

FINDINGS

SITE PLAN REVIEW FINDINGS

1. **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 elements of the General Plan establish policies that provide for the regulatory environment in managing the City and for addressing concerns and issues. There are 12 elements of the General Plan. The majority of the policies derived from these elements are in the form of code requirements of the Los Angeles Municipal Code. Except for those entitlements requested herein, the project does not propose to deviate from any of the requirements of the Los Angeles Municipal Code. The Land Use Element of the General Plan is divided into 35 Community Plans.

The subject property is located within the Wilshire Community Plan area which is one of the 35 Community Plans that make up the Land Use Element of the General Plan. The Wilshire Community Plan Area Map designates the subject property for High Medium Residential land uses corresponding to the R4 Zone. The subject property's R4 zoning is thus consistent with the General Plan's land use designation for the site. The property is not located within the boundaries of or subject to any specific plan, community design overlay, or interim control ordinance.

The proposed project is consistent with, and meets the goals, objectives, and policies of the Wilshire Community Plan. The proposed residential development will result in a net increase of 104 dwelling units on the subject property, adding new desirable multi-family housing to the region and contribute to the City's affordable housing stock. The project meets the intent of the following goals, objectives, and policies of the Wilshire Community Plan:

Goal 1: Provide a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Wilshire community.

Objective 1-1: Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010.

Policy 1-1.3: Provide for adequate Multiple Family residential development.

Objective 1-2: Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.

Policy 1-2.1: Encourage higher density residential uses near major public transportation centers.

Objective 1-4: Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped and senior citizens.

Policy 1-4.1: Promote greater individual choice in type, quality, price and location of housing.

The project makes a both practical and efficient use of the subject property by locating new, higher density residential development near transit lines and neighborhood services. The resulting development will thus be located in a manner that has the potential to reduce vehicular trips. The project will also provide a mix of market rate and affordable units, thereby promoting the provision of adequate housing for all persons relative to income. The project meets all applicable design guidelines and standards, and is a residential development with an appropriate, context-sensitive scale. The project will be conditioned and designed to contribute towards a pedestrian-friendly environment that is safe for all modes of transportation. Furthermore, the project is located within one-half mile of the Metro Route 28 and Metro Local 603 bus lines. The provision of well-designed multi-family housing, which includes restricted affordable units, ensures a project that will complement the existing neighborhood while also providing valuable housing stock to current and future residents.

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

Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

Policy 1.2-1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.

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

Policy 1.3-1: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

The project will redevelop a presently underutilized site consisting of a single-family dwelling and a four-unit apartment building with a new five-story residential building, containing a total of 109 dwelling units with 15 units reserved for Very Low Income Households, and one (1) dwelling unit reserved for Extremely Low Income Households. In addition, the residential development would accommodate a variety of household sizes with a mix of studio units, one-bedroom units, two-bedroom units, and four-bedroom units. The project site is located in long established residential neighborhood, that is fully built out with a variety of housing types. The project site is also located within one-half mile of Metro Route 28 and Metro Local 603 bus lines. The project's proximity to public transit would allow individuals to connect to essential services and centers, including employment centers, schools, and grocery markets. As such, the proposed project would complement the surrounding community while expanding housing opportunities along a transit-rich area.

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

- Policy 3.3:** Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.
- Policy 5.2:** Support ways to reduce vehicle miles traveled (VMT) per capita.
- Policy 5.4:** Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

The project site is located within a Tier 3 Transit Oriented Communities area, located within 500 feet of the intersection of Olympic Boulevard and Hoover Street where the Metro Route 28 and Metro Local 603 bus lines provide intersecting service at peak headways of 15 minutes or less. In addition, the project will provide a total of 88 bicycle parking stalls including, 80 long-term, and eight (8) short-term parking stalls. Bicycle parking will be located in areas that are easily accessible by both residents and visitors. Long-term bicycle parking will be housed in a bike room located on the ground floor at the northeast corner of the residential building, while short-term bike parking will be located in the front yard, north of the main pedestrian entrance facing Arapahoe Street. The project's proximity to multiple public transit lines and ample provision of bicycle parking provides residents access to various modes of transportation. The nearby public transit lines and provision of bicycle parking enable residents to access work centers, destinations, and other neighborhood services across Los Angeles. Furthermore, of the total parking number of vehicle parking stalls provided, 30 percent will be EV capable, which will further support and encourage the adoption of low and zero emission vehicles. Therefore, the project supports the reduction of VMT per capita, connecting individuals to public transportation infrastructure, and encourages the adoption of low and zero emission fuel sources.

