units would be otherwise economically infeasible. As a privately financed project not

seeking government funds, the Project must satisfy stringent lending requirements, including a debt service coverage ratio driven by the Project's stream of rental income. Additional market rate units are necessary to subsidize the loss of revenue attributable to the severely restricted rents for the Project's affordable units. The Project proposes to include 17 ELI units, accounting for 10 percent of the Project's total density. Not only do the ELI units add to building costs, operating costs and debt, they also have strictly limited rental rates determined by State law.¹² Increased construction costs, maintenance costs and debt, combined with severely reduced rents could preclude the Project from obtaining conventional financing. If the height were restricted to 45 feet throughout most of the Property (and 60 feet within Lot 98), the Project would lose two full floors of residential units, practically cutting the Project's residential component in half. Without the income from the additional market-rate rental units made possible by the TOC height incentive, the Project would stall for lack of financing, and there would be fewer affordable or market-rate units available in the community. Accordingly, the requested height incentive is essential to provide for the 17 ELI Units.

Pursuant to TOC Guidelines Section VII.1, a TOC project must utilize the TOC menu of incentives in lieu of the on-menu incentives listed in LAMC Section 12.22.A.25. The City has previously concluded that on-menu density bonus incentives pursuant to LAMC Section 12.22.A.25 are necessary to off-set the various costs involved in providing affordable units. A memorandum from Michael LoGrande dated October 16, 2014 (the "LoGrande Memo") addresses the degree of analysis required to justify on-menu incentives pursuant to LAMC Section 12.22.A.25(f). The LoGrande Memo concludes that "on-menu incentives have been pre-evaluated to ensure they all provide for housing costs."¹³ While the TOC menu of incentives slightly differs from the incentives listed in LAMC Section 12.22.A.25(f), the TOC incentives were similarly pre-selected as necessary to off-set costs of providing affordable units, suggesting that the same substantive finding set forth in the LoGrande Memo also applies to TOC additional incentives.

- 2 The Incentive will not 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.**

Confronted with critical shortages of affordable housing locally and statewide, City and State law narrowly define the circumstances under which an affordable housing project may be conditioned or disapproved. Only a "Specific Adverse Impact" on public health or safety is

¹² See California Health and Safety Code Section 50053(b).

¹³ LoGrande, Mike; Director's Memorandum, October 16, 2014

grounds for disapproval. TOC Guidelines Section V requires projects that request TOC additional incentives to follow the procedures outlined in LAMC Section 12.22.A.25. Section 12.22.A.25(b) defines a Specific Adverse Impact 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.” Notably, both City and State law provide that “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 requested height incentive will not result in Specific Adverse Impacts due to the Project’s consideration of surrounding uses. Neither the Property nor the Existing Structures are deemed historic. The Project is consistent with the Specific Plan and the TOC Guidelines, and the Property is located near significant transit infrastructure. The Project’s height is not, in of itself, an impact to any of the Property’s neighbors because the height will not detract from community’s character. Pursuant to California Senate Bill 743 (“SB 743”) and City Planning Zoning Information File No. 2452 (the City’s implementation memo for SB 743), shade and shadow impacts, or any other aesthetic-related impact, are no longer considered Specific Adverse Impacts for infill projects within a Transit Priority Area, including the Project.¹⁴

The Project is located on a commercial corridor which is planned for mixed use, transit-oriented projects exactly like the proposed Project. There are other nearby structures of similar height, including the five-story Crenshaw Gardens located at 3411 Crenshaw Boulevard (one block south of the Property) and the four-story parking structure located at approximately 3420 Crenshaw Boulevard. The Project steps back its height along the alley to provide a greater separation from its nearest residential neighbors, thereby locating more of its massing nearer to Crenshaw Boulevard.

B. Site Plan Review Findings

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

The Project’s Specific Plan conformance findings are discussed in more detail in Findings Subsection C within this document. The Project complies with all applicable provisions of the Planning and Zoning Code by utilizing the base and additional incentives permitted by LAMC Section 12.22.A.31 and the TOC Guidelines. The Project advances the following objectives and policies of the General Plan’s Framework Element:

- Objective 3.4: *Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown*

¹⁴ Transit Priority Areas are areas within ½ mile of a major transit stop. The Project is located 1,250 feet from the Crenshaw Station on the LA Metro E Line.

centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts. The Project advances this objective by locating new market-rate and affordable housing units within a transit-oriented development node, as described by the Specific Plan. The Project is located approximately 1,250 feet from the Crenshaw Station on the LA Metro E Line (which will eventually be the terminus for the under-construction LA Metro Crenshaw Line). The Project does not replace any existing dwelling units. By locating 168 new dwelling units and 40,000 square feet of commercial floor area within one of the City's commercial corridors, the Project preserves the character of existing low-density residential neighborhoods to the east and west, enhances the community's overall balance of land uses and helps provide new markets for new and existing commercial businesses while preserving the neighborhood's character.

