LOS ANGELES CITY PLANNING COMMISSION

200 North Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300
www.planning.lacity.org

LETTER OF DETERMINATION

MAILING DATE: AUGUST 23, 2023

Case No. CPC-2023-397-DB-SPR-HCA Council District: 8 – Harris-Dawson
CEQA: ENV-2023-398-CE
Plan Area: South Los Angeles

Project Site: 1724 West Adams Boulevard (1722 – 1734 West Adams Boulevard)

Applicant: Amir Ohebsion, FAC Adams Boulevard, LLC
Representative: Dana Sayles, three6ixty

At its meeting of **August 10, 2023**, the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following Project:

Demolition of a single-story, multi-tenant commercial building, and the construction, use, and maintenance of a new five-story residential building, 60 feet in height, containing a total of 90 dwelling units with 10 units reserved for Very Low Income Households. The proposed development will contain approximately 73,603 square feet of floor area, equating to a total Floor Area Ratio (FAR) of approximately 3:1. The Project will provide a total of 7,380 square feet of open space composed of private balconies, a courtyard, terraces, a recreation room, and a gym. The Project will have one subterranean level that will contain a total of 52 vehicle parking stalls, and will provide a total of 76 bicycle parking stalls.

1. **Determined**, based on the whole of the administrative record that the Project is exempt from CEQA pursuant to CEQA Guidelines, Article 19, Section 15332, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. **Approved**, pursuant to Section 12.22 A.25 of the Los Angeles Municipal Code (LAMC), a Density Bonus for a Housing Development containing a total of 90 dwelling units, of which 10 units, or 15 percent of the base density, will be set aside for Very Low Income Households, along with the following On- and Off-Menu Incentives:
    a. An On-Menu Incentive to permit up to a maximum 20 percent reduction in the required amount of open space;
    b. An Off-Menu Incentive to permit a Floor Area Ratio (FAR) of 3:1, in lieu of the otherwise permitted FAR of 1.5:1; and
    c. An Off-Menu Incentive to permit a 15-foot increase in building height to 60 feet, in lieu of the otherwise permitted 45 feet;
3. **Approved**, pursuant to LAMC Section 16.05, a Site Plan Review for the construction of a new residential development resulting in a net increase of 50 or more dwelling units;
4. **Adopted** the attached Conditions of Approval; and
5. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved: Noonan
Second: Lawshe

Ayes: Cabildo, Gold, Mack, Millman, Zamora
Absent: Choe, Leung

Vote: 7 – 0



Cecilia Lamas, Commission Executive Assistant II
Los Angeles City Planning Commission

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

Effective Date/Appeals: The decision of the Los Angeles City Planning Commission related to the Off-Menu Density Bonus Incentives is not appealable. The On-Menu Density Bonus Incentive and Site Plan Review is appealable to City Council within 15 days after the mailing date of this determination letter. Any appeal not filed within the 15-day period shall not be considered by the Council. All appeals shall be filed on forms provided at the Planning Department's Development Service Centers located at: 201 North Figueroa Street, Fourth Floor, Los Angeles; 6262 Van Nuys Boulevard, Suite 251, Van Nuys; or 1828 Sawtelle Boulevard, West Los Angeles.

FINAL APPEAL DATE: SEPTEMBER 7, 2023

Notice: An appeal of the CEQA clearance for the Project pursuant to Public Resources Code Section 21151(c) is only available if the Determination of the non-elected decision-making body (e.g., ZA, AA, APC, CPC) **is not further appealable** and the decision is final.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Conditions of Approval, Findings, Appeal Filing Procedures

c: Heather Bleemers, Senior City Planner
Esther Ahn, City Planner
Trevor Martin, City Planning Associate

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22 A.25 and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

Development Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans, submitted by the applicant, stamped "Exhibit A," and attached to the subject case file.

2. **Residential Density**. The project shall be limited to a maximum density of 90 dwelling units, including the restricted affordable units.

