

Request for Discretionary Approvals
Site Plan Review, TOC Guidelines, and Vesting Tentative Tract Map No. 83227
905-925 Beacon Avenue; 1720 W. James M. Wood Boulevard,
Los Angeles, CA 90015

DHS Investment Company, LLC (the "Applicant") respectfully requests approval of the following discretionary actions:

- 1) Pursuant to **Los Angeles Municipal Code ("LAMC") Section 16.05**, the Applicant requests the approval of Site Plan Review findings for a development project which creates, or results in, an increase of 50 or more dwelling units or guest rooms, or combination thereof.
- 2) Pursuant to **LAMC Section 12.22 A.31**, the Applicant requests permission to utilize Base Incentives and three Additional Incentives defined by the Transit Oriented Communities Affordable Housing Incentive Program Guidelines ("TOC" and "TOC Guidelines") to construct a maximum of 145 dwelling units in an Eligible Housing Development. The site's location qualifies it for Tier 3 level TOC incentives. The Applicant requests the use of the following Tier 3 Base Incentives and Additional Incentives:
 - a. Base Incentives, Section VI of the TOC Guidelines:
 - i. Section VI.1.a.iv: permitting a 70% increase in the allowable density to 145 total units.
 - ii. Sections VI.1.b.iv.: permitting an increase in the allowable FAR, from an allowable base FAR of 1.5 to 1 in the C2 Zone and 3 to 1 in the R4 Zone to an overall FAR of 4.11 to 1.
 - iii. Section VI.2.a.ii: permitting the required parking for all residential units to not exceed 0.5 space per unit.
 - iv. Section VI.2.b, c, d, and f.
 - b. Additional Incentives, Section VII of the TOC Guidelines:
 - i. Section VII.1.a.ii.1: permitting a front yard reduction by averaging the front yards of adjoining buildings along the same street frontage.
 - ii. Section VII.1.a.ii.2.c: permitting a 30% yard reduction of the western side yard and southern rear yard.
 - iii. Section VII.1.e: permitting the averaging of Floor Area Ratio (FAR), density, open space, and access for the site.
- 3) Pursuant to **LAMC Section 17.15**, the Applicant requests approval of a Vesting Tentative Tract Map (Tract No. 83227) to merge existing lots and create one ground lot and to allow the Vesting Tentative Tract Map to be used for condominium purposes. The Applicant requests the following action from the Deputy Advisory Agency:
 - a. A Waiver of the Deputy Advisory Agency Parking Policy AA 2000-1 to allow a parking ratio of 0.5 residential parking space per unit (consistent with Section VI.2.a.ii of the TOC Guidelines) in lieu of the 2 residential parking spaces and 0.25 guest parking spaces per condominium unit.
- 4) Pursuant to the **California Resources Code Section 21155.1**, the Applicant is requesting a Statutory Exemption from the requirements of the California Environmental Quality Act (CEQA) as a qualifying Transit Priority Project.

Pursuant to various sections of the **LAMC**, the Applicant will request approvals and permits from the Building and Safety Department (and other municipal agencies) for project construction actions including, but not limited to, the following: demolition including removal of street trees, excavation, shoring, grading, foundation, and building and tenant improvements.

PROJECT SUMMARY

Project Description

The Applicant proposes to redevelop seven contiguous lots in the Westlake Community Plan area of the City of Los Angeles, located at the southwest corner of the Beacon Avenue and James M. Wood Boulevard intersection (the "Project Site"). The Project Site consists of approximately 33,769 square feet (improved with a surface parking) and is within the C2-1 and R4-1 zone and height districts.

The Applicant proposes to demolish the surface parking lot and construct a new 7-story mixed-use project consisting of 145 dwelling units and approximately 2,000 square feet of ground floor commercial uses for a total floor area of 120,270 square feet (the "Project"). In order to achieve the density and building envelope, the Applicant seeks to utilize the TOC program, pursuant to LAMC Section 12.22.A.31. By restricting at least 10% of the proposed density (15 units) at the Extremely Low Income level, as per the TOC Guidelines the Project is eligible for a density increase, a floor area increase, a parking reduction, yard reductions and averaging of density, floor area, open space, parking and vehicle access across the Project Site.

The Project Site has an approximate 11-foot elevation change from the northwestern corner on James M. Wood Boulevard to the southeastern corner on Beacon Avenue. As a result, the Project's first level will have street frontage on Beacon Avenue, but not on James M. Wood Boulevard. Level 1 will include a residential lobby, residential vehicle access and parking, as well as both short-term and long-term bicycle parking. Level 2, the Ground Floor, will have street frontage on James M. Wood Boulevard and include street-facing commercial, residential accessory uses and vehicle parking for residential guests and commercial patrons. Levels 3 through 7 will include residential dwelling units and accessory uses. The building will achieve a height of approximately 93 feet.

Parking will be provided in two subterranean parking levels and two above ground levels. Commercial and residential guest parking will be located on Level 2 with access from a two-way driveway on James M. Wood Boulevard. Residential parking will be provided on Level 1 and in the two subterranean levels with access from a two-way driveway on Beacon Avenue. In total, the Project consists of 184 parking spaces (10 commercial, 174 residential). The Project will also include 111 bicycle parking stalls.

Open Space and landscaping will be provided throughout the Project. The Project includes ample outdoor space such as an outdoor dog run along the southern property line and a pool courtyard on the podium deck. Indoor common open spaces include amenity rooms for passive and active recreation. The Project design also includes street-facing outdoor terraces that not only allow for common open space, but to orient the residential building outward to the public streets.

The architectural design utilizes the outdoor open spaces to bring in natural light and air while allowing a visual connection from the Project to the surrounding city. The design takes inspiration from the traditional neighborhood buildings with their materials, ordered windows, and base / middle / top massing. This traditional aesthetic is broken at the intersection of James M. Wood Boulevard and Beacon Avenue, where the design includes a contemporary element of storefront glass and colored paneling creates an "Old meets New" focal point. A "bridge" element is designed along Beacon Avenue, which allows the Project's open spaces to spill from the courtyard to the public street.

Table 1. Project Data Summary

LOT AREA	C2-1	R4-1	C2-1 (Lot 6)	Total
Lot Area in square feet	15,001.0	18,652.0	116.0	33,769.0
DENSITY	C2-1	R4-1	C2-1 (Lot 6)	Total
<u>PERMITTED</u>				
Lot Area per Unit	400 SF per Unit	400 SF per Unit	400 SF per Unit	-
Base Density Units (round down)	37	46	0	83
TOC Base Density (rounded up)	38	47	1	86
Tier 3 TOC Density Increase				70%
Tier 3 TOC Density permitted				146
<u>PROPOSED</u>	<u>Total</u>			
Total Proposed Density	145			
10% ELI Set-Aide Units	15			
Unit Configuration	<u>Units</u>			
Studios	20			
1-Bedrooms	111			
2-Bedrooms	<u>14</u>			
	145			
FLOOR AREA RATIO	C2-1	R4-1	C2-1 (Lot 6)	Total
<u>PERMITTED</u>				
Buildable Area	15,001.0	14,179.0	116.0	29,296.0
Floor Area Ratio	1.5	3.0	1.5	
Total Permitted	22,501.5	42,537.0	174.0	65,212.5
Tier 3 TOC FAR Bonus permitted	3.75 to 1	4.5 to 1	3.75 to 1	4.11 to 1
Tier 3 TOC Floor Area permitted	56,254	63,806	435	120,494
<u>PROPOSED</u>	Total			
Residential	118,270.0			
Commercial	<u>2,000.0</u>			
Total Proposed	120,270			
Proposed FAR	4.11			

BUILDING HEIGHT			
Total Permitted	Unlimited		
Total Proposed	93'-0"		
Number of stories	7 Stories		
SETBACKS			
	<u>Required</u> <u>(LAMC)</u>	<u>TOC</u> <u>Incentive</u>	<u>Provided</u>
Front (C2 zone, James M. Wood)	0	-	2'
Side (C2 zone, Beacon)	0	-	2'
Front (R4 zone, Beacon)	15'	12.3'	13'
Side (C2 & R4 zone, West PL)	10'	7'	9'
Rear (R4 zone, South PL)	19'	13.3'	15.3'
OPEN SPACE			
<u>REQUIRED</u>	SF per Unit	Units	Square feet
<u>Per LAMC 12.21 G</u>			
< 3 Habitable rooms	100	131	13,100
= 3 Habitable rooms	125	14	1,750
>3 Habitable rooms	175	0	-
Total Required Open Space			4,850
<u>PROPOSED</u>	S.f.		Square feet
<u>"Exterior" Common Open Space</u>			6,340
Dog Run	2,370.0		
Pool Courtyard	3,120.0		
Sky Deck A	850.0		
<u>"Interior" Common Open Space</u>			3,585
Ground level Fitness	1,300.0		
3rd level Podium Patio (covered)	600.0		
3rd level Pool Club	735.0		
Sky Club	950.0		
Total Common Open Space			9,925
<u>Private Open Space</u>			
Total Private OS-Balconies (50 SF @ 104 units)			5,200
Total Usable Open Space			15,125

TREES & PLANTED AREA				
Required	37	1 tree per 4 units		
Proposed on-site	39			
Total Planted Common Area Required	1,585	(25% of exterior common open space)		
Total Planted Common Area Provided	6,140			
VEHICULAR PARKING				
<u>REQUIRED</u>				
Residential	<u># of Units</u>	<u>Stalls/Unit</u>	<u>Total</u>	
Tier 3 TOC Parking Requirement	145	0.5	73	
Commercial	<u>Square Feet</u>	<u>Stalls</u>	<u>Total</u>	
Enterprise Zone [LAMC 12.21 A.4(x)(3)(6))]	2,000	2 stalls/1,000 SF	4	
<u>PROPOSED</u>				
Stall Type	Residential	Commercial	Total	
HC	2	2		
Standard	92	4		
Tandem	8	0		
Compact	<u>72</u>	<u>4</u>		
	174	10	184	
BICYCLE PARKING				
<u>RESIDENTIAL REQUIRED</u>				
Per Table 12.21-A.16(a)(1)(i)				
<u>Short Term</u>		Units	Racks	Total
1-25 Dwelling Units	25		1 per 10 units	2.5
26-100 Dwelling Units	75		1 per 15 units	5.0
101-200 Dwelling Units	45		1 per 20 units	<u>2.3</u>
Total Short Term Required	145			10.0
Long Term		Units	Racks	Total

1-25 Dwelling Units	25	1 per 1 unit	25.0
26-100 Dwelling Units	75	1 per 1.5 units	50.0
101-200 Dwelling Units	45	1 per 2 units	<u>22.5</u>
Total Short Term Required	145		97.0
Total Residential Required			107.0
<u>COMMERCIAL REQUIRED</u>			
<i>Per Table 12.21-A.16(a)(2)</i>			
<u>Short Term</u>	<u>Racks</u>	<u>SF</u>	<u>Parking Spaces</u>
Retail	1 per 2,000 SF (min 2 spaces)	2,000	2
<u>Long Term</u>	<u>Racks</u>	<u>SF</u>	<u>Parking Spaces</u>
Retail	1 per 2,000 SF (min 2 spaces)	2,000	2
Total Commercial Required			4
<u>PROPOSED</u>	<u>Residential</u>	<u>Retail</u>	<u>Total</u>
Short Term Spaces	10	2	
Long Term Spaces	<u>97</u>	<u>2</u>	
Total Provided	107	4	111

PROJECT SITE

Project Site Information

The Project Site is located at 905-923 S. Beacon Avenue and 1720 W. James M. Wood Boulevard in the Westlake Community Plan area of the City of Los Angeles. The Project Site is a rectangular-shaped site located at the southwest corner of Beacon Avenue and James M. Wood Boulevard. It is generally bound by James M. Wood Boulevard to the north, Beavon Avenue to the east, Olympic Boulevard to the south and Burlington Avenue to the west. The Project Site is currently improved as a surface parking lot.

The Project Site consists of three assessor tax parcels and seven lots. Assessor parcel, APN 5137-001-034, consisting of two lots which are zoned C2-1, fronts on James M. Wood Boulevard and Beacon Avenue, with the C2-1 Zone fronting Wilshire Boulevard. The second assessor parcel, APN 5137-001-002, which fronts on Beacon Avenue, is zoned R4-1 and consists of two

lots. The third assessor parcel, APN 5137-001-003, which fronts on Beacon Avenue, is generally zoned R4-1 and consist of two lots. There is also a small portion of the third assessor parcel that is zoned C2-1 and consists of one lot. Together, the APNs create a 33,769-square foot site with approximately 15,117 square feet in the C2 zone and approximately 18,652 square feet in the R4 zone.

Table 2. Project Site Information

Address	APN	Zone and Height District	Net Lot Area
905 S. Beacon Ave	5137-001-034	C2-1	15,117 SF
909 S. Beacon Ave			
None ("Lot 6")	5137-001-003	R4-1	18,652 SF
None			
923 S. Beacon Ave	5137-001-002		
None			
919 S. Beacon Ave			

The Project Site has an approximate street frontage of 150 feet along James M. Wood Boulevard and 220 feet along Beacon Avenue. A 1-foot dedication is proposed on Beacon Avenue and a 15-foot by 15-foot corner cut is proposed at the intersection of James M. Wood and Beacon Avenue. The post-dedication lot area would be 33,506 square feet with approximately 14,854 square feet in the C2 zone and approximately 18,652 square feet in the R4 zone.

The Westlake Community Plan designates the C2 zoned portion of the Project Site with a Highway Oriented Commercial land use and the R4 portion of the Project Site with a High Medium Residential land use. The entire Project Site is located in Height District 1.

Surrounding Site Information

West: C2-1 and R4-1 zoned properties immediately adjacent to the west, developed with several one-story commercial buildings, single-family residences, and a three-story apartment building.

North: C2-1 zoned properties across James M. Wood Boulevard to the north, developed with a five-story apartment building, and a one-story commercial building.

East: C2-1 and C2-2D zoned properties across Beacon Avenue to the east, developed as surface parking areas.

South: R4-1 zoned property immediately adjacent to the south, developed with two-story apartment buildings fronting Beacon Avenue.

The Project Site is adjoined primarily by multi-family residential housing, one-story commercial buildings, and surface parking lots.

Transit Adjacency

The Project Site is located less than a half-mile from a Major Transit Stop. Approximately 2,025 feet from the Project Site is the Westlake/MacArthur Park Metro Rail Transit Station that serves the Metro B Line (Red) and the Metro D Line (Purple). The B Line and D Line connect to several Metro Rail lines in downtown Los Angeles including the Metro E Line (Expo) and Metro A Line (Blue) at the 7th Street/Metro Center and Metro L Line (Gold) and Metrolink trains at Union Station.

This station also qualifies the site for a Tier 3 level TOC development as verified by an approved TOC Referral Form under PAR-2019-7619-TOC.

The Project Site is directly served by several bus lines. The bus lines south of the site that run east-west along Olympic Boulevard include Metro Line 28 and Metro Rapid Line 728. Metro Line 66 also runs along 8th Street.

The DASH Pico Union/Echo Park Route is located a block from the Project Site with a stop at James M. Wood Boulevard and Union Avenue. The DASH route accesses stops throughout the Pico Union and Echo Park communities. The DASH bus has stops near Good Samaritan Hospital, Belmont High School and the Grand/LATTC Metro Blue Line rail station.

Street and Circulation

Beacon Avenue is a designated local street with a required right of way of 60 feet and roadway of 36 feet. According to the Street Standard document, the required half roadway width is 18 feet, and the sidewalk is 12 feet, thus totaling up to a 30-foot half right-of-way width requirement. Currently, the half right-of-way width of Beacon Avenue adjoining the site is 40 feet which exceeds the requirement.

James M. Wood Boulevard is a designated Avenue III with a required right of way of 72 feet and roadway of 46 feet. According to the Street Standard document, the required half roadway width is 23 feet, and the sidewalk is 13 feet, thus totaling up to a 36-foot half right-of-way width requirement. Currently, the half right-of-way width of James M. Wood Boulevard adjoining the site is 35 feet. Therefore, a 1-foot dedication may be required.

ZONING CONFORMANCE

Density

The allowable density for the C2-zoned and R4-zoned parcels is 1 dwelling unit per 400 square feet of lot area. With approximately 33,521 square feet of net lot area, the base density is 85 dwelling units. The Applicant is requesting the Base incentive, pursuant to TOC Guidelines Section VI, to increase the density up to 70% for a total of 145 dwelling units.

Table 3. Density Calculation

Zone	Lot Area (SF)	Ratio	Base Density (units)	Bonus	Total (units)
C2	15,117	1 du per 400 SF	38	70%	65
R4	18,652		47		80
Total	33,769		85		145

Floor Area

The C2 zoning designation has a Height District No. 1, which permits a 1.5 to 1 FAR or 1.5 times the buildable area of the Project Site. Pursuant to LAMC Section 12.03, the buildable area has the same meaning as the lot area in commercial zones for purposes of calculating height district requirements for floor area of residential and commercial uses. The buildable area of the C2

portion of the Project Site is the equivalent of the net lot area, or 15,117 square feet. The total permitted floor area in the C2 zone would be 22,675 square feet.

As part of this application, the Applicant is requesting a Base Incentive pursuant to TOC Guidelines Section VI to permit up to 3.75 to 1 FAR in the C2 zone. With the TOC Incentive, the total permitted floor area in the C2 portion of the Project Site would be 56,688 square feet.

The R4 zoned portion of the site is located in Height District No. 1, which permits a 3 to 1 FAR or 3 times the buildable area of the Project Site. Pursuant to LAMC Section 12.03, the definition of buildable area excludes those portions of the lot which must be reserved for yard spaces for a one-story building. Thus, the buildable area of the R4-1 portion of the Project Site is approximately 14,179 square feet. The total permitted floor area in the R4-1 zone would be 42,537 square feet of floor area. Combined, the total permitted floor area in both zones, averaged across the Project Site, is 65,212 square feet.

As part of this application, the Applicant is requesting a Base Incentive pursuant to TOC Guidelines Section VI to permit a 50% increase in FAR in the R4-1 zone, or an FAR of 4.5 to 1. With the TOC Incentive, the total permitted floor area in the R4-1 zoned portion of the Project Site would be 63,806 square feet.

As part of this application, the Applicant is also requesting an Additional Incentive pursuant to TOC Guidelines Section VII to permit averaging of the floor area across the entire Project Site. The combined permitted floor area would be 120,494 square feet, as per Table 4 below.

Table 4. Floor Area Calculation

Zone	Buildable Area (SF)	FAR	Floor Area (SF)	Bonus	Total (SF)
C2	15,117	1.5 to 1	22,675	3.75 to 1 FAR	56,688
R4	14,179	3 to 1	42,537	50% Increase	63,806
Total	29,296		65,212		120,494

The Project proposes approximately 120,270 square feet, or an FAR of 4.11 to 1. The Project consists of approximately 2,000 square feet of ground floor commercial fronting on James M. Wood Boulevard and approximately 118,270 square feet of residential uses.

Height

In Height District No. 1, the building height is unlimited. The project will achieve a total building height of 93 feet as measured from the lowest point of the lot, which is located at the southeastern corner of the Project Site.

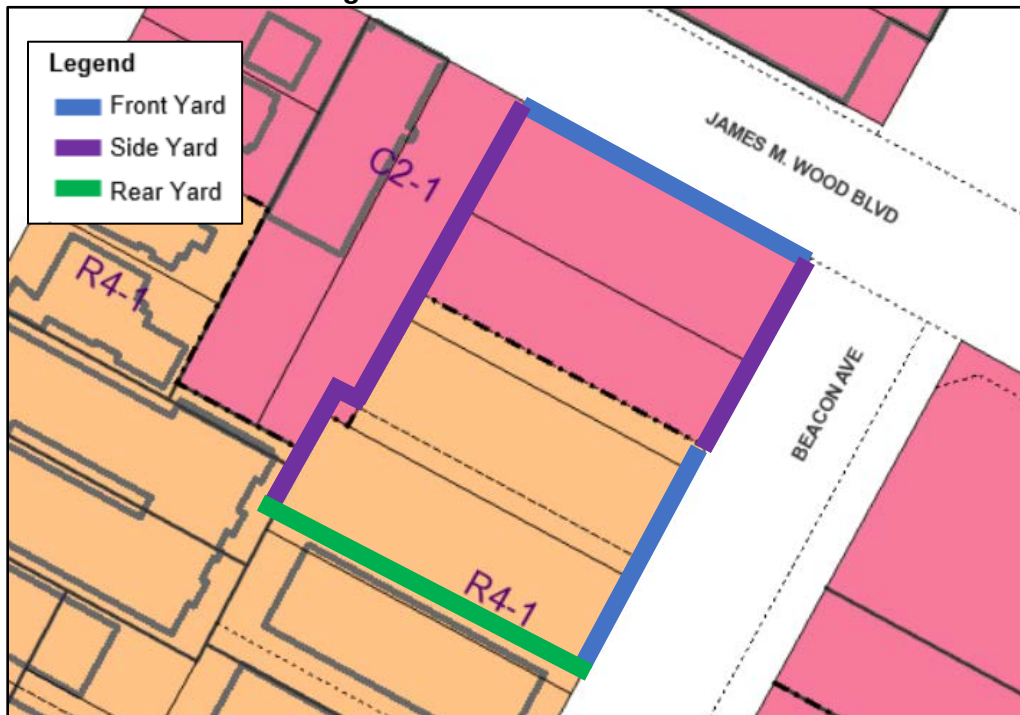
The Project Site has an approximate 11-foot elevation change from the northwestern corner on James M. Wood Boulevard to the southeastern corner on Beacon Avenue. As a result, the Project's first level will have street frontage on Beacon Avenue, but not on James M. Wood Boulevard. Level 2 will be the Ground Floor on James M. Wood Boulevard.

The Project consists of a 7-story building. Due to the slope on the Project Site, the proposed development will appear to be a 6-story building from James M. Wood Boulevard and a 7-story building from Beacon Avenue.

Setbacks

On December 4, 2019, the Zoning Engineer issued a Yard Determination letter that identified the northerly property line fronting James M. Wood Blvd and the easterly property line fronting Beacon Avenue in the R4 Zone as front yards, the easterly property line fronting Beacon Avenue in the C2 Zone and the westerly property line as side yards, and the southerly property line as the rear yard.

Figure 1. Yard Determination



The following table indicates the required and provided yard setbacks for the residential building to be located in the C2 Zone and R4 Zone pursuant to LAMC Section 12.14, 12.22.A.18 and 12.11.

Table 5. Yard Setbacks

	<u>Required (LAMC)</u>	<u>TOC Incentive</u>	<u>Provided</u>
Front (C2 zone, James M. Wood)	0	-	2'
Side (C2 zone, Beacon)	0	-	2'
Front (R4 zone, Beacon)	15'	12.3'	13'
Side (C2 & R4 zone, West PL)	10'	7'	9'
Rear (R4 zone, South PL)	19'	13.3'	15.3'

No front yard is required in the C2 zone. The Project will provide a 2-foot front yard along James M. Wood Boulevard. The front yard in the R4 Zone is required to be 15 feet. The Applicant is requesting an Additional Incentive under the TOC Guidelines to average the front yards of adjoining buildings along the same street frontage, thereby permitting a front yard setback of 12.3 feet. The Project will provide a 13-foot front yard in the R4 zone fronting Beacon Street.

For a seven-story building, the required side yard is 5 feet with one foot added for each story above the second story. The side yard is required to be 10 feet. The Applicant is requesting an Additional Incentive under the TOC Guidelines to reduce the 10-foot required side yard setback by 30%, thereby permitting a side yard setback of 7 feet. The Project will provide a 9-foot side yard setback along the western interior property line. No side yard is required for residential uses fronting a public street for a mixed-use building in accordance with LAMC Section 12.22.A.18(c)(3). The Project will provide a 2-foot side yard setback along the eastern side yard

For a seven-story building, the required rear yard is 15 feet with one foot added for each story above the third story. The rear yard is required to be 19 feet. The Applicant is requesting an Additional Incentive under the TOC Guidelines to reduce the rear yard setback by 30%, which would allow a 13.3-foot rear yard setback in lieu of the 19 feet required. The Project will provide a 15.3-foot rear yard.

Open Space

According to LAMC Section 12.21.G, the Project is required to provide a minimum of 100 square feet of open space per unit with less than 3 habitable rooms, 125 square feet of open space per unit with three habitable rooms and 175 square feet of open space for more than three habitable rooms. According to the LAMC definition of habitable rooms, a kitchen is not considered a habitable room for open space purposes.

The Project is required to provide 14,850 square feet of open space based on the proposed unit configuration. The Project will provide approximately 6,340 square feet of exterior common open space in the dog run, outdoor pool deck and the rooftop terrace; 3,585 square feet of common open space in indoor recreation rooms and amenity spaces; and 5,200 square feet of private open space, for a total of 15,125 square feet of open space. The Project is required to provide 37 trees and proposes to provide at least the required number of trees.

Vehicle Parking

The Project proposes to provide up to 184 automobile parking spaces on site. Parking is designed at the Level 2 main public garage entry off James M. Wood Boulevard, and partially subterranean parking area at the Level 1 and two additional levels of subterranean parking. Vehicle access will be provided via a two-way driveway on James M. Wood Boulevard to the Level 2 parking area. Vehicle access will also be provided via a two-way driveway on Beacon Avenue to the Level 1 and subterranean parking area. There is no internal vehicle circulation proposed between Level 1 and Level 2.

Residential Uses

Pursuant to the TOC Guidelines, the Project Site is located within 2,025 feet of the MacArthur Park Metro Rail Station and is therefore eligible for the Tier 3 designation of TOC Affordable Housing Incentive Area. In accordance with the TOC Guidelines, the Project is permitted to have 0.5 parking spaces per unit for all residential units in the Eligible Housing Development.

The Project qualifies as an Eligible Housing Development consisting of 145 units, of which at least 10% of the total units (15 units) will be set aside for Extremely Low-Income Households. As a result, pursuant to TOC Guidelines Base Incentives, the Project will qualify for the Tier 3 parking requirement of 0.5 parking spaces per unit in an Eligible Housing Development. With 145 units, the Project is required to provide 73 parking spaces. The Applicant intends to provide up to 174

parking spaces for residential uses.

Commercial Uses

The Project includes 2,000 square feet of commercial floor area. Because the site is located in a State Enterprise Zone, the parking requirements permitted under LAMC 12.21 A.4(x)(3)(6) apply, which requires 2 spaces for every 1,000 square feet of commercial floor area. Therefore, the Project is required to provide 4 parking spaces for the commercial uses. The Project will provide 10 parking spaces for commercial uses.

Bicycle Parking

Residential Uses

The residential uses require 1 short-term bicycle parking space per 10 dwelling units for the first 25 dwelling units, 1 short-term bicycle space per 15 dwellings for 26 to 100 dwelling units, 1 short-term bicycle space per 20 units for 101 to 200 dwelling units, and 1 short-term bicycle space per 40 units for 201 and more dwelling units. The residential uses require 1 long-term bicycle parking space per dwelling unit for the first 10 dwelling units, 1 long-term bicycle parking spaces per 1.5 dwelling units for 26 to 100 dwelling units, 1 long-term bicycle parking spaces per 2 dwelling units for 101 to 200 dwelling units, and 1 long-term bicycle parking spaces per 4 dwellings unit for 201 and more dwelling units. This generates a requirement to provide 10 short-term bicycle parking spaces and 97 long-term bicycle parking spaces for the 145 dwelling units, resulting in a total of **107** bicycle parking spaces.

Commercial Uses

The new commercial floor area requires 1 short-term bicycle parking space per 2,000 square feet, and 1 long-term bicycle parking space per 2,000 square feet, and a minimum of 2 spaces for both short-term and long-term. The new commercial floor area is 2,000 square feet, and therefore requires at least 2 short-term and 2 long-term spaces. A total of **4** spaces will be provided for the new commercial floor area.

SITE PLAN REVIEW FINDINGS

Pursuant to LAMC Section 16.05 F, the following findings are required for a development project which creates, or results in an increase of, 50 or more dwelling units or guest rooms:

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 Applicant proposes to construct a 7-story mixed-use development containing 145 residential units, of which 15 units will be Restricted Affordable units to Extremely Low-Income Households. The Project is consistent with many of the goals and policies of the General Plan. The following will discuss the Project's consistency with various elements of the General Plan, including the General Plan Framework, Housing Element, Health and Wellness Element, Transportation Element (known as the "Mobility Plan 2035"), and the Westlake Community Plan. It also references some provisions of the Westlake Redevelopment Plan. There are no Specific Plans that are applicable to the Project Site.

The Project will be consistent with the character of development in the immediate area and will be in harmony with the applicable elements of the General Plan. The Applicant is committed to creating a dynamic and visually appealing development that improves the conditions of the site, improves the character of the surrounding area and provides critically needed housing.

GENERAL PLAN FRAMEWORK ELEMENT ("FRAMEWORK")

The Framework includes the following goals and objectives:

LAND USE (from General Plan Framework, Chapter 3, Land Use Goals, Objectives and Policies – Distribution of Land Use)

GOAL 3A

A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.

Objective 3.1

Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Objective 3.2

Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

Objective 3.4

Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and

related districts.

The proposed mixed-use development will revitalize a property that is currently underutilized as a surface parking lot with a new 7-story building, including 130 market rate apartment units, 15 Extremely Low Income restricted affordable apartment units and approximately 2,000 square feet of neighborhood serving commercial space. The proposed mix of uses is consistent with the goals outlined in the General Plan Framework Element to provide a balance of uses as well as opportunities for housing near transit.

The City's need for market rate and affordable housing was identified in the City's Housing Element (adopted by the City Council on December 3, 2013, and approved by the State of California Department of Housing and Community Development on April 2, 2014). The amount of housing needed to accommodate citywide growth is estimated to be 82,002 dwelling units (through 2021) of which 46,590 units (57%) are designated for very low- and low income households. Further, according to Mayor Eric Garcetti's 2015 Sustainable City pLAn, issued April 2015, "If we do not act to increase in supply of housing units, the Department of City Planning estimates that Los Angeles could have a backlog of over 100,000 units by 2021."

It is important to note that the current Housing Element expires in 2021, and the City Planning Department is presently working on an Update to the Housing Element. The Department of Housing and Community Development ("HCD") Regional Housing Needs Determination for Southern California in accordance with Government ("Gov") Code Section 65584.01 has recently determined that the minimum regional housing need for the Southern California region is 1,344,740 total units among four income categories, including Very Low Income and market rate, for the Southern California Association of Governments ("SCAG") to distribute among its local governments by 2029.

Based on SCAG's draft RHNA allocation, the City of Los Angeles is required to provide 455,577 units including 196,368 market rate units and 115,680 Very Low Income units.¹ The Project is located in an area suitable for the proposed housing development on a scale that will support the City's efforts to meet its RHNA obligations.

The mixed-use and mixed-income nature of the Project will also contribute to the City's long-term goal of economic vitality as well as the revitalization of Westlake. The proposed residential project also conserves the existing residential neighborhood that adjoins the commercial properties located along James M. Wood Boulevard and Olympic Boulevard. The proposed commercial space, which will include neighborhood-serving retail uses, as well as the ongoing operation of the building itself, will provide additional job opportunities.

The proposed residential Project supports the needs of the City's existing and future residents by providing 145 new dwelling units, of which 15 dwelling units will be set aside for Extremely Low-Income residents in a mix of studios, one-bedrooms, and two-bedrooms to accommodate a diversity of population and families. The new residents will be located at a site in close proximity to numerous transit options including subway lines and bus lines that offer easy access to nearby employment centers including downtown Los Angeles and Wilshire Center as well as to other areas of the City. The Project's location is also in proximity to neighborhood-serving commercial businesses along James M. Wood Boulevard and Olympic Boulevard.

The residents of the new development will have multiple transit options that will facilitate the

¹ <http://www.scag.ca.gov/programs/Documents/RHNA/RHNA-Draft-Allocations-090320-Updated.pdf>

reduction of vehicular trips, vehicle miles traveled, and air pollution. The project is approximately 2,025 feet from the MacArthur Park rail station serving Metro's B (Red) and D (Purple) Lines. In addition to the rail lines, the adjoining and nearby streets including James M. Wood Boulevard, Olympic Boulevard, Union Avenue, and Alvarado Street are served by several bus lines that offer residents convenient access to employment centers, shopping, dining and entertainment opportunities in the neighborhoods of Westlake, Pico Union, Koreatown, University Park, and Downtown Los Angeles. Quality of life is improved as residents may forego the use of personal automobiles in favor of the numerous transit options that offer easy access to job-enriched environments such as Wilshire Center and Downtown Los Angeles.

MULTI-FAMILY RESIDENTIAL *(from General Plan Framework, Chapter 3, Land Use Goals, Objectives and Policies – Uses, Density, and Character)*

GOAL 3C

Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.

Objective 3.7

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

The Project will establish 145 new apartments on a property that is well-suited for such a use because the Project Site is located in close proximity to transit, employment opportunities, retail, restaurants, and entertainment. Of the 145 residential units, 130 will be market rate units and 15 will be Extremely Low Income restricted affordable units, which will meet the needs of various resident income levels.

The growth of a multifamily residential neighborhood along Beacon Avenue and James M. Wood Boulevard will be well-positioned in proximity to sufficient public infrastructure and services to meet the Project's demand. The Project will also include streetscape improvements on a currently underutilized site that will enhance the future residents' quality of life.

HOUSING *(from General Plan Framework, Chapter 4, Housing Goals, Objectives and Policies)*

GOAL 4A

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

Objective 4.1 of the General Plan Framework, Chapter 4 (Housing): *Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010.*

Objective 4.2 of the General Plan Framework, Chapter 4 (Housing): *Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.*

Consistent with Framework Goal 4 above and the related objectives, the proposed mixed-use

project provides market rate housing and affordable housing for Extremely Low Income households, thus offering a range of housing opportunities by type and cost which will be accessible to City residents of various income levels. In addition, to provide a range of housing opportunities by type and cost, the Project will include 20 studio apartments, 111 one-bedroom apartments, and 14 two-bedroom apartments.

The current Housing Element affirms in its Executive Summary that the need to accommodate growth results in the need not only for more housing but a “broader array of housing types to meet evolving household types and sizes.” The development of more housing requires a strategy to accommodate residential development in a sustainable way. The Housing Element estimates that the Wilshire Community Plan area has the capacity to accommodate approximately 39,506 dwelling units² of the Regional Housing Needs Assessment’s (“RHNA”) required units.

The Project will help meet the 2013-2021 RHNA goals by contributing a total of 145 new residential units, of which 15 units will be reserved for Extremely Low-Income households, into the City’s housing stock. As a result, the Project will also expand affordable rental housing for the income groups that need assistance. The Housing Element encourages new construction of a range of different housing types that address the needs of the City’s households.

According to the Housing Element (adopted by the City Council on December 3, 2013, and approved by the California Department of Housing and Community Development on April 2, 2014), the population of the City of Los Angeles will grow by over 140,000 persons between 2014 and 2021. The Housing Element acknowledges that there is a need to support the development and preservation of more affordable housing and “to keep pace with the City’s housing needs.” Considering the City is expected to need an additional 82,002 new units through 2021, of which 46,590 units (57%) are designated for very low- and low-income households based on the Regional Housing Needs Assessment (RHNA), the Housing Element notes that the “City will face significant challenges in meeting its RHNA income distribution if it is not able to secure additional funding for affordable housing production and preservation.” The Applicant proposes the addition of 15 extremely low-income units which are secured by private financing.

For these reasons outlined above the project demonstrates consistency with the Housing Element and the General Plan Framework.

Mobility Plan 2035

Approval of the Project will facilitate a mixed-use project in proximity to mass transit options will be consistent with the purposes of the Mobility Plan 2035. Various modes of travel are encouraged by the Mobility Plan 2035, including walking, biking and using public transit. The following policies of the Mobility Plan apply to the proposed project:

Policy 2.3: Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

The Project will enhance the pedestrian experience in this area by transforming an underutilized surface parking lot into a well-designed mixed-use development. The main pedestrian entrances

² Housing Element 2013-2021, Table 3.1 Summary of Sites with Housing Capacity by Community Plan Area, page 3-4.

to the residential lobby and commercial space will be located at the corner of Beacon Avenue and James M. Wood Boulevard. The entrance to the residential lobby will be accessed from Beacon Avenue whereas the entrance to the commercial space will be accessed from James M. Wood Boulevard.

The Beacon Avenue frontage will be enhanced by a landscaped yard setback along the southern half of the street, an outdoor terrace, and transparent floor-to-ceiling windows. The way the building mass is broken up along the Beacon Avenue frontage creates visual interest which further promotes a safe and comfortable walking environment. For example, there are various building setbacks along Beacon Avenue near the building midpoint where the outdoor terrace and residential floors are stepped back which creates vertical and horizontal articulation.

The James M. Wood Boulevard frontage will be enhanced by floor-to-ceiling transparent windows at the ground level. Vertical articulation is achieved through a fenestration of recessed and projecting windows and balconies.

The Project will enhance the street frontages through various building articulation and landscaped setbacks and provide pedestrian entrances at the corner of Beacon Avenue and James M. Wood Boulevard to provide a safe and comfortable walking environment for pedestrians.

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.*

The Mobility Plan 2035 recognizes that neighborhoods with frequent, reliable transit service are the ideal place to cluster uses and services so that area residents can complete a number of errands within a single walk or bike trip. Likewise, the Mobility Plan observes that it makes sense for land uses situated near major transit stops to be of the intensity and type that they attract a high number of transit riders. The project, situated in close proximity to Metro Rapid Bus stops and within easy walking distance of the Metro Purple and Red Rail Lines, is ideally located to satisfy the Mobility Plan's objective to reduce vehicular trips.

The Project will be located within approximately 2,205 feet of the Westlake/MacArthur Park transit station, with access to the Metro Red, Blue and Expo Rail lines. Residents will have greater proximity and access to jobs and other neighborhood services in Downtown Los Angeles and Wilshire Center as well as to other areas of the City. The Project's location is also in proximity to neighborhood-serving commercial businesses along James M. Wood Boulevard and Olympic Boulevard. This, the Project will promote an equitable land use decision that will result in fewer vehicle trips.

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

The Project will provide bicycle parking for its' future residents and commercial patrons by adhering to the Code requirements of the Bicycle Parking Ordinance. As such, the Project will provide convenient, secure and well-maintained bicycle parking facilities. Visitors of the Project will know that they have a place to safely and conveniently secure their bicycles for the duration of a visit.

Policy 4.13: *Balance on-street and off-street parking supply with other transportation and land use objectives.*

The Mobility Plan 2035 recognizes that an oversupply of parking can undermine broader regional goals of creating vibrant public spaces and a robust multi-modal mobility system and that parking consumes a vast amount of space in the urban environment, which otherwise could be put to valuable alternative uses. Additionally, the Mobility Plan observes that large parking lots create significant environmental impacts, detract from neighborhoods' visual quality, and discourage walking by increasing the distances between services and facilities. The Project will eliminate a surface parking lot that exacerbates urban run-off and heat island effects and replace it with a mixed-use project that will improve the visual quality of the neighborhood and activate the streets with more pedestrian activity. The Project proposes that its reduced parking for automobiles within a semi-subterranean parking garage eliminates the need for any surface parking that would discourage walking. The residential structure is oriented to the street to encourage more walking and bicycling.

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

The Mobility Plan 2035 promotes a combination of sustainable approaches to reduce vehicle miles. Land use policies should be aimed at shortening the distance between housing, jobs, and services, thereby reducing the need to travel long distances on a daily basis. More attractive non-vehicle alternatives, including transit, walking and bicycling, need to be offered. The Project will promote these sustainable approaches by locating housing in proximity to jobs, transit and services. The Project would facilitate a reduction of vehicular trips and vehicle miles traveled for residents as the Westlake/MacArthur Park Metro Rail transit station, located approximately 850 feet from the Project Site, provides easy access to the Metro Purple and Metro Red Rail Lines that allow connections to downtown Los Angeles and the network of other Metro Rail lines, including the Blue Line and Expo Line. The immediate neighborhood is served by a variety of Metro Rapid and Metro Local Bus lines, thereby providing even more transit options that would incentivize the residents to reduce vehicular trips.

The Project is in a prime location to take advantage of Metro's extensive network of bus service, including major bus routes on Olympic Boulevard, Alvarado Street, and Union Avenue, and several local lines, connecting to downtown Los Angeles and other destinations throughout the region. The Project Site's proximity to these transit options provides for optimal multi-family development potential.

The DASH Pico Union/Echo Park Route is located a block from the Project Site with a stop at James M. Wood Boulevard and Union Avenue. The DASH route accesses stops throughout the Pico Union and Echo Park communities. The DASH bus has stops near Good Samaritan Hospital, Belmont High School and the Grand/LATTC Metro Blue Line rail station.

Quality of life is improved as residents may forego the use of personal automobiles in favor of the numerous transit options that offer easy access to the jobs-rich environment of Downtown Los Angeles, and as a result, the land use policy is fulfilled to shorten the distance between housing, jobs, and services that reduce the need to travel long distances on a daily basis. The Project's 145 new residential units will increase of the availability of housing options in proximity to transit stations and major bus stops. The Project offers the nonvehicle alternatives of transit, walking, and bicycling. The Project is located near recreational activities at MacArthur Park and the neighborhood-serving commercial uses attract residents who walk and ride bicycles. The Project provides the Code required bicycle parking within a garage with easy access to the street.

For these reasons outlined above the Project demonstrates consistency with the Mobility Plan

Health and Wellness Element – Plan for a Healthy Los Angeles

Mobility – “A balanced, affordable and sustainable transportation system is a cornerstone of a healthy city. As a major contributor of greenhouse gas emissions, trucks and vehicles play a role in the region’s poor air quality and smog, in addition to contributing to climate change.”

As discussed in the “Mobility Plan 2035” section above, the Project will help to reduce vehicular travel by encouraging several modes of travel, including walking, biking and riding public transit. The Project’s location is conducive to the encouragement of more pedestrian activity and use of mass transit to the extent that the vehicle miles traveled should be significantly reduced.

Policy 2.2 – Healthy building design and construction:

Promote a healthy built environment by encouraging the design and rehabilitation of building and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.

The Project proposes to provide 145 dwelling units in a mixed-use development that will offer healthy design features, such as natural light and ventilation, communal areas that are both outdoors and within indoor community rooms that allow for physical activity and positive social experiences. The Project’s location and orientation to the street will enhance pedestrian-oriented circulation for both residents and visitors.

Westlake Community Plan

The Community Plan summarizes the most significant planning land use issues and opportunities facing the Westlake Community. The Residential “Community Issues and Opportunities” in the Community Plan encourage “the preservation and enhancement of the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities with compatible new housing.”

The following residential “Issues” are noted in the Community Plan:

- Lack of open space in apartment projects.
- Need for more affordable housing.
- Displacement of residents by gentrification or demolition of housing units.

The Project proposes a mixed-use development that will provide 145 new residential units, of which 15 units will be set aside as restricted affordable for Extremely Low Income Households, on property appropriately located within close proximity to the Metro Rail transit system station at MacArthur Park and multiple Metro Rapid and Local Bus lines in the immediate vicinity. As a result, residents of the Project would be in walking distance of many transit options that would offer convenient access to the employment centers of Downtown Los Angeles and to various services and commercial uses.

In the introduction to Chapter III, Land Use Plan Policies and Programs, the Community Plan observes that the “overall density in Westlake is high compared to the rest of the city, built on

small parcels with insufficient parking.” In essence, the Plan recognizes, as stated as one of the residential “Issues” about the lack of open space, that large apartment buildings developed in the past on small parcels did not provide adequate open space. Unlike older apartment buildings in many areas of the Community Plan that have little or no open space, the Project would provide 14,859 square feet of open space thus meeting the requirement of 14,850 square feet. This open space would include an outdoor pool courtyard, a dog run, a sky, and multiple recreational rooms for the resident’s enjoyment.

As the Project will be redeveloping an underutilized surface parking lot, there will be no displacement of residents or demolition of existing units. Instead, the Project would increase housing supply by providing 145 new residential units, of which 15 will be restricted affordable to Extremely Low Income Households to meet the needs of a range of household income levels.

The following residential “Opportunities” are noted in the Community Plan:

- Access and proximity to employment for community residents.
- Potential for appropriately scaled new housing in proximity to transit facilities.

Located close to many transit options, the project would provide access and proximity to employment for the residents of the mixed-use development. The Westlake/MacArthur Park Metro Rail transit station, located approximately 2,205 feet from the Project Site, provides easy access to the Metro Purple and Metro Red Rail Lines that allow connections to downtown Los Angeles and the network of other Metro Rail lines, including the Blue Line and Expo Line. Residents would have easy access to the jobs-rich environment of downtown Los Angeles commuting on the Metro Rail transit system. Additionally, there are several Metro Rapid Bus and Metro Local Bus line options as well.

The proposed Project will be appropriately scaled with new housing in proximity to transit facilities. The Project would be developed in conformance with the permitted density increase pursuant to the TOC Tier 3 level incentive, resulting in a development with an articulated and varied massing and bulk that would be properly scaled for a mixed-use project. As noted above, the Project’s close proximity to a variety of rail and bus transit options would be the City’s interest in locating more housing in proximity to transit facilities.

The Project is consistent with the following residential land use objectives of the Westlake Community Plan:

Objective 1: To designate a supply of residential land adequate to provide housing of the types, sizes, and densities required to satisfy the varying needs and desires of all segments of the community’s population.

Objective 2: To conserve and improve existing viable housing for persons desiring to live in Westlake, especially low and moderate income families.

Objective 3: To sequence housing development so as to provide a workable, efficient, and adequate balance between land use, circulation, and service system facilities at all times.

In Chapter III, Land Use Plan Policies and Programs, the Community Plan notes that “housing objectives and policies are based on an analysis of existing zoning, housing characteristics, and the socio-economic makeup of the community. Westlake like many of the older communities of

Los Angeles could benefit greatly from housing rehabilitation.”³ The Plan notes further that the “physical decay of housing is a complex problem not unique to Westlake,” and that the “community has a variety of housing styles although multi-family housing is most dominant. The overall density in Westlake is high compared to the rest of the city, built on small parcels with insufficient parking.” The Project proposes to replace an underutilized surface parking lot with a new housing development that rehabilitates the Project Site with improved housing conditions and amenities for the benefit of the residents in a Project that adds 145 new residential units to the housing stock.

Unlike the situation identified in the Community Plan noting that many multi-family developments are built on small parcels with insufficient parking, the Project Site area is approximately 33,769, or .775 acres, which is suitable to supply the residential land adequate to provide housing of the size, type and density proposed in this application. As discussed above, the Community Plan has identified the need for more affordable housing as a significant issue for land use planning. The Project will provide 15 units as restricted affordable to Extremely Low Income Households to promote the supply of affordable housing in Westlake. The Project would be consistent with the Community Plan’s Objective 2 by improving viable housing for low-income families and persons desiring to live in Westlake.

The Project would utilize its location to satisfy land use goals of locating housing where there is a balance between the use of the land and circulation in area with many transit options and the use of vehicles is practically reduced. The Project would be consistent with the Community Plan’s Objective 3 to sequence housing development so as to provide a workable, efficient, and adequate balance between land use, circulation, and service system facilities at all times.

The Project is consistent with the following commercial land use objectives of the Westlake Community Plan:

Objective 1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services

Objective 2: To provide a range of commercial facilities at various locations to accommodate the shopping needs of residents and to provide increased employment opportunities within the community.

Objective 3: To improve the compatibility between commercial and residential uses.

The Project will provide additional opportunities for new commercial development by including approximately 2,000 square feet of neighborhood-serving retail space along the James M. Wood Boulevard frontage. As such, the Project will accommodate the shopping needs of residents and provide increased employment opportunities within the community.

The modest size of the proposed neighborhood serving retail space is appropriate along James M. Wood Boulevard as the street is considered a neighborhood-level commercial corridor. Surrounding uses include a mix of low-rise commercial buildings and low to mid-rise multi-family residential buildings. Nearby commercial uses along James M. Wood Boulevard includes a beauty supply store, a religious supply store, an auto repair shop, and a small corner store.

³ Westlake Community Plan, Chapter III, page III-1.

Nearby residential uses including two and three-story residential buildings along Beacon Avenue and Burlington Avenue, a 5-story residential building located at 1723 James M. Wood Boulevard, and a 4-story residential building located at 945 Beacon Avenue.

As the surrounding area is comprised with a mix of commercial and residential uses, the Project will improve the compatibility between the two uses by adding 145 new residential units and 2,000 square feet of neighborhood serving retail space on a site that fronts along James M. Wood Boulevard and Beacon Avenue.

For these reasons outlined above, the Project demonstrates consistency with the Westlake Community Plan.

Westlake Recovery Redevelopment Plan

The Project Site is located in the Westlake Recovery Project Study Area of the Westlake Community Plan. Per the Recovery Plan, the Recovery Plan must comply with the Westlake Community Plan and the General Plan and “will assist both residential and commercial development.” Under the Community Plan’s “Community Issues and Opportunities,” it is noted that the “need for more affordable housing” is an issue. The Community Plan’s opportunities that are relevant to the Project include “access and proximity to employment for community residents” and “potential for appropriately scaled new housing in proximity to transit facilities.” The proposed Project helps to foster the development of housing and commercial uses in proximity to several transit facilities and to the employment centers of downtown Los Angeles.

The following Westlake Recovery Redevelopment Plan land use objectives are consistent with the proposed development:

Commercial No.1: To promote the economic well being of Westlake through the encouragement of the revitalization of viable commercial areas.

The Project will promote the economic well being of Westlake by adding 2,000 square feet of neighborhood-serving retail space along James M. Wood Boulevard in an area surrounded by a mix of single-story commercial buildings and low to mid-scale residential buildings.

Safety No. 4: To enhance the safety of residents, business owners, employees and visitors, and their property.

The Project will promote a livable neighborhood by redeveloping an underutilized surface parking lot into a new high-quality and well-designed mixed-use building that is oriented towards the public right of way with commercial storefronts along James M. Wood Boulevard and residential units and amenities facing Beacon Avenue and James M. Wood Boulevard. The introduction of more residents in a safe, livable and well-designed mixed-use development will enhance the Westlake community as a place to live, work and shop.

Safety No. 6: To establish neighborhood and business watch groups throughout the community.

The Project would add more residents to an area that has a mix of commercial and residential uses, thereby promoting a 24-hour community where increased pedestrian activity would enhance the safety of the community as the result of more people actively involved in creating a safe, livable and sustainable neighborhood. The presence of more residents would act as a greater

number of eyes on the street as a deterrent to criminal activity, thereby reducing crime, graffiti and vandalism for the benefit of neighborhood residents and businesses.

Housing No. 8: To make provisions for housing as is required to satisfy the needs and desires of the various age, income, and disabled groups of the community, maximizing the opportunity for individual choice.

The proposed residential Project will provide 145 new residential units, of which 15 units will be set aside for Extremely Low-Income residents, in a mix of studios, one-bedrooms, and two-bedrooms to accommodate a diversity of population and families. The new residents will be located at a site in close proximity to numerous transit options including subway lines and bus lines that offer easy access to nearby employment centers including downtown Los Angeles and Wilshire Center as well as to other areas of the City. Therefore, the Project will satisfy the needs and desires of various age and income groups thereby maximizing the opportunity for individual choice in the selection of residential units.

Housing No. 9: To encourage the preservation and enhancement of the varied and distinctive residential character of the community.

The Project would replace an underutilized surface parking lot by enhancing the distinctive residential character of the community with a well-designed project that is visually appealing for its architectural features. The design concept of the Project was inspired by the site's central location and proximity to both modern Downtown Los Angeles and old MacArthur Park. The surrounding up-and-coming neighborhood has a varying and vibrant culture, and the Project has "front-porch" views of the Los Angeles skyline to the East, as well as the Hollywood Hills beyond MacArthur Park to the North-West.

The building massing is formed with courtyards, terraces, and sky decks in mind. These spaces give residents outdoor rooms to be used as urban oases where they are given respite from the bustling activity of the surrounding urban fabric. These outdoor gathering areas also act as points of interest and connection from the residential building areas outward to the public streets. This connection from the Project outward is designed to be a catalyst of rejuvenation for the surrounding area in the near future.

The design takes inspiration from the traditional neighborhood buildings with their materials, ordered windows, and base / middle / top massing. In response, the design proposes a heavier brick material at the ground level along the street frontages, with storefront windows allowing views into and out of the building. The base / middle / top reading helps to break up the height of the street wall, and the stacked windows and recessed balconies provide elements that give the building a residential character.

This traditional aesthetic is broken at the main corner of James Wood and Beacon, where a contemporary element of storefront glass and colored paneling is interjected, creating a vivid "Old meets New" focal point by introducing an aesthetic more similar to what one would find in the urban core of Downtown LA. A "bridge" element was created fronting Beacon and facing the Downtown skyline, allowing the open spaces below to spill from the courtyard through the building and down toward the public street.

Two sky decks are located on the top residential level: one on the north-west corner looking toward the Hollywood Hills, and the larger of the two located beside a well-appointed resident amenity space at the top of the main project corner. This space is designed to embrace the

expansive views of Downtown LA and creates an iconic element and visual point of interest from the street level.

Housing No. 10: To provide housing choices and to increase the supply and improve the quality of housing for all income and age groups, especially affordable housing including housing for very low-, low- and moderate-income large families and individuals. To eliminate overcrowding in individual units, and to provide home ownership opportunities, and other housing choices which meet the needs of the community.

The proposed Project will provide 145 new residential units, of which 15 units will be set aside for Extremely Low-Income residents, in a mix of studios, one-bedrooms, and two-bedrooms to accommodate a diversity of population and families. Overcrowding in the individual units would be eliminated by the range of bedroom type including well-sized studios, one- and two-bedroom units. Of the proposed 145 residential units, 20 units are studio units, 111 are one-bedroom units and 14 are two-bedroom units. Unit sizes range between approximately 452 square feet for studio units and 995 square feet for two-bedroom units. The average unit size is approximately 613 square feet.

Public No. 17: To encourage active and passive recreational opportunities in MacArthur Park.

The Project would be located less than a half mile of MacArthur Park, resulting in the ability of the residents to have easy access to the enjoyment of recreational opportunities at the park.

Services No. 21: To reduce crime, the fear of crime, graffiti and vandalism in the community to enhance livability for residents and businesses and to encourage visitors.

The Project would increase safety in the area by providing more natural surveillance and eyes on the street consistent with the goal of providing a safe, livable and sustainable neighborhood. The well-designed development would enhance the livability for the residents and prove attractive to enhance business opportunities in the neighborhood. The presence of more residents would act as a greater number of eyes on the street as a deterrent to criminal activity, thereby reducing crime, graffiti and vandalism for the benefit of neighborhood residents and businesses.

General No. 26: To enhance and promote the Westlake community as a place to live, shop and work, and to create a safe 24-hour community.

The Project would enhance the Westlake community as a place to live, work and shop. The promotion of a 24-hour community would also enhance the public safety. The close proximity of the Westlake/MacArthur Park Metro Rail transit station would also enhance the Westlake community as new residents would be encouraged to use public transit and to patronize the retail businesses located in proximity to the Metro Rail station and along nearby commercial corridors including James M. Wood Boulevard and Olympic Boulevard.

For these reasons outlined above the project demonstrates consistency with the Westlake Recovery Redevelopment Plan.

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 collections, and other such pertinent improvements, which is or will be compatible with existing and future developments, that is or will be compatible with existing and future development on the neighboring properties.

The Project's design is inspired by the Project Site's central location and proximity to both modern Downtown Los Angeles and old MacArthur Park. The design takes inspiration from the traditional neighborhood buildings with their materials, ordered windows, and base / middle / top massing. In response, the design proposes a heavier brick material at the ground level along the street frontages, with storefront windows allowing views into and out of the building. The base / middle / top reading helps to break up the height of the street wall, and the stacked windows and recessed balconies provide elements that give the building a residential character.

This traditional aesthetic is broken at the intersection of James M. Wood Boulevard and Beacon Avenue where a contemporary element of storefront glass and colored paneling creates a vivid "Old meets New" focal point by introducing an aesthetic more similar to what one would find in the urban core of Downtown Los Angeles. A "bridge" element is proposed on Beacon Avenue, which both allows the open spaces below to spill from the courtyard through the building and down toward the public street and also allows residents views toward the Downtown skyline.

The proposed development be constructed in an arrangement of building variation that mitigates the height, bulk, and massing. The Project will provide off-street parking facilities, landscaping, lighting, and other pertinent features and improvements that are compatible with the existing and future development on adjacent and neighboring properties. The Project will provide the required automobile and bicycle parking. The proposed Project consists of the following development standards:

Height, Bulk and Setbacks

The Project is proposed to reach a maximum height of 93 feet from the lowest grade to the highest building element. The 7-story building will front on James M. Wood Boulevard and Beacon Avenue, establishing a massing and bulk that is off-set by vertical and horizontal articulation through projecting and recessed balconies and windows. Because of the 11-foot slope on the Project Site, although the development will be 7 stories from Beacon Avenue, the development will appear 6 stories from James M. Wood Boulevard.

The building massing is formed with courtyards, terraces, and sky decks. Two sky decks are located on the top residential level: one on the north-west corner looking toward the Hollywood Hills, and the larger of the two located beside a well-appointed resident amenity space at the top of the main project corner. Open space elements are integrated throughout the Project to accommodate residential amenity space as well as creating points of connection from the residential building areas outward to the public street. A pool and spa are provided in the large central courtyard, which opens towards the south-west, allowing for maximum sunlight into the courtyard. A "bridge" element fronting Beacon Avenue allows the pool deck to be visible from the public street.

Off-street Parking Facilities

The Project will provide off-street vehicular parking to meet the parking demand of the Project uses. The Project includes 145 dwelling units and will provide 174 parking spaces for residential uses. The Project will also provide 10 parking spaces for the commercial uses.

Vehicular parking is on-grade at the Level 2 main public garage entry off James Wood Boulevard, a partially subterranean at the Level 1 lower garage entry from Beacon Avenue and two additional levels of subterranean parking.

Additionally, the Project will provide 111 bicycle parking stalls to encourage multi-modal transportation and reduce vehicle travel.

Loading and Trash Collection

Trash collection is proposed on-site in the Level 2 parking area with access from James M. Wood Boulevard. Loading areas are not required for the proposed uses.

Landscaping

The Project will include a significant amount of landscaping totaling over 6,000 square feet. Landscape plans are included in the architectural drawings on sheets L1 and L2.

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

The Project will provide approximately 6,340 square feet of exterior common open space in the dog run, outdoor pool deck and the rooftop terrace; 3,585 square feet of common open space in indoor recreation rooms and amenity spaces; and 5,200 square feet of private open space, for a total of 15,125 square feet of open space

**FINDINGS FOR TOC GUIDELINES
PURSUANT TO LAMC SECTION 12.22 A 25 (g) (2)**

General Findings (Form CP 3251-DB)

- 1. The façade of any portion of a building that abuts a street shall be articulated with a change of material or with a break in plane, so that the façade is not a flat surface.**

The Project's street-facing facades are articulated with changes in style, material and plane. The design takes inspiration from the traditional neighborhood buildings with their materials, ordered windows, and base / middle / top massing. In response, the design proposes a heavier brick material at the ground level along the street frontages, with storefront windows allowing views into and out of the building. The base / middle / top reading helps to break up the height of the street wall, and the stacked windows and recessed balconies provide elements that give the building a residential character. The building is further articulated with changes in material and punctuated with recessed balconies.

This traditional aesthetic is broken at the intersection of James M Wood Boulevard and Beacon Avenue where a contemporary element of storefront glass and colored paneling creates a vivid "Old meets New" focal point by introducing an aesthetic more similar to what one would find in the urban core of Downtown Los Angeles.

Open space elements also create breaks in plane. A "bridge" element is proposed on Beacon Avenue, which both allows the open spaces below to spill from the courtyard through the building and down toward the public street. Terraces on the top floor soften the overall building mass.

- 2. All buildings must be oriented to the street by providing entrances, windows, architectural features and/or balconies on the front and along any street facing elevations.**

The 7-story mixed-use building is oriented toward both street frontages. Street-facing areas along James Wood Blvd are given to retail spaces, with high ceilings and storefront glazing opening onto the sidewalk. The storefront glazing wraps around the corner onto Beacon Avenue where the entry to the main residential lobby and Leasing Center are located. Residential common areas (Fitness / Leasing / Mail Room) face Beacon Avenue with high ceilings and storefront glazing, helping to create a visual connection to the sidewalk and street beyond. A centrally located massing break is located facing Beacon Avenue, creating a relief of the building mass and a location for unique resident exterior open spaces connected with an exterior stair, creating a visual connection between the public sidewalk and the residential common open space.

Balconies and windows are provided on all sides of the building façades and faces towards the outdoor pool deck. Street-facing open space elements such as covered patios and terraces further connect the residents to the street.

- 3. The Housing Development Permit shall not be a contributing structure in a designated Historic Preservation Overlay Zone and shall not be on the City of Los Angeles list of Historical-Cultural Monuments.**

The Project Site is neither located within a designated Historic Preservation Overlay Zone nor listed on the City's list of Historical-Cultural Monuments.

- 4. The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.4908 of the Municipal Code.**

The project is neither located in a Hillside Area nor located in a Very High Fire Hazard Severity Zone.

TOC FINDINGS PURSUANT TO LAMC SECTION 12.22.A.25(g)(2)

On September 22, 2017, the Transit Oriented Communities (TOG) Guidelines became effective. On February 26, 2018 the TOC guidelines were amended with Technical Clarifications. The TOC Guidelines establish a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit. The subject property is located within 2,640 feet of a Major Transit Stop.

The Project Site is within a High Quality Transit Area (HQT⁴), which reflects areas with rail transit service or bus service where lines have peak headways of less than 15 minutes. The Los Angeles County Metropolitan Transit Agency (Metro) and the Los Angeles Department of transportation (LADOT) operates public transit in the area.

The Project Site is located less than a half-mile from a Major Transit Stop. Approximately 2,025 feet from the Project Site is the Westlake/MacArthur Park Metro Rail Transit Station that serves the Metro B Line (Red) and the Metro D Line (Purple). The B Line and D Line connect to several Metro Rail lines in downtown Los Angeles including the Metro E Line (Expo) and Metro A Line (Blue) at the 7th Street/Metro Center and Metro L Line (Gold) and Metrolink trains at Union Station.

The subject property is therefore located in Tier 3 of the Transit Oriented Communities Affordable Housing Incentive Program and is eligible for Tier 3 incentives. Tier 2 projects are eligible for the base incentives as well as up to three additional incentives provided the project reserve at least 10% of the total units for Extremely Low Income Households, at least 14% of the total units for Very Low Income Households, at least 23% of the total units for Lower Income Households.

The Project proposes to restrict 10% of the total units, or 15 units, as Extremely Low Income and is therefore eligible for base and additional incentives pursuant to the TOC Guidelines.

A. The Incentives are 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 record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for extremely low, very low, and lower 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.

The list of base incentives in the Transit Oriented Communities Guidelines were pre-evaluated at the time the Transit Oriented Communities Affordable Housing Incentive Program Ordinance was adopted to include relief mechanisms that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

⁴ http://gisdata-scag.opendata.arcgis.com/datasets/43e6fef395d041c09deaeb369a513ca1_1?geometry=-118.453%2C34.156%2C-118.359%2C34.181

Base Incentive:

Incentive 1: Pursuant to TOC Guidelines Section VI.1.a.iv, the Project is permitted up to a 70% increase in the allowable number of dwelling units permitted under the applicable zoning ordinance. The Project will provide 145 dwelling units.

Incentive 2: Pursuant to TOC Guidelines Section VI.2.a.(ii), the Project is permitted to provide a minimum of 0.5 required parking spaces per unit in an Eligible Housing Development located in Tier 3.

Incentive 3: Pursuant to TOC Guidelines Section VI.1.b.iv.: permitting an increase in the allowable FAR, from an allowable base FAR of 1.5 to 1 in the C2 Zone and 3 to 1 in the R4 Zone to an overall FAR of 4.11 to 1.

Additional Incentives:

Incentive 1: Pursuant to TOC Guidelines Section VII.1.a.ii.2.c, a project that is an Eligible Housing Development in Residential zones may utilize reductions of up to 30% of the required width or depth of two individual yards or setbacks.

Incentive 2: Pursuant to TOC Guidelines Section VII.1.a.ii.1, a Project that is an Eligible Housing Development may averaging the front yards of adjoining buildings along the same street frontage for a front yard reduction.

The requested yard reductions allow a building envelope that will accommodate 145 dwelling units including 15 Extremely Low Income dwelling units. The Project Site is generally rectangular, however a portion of the western frontage extends beyond familiar geometry. Additionally, the Project Site is located within two separate zones including the C2 zone and the R4 zone. But, not all C2 zoned lots are contiguous. Because of these special circumstances, the required yards do not allow for a building envelope, configuration, floor plan that supports the construction of housing or housing that can be provided at affordable costs.

The front yard in the R4 Zone is required to be 15 feet. The Applicant is requesting an Additional Incentive under the TOC Guidelines to average the front yards of adjoining buildings along the same street frontage, thereby permitting a front yard setback of 12.3 feet. The Project will provide a 13-foot front yard in the R4 zone fronting Beacon Street.

For a seven-story building, the required side yard is 5 feet with one foot added for each story above the second story. The side yard is required to be 10 feet. The Applicant is requesting an Additional Incentive under the TOC Guidelines to reduce the 10-foot required side yard setback by 30%, thereby permitting a side yard setback of 7 feet. The Project will provide a 9-foot side yard setback along the western interior property line.

For a seven-story building, the required rear yard is 15 feet with one foot added for each story above the third story. The rear yard is required to be 19 feet. The Applicant is requesting an Additional Incentive under the TOC Guidelines to reduce the rear yard setback by 30%, which would allow a 13.3-foot rear yard setback in lieu of the 19 feet required. The Project will provide a 15.3-foot rear yard.

Incentive 3: Pursuant to TOC Guidelines Section VII.1.e, the Project is permitted the “on-menu” incentive of LAMC Sec. 12.22A25(f)(8) to allow the averaging of floor area ratio, density, parking or open space, and permitted vehicular access over the Project Site.

The proposed use of multi-family development is permitted in the underlying C2 and R4 zones. Allowing the density to be averaged over the entire site enables the Applicant to develop a residential development with a well-designed site plan that incorporates the much-needed affordable housing units. The incentive to average the density allows the Project to be configured in a manner more efficient than otherwise possible. The requested incentive will allow the Project to provide the much-needed housing and expand affordable rental housing for income groups that need assistance.

B. The Incentives 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.

The proposed incentives will not have specific adverse impacts upon the public health and safety or the physical environment. On the contrary, the Applicant proposes a project designed to satisfy the requirements of the underlying zone, the General Plan, the Mobility Plan 2035, the Housing Element, the Health and Wellness Element, the Westlake Community Plan and the Westlake Recovery Redevelopment Plan without requesting significant entitlements that will relax or deviate from the Code required standards. The Applicant is only requesting Base and Additional Incentives per the Transit Oriented Communities (TOC) Guidelines that are permitted for an Eligible Housing Development consistent with Tier 3 of the TOC Incentives, Site Plan Review and Vesting Tentative Tract Map.

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,” pursuant to the definition contained in LAMC Section 12.22 A 25 (b).

Impacts as defined by the California Environmental Quality Act will be analyzed with technical studies within an appropriate environmental document.

VESTING TENTATIVE TRACT MAP FINDINGS

Pursuant to LAMC Section 17.03 and 17.15, the Applicant requests approval of Vesting Tentative Tract Map (VTT-83227), for condominium purposes to merge seven (7) lots and re-subdivide into one (1) ground lot, creating a mixed-use development consisting of 145 residential units, and approximately 2,000 square feet of commercial/retail space.

The Applicant also requests approval of a waiver of the Deputy Advisory Agency Parking Policy AA-2000-1 to allow a parking ratio of 0.5 residential parking space per unit consistent with Section VI.2.a.ii of the TOC Guidelines in lieu of the 2 residential parking spaces and 0.25 guest parking spaces per dwelling unit.

(a) That the proposed map is/will be consistent with applicable General and Specific Plans.

The Land Use Element is one of eleven elements of the General Plan and is comprised of 35 Community Plans, of which the Westlake Community Plan is one of them. In addition to the goals, objectives and policies contained within the Community Plan, the Land Use Element is implemented through the Los Angeles Municipal Code (LAMC). The zoning regulations contained within the LAMC regulates, but is not limited to, the maximum permitted density, height, parking and the subdivision of land, including the merger and resubdivision of parcels.

The proposed subdivision is regulated pursuant to Article 7 of the LAMC. Specifically, Section 17.05 C requires that Vesting Tentative Tract Maps be designed in compliance with the zoning applicable to the Project Site. The Project Site is located within the Westlake Community Plan, which designates a portion of the site as Highway Oriented Commercial, with a larger portion designated as High Medium Residential. The Project Site is located in a higher-density neighborhood as the surrounding properties along corridor streets, including James M. Wood Boulevard and Olympic Boulevard, are primarily zoned commercial with the C2 and C4 designations while the parcels along Beacon Avenue are primarily zoned residential with the multi-family designation of R4, thereby allowing a density of 1 unit per 400 square feet of lot area. As a result, the Project Site is an appropriate location for new multi-family housing and commercial development that does not require buffering from any lower-density residential neighborhoods.

In accordance with the TOC Guidelines, the Project will provide up to 145 residential units, of which 15 units, or 10% of the total density, would be set aside as Restricted Affordable to Extremely Low Income households, and 2,000 square feet of commercial floor area. Consistent with Section VI.2.a.ii of the TOC Guidelines, the Project is eligible to provide 0.5 vehicular residential parking spaces per unit, or 73 required parking spaces for the Project's residents. The Project proposes to provide a total of 174 residential parking spaces.

The Site is proximate to significant jobs and transit offering realistic opportunities for residents to reduce their reliance on the automobile for their sole source of mobility. The Site is less than a half mile from various high quality transit stops including the Westlake/MacArthur Park Metro Station which serves the Metro B Line (Red) and the Metro D Line (Purple). The B Line and D Line connect to several Metro Rail lines in downtown Los Angeles including the Metro E Line (Expo) and Metro A Line (Blue) at the 7th Street/Metro Center and Metro L Line (Gold) and Metrolink trains at Union Station.

This station also qualifies the site for a Tier 3 level TOC development as verified by an approved TOC Referral Form under PAR-2019-7619-TOC.

The Project Site is directly served by several bus lines. The bus lines south of the site that run east-west along Olympic Boulevard include Metro Line 28 and Metro Rapid Line 728. Metro Line 66 also runs along 8th Street.

The DASH Pico Union/Echo Park Route is located a block from the Project Site with a stop at James M. Wood Boulevard and Union Avenue. The DASH route accesses stops throughout the Pico Union and Echo Park communities. The DASH bus has stops near Good Samaritan Hospital, Belmont High School and the Grand/LATTC Metro Blue Line rail station.

Due to the multitude of transit options located in close proximity to the Project Site, the Applicant is requesting a waiver of the Deputy Advisory Agency's Parking Policy (AA 2001-1) to allow residential parking ratios in accordance with Section VI.2.a.ii of the TOC Guidelines of 0.5 space per unit. By having a reduced parking requirement, the Project will promote the goals of the Westlake Community Plan of reducing vehicular trips and congestion by offering less parking and promoting use of nearby transit.

The proposed tract map enables the consolidation of seven (7) lots and resubdivision into one (1) ground lot for the proposed mixed-use building. As discussed in prior findings, the design and Project scope is consistent with various elements and objectives of the General Plan.

In addition to LAMC Sec. 17.05 C, LAMC Section 17.06 B requires that the tract map be prepared by or under the direction of a licensed surveyor or registered civil engineer. The tract map was prepared by licensed surveyor Christopher M. Jones of KPFF Consulting Engineers, Inc. and contains information regarding the boundaries of the Project Site, as well as the abutting public rights-of-way. As the Project Site is comprised of legal lots which have frontage and access from James. Wood Boulevard and Beacon Avenue, an easement is not required for access purposes. The tract map indicates the tract number, project notes, legal description, contact information for the owners, subdividers, applicant and engineer, as well as other pertinent information as required by LAMC Sec. 17.06 B.

Based on the above and prior findings, the proposed map demonstrates compliance with LAMC Sections 17.05 C and 17.06 B and is consistent with the applicable General Plan. The Project Site is not governed by a specific plan or overlay district that regulates residential or commercial uses.

(b) That the site is physically suitable for the type of development.

The Project Site is physically suitable for the proposed type of development. The Project Site is easily accessible by both pedestrians, bicycles, mass transit and vehicular traffic and is well served by the infrastructure required by the proposed development.

The site is large enough to accommodate significant density. The Project Site is located in a higher-density neighborhood as the surrounding properties along corridor streets, including James M. Wood Boulevard and Olympic Boulevard, are primarily zoned commercial with the C2 and C4 designations while the parcels along Beacon Avenue are primarily zoned residential with the multi-family designation of R4, thereby allowing a density of 1 unit per 400 square feet of lot area. As a result, the Project Site is an appropriate location for new multi-family housing and commercial development that does not require buffering from any lower-density residential neighborhoods.

The existing site is underdeveloped with a surface parking lot within 2,025 feet from the Metro B

Line (Red) and the Metro D Line (Purple) at the Westlake/MacArthur Park Metro Rail Transit Station. The Project will establish 145 residential units on a property that is well-suited for such a use because the Project Site is located in close proximity to rail and bus transit options, numerous employment opportunities including the employment center of Downtown Los Angeles, health care and educational institutions, retail, restaurants, and entertainment options. Of the 145 residential units, 15 will be Restricted Affordable to Extremely Low Income households and the remaining units will be market rate. The Project will meet the needs of various resident income levels. The Project itself will also enhance the residential neighborhoods by providing approximately 2,000 square feet of commercial floor area, thereby establishing more neighborhood-service retail options for future residents and the surrounding community.

(c) That the site is physically suitable for the proposed density of development.

The Project's suitability for the proposed density is exemplified by its proximity to employment centers, health care and educational facilities and close proximity to excellent transit options including a Metro rail line. There is a vast array of proximate office, restaurant and commercial related jobs. The close proximity of this mixed-use development to all of these elements would allow project residents the real opportunity to use mass transit, walk, and bicycle or otherwise reduce their vehicle miles traveled to work, school and community amenities, and consequently make the site appropriate as an ideal higher density development site.

In September of 2017, the Transit Oriented Communities Affordable Housing Incentives Program (TOC) went into effect per adopted Measure JJJ. For qualifying Projects proximate to major transit stops which provide the requisite restricted affordable units on-site, base incentives of increases in density and Floor Area Ratio (FAR) were provided. For the subject site, its proximity to the Westlake/MacArthur Park rail station qualifies it for Tier 3 status per the TOC program. Consequently, it is eligible for a base incentive of a 70% density increase and a 50% increase in allowed FAR in the R4-zoned lots and a 3.75 to 1 FAR in the C2-zoned lots. The Project is availing itself of these base incentives to achieve the proposed density and FAR.

The Site is proximate to significant jobs and transit offering realistic opportunities for residents to reduce their reliance on the automobile for their sole source of mobility. The Site is less than a half mile from various high quality transit stops including the Westlake/MacArthur Park Metro Station which serves the Metro B Line (Red) and the Metro D Line (Purple). The B Line and D Line connect to several Metro Rail lines in downtown Los Angeles including the Metro E Line (Expo) and Metro A Line (Blue) at the 7th Street/Metro Center and Metro L Line (Gold) and Metrolink trains at Union Station.

This station also qualifies the site for a Tier 3 level TOC development as verified by an approved TOC Referral Form under PAR-2019-7619-TOC.

The Project Site is directly served by several bus lines. The bus lines south of the site that run east-west along Olympic Boulevard include Metro Line 28 and Metro Rapid Line 728. Metro Line 66 also runs along 8th Street.

The DASH Pico Union/Echo Park Route is located a block from the Project Site with a stop at James M. Wood Boulevard and Union Avenue. The DASH route accesses stops throughout the Pico Union and Echo Park communities. The DASH bus has stops near Good Samaritan Hospital, Belmont High School and the Grand/LATTC Metro Blue Line rail station.

Due to the multitude of transit options located in close proximity to the Project Site, the Applicant

is requesting a waiver of the Deputy Advisory Agency's Parking Policy (AA 2001-1) to allow residential parking ratios in accordance with Section VI.2.a.ii of the TOC Guidelines of 0.5 space per unit. By having a reduced parking requirement, the Project will promote the goals of the Westlake Community Plan of reducing vehicular trips and congestion by offering less parking and promoting use of nearby transit.

Based on the above, the site is physically suitable for the proposed density of development by this subdivision.

(d) That the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Currently, the site is located in an urbanized environment and surrounded by commercial and multi-family buildings. The Site is developed with a surface parking lot. Therefore, the Site and surrounding area does not provide a natural habitat for either fish or wildlife.

(e) That the design of the subdivision or type of improvements are not likely to cause serious public health problems.

The Vesting Tentative Tract Map No. 83227 was prepared by KPFF Consulting Engineers, Inc. in accordance with the requirements of LAMC Article 7, Section 17.06 B. The Tract Map provides all pertinent data including ownership and applicant information, project address, applicable zoning lot dimensions and areas, legal description and other pertinent survey data to the appropriate scale as established by professional standards of the LAMC Division of Land and the California Subdivision Map Act.

There are no identified potential public health problems caused by the design of the subdivision or the proposed improvements to this urban infill site. The development is required to be connected to the City's sanitary sewer system, where the sewage would be directed to the LA Hyperion Treatment Plant, which has been upgraded to meet State-wide ocean discharge standards. The proposed subdivision and subsequent project improvements would be subject to numerous provisions of the Los Angeles Municipal Code (e.g., the Fire Code, Planning and Zoning Code, Health and Safety Code) and the Building Code. Other health and safety related requirements mandated by law would apply where applicable to ensure the public health and welfare (e.g., asbestos abatement, seismic safety, flood hazard management).

Therefore, the design of the subdivision and the proposed improvements are not likely to cause serious public health problems.

(f) That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

There are no known easements acquired by the public at large for access through or use of the property within the proposed subdivision as identified on the tract map. Necessary easements for utilities will be acquired by the City prior to the recordation of the proposed subdivision.

Therefore, the design of the subdivision and the proposed improvements will not conflict with easements acquired by the public at large for access through or use of the property within the proposed subdivision.

(g) The design of the proposed subdivision will provide, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision. (REF. Section 66473.1)

In assessing the feasibility of passive or natural cooling opportunities in the proposed subdivision design, the Applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcels to be subdivided and other design and improvement requirements.

Providing for passive or natural heating or cooling opportunities would not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed.

The topography of the site has been considered in the maximization of passive or natural heating and cooling opportunities.

In addition, by obtaining a building permit, the subdivider considered building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.