The Project advances the following objectives and policies from the General Plan's Housing Element:

- Objective 1.1.2: *Expand affordable rental housing for all income groups that need assistance.* The Project will expand affordable rental housing by providing 17 ELI units in a community with a critical shortage of affordable housing. Crucially, the Project will advance this objective without displacing a single resident.
- Objective 2.5.2: *Foster the development of new affordable housing units citywide and within each Community Plan area.* The Project advances this objective by incorporating 17 ELI units in an area with a critical need for mixed income housing.

The Project advances the following objectives and policies of the Community Plan:

- Policy LU11-1: *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.* The Project locates 168 dwelling units within approximately 1,250 square feet of the Crenshaw Station on the LA Metro E Line, LA Metro Route 740, 210, and 38. Therefore, the Project conforms to this policy by creating 168 new homes nearby transit.
- Policy LU9-2: *Strive to eliminate residential segregation and concentrations of poverty by promoting affordable housing that is integrated into mixed-income neighborhoods.* 17 dwelling units, or approximately 10% of the Project's total dwelling units, will be set aside for ELI households. These units ensure that the Project will be mixed income, thereby reducing the economic segregation.
- Policy LU16-1: *Protect commercially planned and zoned land from excessive encroachment by low intensity residential only development.* The Project includes 40,000

square feet of retail floor area along Crenshaw Boulevard, one of the City's most important commercial corridors. Furthermore, the Project's 168 dwelling units will help both the Project's eventual commercial tenant and other local businesses by increasing the local housing stock without displacing any current dwelling units. These additional units create a new market for local businesses. With 40,000 square feet of commercial area and over 100 dwelling units per acre, the Project is high intensity, and thus prevents encroachment by low intensity residential-only development.

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

The Project is compatible with the diverse and changing character of the built environment while markedly improving the area's urban design and streetscape. The Project replaces an existing church, ancillary commercial uses, and surface parking with a 168-unit mixed use structure that is compatible with the Community Plan and the Specific Plan's goals for the area.

The Project does not change the use and character of the neighborhood. All other properties along Crenshaw Boulevard near the Project are similarly zoned. The Project's height is similar to the height of 3411 Crenshaw Boulevard, the closest new residential project constructed within the Specific Plan area. The Project's open space will meet the Project's future residents' needs without impacting neighbors. The Project respects all code-required setbacks and terraces the building along the rear to reduce the structure's scale and bulk adjacent to the existing low-intensity residential community. As mentioned above, pursuant to SB 743, shade and shadow or other aesthetic-related impacts are no longer considered Specific Adverse Impacts for infill projects within a Transit Priority Area, including the Project. Therefore, the Project's height does not create any impacts for neighboring properties.

The Project's operations will not impact neighbors. Off-street parking is located both underground (for the commercial tenants) and above ground (for the residential tenants) in order to lessen any potential ingress/egress issues. The Project meets the required parking set forth in the Specific Plan, the LAMC, and the TOC guidelines. Other building operations, including trash collection and loading, are accessible at the rear of the building (via the alley) and are located away from pedestrians along Crenshaw Boulevard.

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

As a mixed-use apartment building, the Project provides substantial recreational and service amenities for its tenants. The Project provides a total of 14,245 square feet of common

open space, including: 1,435 square feet of indoor amenity space on the ground floor, 1,375 square feet of indoor amenity space on the 3rd floor, two elevated courtyards on the 3rd floor (including a pool deck) that total 6,165 square feet, an 835 square foot open terrace on the 4th floor, and 4435 square feet of open air terraces on the 5th floor. The Project also provides a total of 5,600 square feet of private balconies, giving the Project a total of 19,845 square feet of open space. The open space provided is in excess of code-required open space. The project will also pay park fees pursuant to LAMC Section 19.17, thus providing additional recreational amenities to the surrounding neighborhood.