3. **On-Site Restricted Affordable Units.**

    a. A minimum of 15 percent of the base density (10 units), shall be reserved as Very Low Income units, as defined by the State Density Bonus Law per Government Code Section 65915(c)(2).

    b. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A,25.

4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make 15 percent of the total density (10 units) available to Very Low Income Households, for sale or rental as determined to be affordable to such Households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22-A,25, to the satisfaction of LAHD. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD. Refer to the Density Bonus Legislation Background section of this determination for more information.

5. **Incentives.**

    a. **Open Space.** The project shall be permitted a maximum 20 percent reduction in the required amount of open space.

    b. **Floor Area Ratio (FAR)**. The project shall be permitted a maximum Floor Area Ratio (FAR) of 3:1 in lieu of the otherwise permitted 1.5:1.

    c. **Height.** The project shall be permitted a maximum building height of 60 feet in lieu of the otherwise permitted 45 feet.

6. **Parking.**

    a. **Residential Parking.** Automobile parking shall be provided consistent with the LAMC and/or Assembly Bill (AB) 2097. A greater number than the minimum required may be

provided at the applicant's discretion. In the event that the number of On-Site Restricted Affordable Units should increase or the composition of such units should change, then no modification of this determination shall be necessary and the number of vehicle parking spaces shall be re-calculated consistent with LAMC Section 12.22 A.25.

b. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by LAHD.

c. **Bicycle Parking**. Bicycle parking shall be provided consistent with LAMC Section 12.21-A,16.

Site Plan Review

7. **Landscaping.**

a. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.

b. All planters containing trees shall have a minimum depth of 48 inches.

c. Planting of required trees within the public right-of-way shall obtain approval from the Urban Forestry Division prior to obtaining clearance from the Department of City Planning. In the event that a required tree cannot be planted within the public right-of-way, those trees shall be planted on-site.

8. **Sustainability**

a. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of the LAMC.

In addition to those EVCS parking spaces required in Sections 99.04.106 and 99.05.106 of the LAMC, all parking provided in excess of the minimum required shall be EVCS.

b. **Solar Energy Infrastructure.** The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

9. **Parking / Driveway Plan.** Prior to the issuance of any building permit, the applicant shall submit a parking and driveway plan to the Department of Transportation for approval.

10. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way, nor from above night skies.

11. **Signage.** On-site signs shall comply with the Municipal Code. Signage entitlements have not been granted as a part of this approval.

12. **Trash and Recycling.** All trash collection and storage areas shall be located on-site and shall not be visible from the public right-of-way.

13. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view by any abutting properties. The transformer, if located in any street-facing yard, shall be screened with landscaping consistent with LADWP access requirements.

14. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, sidewalks, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.

15. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

Administrative Conditions

16. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.

17. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.

18. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

19. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

20. **Approvals, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

21. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.

22. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or

modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

23. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

24. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

25. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.

26. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

27. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

28. **Indemnification and Reimbursement of Litigation Costs**

Applicant shall do all of the following:

a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of

all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions include actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

Density Bonus/Affordable Housing Incentives Compliance Findings

1. **Pursuant to Section 12.22 A.25(g)(2)(i)(c) of the LAMC and Section 65915(e) of the California Government Code, 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 Director to make a finding that the requested incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

   In exchange for reserving at least 15 percent of the base density for Very Low Income households, the applicant is entitled to three Incentives under both Government Code Section 65915 and the LAMC. The project proposes to reserve at least 15 percent of the base density of 66 units for Very Low Income households; accordingly, the project is entitled to the three requested On- and Off-menu Incentives for reduction in open space requirements, increased FAR, and increased height. These requested Incentives provide cost reductions that provide for affordable housing costs because the incentives by their nature increase the scale of the project, which facilitates the creation of more affordable housing units.

   Open Space

   The proposed building's residential units will comprise of 82 one-bedroom units and eight (8) two-bedroom units. Based on the number and typology of residential units proposed, the project would be required to provide of 9,200 square feet of open space. The project proposes to provide approximately 7,380 square feet of open space that can be counted towards zoning requirements, and accordingly is requesting an On-Menu Incentive for up to a maximum 20 percent reduction in the required amount of open space.

   The requested open space incentive, allowing for a maximum 20 percent reduction of the open space requirement, is expressed in the Menu of Incentives under the Density Bonus Affordable Housing Incentive Program which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate the creation of affordable housing. The requested incentive allows the developer to reduce open space requirements so that affordable housing units reserved for Very Low Income Households can be constructed and the overall space dedicated to residential uses is increased. The incentive further supports the applicant’s decision to reserve 10 dwelling units for Very Low Income Households, and facilitates the creation of affordable housing units.

   Floor Area Ratio

The subject property is zoned C2-1VL-O-CPIO which limits the FAR to 1.5:1. The lot area of the subject property is 24,534 square feet, therefore the maximum floor area permitted would be 36,801 square feet. The proposed project will contain 73,603 square feet of floor area, equating to an FAR of 3:1. As such, the applicant is requesting an Off-Menu incentive to permit an increase in FAR to 3:1 in lieu of the otherwise permitted FAR of 1.5:1.

The requested increase in FAR will allow for the construction of affordable units in addition to larger-sized dwelling units. Granting of the incentive would result in a building design and construction efficiencies that provide for affordable housing costs; it enables the developer to expand the building envelope so that additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of affordable one- and two-bedroom units. This Incentive supports the applicant's decision to set aside a minimum of 10 dwelling units for Very Low Income Households for period of 55 years.

Height

The subject property is zoned C2-1VL-O-CPIO. Height District 1VL limits the maximum building height to 45 feet. Pursuant to LAMC Section 12.22 A.25(g)(2), the project is requesting an Incentive to permit a height of 60 feet in lieu of the otherwise permitted 45 feet.

Granting the subject request for the increase in height by 15 feet will allow for an expanded building envelope, and the provision of additional market-rate units, which will offset the cost of the inclusion of restricted affordable units. Additionally, the increase in height would allow for design efficiencies in the placement of corridors, vertical circulation elements and amenities, which would be a shared cost for the development of the project. Without the increase, the project would be reduced by two (2) full stories and would severely limit the number of restricted affordable units that could be provided.

b. **The incentives would have a specific adverse impact upon public health and safety 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 low-income 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)(B) and 65589.5(d)).**

There is no evidence that the proposed density bonus incentives will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. 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)).

The project 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 is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. While the project is located within a Methane Zone, the project will be required to comply with all applicable regulations for development. There is no evidence in the record which identifies a written objective health and safety standard that has been

exceeded or violated. Based on the above, there is no basis to deny the requested incentives. Therefore, there is no substantial evidence that the project's proposed incentives will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources.

c. **The Incentives are contrary to State/federal law.**

There is no substantial evidence in the record indicating that the requested Incentives are contrary to any State or federal laws.

Site Plan Review Findings

2. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and does not conflict with any applicable regulations, standards, and any applicable specific plan.

The subject property is located within the South Los Angeles Community Plan area which is one of the 35 Community Plans that make up the Land Use Element of the General Plan. The South Los Angeles Community Plan Area Map designates the subject property for Neighborhood Commercial land uses corresponding to the CR, C1, C1.5, C2, C4, RAS3, and R3 zones. The subject property's C2 zoning is thus consistent with the General Plan's land use designation for the site. Additionally, the project site is located within and subject to the South Los Angeles Community Plan Implementation Overlay (CPIO), and the South Los Angeles Alcohol Sales Specific Plan. The property is not located within the boundaries of or subject to any other specific plan, community design overlay, or interim control ordinance.

The proposed project is consistent with and meets the goals and policies of the **South Los Angeles Community Plan**:

Goal LU1.1: Safe, secure, healthy and high-quality residential environments that provide housing for all economic levels, ages, physical abilities and ethnicities.

Policy LU1.11: **Mixed-Income Communities.** Encourage additional mixed-income neighborhoods by promoting affordable housing and reducing residential segregation and concentrations of poverty.

Goal LU4: Distinct multi-family neighborhoods that preserve physical assets and foster neighborhood character and identity.

Policy LU4.1: **Architectural Compatibility.** Seek a high degree of architectural compatibility and landscaping for new infill development to protect the historical and architectural character and scale of existing residential neighborhoods, including front yard fence location, design, and materials.

Policy LU4.2: **On-site Amenities.** Encourage new multi-family developments to provide amenities for residents such as on-site recreational facilities, community meeting spaces and usable private and/or public open space.

Policy LU4.3: **Compliance with Design Guidelines.** New multi-family residential development should be designed in accordance with established design guidelines to ensure high-quality design.

Goal LU5: Adequate housing units are promoted and provided for all segments of the community regardless of income, age, physical ability, or ethnic background.

Policy LU5.1: **Address Diverse Resident Needs.** Provide for the preservation of existing housing stock and for the development of new housing to meet the diverse economic and physical needs of existing residents and the projected population of the Community Plan Area to the year 2035.

Policy LU5.2: **Diverse and Affordable Housing.** Prioritize housing that is affordable to a broad cross-section of income levels, that provides a range of residential product types, and that supports the ability to live near work.

The proposed residential development will result in a net increase of 90 dwelling units on the subject property, adding new desirable multi-family housing to the region and contribute to the City's affordable housing stock. The project makes a both practical and efficient use of the subject property by locating new, higher density residential development near transit lines and neighborhood services. The resulting development will thus be located in a manner that has the potential to reduce vehicular trips. The project will also provide a mix of market rate and affordable units, thereby promoting the provision of adequate housing for all persons relative to income. The project meets all applicable design guidelines and standards, and is a residential development with an appropriate, context-sensitive scale. The project will be conditioned and designed to contribute towards a pedestrian-friendly environment that is safe for all modes of transportation. Furthermore, the project is located within 150 feet of the intersection of Adams Boulevard and Normandie Avenue where the Metro 37 and 206 bus lines provide intersecting service at peak headways of 15 minutes or less. The provision of well-designed multi-family housing, which includes restricted affordable units, ensures a project that will complement the existing neighborhood while also providing valuable housing stock to current and future residents.

The proposed project is consistent with the objectives, and policies, of the **General Plan's Housing Element 2021 – 2029** adopted in November 2021 as described below:

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.

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.

The project will redevelop a presently underutilized site consisting of a vacant commercial plaza and surface parking, with a new five-story residential building, 60 feet in height, containing a total of 90 dwelling units with 10 units reserved for Very Low Income Households. In addition, the residential development would accommodate a variety of household sizes with a mix of one- and two-bedroom units. The project has primary frontage along Adams Boulevard, a busy commercial thoroughfare, that contains a mix of residential uses and supports a wide variety of commercial activity. In addition, the project is located within 150 feet of the intersection of Adams Boulevard and Normandie Avenue where the Metro 37 and 206 bus lines provide intersecting service at peak headways of 15 minutes or less. Furthermore, the project site is located several blocks south of the 10 Freeway. The project's proximity to public transit would allow individuals to connect to essential services and centers, including employment centers, schools, and grocery markets. As such, the proposed project would complement the surrounding community while expanding housing opportunities along a transit-rich, high opportunity area.

The proposed project is also consistent with the policies, of the **General Plan's Mobility Element**, also known as Mobility Plan 2035, which seek to meet the ultimate goal of developing a balanced transportation network for all users. The project supports the following policies of the Mobility Element:

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

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

The project site is located within a Tier 1 Transit Oriented Communities area, located within 150 feet of the intersection of Adams Boulevard and Normandie Avenue where the Metro 37 and 206 bus lines provide intersecting service at peak headways of 15 minutes or less. In addition, the project will provide a total of 76 bicycle parking stalls including, 69 long-term, and seven (7) short-term parking stalls. Bicycle parking will be located in areas that are easily accessible by both residents and visitors. The project's proximity to multiple public transit lines and ample provision of bicycle parking provides residents access to various modes of transportation. The nearby public transit lines and provision of bicycle parking enable residents to access work centers, destinations, and other neighborhood services across Los Angeles. The project will also provide six (6) EV parking stalls, which will further support and encourage the adoption of low and zero emission vehicles. Therefore, the project supports the reduction of VMT per capita, connecting individuals to public transportation infrastructure, and encourages the adoption of low and zero emission fuel sources.

South Los Angeles Community Plan Implementation Overlay District (CPIO)

The South Los Angeles CPIO District is a zoning tool intended to provide supplemental development and use regulations tailored to the Community Plan Area. It targets individual neighborhoods and corridors, and is intended to address concerns about the scale, size, and character of development based on a community's specific needs.

The South Los Angeles CPIO District is comprised of different CPIO subareas and the project site is located within the Neighborhood-Serving Corridor Subarea which allows for more multi-family housing and a refined range of commercial uses that serve the needs of the surrounding neighborhood. Development standards promote neighborhood activity and facilitate a more pedestrian-oriented environment.

In terms of its program and design, the project is currently in alignment with these Subarea goals of the South Los Angeles CPIO, as evidenced by the Geographic Project Planning Referral Form dated December 5, 2022, and approved by Planning Staff (Exhibit F).

As detailed above, the proposed project is in substantial conformance with the purposes, intent and provisions of the South Los Angeles Community Plan and General Plan. The project is consistent with the applicable general plan designation and policies as well as with applicable zoning designation and regulations.

3. 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 neighboring properties.

The arrangement of the proposed development is consistent and compatible with existing and future development within the surrounding properties. The subject property is located within the South Los Angeles Community Plan area, with primary street frontage along Adams Boulevard. The project site is situated between Brighton Avenue to the west and Normandie Avenue to the east. The subject property is bound by a south-adjoining public alley.

The project would redevelop the subject site by removing a vacant single-story, multi-tenant commercial building and surface parking lot and constructing a new five-story residential building, with one subterranean level, containing a total of 90 dwelling units with 10 units reserved for Very Low Income Households.

The surrounding properties are developed with a variety of commercial, multi-family residential, and institutional uses. The buildings range from one to three stories in height. Properties abutting the project site to the north, across Adams Boulevard, are developed with a two-story single-family residence, three-story small lot homes, and a single-story warehouse building. Adjoining the subject site to the east is a gas station (Adams Fuel Inc.) Properties to the south, across a public alley are developed with two-story apartment buildings. Properties abutting the project site to the southwest, across Brighton Avenue, are developed with two-story apartment buildings. Abutting the subject property to the west are parcels that are improved with a two-story, multi-tenant commercial building. The proposed project, reaching a maximum height of 60 feet, containing five stories, and one level of subterranean parking, is within relative scale of the existing surrounding buildings, particularly those fronting along Adams Boulevard, a busy commercial thoroughfare. In addition, all vehicle parking will be located underground and will not be visible to the public right-of-way. Furthermore, the project meets minimum required setbacks, and provides a sufficient number of trees and landscaping that will help to maintain compatibility with neighboring properties.

Arrangement of Buildings (Height, Bulk, Setbacks)

The subject property is zoned C2-1VL-O-CPIO and is designated for Neighborhood Commercial land uses. The subject site's 1VL Height District allows for a maximum building height of 45 feet within three stories. The project, however, is requesting an Off-Menu Incentive to permit a 15-foot increase in building height to 60 feet, in lieu of the otherwise permitted 45 feet.

For all CPIO Affordable Housing Projects, Density Bonus Projects and TOC Projects, that are either abutting or across an alley from a property in the RD1.5 or more restrictive zone, the required height transition applies only to the first 25 feet of depth as measured from the property line of the lot in the more restrictive zone. The project site is separated by a public alley from the abutting RD1.5 zoned properties to the south that are improved with two-story apartment buildings. The proposed building is located 12 feet from the southerly property line that adjoins the 20-foot-wide alley. As such, the project is in compliance with the transitional height development standard of the South Los Angeles CPIO.

The C2-1VL zoning of the site typically allows for a maximum Floor Area Ratio (FAR) of 1.5:1; however, as permitted through the Density Bonus program and LAMC Section 12.22 A.25, Housing Developments may qualify for a FAR increase in exchange for setting aside a portion of the proposed residential units toward affordable housing. The project is therefore requesting an Off-Menu Incentive to permit a FAR of 3:1, in lieu of the otherwise permitted FAR of 1.5:1. The project proposes an FAR of 3:1, equating to a total floor area of 73,603 square feet.

The project will meet all minimum setback requirements of the subject site's underlying C2-1VL zoning. The project will observe a zero-foot westerly front yard setback along Brighton Avenue, a zero-foot northerly side yard setback along Adams Boulevard, a southerly side yard setback of 8 feet along the south-adjoining alley, and an easterly rear yard setback of 17 feet. The project site is located within Subarea A (Neighborhood-Serving Corridor) of the South Los Angeles Community Plan Implementation Overlay (CPIO). Under the South Los Angeles CPIO, projects that consist exclusively of residential dwelling units with no Active Floor Area, any street facing frontage shall be set back at least six (6) feet and not more than ten (10) feet from the property line. The project, however, provides active ground floor area along both street frontages on Adams Boulevard and Brighton Avenue in the form of residential amenities including, a residential lobby, conference and recreation rooms, a bike room, and a gym. As such, the project is permitted zero-foot setbacks along Brighton Avenue and Adams Boulevard. The project is not seeking any incentives or waivers in development standards for deviations in required setbacks.

To minimize the bulk and massing of the proposed building, the project includes variations in building materials and the exterior walls of the building are also articulated, incorporating street-facing balconies and windows. The ground floor consists of a variation in wall treatments, including storefront bays, glass block, wood panels, and stucco integrated into the overall architectural style of the building. In addition, landscaping is utilized to create an attractive buffer between the exterior wall and the public right-of-way. The project design employs various architecture methods to establish a distinguishable and attractive building design. A variety of building materials and finishes, as well as landscape and hardscape materials, will result in a design that is complementary to the neighborhood. Furthermore, the project proposes a central courtyard and two internal terraces located at the fifth level, that will minimize noise impacts, as well as maintain privacy for adjacent residences.

Off-Street Parking Facilities

The project proposes a total of 51 vehicle parking stalls and a total of 76 bicycle parking stalls including, 69 long-term, and seven (7) short-term parking stalls. Vehicle parking will be located within a single subterranean parking level and will not be visible from the public right-of-way or adjacent properties. Vehicular access to the project's subterranean parking level is provided by a single two-way driveway located at the southwest corner of the building adjoining a public alley to the south. The project would reduce the number of curb cuts at the site, by removing one existing driveway on Adams Boulevard and one existing driveway on Brighton Avenue. By consolidating the two existing driveways into a single driveway at the south-adjoining alley, the project will help to create a more pedestrian-friendly environment. The long-term bicycle parking will be housed in a bike room on the ground floor at the north end of the building facing Adams Boulevard. Short-term bicycle parking will be located within the parkway along Adams Boulevard. The proposed locations of the bicycle parking will ensure easy bike access for residents and visitors and support alternative modes of transportation. Therefore, for the reasons stated above, the off-street parking facilities will be compatible with the existing and future developments in the neighborhood.

Landscaping

The project will provide 1,727 square feet of landscaped area throughout the interior and along the perimeter of the subject property. Additionally, the project's two terraces at the fifth floor will contain landscaping. The planting palette consists of a variety of shrubs, perennials, and trees that are intended to provide shading where needed, reduce surface temperatures, as well as maintain compatibility with adjacent commercial and residential uses. In addition, the project will maintain the four (4) existing street trees and provide a total of 23 new trees, including three (3) new street trees. Street trees will be planted in accordance with the Bureau of Street Services, Urban Forestry Division. Furthermore, the project has been conditioned to require that all areas not used for buildings, driveways, or amenities will consist of landscaping. Therefore, as designed and conditioned, the on-site landscaping of the proposed project will be compatible with the existing and future developments in the neighborhood.

Lighting

Outdoor lighting for the proposed project has been conditioned to be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from the skies above. Therefore, lighting will be compatible with the existing and future developments in the neighborhood.

Trash Collection

The project will include centralized on-site trash collection for both refuse and recyclable materials, in conformance with the LAMC. Compliance with these regulations will allow the project to be compatible with existing and future development. Additionally, all trash and recycling areas are conditioned to be enclosed and not visible to the public. Trash collection will occur within trash rooms at the basement level. The trash rooms are not visible from the public right-of-way. Therefore, as proposed and conditioned, the project is compatible with existing and future development on neighboring properties.

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

4. That any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.

The project will provide a total of 7,380 square feet of open space comprised of private balconies, a central courtyard, terraces, rec rooms, and a gym. The project proposes two terraces that will be located on the fifth floor and will be accessible by all residents. Additionally, the project will have a conference room located at the ground floor providing residents with a convenient workspace. These amenities would provide residents with spaces for gathering, socialization, recreation, and relaxation. The project will provide 1,727 square feet of landscaped area throughout the interior and along the perimeter of the subject property. All of the outdoor spaces will be landscaped and planted with a variety of trees and other plants, which will provide shade and greenery for residents, enhance the physical environment, reduce surface temperatures, and reduce potential impacts on adjacent properties. Lastly, the project will provide a total of 76 bicycle parking stalls that will be conveniently housed in a bike room on the ground floor along the project's primary frontage along Adams Boulevard. Short-term bicycle parking will be located along the sidewalk adjoining Adams Boulevard. Therefore, the project provides many different recreational and service amenities which will improve habitability for residents and will minimize impacts on neighboring properties.

Environmental Findings

5. Environmental Finding. It has been determined based on the whole of the administrative record that the project is exempt from CEQA pursuant to State CEQA Guidelines, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2, applies. The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "In-fill Projects". The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting five established conditions and if it is not subject to an Exception that would disqualify it. The Categorical Exception document attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption.

6. Flood Insurance. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone B, areas between limits of the 100-year flood and 500-year flood.



LOS ANGELES CITY PLANNING APPEAL FILING PROCEDURES

Entitlement and CEQA appeals may be filed using either the Online Application System (OAS) or in person Drop Off at DSC (Development Services Center).

Online Application System: The OAS (https://planning.lacity.org/oas) allows appeals to be submitted entirely electronically online; fee payment is by credit card or e-check.

Drop off at DSC: Appeals of this determination can be submitted in person at the Metro or Van Nuys DSC locations, and payment can be made by credit card or check. City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal applications; alternatively, appeal applications can be filed with staff at DSC public counters. Appeal applications must be on the prescribed forms, and accompanied by the required fee and a copy of the determination letter. Appeal applications shall be received by the DSC public counter and paid for on or before the above date or the appeal will not be accepted.

Forms are available online at http://planning.lacity.org/development-services/forms. Public offices are located at:

Metro DSC
(213) 482-7077
201 N. Figueroa Street
Los Angeles, CA 90012

Van Nuys DSC
(818) 374-5050
6262 Van Nuys Boulevard
Van Nuys, CA 91401

West Los Angeles DSC
(CURRENTLY CLOSED)
(310) 231-2901
1828 Sawtelle Boulevard
West Los Angeles, CA 90025

City Planning staff may follow up with the appellant via email and/or phone if there are any questions or missing materials in the appeal submission, to ensure that the appeal package is complete and meets the applicable Los Angeles Municipal Code provisions.

An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure that DSC staff members have adequate time to review and accept the documents, and to allow appellants time to submit payment.

QR Code to Online Appeal Filing

QR Code to Forms for In-Person Filing

Revised July 2023