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

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

The arrangement of the proposed development is consistent and compatible with existing and future development within the surrounding properties. The subject property is located within the Wilshire Community Plan area, with street frontage along Arapahoe Street. The project site is located mid-block between San Marino Street to the north, and Olympic Boulevard to the south.

The project will redevelop the subject site consisting of a single-family dwelling and a four-unit apartment building with a new five-story residential building, 60 feet in height, containing a total of 109 dwelling units with 15 units reserved for Very Low Income Households, and one (1) dwelling unit reserved for Extremely Low Income Households.

Properties within the vicinity of the project site are zoned R4-1 and are designated for High Medium Residential land uses. The surrounding properties are developed with single- and multi-family residential buildings ranging from two to six stories in height. Adjoining the project site to the north is a two-story apartment building. Abutting the subject site to the east, are properties developed with a surface parking lot, and a two-story single-family dwelling. Adjoining the project site to the south, is a three-story apartment building. Properties adjoining the subject site to the west are developed with three-story apartment buildings.

The proposed project, reaching a maximum height of 60 feet, containing five stories, and one level of subterranean parking, is within relative scale of the existing surrounding buildings, particularly those fronting along Hoover Street to the east, and Olympic Boulevard to the south. In addition, all vehicle parking will be located underground and will not be visible to the public right-of-way. Furthermore, the project meets minimum required setbacks, and provides a sufficient number of trees and landscaping that will help to maintain compatibility with neighboring properties.

Height, Bulk, and Setbacks

The subject property is zoned R4-1 and is designated for High Medium Residential land uses. The subject site's 1 Height District allows for unlimited building height and permits an unlimited number of stories. The project, therefore, is not requesting any height relief from the site's underlying zoning and proposes a maximum building height of 60 feet.

The R4-1 zoning of the site typically allows for a maximum Floor Area Ratio (FAR) of 3:1; however, as permitted through the Transit Oriented Communities (TOC) Affordable Housing Incentive Program and LAMC Section 12.22 A.25, Housing Developments may qualify for a FAR increase in exchange for setting aside a portion of the proposed residential units toward affordable housing. The project is therefore requesting a Base Incentive to permit an increase in the maximum allowable FAR by 50 percent. The project proposes an FAR of 3.46:1, equating to a total floor area of 66,040 square feet, in lieu of the otherwise permitted FAR of 3:1. The requested TOC Base Incentive to allow for an increased FAR is intended to allow for the construction of more units, including affordable units, while remaining in compliance with all other applicable zoning regulations. The incentive further supports the applicant's decision to reserve 15 units reserved for Very Low Income Households, and one (1) dwelling unit reserved for Extremely Low Income Households, and facilitates the creation of affordable housing units.

The project will meet all minimum setback requirements of the subject site's underlying R4-1 zoning. The project will observe an easterly front yard setback of 20 feet along Arapahoe Street, northerly and southerly side yard setbacks of 8 feet, and a westerly rear yard setback of 17 feet. The project is not seeking any Additional Incentives for deviations in required setbacks.

To minimize the bulk and massing of the proposed building, the project includes variations in building materials and the exterior walls of the building are also articulated, incorporating street-facing balconies and windows. The ground floor consists of a variation in wall treatments, including fiber cement vertical sliding, and smooth stucco integrated into the overall architectural style of the building. In addition, trees and landscaping are utilized to create an attractive buffer between the easterly exterior wall and the public right-of-way. The project design employs various architecture methods to establish a distinguishable and attractive building design. A variety of building materials and finishes, as well as landscape and hardscape materials, will result in a design that is complementary to the neighborhood.