C. Findings of Fact for a Project Permit Compliance

1. The project substantially complies with the applicable regulations, findings, standards and provisions of the specific plan.

The Project is compliant with all Specific Plan regulations and goals and does not seek any adjustments or exceptions from the Specific Plan's development standards. The Project's uses, FAR, and height comply with the Specific Plan. The Project promotes numerous Specific Plan purposes, including:

- Section 2.A: *"To promote standards of the Specific Plan area which will promote controlled development while encouraging and stimulating economic revitalization."* The Project advances this goal by creating a new mixed-use Project in conformance with the Specific Plan's development regulations and design standards. The Project's 40,000 square feet of floor area and 168 new dwelling units will provide the opportunity for an expansion of new and existing commercial uses, thereby strengthening the neighborhood's growth trajectory.
- Section 2.C: *"To promote a compatible and harmonious relationship between residential and commercial development where commercial areas are contiguous to residential neighborhoods."* The Project advances this goal for several reasons. First, the Project's nature is an example of the harmonious synergy created by mixing uses; the commercial component is attracted to the built-in market created by the households in the 168 dwelling units, and the tenants of the 168 dwelling units benefit from the proximity of the 40,000 square foot commercial amenity. The benefit from both of these land uses can be applied to neighbors as well; the existing businesses benefit from the 168 new dwelling units and the existing residents are similarly provided a new commercial amenity. Second, even though a rear yard setback is not required, the Project will nevertheless include both a small residential setback along the alley (in addition to the 20-foot separation between the Property and the nearest neighbor) and a step-back design that pushes the residential units on the Project's upper levels towards the commercial corridor. The combination of these two factors will serve to create a harmonious relationship between the Project and existing residential neighborhoods. Additionally, the Project's height will not create an impact to other local properties because shade and shadow

or other aesthetic-related impacts are no longer considered Specific Adverse Impacts for infill projects within a Transit Priority Area, including the Project.

- Section 2.E: *“To promote a high level of pedestrian activity in areas identified as Pedestrian-Oriented Areas and TOD Areas by promoting neighborhood serving uses, which encourage pedestrian activity and promote reduced traffic generation.”* The Project advances this goal by locating 40,000 square feet of neighborhood-servicing retail uses on the ground floor of a mixed-use structure that will stimulate pedestrian activity. The commercial component will maintain ingress and egress along Crenshaw Boulevard, thereby orienting the entire project towards Crenshaw Boulevard. The Project is also located within 1,250 feet of the LA Metro E Line. This transit proximity will allow people to access the Project without having to rely on automobiles. Furthermore, as discussed previously, the mixed-use nature of the Project provides opportunities for the households in the 168 units to utilize the on-site retail amenity without relying on automobiles.

The Project’s design also complies with the Specific Plan’s Design Manual, outlined in Specific Plan Appendix A, Sections I, II, and III. The Project complies with each guideline in the following manner.

Section I

Architectural & Building Design: The Project complies with this guideline by:

- Providing the requisite 50 percent window transparency along the ground floor’s perimeter.
- The Project’s exterior walls include numerous plane breaks and changes in building materials and color in order to create a more visually interesting design.
- The Project uses a variety of building materials, which may include but are not limited to: fiber cement paneling, metal siding, painted stucco, concrete, perforated metal, and glass.
- The Project screens its above-grade parking using a continuation of the building materials and architectural patterns from the ground floor, thereby hiding the above-grade parking in plain sight.
- The Project separates its residential tenants from the commercial uses by creating separate parking areas and a separate residential lobby.
- The Project’s multiple courtyard areas include seating, shade, and in some areas, water features.
- The Project includes almost 20,000 square feet of open space and transitions the east-facing façade away from the nearest residential neighbors to create a more peaceful residential experience.

Roofs and Rooftop Equipment: The Project contains a flat roof with a parapet. All building equipment is properly screened from public view.

Storage, Trash and Loading Areas: The Project's trash area is located within the building and next to the residential loading area, screened from pedestrians along Crenshaw by the residential lobby and various other building features. Similarly, the loading areas are located along the alley, limiting any impact of pedestrians or traffic flow.

Light and Glare, and Lighting: All lighting will be directed downward and shielded from public view and from neighboring properties.

Landscaping: The Project includes ample landscaping within its various open space areas and along Crenshaw Boulevard wherever possible. All landscaping will meet the City's Green Building Code requirements. The landscaping does not create any visual or physical barriers that could create problems for vehicles or pedestrians.

Entrances: The Project's primary entrance and pedestrian ingress and egress to both the commercial and residential components are located along Crenshaw Boulevard. The Project proposes various street trees and landscaped areas along Crenshaw Boulevard, including a recessed promenade, to make the pedestrian experience as pleasant as possible.

Side and Rear Yards: The Specific Plan does not regulate setbacks and defers to the underlying zone. The Project is not required to provide a rear setback pursuant to LAMC Section 12.22.A.18(c)(3). The Project provides the requisite nine-foot side setbacks at its residential levels. There are no ground floor setbacks.

Parking Structures: The Project does not contain surface parking.

Paving/Sidewalks: The Project does not include any continuous areas of unbroken plain concrete.

Parking Structures: The Project does not include any detached parking structure. All parking is contained within the Project's subterranean level and 2nd floor.

Signs: The Project's conceptual signage is demonstrated on the elevations and renderings submitted with this application. The exact signage will be determined at a later date. Such signage will be compliant with both the Specific Plan and the LAMC.

Section II

Ground Floor Uses: The vast majority of the Project's ground floor is used for commercial purposes. The Project's commercial component uses an estimated 80 percent of the Project's approximately 400-foot frontage along Crenshaw Boulevard. The remaining frontage along

Crenshaw Boulevard is used for commercial parking egress, the residential lobby, and the required electric transformer.¹⁵

Site Design: The pedestrian and vehicular ingress/egress points are separated in order to provide a safe environment for all Project users. The entrance to the commercial parking is located at the far northern end of the Project, while the commercial pedestrian entrance will be located away from the vehicular ingress and egress. As required by Guideline 2.F, the Project's residential loading area contains a corridor that creates an interior pedestrian path from the rear of the building to the front Property line. Consistent with Guideline 2i, only one curb cut along Crenshaw Boulevard will be utilized.

Open Space and Linkages: As a mixed-use project, the Project must provide open space in conformance to LAMC Section 12.21.G. The Project's common open space is designed to be used by the Project's residents in order to create a safe environment for tenants. The Project nevertheless conforms to this guideline by planting trees along Crenshaw Boulevard and locating parking above and below grade, thereby allowing Crenshaw Boulevard to be a pedestrian-friendly street.

Section III

Site Plan: The Project is a mixed-use structure that separates the residential lobby from the commercial ingress and egress.

Open Space Requirements: The Project's open space complies with both LAMC Section 12.21.G and the Design Guidelines. No portions of the common open space have dimensions less than 20 feet, slopes of greater than 10 percent, at least 30 percent of the required open space is landscaped, and the open space areas are not situated within any loading area or driveway. Additionally, an automatic irrigation system will be installed within landscape areas.

Design: As mentioned above, the Project utilizes a variety of building materials and colors that create increased visual interest and prevent monotonous repetition. The Project uses a variety of building materials, which may include but are not limited to: fiber cement paneling, metal siding, painted stucco, concrete, perforated metal, and glass. These changes in materiality create natural articulation and visual breaks.

Roofs and Rooftop Equipment: As mentioned above, The Project contains a flat roof with a parapet. All building equipment is properly screened from public view. The Project's roof line is articulated at varying points.

¹⁵ LADWP may require the Project to move the transformer location during Project permitting.

Storage and Trash Areas: As mentioned above, The Project's trash area is located within next to the residential loading area, screened from pedestrians along Crenshaw by the residential lobby and various other building features.

Freestanding and Retaining Walls: The Project does not include any freestanding walls or retaining walls.

Parking Structures: As mentioned above, The Project does not include any detached parking structure. All parking is contained within the Project's subterranean level and 2nd floor.

- 2. 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 is consistent with both the LAMC and the Specific Plan. The Project's density and FAR bonuses are permitted by LAMC Section 12.22.A.31. The Community Plan's EIR contemplated mixed-use projects on its commercial corridors, including Crenshaw Boulevard, that utilize the density bonuses outlined in CA Government Code Section 69515 and LAMC Section 12.22.A.25. Accordingly, developments similar to the Project were analyzed in the underlying EIR. The Project is consistent with the EIR's analyzed projects and will rely on an Addendum to the Community Plan EIR for its CEQA clearance.