Parking

The project proposes a total of 60 vehicle parking stalls and a total of 88 bicycle parking stalls including, 80 long-term, and eight (8) short-term parking stalls. Vehicle parking will be located within a single subterranean parking level and will not be visible from the public right-of-way or adjacent properties. Vehicular access to the project's subterranean parking level is provided by a single two-way driveway located at the northeast corner of the building adjoining Arapahoe Street. The project would reduce the number of curb cuts at the site, by removing one existing driveway on Arapahoe Street. By consolidating the two existing driveways into a single driveway at the northeast corner of the project site, the project will help to create a more pedestrian-friendly environment. Bicycle parking will be located in areas that are easily accessible by both residents and visitors. Long-term bicycle parking will be housed in a bike room located on the ground floor at the northeast corner of the residential building, while short-term bike parking will be located in the front yard, north of the main pedestrian entrance facing Arapahoe Street. The proposed locations of the bicycle parking will ensure easy bike access for residents and visitors and support alternative modes of transportation. Therefore, for the reasons stated above, the off-street parking facilities will be compatible with the existing and future developments in the neighborhood.

Lighting

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

Landscaping

The project will provide 2,877 square feet of landscaped area throughout the interior and along the perimeter of the subject property. The planting palette consists of a variety of shrubs, perennials, and trees that are intended to provide shading where needed, reduce surface temperatures, as well as maintain compatibility with adjacent residential uses. The project will provide a total of 28 trees inclusive of six (6) existing street trees located along the westerly side of Arapahoe Street. In addition, the project has been conditioned to require that all areas not used for buildings, driveways, or amenities will consist of landscaping. Therefore, as designed and conditioned, the on-site landscaping of the proposed project will be compatible with the existing and future developments in the neighborhood.

Trash Collection

The project will include centralized on-site trash collection for both refuse and recyclable materials, in conformance with the LAMC. Compliance with these regulations will allow the project to be compatible with existing and future development. Additionally, all trash and recycling areas are conditioned to be enclosed and not visible to the public. Trash collection will occur within two separate trash/recycle rooms located at the ground floor of the building. The project includes trash and recycling chutes throughout the building to encourage recycling and keep trash and recycling hidden from the view of residents and neighbors. Therefore, as proposed and conditioned, the project is compatible with existing and future development on neighboring properties.

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

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

The project provides several recreational amenities for the residents of the project. Pursuant to Section 12.21-G,2 of the LAMC, there shall be 100 square feet of open space provided for each residential unit having less than three habitable rooms; 125 square feet of open space provided for each residential unit consisting of three habitable rooms; and 175 square feet of open space provided for each residential unit containing more than three habitable rooms. The project proposes a five-story residential building containing a total of 109 dwelling units with 15 units reserved for Very Low Income Households, and one (1) dwelling unit reserved for Extremely Low Income Households. The proposed building's residential units will consist of one (1) studio unit, 102 one-bedroom units, four (4) two-bedroom units, and two (2) four-bedroom units. Whereas 11,150 square feet of open space is required by the LAMC, the project will provide approximately 11,703 square feet of open space that is comprised of private balconies, a fitness center, courtyard, multipurpose room, and roof decks. These amenities would provide residents with spaces for gathering, socialization, recreation, and relaxation. The project will provide 2,877 square feet of landscaped area throughout the interior and along the perimeter of the subject property. All of the outdoor spaces will be landscaped and planted with a variety of trees and other plants, which will provide shade and greenery for residents, enhance the physical environment, reduce surface temperatures, and reduce potential impacts on adjacent properties. For transit-dependent residents, the subject property is located approximately 500 feet from the Metro Route 28 and Metro Local 603 bus lines that provide intersecting service at peak headways of 15 minutes or less. Lastly, the project will provide a total of 88 bicycle parking stalls that will be located in areas that are easily accessible by both residents and visitors. Therefore, the project provides many different recreational and service amenities which will improve habitability for residents and will minimize impacts on neighboring properties.

ADDITIONAL MANDATORY FINDINGS

4. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C, areas minimal flooding.
5. It has been determined based on the whole of the administrative record that the project is exempt from CEQA pursuant to State CEQA Guidelines, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2, applies. The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "In-fill Projects". The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting five established conditions and if it is not subject to an Exception that would disqualify it. The Categorical Exception document attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption.