

FINDINGS

Density Bonus/Affordable Housing Incentives / Waivers Compliance Findings

1. Pursuant to Section 12.22-A,25 of the LAMC and Government Code 65915, the Commission shall approve a density bonus and requested incentive(s) /waiver(s) unless the director finds any of the following:

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

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

Floor Area Ratio (Off-Menu Incentive) – The subject property is zoned [Q]C2-1-CDO. Pursuant to LAMC Section 12.22-A.25(g)(3), the project is requesting an Off-Menu Incentive for an increase in the FAR of the project site. The C2 zone in Height District 1 generally permits a 1.5:1 FAR. In this case, the project has requested an Off-Menu Incentive to allow an increase in the FAR for the project site for an FAR of 4:1 to allow 416,915 square feet of floor area.

The requested increase in FAR will allow for the construction of affordable units in addition to larger-sized dwelling units and retail space at the ground level. Granting of the incentive would result in a building design and construction efficiencies that provide for affordable housing costs; it enables the developer to expand the building envelope so that additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. The requested Incentive provides actual and identifiable cost reductions that provide for affordable housing costs because the incentive by nature increases the building envelope of the project so that additional residential units can be provided, including additional market-rate units that can generate income to subsidize the provision of the project's restricted affordable units.

Side Yard Reduction (Off-Menu Incentive) – The subject property is zoned [Q]C2-1-CDO. Pursuant to LAMC Section 12.22-A.25(g)(3), the project is requesting an Off-Menu Incentive for a 55 percent reduction in the westerly side yard of the proposed project to allow five feet. Pursuant to LAMC Section 12.14.C.2, the underlying zone would otherwise require the project to provide an 11-foot westerly side yard.

The requested reduction in yard setback will allow for the construction of affordable units in addition to larger-sized dwelling units and retail space at the ground level. Granting of the incentive would result in a building design and construction efficiencies that provide for affordable housing costs; it enables the developer to expand the building envelope so that additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. The reduced

yard creates a larger floor plate that allows more habitable floor area and more units to be built on each floor, thus avoiding a taller development that is more expensive to build. This construction cost savings is then passed on to each of the units in the project, including the affordable units.

Residential Ground Floor (Off-Menu Incentive) – The subject property is zoned [Q]C2-1-CDO located in the Downtown Westchester Community Design Overlay (CDO). Pursuant to LAMC Section 12.22-A.25(g)(3), the project is requesting an Off-Menu Incentive for relief from the Downtown Westchester CDO Standard 5a, to allow residential units on the ground floor in the form of live/work units. Pursuant to the Downtown Westchester Community CDO Standard 5a, residential uses on the ground floor are prohibited.

The commercially oriented work-space of these live-work units will be located on the ground floor, with the living space located on the second floor, demonstrating consistency with the spirit of this standard. Allowing these units to be located on the project's ground-floor will allow for the provision of much-needed flexible live-work space in this area of the City, which is in high demand. By being able to provide these desirable units and attract the anticipated rental income for these units, the project's long-term economic feasibility will be enhanced, which will assist with offsetting the costs of providing the restricted affordable residential units.

The project provides 15 percent of the base units for Very Low Income Households to qualify for the Density Bonus and the requested Incentives. The requests will allow the developer to expand the building envelope so the affordable units can be constructed, and the overall space dedicated to residential uses is increased. The increase in FAR, reduction in the westerly side yard and allowing live/work units on the ground floor will allow for the construction of additional market rate floor area whose rents will subsidize the construction and operational costs of the affordable units. These Incentives support the applicant's decision to set aside 64 dwelling units for Very Low Income Households for 55 years.

- b. The incentives or waivers will 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 are 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.***

There is no substantial evidence in the record that the proposed incentives will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22-A,25(b)). As required by Section 12.22-A,25(e)(2), the project meets the eligibility criterion that is required for density bonus projects. The record does not identify a public health and safety standard in relation to this finding.

The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. There is no evidence in the record which identifies any objective health and safety standard that has been exceeded or violated. Therefore, there is no substantial evidence that the project's proposed incentives will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California

Register of Historic Resources. Based on the above, there is no basis to deny the requested incentives.

c. *The incentives are contrary to state or federal law.*

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

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

a. *The Waiver(s) will have specific adverse impact upon public health and safety or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.*

There is no substantial evidence in the record that the proposed waivers of a development standard will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). The record does not identify a public health and safety standard in relation to this finding.

The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. There is no evidence in the record which identifies any objective health and safety standard that has been exceeded or violated. Therefore, there is no substantial evidence that the project's proposed waivers will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources. Based on the above, there is no basis to deny the requested waivers.

b. *The waiver[s] or reduction[s] of development standards will not have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)).*

A Density Bonus project may request other "waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)).

Transitional Height – The subject property is zoned [Q]C2-1-CDO. Pursuant to LAMC Section 12.21.1 A.10, the property is subject to transitional height requirements limiting the overall height to 61 feet within 100-199 feet of an RW1 or more restrictive zone. The

project request includes a waiver of development standard to allow 96 feet within 100-199 feet of an R1 zone.

The property is approximately 100 feet from the R-1 zone across the street on La Tijera Boulevard, which subjects a significant portion of the site to a 61-foot height limit without the requested waiver. In lieu of strictly adhering to the LAMC transitional height limit, but consistent with the goal of providing height relief facing the low density residential neighborhood, the project has been stepped back to provide the majority of the building mass along Truxton Avenue and Manchester Avenue and provides a stepped back height along Truxton Avenue. The proposed modifications to this transitional height requirement allow for a larger building envelope and full utilization of the requested 85 percent density bonus as well as the additional floor area obtained through a density bonus off-menu incentive.

Strict compliance with this provision would limit the building height along Manchester Avenue to only 61 feet, resulting in a loss of approximately 101 units as compared to the proposed project height and envelope. Without the requested waiver of transitional height, the total project size would be reduced by approximately 25 percent, and affordable units by approximately 60 percent.

Ground Floor Residential Setback – The subject property is zoned [Q]C2-1-CDO located in the Downtown Westchester Community Design Overlay (CDO). Pursuant to the Downtown Westchester Community CDO Standard 5c, a five-foot setback is required along Manchester Avenue. The project request includes a waiver of development standard to allow for a reduction in the required setback along Manchester Avenue in lieu of the otherwise required five-foot setback.

This waiver is necessary to allow the project to be developed at its proposed density and floor area, as imposing this setback requirement would result in removing a portion of the currently proposed building envelope along Manchester Avenue and a corresponding reduction in residential floor area for the project.

As proposed, the granting of these waivers will allow for the development of the proposed mixed-use building with the inclusion of the affordable residential units because the quantity of units allowed under the density bonus within the 4 to 1 floor area ratio, reduction in the westerly side yard and allowing live/work units on the ground floor granted under the Incentives allows for the development of the affordable units. As presented by the applicant, without the requested transitional height and setback reduction waivers, floor area located within the additional height and setback would be physically precluded from the project preventing the construction of the proposed floor area and units described in the plans.

c. The Waivers are contrary to State/federal law.

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

Main Conditional Use Findings

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

The subject property is comprised of two (2) lots resulting in approximately 105,267.5 square feet (2.42 acres) of lot area and is zoned [Q]C2-1-CDO with a land use designation of Community Commercial. The site is located within the Westchester-Playa Del Rey Community Plan and has frontage along Manchester Avenue, La Tijera Boulevard and along Truxton Avenue. The property is currently improved with a Pep Boys Auto Shop and a Del Taco drive-through fast-food restaurant that will be demolished to accommodate the proposed development.

The Main Conditional Use permit provides an umbrella entitlement with conditions that will apply to the subject property and in general to all subsequent tenant spaces. Additionally, each tenant space will be required to file for a Main Plan Approval which will detail the operational conditions tailored to the specific use. The Main Conditional Use Permit allows the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption within up to 16,120 square feet of commercial space and with an on-site 2,345 square-foot covered outdoor public plaza with general hours of operation from the hours of 7:00 a.m. to 2:00 a.m. daily. Commercial tenants have not been identified at this time, subsequent Main Plan Approvals (MPAs) would be required to approve the precise operational characteristics of each of the tenants, and to impose relevant conditions of approval.

The sale and dispensing of alcoholic beverages, in conjunction with the proposed new mixed-use development, will enhance the built environment in the surrounding neighborhood and will provide a service that is beneficial to the community. The project will increase the economic vitality of the area by occupying and activating the commercial component of the proposed new development, thereby contributing to the development of an attractive neighborhood-serving, and pedestrian-oriented mixed-use development that will enhance the physical environment and attract patrons. Approval of the request contributes to the nature of the development in the area which caters to a variety of needs and provides a variety of alternative to dining and retail options for residents, visitors, and employees. As such, the proposed mixed-use development project will enhance the built environment in the surrounding neighborhood and will also provide a service that is essential and beneficial to the community and the city.

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

The grant authorizes the on-site and off-site sale and dispensing of a full line of alcoholic beverages in conjunction with maximum of 16,120 square feet of commercial floor area and an on-site courtyard public plaza within the proposed mixed-use development. The location of the site is convenient to the residents, visitors, and employees of Westchester because the project site is located along Manchester Avenue, a heavily traveled commercial corridor which is easily accessible by multiple forms of transportation.

The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect adjacent properties. The project site is currently developed with two commercial buildings and is proposed to be redeveloped with the new mixed-use Project. The MCUP request herein is for the sale and dispensing of alcohol associated with the commercial component of the new development, specifically occupying a maximum of 16,120 square feet of commercial floor area. The physical development itself is proposed pursuant to State Density Bonus law, and the alcohol request herein does not affect the physical attributes of the project, including height, size, and floor area.

The subject property is zoned and developed in a manner consistent with both the City's desired land use designation for the site and the surrounding area. The property is located within the Westchester-Playa Del Rey Community Plan, an urbanized area that consists largely of commercial uses along major streets, as well as single-family residential neighborhoods. The traditional land use pattern of this section of Manchester Boulevard includes mixed-use buildings, strictly commercial and residential, and institutional uses ranging from one to thirteen stories. The block immediately east of the Project at the intersection of La Tijera Boulevard and Manchester Avenue includes a six-story and five-story building. The Kittyhawk single-family residential neighborhood is located across La Tijera Boulevard to the east, while a mix of commercial and residential uses are located across Truxton Avenue on several side streets south of Manchester Boulevard. The Project fits in with the context of these taller buildings along Manchester Avenue and is appropriate as a gateway project into the Westchester Town Center. The building is mindful of the nearby residential neighborhood by providing a step-back from the R-1 Zone across La Tijera Boulevard. The sale of alcohol within the proposed project will occur within a carefully controlled environment, thereby preventing potential adverse effects on adjacent properties or the surrounding neighborhoods. As a commercial service development with alcoholic beverage sales that are incidental to potential restaurant service, the proposed operations are unlikely to have any significant adverse impacts. Alcoholic beverage service will be self-contained on the project site within internal designated areas; thus, the requested MCUP will not likely have any significant additional adverse impacts and will be compatible with adjacent properties and the surrounding community.

As stated, the Main Conditional Use permit provides an umbrella entitlement with conditions that will apply to the subject property and in general to all established. Additionally, each tenant space will be required to file for a Main Plan Approval which will detail the operational conditions tailored to the specific use. Floor plans, seating limitations, entertainment, and the mode and character of each individual operations, will be addressed and enforced through the imposition of specific conditions. This will allow for further evaluation and continuous monitoring ensuring that the restaurants will not adversely affect the welfare of the community. The conditions of the instant grant and of subsequent Main Plan Approval review will ensure that the location and other characteristics of the proposed use will be compatible with and will not adversely affect or degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

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

The City of Los Angeles' General Plan consists of elements that dictate policies that provide the regulatory environment in managing the City and addressing environmental concerns. The resulting policies from these Elements are translated into requirements of Los Angeles Municipal Code. The Land Use Element of the City's General Plan divides the City into 35 Community Plans. The subject site is located in the Westchester-Playa Del Rey Community Plan Area. The Westchester-Playa Del Rey Community Plan Map designates the property for Community Commercial land use with the corresponding zones of C2, C4, CR, RAS3, and RAS4. and Height District No. 1. The land use designation and surrounding zoning permits for a variety of mixed commercial and residential uses including the subject commercial uses within the proposed mixed-use development. The Westchester-Playa Del Rey Community Plan text is silent regarding alcohol sales however, the conditional authorization for the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption within the subject site is allowed through the approval of the requested entitlement, subject to certain findings.

Framework Element

The Framework Element of the General Plan sets forth the policy goals for the City as it relates to new development. The subject property has a land use designation of Community Commercial pursuant to the Community Plan and is located within a designed Community Center under the Framework Element. As it relates to Chapter 3 of the Framework Element, which discusses land use, the granting of the instant MCUP request would be consistent with the following Goal, Objective, and Policy:

Goal 3D: Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles' neighborhoods.

Objective 3.8: Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit

Policy 3.8.2: Encourage the retention of existing development and development of new commercial uses that primarily are oriented to the residences of adjacent neighborhoods and promote the inclusion of community services

Alcoholic beverage service in conjunction with up to 16,120 square feet of commercial space and an on-site courtyard public plaza within the proposed new development will enhance and support the commercial component of the proposed mixed-use project. It will contribute to the vitality of the neighborhood and enhance neighborhood activity, drawing patrons into the site which will include new commercial offerings as well as accessible open space. The proposed sale and dispensing of alcoholic beverages will contribute to the economic viability and vitality of the neighborhood, in furtherance of the above Goal, Objective, and Policy.

Chapter 7 of the Framework Element sets forth Goals, Objectives, and Policies related to Economic Development. The Main Conditional Use Request is consistent with the following Goal and Objective related to Economic Development:

Goal 7C: A City with thriving and expanding businesses.

Objective 7.3: Maintain and enhance the existing businesses in the City.

The sale and dispensing of alcoholic beverages within the commercial component of the proposed development will contribute to the economic viability of the project and the surrounding community by replacing two (2) underutilized commercial buildings with a new mixed-use development including 489 new residential units as well as ground-floor commercial uses. The requested MCUP herein will further enhance and support the success of those operations

Westchester-Playa Del Rey Community Plan.

The Community Plan text includes the following relevant land use Goal, Objectives and Policies:

Goal 2: *Encourage a strong and competitive commercial sector that promotes economic vitality and serves the needs of the Westchester-Playa del Rey community through safe, accessible, and well-designed commercial districts, while preserving the historic and cultural character of the community.*

- Policy 2-1.1: *New commercial uses should be located in existing established commercial areas or shopping centers*
- Policy 2-1.2: *Protect existing and planned commercially zoned areas, particularly within designated Commercial Centers, from encroachment by stand alone residential development*
- Policy 2-1.3: *Enhance the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood*
- Policy 2-2.1: *Encourage pedestrian-oriented development in appropriate areas, to include Downtown Westchester, Loyola Village, Playa Del Rey and Playa Vista.*
- Policy 2-2.2: *In appropriate areas, encourage the incorporation of retail, restaurant, and other commercial uses in the ground floor street frontage of structures to promote a more lively and pedestrian oriented commercial environment.*
- Policy 2-2.3: *Encourage mixed-use development in appropriate commercial areas to stimulate pedestrian activity and provide housing near employment, shopping, and other services*

The proposed project includes the development of a mixed-use building with ground floor commercial uses for both retail and dining, including a focus on pedestrian oriented outdoor dining to activate the street frontage along Truxton Avenue, and enhance the existing commercial area along 87th Street. The development of the subject property of this type and scale will ensure the existing commercial neighborhood in Downtown Westchester remains a viable focal point for the community and will add numerous residents to patronize businesses in the area. The sale and dispensing of alcohol associated with the proposed commercial spaces within the proposed new development will help strengthen the economic base of the area and introduce new commercial uses within an existing established commercial area. The proposed new development has been designed to achieve a high level of quality and will be compatible with existing uses and development. Therefore, the requested MCUP is consistent with the Westchester-Playa Del Rey Community Plan in that the project will implement the abovementioned goals, objectives and policies of the Plan.

6. The proposed use will not adversely affect the welfare of the pertinent community.

The approval of the subject request for a MCUP to allow the sale and dispensing of a full line of alcoholic beverages in conjunction with an approximately 16,120 square feet of commercial space and an on-site courtyard public plaza will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity in which the property is located. The establishments serving alcoholic beverages will be part of a controlled mixed-use development consisting of a multi-story building with 489 units and a public facing plaza and courtyard space with room for outdoor dining.

The area surrounding the site is a mix of office, residential buildings and commercial uses. The request for on-site and off-site alcohol sales will be compatible with the surrounding uses, providing a place for residents, guests, visitors, office workers, and shoppers to eat, drink, and socialize, contributing to the continued economic vitality of the neighborhood. The project will upgrade the neighborhood physically through the enhanced use of an underutilized site that currently contains a fast-food drive-through restaurant and a Pep Boys Auto Services.

The proposed use will contribute to the continued development of the area. The grant authorized herein incorporates a number of conditions which have been imposed upon the project site to maintain its compatibility with the character of the immediate neighborhood. With oversight from the California Department of Alcoholic Beverage Control and specific conditions that will be imposed upon each restaurant during the Main Plan Approval process. Such imposition of conditions will make the use a more compatible and accountable neighbor to the surrounding uses. Conditions are intended to integrate the use into the community as well as protect community members from potential adverse impacts associated with alcohol sales. Therefore, the granting of the request will not adversely impact the welfare of the pertinent community.

- 7. The granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.**

According to the California Department of Alcoholic Beverage Control ("ABC") licensing criteria, two (2) on-sale and one (1) off-sale alcoholic beverage licenses are allocated to subject Census Tract No. 2780.01. Data provided on the ABC's License Query System indicate that there are 17 existing on-site and six (6) existing off-site alcoholic beverage licenses within the subject Census Tract.

According to statistics provided by the Los Angeles Police Department Pacific Division, which has jurisdiction over the subject property within Crime Reporting District No. 1487, a total of 193 crimes were reported in 2023 (172 Part I Crimes and 21 Part II Arrests) compared to the citywide average of 162 crimes and arrests and the high crime average of 194 crimes for 2023. In 2023, there were (0) Narcotics, (0) Liquor Law, (0) Public Drunkenness, (0) Disturbing the Peace, (12) Disorderly Conduct, (0) Gambling, and (3) DWI related arrests. These numbers do not reflect the total number of arrests in the subject reporting district over the accountable year. Arrests for this calendar year may reflect crimes reported in previous years.

Concentration can be undue when the addition of a license will negatively impact a community. Concentration is not undue when the approval of a license does not negatively impact an area, but rather such a license will benefit the public welfare and convenience. The subject site is located within a Census Tract where the number of active on-site ABC licenses exceeds ABC guidelines above the number allocated for the census tract. The crime rate in the reporting district where the subject site is located is also slightly higher than those rates identified for the City. However, no evidence was submitted to the record establishing any link between the subject site and the area's crime rate. The request is to authorize the sale and dispensing of alcoholic beverages in conjunction with commercial space and an on-site courtyard public plaza. The incidental sale, dispensing and on-site and off-site consumption of alcoholic beverages within the mixed-use development is not expected to result in any nuisance activity or contribute to the areas crime rate.

The location is along a commercial corridor where there is a concentration of retail, entertainment, restaurants, and offices. Negative impacts commonly associated with the sale and dispensing of alcoholic beverages such as criminal activity, public drunkenness, and

loitering are minimized by the conditions of approval that are imposed by this grant. Therefore, approval of the request will not contribute to the area's crime and will not result in an undue concentration of licensed premises.

- 8. The proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.**

The project site is zoned for commercial uses and will be utilized as such with the proposed use of the subject site. There are residential uses located within a 1000-foot radius of the subject site. The approval of the Main Conditional Use Permit is not anticipated to impact the sensitive uses or residentially zoned communities negatively by the sale, dispensing, on-site and off-site consumption of a full line of alcoholic beverages in conjunction with the proposed commercial spaces and on-site courtyard public plaza within a proposed mixed-use development on the subject site. The project is consistent with the zoning and in keeping with the existing uses adjacent to the project site. The distance of the subject property from the nearby sensitive uses has been considered and the conditions of the grant address safety, noise, and security to protect the health, safety and welfare of the community. The availability of alcohol service for on-site and off-site consumption within the proposed mixed-use development will contribute to the continued development of the community and will serve the residents and the local employees as well as visitors. Therefore, as conditioned, the project will not detrimentally affect residentially zoned properties or any other sensitive uses in the area.

Downtown Westchester Community Design Overlay Findings

Pursuant to LAMC Section 13.08 E., no building permit shall be issued for any project until a Design Overlay Plan has been submitted and the appropriate findings are made.

- 9. The project substantially complies with the adopted Community Design Overlay Guidelines and Standards.**

Setback

Guideline 1: Encourage an inviting pedestrian environment and provide for streetwall continuity by locating buildings so they front the main commercial street, and encourage active public uses, such as additional street trees, outdoor seating, kiosks, forecourts, and arcades.

Standard 1a: For all projects with ground-floor commercial uses, the ground-level exterior streetwall shall be located not more than 2 feet from any property line abutting the front yard.

Standard 1b: Buildings shall form common and semi-continuous building walls along Sepulveda Boulevard and Manchester Avenue.

The proposed project front yard is along La Tijera Boulevard, and the building's ground-level exterior street wall is located zero feet from the property line. The project provides a continuous building line along Manchester Avenue. Therefore, the project complies with Standard 1a and 1b.

Parking and Access

Guideline 2: Improve streetwall continuity and encourage a safe and inviting pedestrian environment by locating parking away from the streetwall and minimizing direct driveway access from major streets. Design parking facilities that do not depreciate the visual quality of the downtown.

Standard 2a: Parking for all new buildings should be located underground, when possible.

Standard 2b: Surface parking lots shall not be located between the front property line and the primary building/storefront but rather to the rear of all structures, provided there is vehicular access from side streets or alleys to the rear of the lot. Drive-through establishments are prohibited.

Standard 2c: Free-standing parking structures (meaning those structures that contain only parking and no retail, housing, or other non-parking uses) shall be located to the rear of lots, not directly abutting Sepulveda Boulevard or Manchester Avenue. Such parking structures shall be visually compatible with other structures associated with the project, in terms of material, color, and design.

Standard 2d: Rear parking structures, structures with retail on the ground floor or other pooled parking alternatives shall be included, where feasible, to promote fewer surface parking lots and greater buildable area for retail space.

Standard 2e: New driveways or curbcuts along Sepulveda Boulevard and Manchester Avenue are prohibited. Sepulveda Boulevard and Manchester Avenue shall be maintained and improved to promote pedestrian activity and walkability.

Standard 2f: Adequate lighting shall be provided along all pedestrian walkways and vehicular access ways. Lighting shall be designed to prevent spill-over and glare.

Standard 2g: No new project, change-of-use or building modification shall result in the reconfiguration, separation, division, walling, fencing or otherwise impede existing shared parking facilities and lots.

The proposed project provides two (2) levels of subterranean parking, at-grade parking, and one (1) level of above grade parking. The above grade parking is entirely screened by active uses on all levels of the project. There is no above-grade parking that will be visible from any public street or surrounding properties. This above grade parking is necessary to meet the parking requirement for the site, and to provide enough parking to serve the community. Additionally, parking is provided within the interior of the building footprint due to its frontage on three (3) streets and the triangular nature of the site. There is no freestanding parking structures proposed with the project. The building provides ample retail space and a combined parking lot for commercial and residential uses proposed. There are no proposed driveways or curb cuts along Sepulveda Boulevard and Manchester Avenue. As proposed, the project will provide adequate lighting along pedestrian walkways and vehicular access ways that is oriented toward the site and minimizes impacts toward the residential neighborhood and will not affect an existing shared parking facility or lot. Therefore, as proposed, the project complies with Standard 2a through 2g.

Ground-floor Façade Articulation

Guideline 3: Heighten visual interest and enhance pedestrian orientation by incorporating three dimensional elements and material variation into the ground-floor façade of buildings. These elements and variations include: changes in building materials, texture and color; generously sized transparent display windows; arcades, canopies, and awnings; cornices; other details such as transom windows and over doors.

Standard 3a: For commercial buildings, at least 60 percent of the building façade at ground level shall consist of doors and windows. Windows and doors should allow views into building interiors and/or to merchandise displays; transparent, non-reflective glass shall be used. A minimum of 70 percent of window bases on a premise shall be set three feet or lower from the ground on building façade.

Standard 3b: For all buildings, one or more of the following vertical elements: columns, pilasters, indentations, storefront bays, material treatment, landscaping, shall be employed for every twenty-five horizontal feet of building façade.

The proposed project involves the construction of a new mixed-use development. The ground level is composed of a combination of commercial spaces, live/work residential units and lobby space. All of which are proposed to have continuous storefront systems. All of the proposed storefronts will contain transparent, non-reflective glazing with sill located at the finish floor in all spaces. The proposed design includes a variety of elements to break down the building façade. At the ground level a rhythm of pilasters, material changes and landscaping has been incorporated. The building façade above the ground level incorporates undulating massing breakdown that includes indentations, openings, terracing, and material changes. The building incorporates indentations, projections, and material changes ranges from six (6) inches to four (4) feet along the entirety of the building exterior. Therefore, as proposed, the project complies with Standard 3a and 3b.

Massing and Articulation of Upper Stories

Guideline 4: Provide visual interest and enhance the public realm by employing rhythmic, three-dimensional variations in massing and building form, including the use of recessed windows, towers, columns, cornices, and changes in the wall plane. Minimize building mass impacts on adjacent residential neighborhoods by allowing for ventilation, light, and privacy.

Standard 4a: For every 40 horizontal feet of façade abutting the street, multistory projects shall provide at least one three-dimensional variation per story above the first, in the overall building form. The variations can be combined to extend along several stories. Thus, for example, a four-story project might provide a one-foot projection from the wall plane that extends across two stories and also provide a recessed balcony on the fourth story.

The proposed project includes a design that provides the required elevational three-dimension variation through the proposed rhythmic columns and pilasters which have a minimum protrusion from the storefront of 12 inches; forming the 'base' aesthetic for the building. Above the commercial base the design is composed of undulating masses breaking down the building façade with protrusions, recesses, material changes, and recessed balconies. These changes in building wall plane range from 12 inches to five (5) feet. Therefore, the proposed project complies with Standard 4a.

Mixed-Use Residential and Commercial Structures

Guideline 5: Allow for a variety of building types that include residential uses, while protecting the important function of the commercial center to meet the needs of the community with service, retail, and eating establishments. Continue to promote a vital, active street by integrating multiple land uses and minimizing the potential for extended lengths of street front to discontinue commercial uses.

Standard 5a: Ground floor residential uses are prohibited. Residential uses may be located on upper floors and accessed through an entrance and lobby on the ground floor. Residential entrances and lobby areas shall account for no greater than 50% of any ground floor with the balance dedicated to commercial activity.

Standard 5b: Residential floors shall be visually differentiated from the ground floor through changes in material, color, plane or setback.

Standard 5c: Residential floors facing Sepulveda Boulevard or Manchester Avenue shall be setback a minimum of five (5) feet from the ground floor frontage below.

The proposed includes the development of a mixed-use building with 489 dwelling units and ground floor commercial space. The requested entitlements include a Density Bonus off-menu incentive to allow live work units on the ground floor. The only units provided at the ground floor are live/work units. These are two-story units with the living areas located on the upper floor; and workspace located at the ground floor. As such, a density bonus incentive to deviate from this standard has been requested, which will enhance the financial viability of the project and achieve cost reductions to allow the provision of affordable units. Notwithstanding, by providing the commercial component of the proposed live-work units at the ground floor, the building is complying with the spirit of this standard. The project provides a change in materials and color to accentuate the different between the ground floor commercial uses and upper residential floors. Additionally, the entitlement request includes a waiver of development standard to allow a zero-foot setback along Manchester Avenue which is required to provide the project's proposed number of units and the proposed amount of floor area to provide the requisite number of affordable units. Therefore, with the approval of the incentive and waiver, the project complies with Standard 5a through 5c.

Mixed-Use Development along Sepulveda Boulevard

Guideline 6: Allow for more intense development along Sepulveda Boulevard within Height District 2 while maintaining a human scale and commercially anchored mixed-use environment.

Standard 6a: For any project located adjacent to an R2, R1 or more restrictive zone, the portion of the building that is within 60 feet of an R2, R1 or more restrictive zone shall be limited to 50 feet in height.

Standard 6b: For any project more than 150 feet in width, the floors above the ground floor shall be broken into at least two separate masses that visually read as separate buildings.

The proposed project is not located along Sepulveda Boulevard. Therefore, Standards 6a and 6b do not apply.

Entrances

Guideline 7: Emphasize pedestrian orientation and accessibility by creating well articulated and inviting building entrances, and by orienting these entrances towards the primary street.

Standard 7a: All buildings shall have a ground floor whose primary entrance is oriented towards the main commercial street. This may include entrances accessed through courtyards, arcades, or forecourts abutting the main commercial street.

Standard 7b: Secondary entrances may be provided on the intersecting street and to the rear in addition to entrances provided along the main commercial street. The intersecting street entrance shall be permitted not more than 40 feet from the lot line abutting the street if the lot is adjacent or abutting a residential zone.

Standard 7c: Building entrances should be recessed and defined by distinct architectural treatments, including: variation in materials, lighting, awnings, textured paving, attractive signage, and planters.

Standard 7d: Projects on corner lots should have an entrance located at the corner.

The proposed project includes a primary entrance oriented toward the main commercial street, Truxton Avenue, and also includes a corner plaza space to accentuate the entrance along Truxton Avenue. The entrances are provided at the corner of Manchester Avenue, along Truxton Avenue, and into the ground level courtyard at the intersection of 87th Street and Truxton Avenue. The building is across the street from a residential zone along La Tijera Boulevard and no entrances to the building are provided along that frontage. The building's entrances are recessed and clearly defined by architectural features, including landscaped open space and paved plaza entries at both the corner of Manchester Avenue and Truxton Avenue and La Tijera Boulevard and Truxton Avenue. These entrances are clearly visible from the street and well-integrated into the building design while complementing the pedestrian environment. Additionally, the building provides entrances at both the corners of Manchester Avenue and Truxton Avenue and La Tijera Boulevard and Truxton Avenue. Therefore, the project complies with Standard 7a through 7d.

Parking Structure Design

Guideline 8: Provide parking opportunities that are simultaneously convenient and enhance and protect the visual integrity of the boulevard. Architecturally integrate parking structures into the design of the projects that they serve, and activate the street by including commercial uses on the ground level of structures. Protect nearby residents from the potential adverse impacts – noise, visual, or otherwise – from parking structures and their use.

Standard 8a: The ground floor of new parking structures shall consist of commercial space fronting Sepulveda, measuring a depth of at least 15 feet from the building façade. Freestanding parking structures (void of commercial space) directly abutting Sepulveda, are not an appropriate use.

Standard 8b: Floors of parking shall be visually integrated into the design of buildings, as reflected in the building façade. Landscaping shall be used to further integrate and screen parking garages.

Standard 8c: Automobiles on parking levels above the ground floor shall be screened from public view.

Standard 8d: Parking structures that abut or are adjacent to any residential zone, shall:

- i. Contain solid decorative walls to block light, fumes, and deflect noise along sides closest to residential use.*
- ii. Contain solid spandrel panels a minimum of 3-feet-6 inches in height installed at the ramps of the structure to minimize headlight glare.*
- iii. Construct garage floors and ramps using textured surfaces to minimize tire squeal.*
- iv. Not contain exhaust vents along sides closest to residential use.*

The proposed project is not located along Sepulveda Boulevard. However, parking is entirely buffered by building mass and usable open space. The parking on the second floor is completely buffered from view by building mass. The project does not propose a parking structure; the parking is contained within the building and is buffered from the residential neighborhood by building space. Therefore, the project complies with Standard 8a through 8d.

Awnings and Canopies

Guideline 9: Where appropriate, use awnings or canopies to define the public realm of the sidewalk, provide shelter and shade, and enhance the building façade by adding variation, color, and horizontal rhythm. Awnings and canopies reinforce a pedestrian scale and add a comfortable sense of enclosure to outdoor seating and other active public uses.

Standard 9a: Size and placement of awnings and canopies should enhance the building's overall frame, detailing, and rhythm. Placement should correspond to the location of a storefront or entrance.

Standard 9b: For awnings located above windows, awning shapes shall be consistent with window frames.

Standard 9c: Awnings and canopies shall be constructed of high quality, durable, fade-resistant, and fire-retardant materials.

The proposed project does not include awnings or canopies. Therefore, Standard 9a through 9c does not apply.

Security Grilles

Guideline 10: Provide storefront security as needed without obscuring storefront windows and detracting from the pedestrian environment along the sidewalk. Minimize the presence of security grilles and bars as visible from Sepulveda and Manchester.

Standard 10a: External security grilles shall not be affixed to any facade abutting Sepulveda, Manchester or other public street, excluding rear alleys.

Standard 10b: Premises should employ non-barrier (alarm or sensor) theft deterrent systems where possible. If such security systems are not feasible, interior security grilles or vandal-proof glazing that is resistant to impact should be used on any storefronts abutting any public street.

The proposed project as designed does not include external security grilles along any of the street frontages. The building secures all entry points (transition points from publicly accessible to tenant only) via trackable key card/fob/secure access, and security cameras at a variety of both outdoor and indoor areas as a preventative and monitoring measure. Additionally, the design includes a vehicle gate at the transition from commercial parking to residential parking areas of the structure. Therefore, the project complies with Standard 10a and 10b.

Utility and Service Areas / Mechanical Equipment

Guideline 11: Improve the pedestrian environment along the sidewalk and minimize visual blight by screening unsightly equipment and locating it away from public streets and other public rights-of-way, including pedestrian walkways and parking areas.

Standard 11a: Utilities, storage areas, trash containers, air conditioning units, fire alarms, and similar equipment shall be placed to the rear of the site or underground when feasible. Otherwise, structures housing such elements shall be screened with landscaping or designed in a way as to be as inconspicuous as possible.

Standard 11b: Trash storage bins shall be located within a gated, covered enclosure and screened with landscaping, so as not to be viewed from the public right-of-way.

Standard 11c: Rooftop mechanical equipment shall be screened with materials that are architecturally integrated to the building.

The project site is triangular and does not have a rear yard. As such, utilities, storage areas, trash containers, air conditioning units, fire alarms, and similar equipment have been buffered from view within the building structure or have been screened from view to be undetectable from outside the building. Trash bins are located within the building footprint so as not to be viewable from the public right-of-way. Therefore, the project complies with Standard 11a through 11c.

Fencing and Walls

Guideline 12: Support an open and accessible physical environment by minimizing visual barriers and the enclosure of outside space. Locate and design any necessary fencing in a manner so as not to detract from the quality of the pedestrian experience along the sidewalk adjacent to Sepulveda or Manchester.

Standard 12a: Fences and walls should not front public streets, unless required by the Los Angeles Municipal Code.

Standard 12b: No fence or wall abutting a public street shall be taller than 42 inches.

Standard 12c: Chain-link fences and barbed wire are prohibited.

Standard 12d: Wall materials and design should be decorative and coordinate with the structures.

Standard 12e: The planting of climbing plants is encouraged along the width of fencing and walls.

Standard 12f: Enclosures for sidewalk dining must utilize open fencework or planter boxes. The materials and design of fencing or planters should coordinate with the structures on the site.

The proposed project does not include fences or walls fronting public streets, chain-link fences or barbed wire. In the event that sidewalk dining will be incorporated, any future sidewalk dining enclosures proposed as part of the project will comply with Standard 12f. Therefore, Standard 12a through 12e does not apply and the project will comply with Standard 12f.

General Landscaping – Location and Materials

Guideline 13: Create inviting spaces, provide shade within the public realm, screen unattractive areas, and enhance architectural detailing through the thoughtful and careful placement of landscaping. Pedestrian plazas, green space, pocket parks and open space shall be encouraged.

Standard 13a: All areas of a site not occupied by buildings, driveways, or used for outdoor dining or other pedestrian uses shall be landscaped; 80% of landscaped areas shall consist of plant materials.

Standard 13b: Landscaping, such as planter boxes, is encouraged between the public street and the sidewalk. This landscaping serves as a buffer between pedestrians and vehicular traffic.

Standard 13c: Low-water (drought-tolerant, and including native) plants should be used.

Standard 13d: An automatic irrigation system should be installed within landscaped areas of more than 10 square feet. A drip irrigation system is recommended.

Standard 13e: For new building projects and those involving alteration to greater than 50% of the exterior walls, trees with appropriate tree grates shall be planted in the adjacent public right-of-way, including Sepulveda, at a ratio of 1 tree for every 25 feet of lot length, to the satisfaction of the Urban Forestry Division, Bureau of Street Services, Department of Public Works or to the California Department of Transportation. Tree grates shall be of a uniform color with a bright decorative design used on Sepulveda Boulevard. Trees along Sepulveda Boulevard shall alternate between palm and canopy species.

Standard 13f: Trees shall be planted along rear lot lines adjacent to residential parcels at a ratio of one tree for every 25 feet of lot width. At a minimum, these trees shall be 24-inch box size with a trunk diameter of 2 inches and a height of 10 feet at the time of planting.

Standard 13g: Landscape strips shall separate any driveways from walkways which are used to access the rear of properties.

Standard 13h: Proposals for new buildings and remodels involving more than 50% of the exterior walls shall include a streetscape and pedestrian plan covering walkability and public art aspects of the project.

Standard 13i: New buildings shall reconstruct public and private sidewalks with any of the following (a) decorative or patterned, (b) decorative pavers, (c) decorative plaques, particularly Flight Path plaques along Sepulveda Boulevard. This will require approval from Public Works.

The proposed project includes the development of a mixed-use building with 489 dwelling units and ground floor commercial uses. All Landscape Areas that are not used for Outdoor Dining or other pedestrian uses will be landscaped. The design intent is to protect the existing streetscape (sidewalk and existing trees) and add trees per Urban Forestry recommendations. Additionally, the project utilizes low water/drought-tolerant plants and drip irrigation will be installed in all landscaped areas. Further, the subject property does not share any lot lines with residential parcels and no driveways are proposed at the rear of the site. Therefore, the project complies with Standard 13a through 13e and 13h. Standard 13f and 13g are not applicable to the project.

Landscaping Parking Lots and Structures

Guideline 14: Enhance parking areas by providing landscaping that shades, buffers, and conceals unattractive views of parking.

Standard 14a: A five-foot landscaped buffer shall be located between parking areas and the property line wherever a surface parking lot abuts the public right-of-way or an R zone property. The landscaped buffer area should contain 24-inch box trees planted at ratio of one for every 10 linear feet. At a minimum, these trees should measure a trunk diameter of 2 inches and a height of 10 feet at the time of planting.

Standard 14b: A minimum of 7% of the total area of surface parking shall be landscaped, including one tree for every 4 parking spaces evenly dispersed throughout the lot. Tree species should be a variety with a large canopy.

Standard 14c: Surface parking lots located adjacent to any R1 zone shall provide a solid decorative masonry wall and landscape buffer between the parking lot and the R1 zone.

The proposed project does not include a surface-parking lot that abuts the public-right-of-way or R zone property. Therefore, Standard 14a through 14c does not apply to the project.

General – All Signs

Guideline 15: Promote the identity and success of individual businesses while enhancing the visual quality of the Boulevard, through context-sensitive signs. Ensure that signage design is suitable in terms of location, layout, and styling. Minimize sign clutter and emphasize pedestrian-scale design.

Standard 15a: Signs shall complement buildings with respect to style, design, materials, and colors. Illuminated signs shall have glare carefully controlled and if internally illuminated, lighting sources concealed.

Standard 15b: The exposed backs of all signs visible from a public right-of-way should be suitably finished and maintained.

Standard 15c: The following signs are prohibited: billboards (off-site signs), pole signs, roof signs, banners, illuminated architectural canopy signs, flashing, moving or blinking signs and inflatable devices

Standard 15d: None of these provisions shall prohibit a building address from being clearly identified so the parcel can be found by emergency personnel.

The proposed project does not include a request for any signs. Therefore, Standard 15a through 15d does not apply.

Wall Signs

Guideline 16: Promote the identity and success of individual businesses while enhancing the visual quality of the primary streets, through the appropriate placement of wall signs. Locate signs in a manner so as to not detract from building architecture. Minimize sign clutter and ensure that signage design is suitable and well proportioned to the structure and building façade.

Standard 16a: Each premise or business shall be permitted one wall sign. One additional sign is permitted if the premise abuts another street, alley, or public parking area.

Standard 16b: Wall sign size shall not exceed 1.5 square feet per 1 foot of building façade length. In no case shall all signage at a site exceed 75 square feet. Signs facing alleys or parking areas shall not exceed 5 square feet total. Illuminated signs shall not exceed 1 square feet per 1 foot of building façade length and if facing an alley or parking area shall not exceed 10 square feet total.

Standard 16c: Composition height of wall signs shall not exceed 2 feet and letters shall not exceed 1.5 feet in height. Composition height of wall signs for businesses located on corner lots of major intersections (Manchester and Sepulveda, Manchester and La Tijera, Sepulveda and 88th, Sepulveda and Lincoln) shall not exceed 3 feet and letters shall not exceed 2.5 feet in height.

Standard 16d: Sign width should not exceed 90% of the width of a storefront, and 70% of the width of the building.

Standard 16e: Signs should be located at the primary entrance to a building.

Standard 16f: Signs shall not dominate or obscure the architectural elements of building facades.

Standard 16g: The height and width of letters and logos shall be properly proportioned to the building and fit well within area the sign is located.

Standard 16h: Wall signs should not project more than 10 inches from the face of a wall.

Standard 16i: Signs facing alleys or any residential use or zone shall not be illuminated.

Standard 16j: Premises located above the ground floor, which do not take their primary access directly from an exterior walkway open to the public, may have only

a building or business identification sign adjacent to each exterior entrance which provides access to those premises.

Standard 16k: The height of the top of any sign shall be limited to a maximum of 20 feet above the elevation of the sidewalk or edge of the public walkway used to enter the premises.

Standard 16l: On all signs and properties facing 87th Street, each building shall maintain a consistent signage plan for all its tenants. Existing wood-paneled painted signs shall remain or be replaced with similar wood-paneled painted signs.

The proposed project does not include a request for walls signs. However, future signage for the project will be compliant with the provisions of the CDO and LAMC. Therefore, the project complies with Standard 16a through 16l.

Projecting Signs

Guideline 17: Promote the identity and success of individual businesses while enhancing the visual quality of the Downtown through the appropriate placement of projecting signs. Minimize sign clutter and ensure that signage design is suitable and well proportioned to the structure and building façade.

Standard 17a: Each business or tenant shall be permitted one projecting sign, limited to 4 square feet. This sign shall be in addition to wall, awning or canopy signs.

Standard 17b: Each business that is located above the first floor may have a projecting sign on the ground level if there is direct exterior pedestrian access to the second floor business space.

The proposed project does not include a request for projecting signs. However, future signage for the project will be compliant with the provisions of the CDO and LAMC. Therefore, the project complies with Standard 17a and 17b.

Awning or Canopy Signs

Guideline 18: Promote the identity and success of individual businesses while providing the benefit of awnings or canopies upon buildings. Minimize sign clutter and ensure that signage design is suitable and well proportioned to the structure, building façade, and awning.

Standard 18a: In lieu of a wall sign, each business or tenant shall be permitted one awning sign, to be located over the building or business entrance. An additional awning sign is permitted if the premise abuts another street, alley, or public parking area.

Standard 18b: Sign letters should be located on valences only, and letter height should not to exceed 10 inches.

The proposed project does not include a request for awning or canopy signs. However, future signage for the project will be compliant with the provisions of the CDO and LAMC. Therefore, the project complies with Standard 18a and 18b.

Other Signs

Guideline 19: Promote the identity and success of individual businesses while enhancing the visual quality of the Downtown, through the appropriate placement, size, and quantity of additional signage.

Standard 19a: Window Signs shall not to exceed 10 percent of each panel or total window area, and individual signs shall not exceed 4 square feet.

Standard 19b: Information Signs shall be permitted two per building, and shall not exceed 4 square feet.

Standard 19c: Building Identification Signs shall be permitted one per building and shall not exceed 4 square feet for one-story buildings. For each story above the first, the size of the sign(s) may increase an additional 2 square feet. An additional Building Identification Sign shall be permitted for buildings located on a corner lot.

Standard 19d: One portable menu board sign may be permitted in the public right of-way for eating establishments, bakeries, florists, and similar businesses that have as their primary sales perishable good, provided that all of the following conditions are met:

- i. The sign is removed at the end of each business day.*
- ii. The sign's dimensions do not exceed two feet by three feet.*
- iii. The sign does not interfere with pedestrian movement or wheelchair access.*
- iv. The sign has a weighted base capable of keeping the sign upright in moderate wind.*
- v. The sign is not illuminated.*
- vi. All required sign permits have been secured from the Department of Public Works Bureau of Street Services. A permit may be necessary to grant conditional encroachment of the public right-of-way.*

Standard 19e: Mural Signs are encouraged. The written message shall not exceed three percent of the total area of the sign. Signs must be approved pursuant to Section 91.6216 of the Los Angeles Municipal Code.

The proposed project does not include a request for signs. However, future signage for the project will be compliant with the provisions of the CDO and LAMC. Therefore, the project complies with Standard 19a through 19e.

Multi-Tenant Buildings

Guideline 20: Enhance the visual quality of the primary commercial streets by providing signage coordination and consistency on the facades of large buildings.

Standard 20a: Multi-tenant buildings shall submit a sign plan to the Planning Department that designates the style and design of all signs on the building. Sign plans should establish rules of placement and size.

Standard 20b: Signs on a multi-tenant building shall be placed at the same uniform elevation to create visual continuity.

The proposed project does not include a request for signs. However, future signage for the project will be compliant with the provisions of the CDO and LAMC. Therefore, the project complies with Standard 20a and 20b.

Monument Signs

Guideline 21: Promote the identity and success of individual businesses while enhancing the visual quality of the primary commercial streets by limiting monument signs to only those circumstances where wall signs are not easily viewed from Manchester or Sepulveda.

Standard 21a: Monument signs shall only be permitted for developments where wall signs and building facades do not front Sepulveda or Manchester, or where tenant spaces are primarily entered through a courtyard, or if sited where parking areas abut Sepulveda. In these circumstances, one monument sign shall be permitted per building, and shall be not more than 25 square feet in size and the top of the sign shall be not more than 8 feet above sidewalk grade.

Standard 21b: Retail tenants in multi-tenant buildings shall be permitted a listing on a monument sign. Tenant listings and displays shall be uniform.

The proposed project does not include a request for monument signs. However, future signage for the project will be compliant with the provisions of the CDO and LAMC. Therefore, the project complies with Standard 21a and 21b.

Sustainable Building Design

Guideline 22: Design projects to take advantage of natural systems and features – breezes, daylight, tree canopies – and to minimize the need for artificial lighting, cooling, and heating. Incorporate sustainable building elements into the overall form and aesthetic of projects.

Standard 22a: Projects are encouraged to meet LEED certification requirements.

Standard 22b: To minimize heat gain, projects should employ high-performance windows, coupled with awnings or exterior window shelves – particularly along the southeast, south, and southwest building faces.

Standard 22c: Projects should include more windows along the north- and northeast-facing walls, while decreasing window area along the west- and southwest-facing walls on upper floors.

Standard 22d: The placement of windows should balance light considerations with the need to provide adequate ventilation and allow for cross-ventilation. If single sided ventilation is necessary, consider horizontal pivot windows, which offer the highest ventilation capacity.

Standard 22e: Building and construction materials should use recyclable, durable materials when possible, and reclaimed and recycled materials will be encouraged in the future if they become permitted by the Los Angeles Municipal Code.

Standard 22f: New building roofs shall either be “green roofs,” contain landscaping or gardens, or be constructed or painted a heat reflective material.

The proposed project as designed will meet a minimum of LEED Silver equivalency requirements. The project incorporates high-performance windows that will surpass the stringent California Title 24 Energy requirements. In addition, the design incorporates

exterior fins at windows based on orientation to passively control solar heat gain. Due to the nature of this building type, uniform window placement is needed to bring in the required natural light and air to each dwelling unit. Because of the double-loaded corridor configuration of the building, it is not possible to provide the traditional cross-ventilation to each dwelling unit. Instead, the design incorporates a minimum of two operable window for each dwelling unit, allowing for same side ventilation to occur. Where possible sustainable and recycled building materials will be incorporated into the building. The proposed roofing material will be a white single-ply membrane to reflect heat gain. Additionally, approximately two-thirds of the roof will be covered by a photovoltaic panel array, that will not only generate power for the building but provide shading for the roof further decreasing solar heat gain. Therefore, the project complies with Standard 22a through 22f.

Historic Resources

Guideline 23: Historic structures often include architectural elements and design consistent with the guidelines and standards present in this CDO. The combination of old and new buildings adds an interest and richness to the urban fabric along Sepulveda.

Standard 23a: Alterations to, or demolitions of, properties identified as potential historic resources, shall be reviewed first by the City of Los Angeles Planning Department Office of Historic Resources, which shall provide a recommendation to the Director of Planning regarding the proposed project.

Standard 23b: For buildings identified as historic structures, unpainted masonry shall not be painted on facades fronting Sepulveda or other public streets.

Standard 23c: For buildings identified as historic structures, original patterns of transom windows shall be maintained, if existing; covering transom windows with paint, signs, awnings, or wood panels is not appropriate.

Standard 23d: For buildings identified as historic structures, signage, if applied to the façade directly, shall be affixed in such a manner so as to not damage the façade.

Standard 23e: For buildings identified as historic structures, appropriate signage that uniquely identifies and enhances the historic site shall be incorporated.

The project site has not been designated as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic Cultural Monuments Register, and/or any local register; and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Based on this, Standards 23a through 23e are not applicable.

10. The structures, site plan and landscaping are harmonious in scale and design with existing development and any cultural, scenic or environmental resources adjacent to the site and in the vicinity.

The proposed project includes the demolition of existing structures for the construction of a new eight-story mixed-use building containing 489 dwelling units with 64 units set aside for Very Low Income Households. The building will reach a height of 96 feet with a Floor Area Ratio (FAR) of 4:1 with a total of 416,915 square feet of floor area. The project includes 16,120

square feet of commercial ground floor uses and 549 parking spaces. The project will also provide bicycle parking including 206 long term and 28 short term for a total of 234 bicycle parking spaces.

The property is comprised of two (2) parcels, measuring approximately 105,267 square feet. The property site is located in an urbanized neighborhood bound by Manchester Avenue to the north, La Tijera Boulevard to the southeast, and Lexington Avenue to the west. The Property is bounded by Manchester Avenue to the north, La Tijera Boulevard to the southeast, and Truxton Avenue to the southwest. The Property fronts approximately 274 feet along the southerly side of Manchester Avenue, 471 feet along Truxton Avenue, and 395 feet along La Tijera Boulevard.

The subject property is zoned [Q]C2-1-CDO and is located within the Westchester – Playa Del Rey Community Plan with a Community Commercial land use designation. The surrounding area consists of a mix of single and multi-story commercial and office uses, as well as single-family residential. The immediately adjacent property to the east contains a Best Performance Tire & Service auto shop and is zoned [Q]C2-1-CDO. The properties to the west across Truxton Avenue and to the north and south along La Tijera Boulevard are zoned [Q]C2-1-CDO and improved with various neighborhood-serving retail/commercial uses and parking within the Westchester Town Center area. The properties to the north across Manchester Avenue and to the east, across La Tijera Boulevard are zoned R1-1, and are developed with single-family residences.

As proposed, the proposed sign will be harmonious with the existing built environment and will have no adverse impact on any cultural, scenic, or environmental resources adjacent to the site and in the vicinity.

Site Plan Review Findings

11. 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 Los Angeles General Plan sets forth goals, objectives, and policies that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to, Land Use, Housing, Transportation/Mobility, Noise, and Safety. Each of these Elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code Requirements of the Los Angeles Municipal Code. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. While the General Plan sets out a long-range vision and guide to future development, the 35 Community Plans provide the specific, neighborhood-level detail, relevant policies, and implementation strategies necessary to achieve the General Plan objectives. The project site is located in the Westchester – Playa Del Rey Community Plan area and is consistent with applicable goals, objectives, and policies of this plan, as described below. The project site is also located within the Los Angeles Coastal Transportation Specific Plan, which identifies various transportation improvement and fee requirements for new development projects; compliance with this Specific Plan's requirements will be ensured through review by the Los Angeles Department of Transportation during the project's plan check and permitting phase.

Westchester – Playa Del Rey Community Plan

The Westchester – Playa Del Rey Community Plan is one of 35 Community Plans for the City

of Los Angeles which constitute the Land Use Element of the General Plan, “guide the location and intensity of private and public uses of land; direct the arrangement of land uses, streets, and services; and encourage the economic, social, and physical health, safety, welfare and convenience of people who live and work in the community,” (page 3-3). The Community Plan designates the site for Community Commercial land uses with the corresponding zones of C2, C4, CR, RAS3, and RAS4. The subject property is designated for Community Commercial uses by the Westchester – Playa Del Rey Community Plan and is thus consistent with the existing land use designation.

The Community Plan encourages a variety of housing options in order to meet the housing demands of the area. The Project is consistent with the following goals, objectives, and policies of the Community Plan:

Goal 1: Provide a safe, secure, and high quality residential environment for all economic, age, and ethnic Segments of the Westchester-Playa Del Rey community.

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

Policy 1-1.4 Provide for housing along mixed-use boulevards where appropriate.

Policy 1-2.1 Locate higher residential densities near commercial centers, public facilities, bus routes and other transit services.

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

Policy 1-4.2 Promote the development of housing for persons of low to moderate income within the community.

Policy 1-4.4 Encourage multiple family residential and mixed use development in commercial zones, pedestrian oriented areas, and near transit corridors.

The proposed project includes the development of a mixed-use development with 489 residential apartment units and 16,120 square feet of commercial space, including 64 units set aside for Very Low Income households. As such, the project is providing needed multi-family residential development, appropriate housing along a mixed-use boulevard, and increasing the choice of housing type for the area. In addition, the Project’s substantial set aside of Very Low Income units will increase access to housing in the community for lower income people and families. The project contains a range of units from studio to two-bedroom units, which are intended to accommodate families of all types, as well as 64 units of which will be set aside for Very Low Income households, in order to generate a mixed-income project where families can support each other’s stability and growth. As discussed above, the project will help to alleviate the ongoing housing crisis in Los Angeles and will address the critical demand for affordable housing in the City without displacing existing residential tenants.

Additionally, the project is designed with a pedestrian plaza at the intersection of Truxton Avenue and 87th Street, and a pedestrian entrance and residential lobby at the corner of Manchester Avenue and Truxton Avenue. Due to its proximity to the transit corridors along Sepulveda Boulevard and Manchester Avenue, as well as the Los Angeles International Airport, the project will help reduce reliance on the demand for automobile vehicles and will reduce the number of trips to and from the site due to its location in proximity to neighborhood-serving amenities, employment opportunities and public transit options.

Goal 2 Encourage a strong and competitive commercial sector that promotes economic vitality and serves the needs of the Westchester-Playa del Rey community through safe, accessible, and well-designed commercial districts, while preserving the historic and cultural character of the community.

Policy 2-1.1 New commercial uses should be located in existing established commercial areas or shopping centers.

Policy 2-1.2 Protect existing and planned commercially zoned areas, particularly within designated Commercial Centers, from encroachment by stand alone residential development.

Policy 2-1.3 Enhance the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.

Policy 2-2.1 Encourage pedestrian-oriented development in appropriate areas, to include Downtown Westchester, Loyola Village, Playa Del Rey and Playa Vista.

Policy 2-2.2 In appropriate areas, encourage the incorporation of retail, restaurant, and other commercial uses in the ground floor street frontage of structures to promote a more lively and pedestrian oriented commercial environment.

Policy 2-2.3 Encourage mixed-use development in appropriate commercial areas to stimulate pedestrian activity and provide housing near employment, shopping, and other services.

The project proposes to develop a mixed-use building with ground floor commercial uses for both retail and dining, including a focus on pedestrian oriented outdoor dining to activate the street frontage along Truxton Avenue, and enhance the existing commercial area along 87th Street. A development at the subject property of this type and scale will ensure the existing commercial neighborhood in Downtown Westchester remains a viable focal point for the community and will add numerous residents to patron businesses in the area. The project has been designed to be community oriented and outward facing, with ample public space including a public plaza and internal courtyard that is accessible to the public and activated by outward facing commercial uses on the ground floor. As such, the project will help facilitate the Goal and Policies listed above through its use of space and needed redevelopment of underutilized commercial uses for this focal point and activity center in Downtown Westchester.

The **Framework Element** for the General Plan was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following goals, objectives and policies relevant to the instant request:

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 liveable city.

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram.

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.

Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.

Policy 3.2.2: Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.

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.

Policy 3.4.1: Conserve existing stable residential neighborhoods and lower - intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

The proposed project will result in the development of a mixed-use residential building that will provide 489 dwelling units, including 64 units reserved for Very Low Income Households, thereby contributing toward and facilitating the City's long-term housing demands and vision for a more livable city.

The site is located proximate to ample bus options such as the Culver City 6 and Rapid 6 bus lines, Santa Monica Big Blue Bus 3 bus line at the intersection of Manchester Avenue and

Sepulveda Boulevard (approximately 800 feet away), and Metro Bus Routes 102 and 115 at the intersection of Manchester Avenue and La Tijera Boulevard. The Project is thus in close proximity and access to bus options that provide robust connections to the greater Los Angeles metropolitan area, including regional connectivity from the South Bay cities, through Inglewood, and to Downtown Los Angeles and the larger Los Angeles Region, including the Los Angeles International Airport (LAX). The numerous transit options in the area will allow future residents to reduce their single-occupancy vehicular trips.

The project site is currently occupied by a drive-through Del Taco restaurant and Pep Boys auto service shop. The development of the site will enable the City to conserve nearby existing stable residential neighborhoods and lower-intensity commercial districts by locating density along major corridors, and allowing controlled growth away from such neighborhoods and districts. Therefore, the proposed 489-unit residential building is consistent with the Distribution of Land Use goals, objectives and policies of the General Plan Framework Element.

The proposed mixed-use residential development increases the current housing stock with a residential building that will provide 489 units as well as ground floor commercial uses that will help supply the diverse economic and physical needs of residents in the Westchester – Playa Del Rey Community Plan area. The project will also enhance the appearance of the surrounding neighborhood as it implements good urban design practices and aligns with the Citywide Design Guidelines such as landscaping that is visible from the street, commercial ground floor uses and street trees, a large public plaza and beautification of the street frontages. The project's architecture will enhance the visual appearance of the community and it has been designed and conditioned to enhance the public realm with conditions regulating landscaping and street trees and provide a safe environment for pedestrians by limiting the project to two (2) driveways. The driveway along La Tijera Boulevard will have a width of 37 feet and six (6) inches and the driveway along Truxton Avenue will have a width of 25 feet and four (4) inches. Therefore, the project is consistent with the Westchester – Playa Del Rey Community Plan.

The **Housing Element** of the General Plan (2021-2029) is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element includes the following objectives and policies relevant to the instant request:

Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.

Objective 1.1: Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.

Policy 1.1.2: Plan for appropriate land use designations and density to accommodate an ample supply of housing units by type, cost, and size within the City to meet housing needs, according to Citywide Housing Priorities and the City's General Plan.

Policy 1.1.6: Allocate citywide housing targets across Community Plan areas in a way that seeks to address patterns of racial and economic segregation, promote jobs/ housing balance, provide ample housing opportunities, and affirmatively further fair housing.

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

Policy 1.2.2: Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households.

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.

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

Objective 2.3: Preserve, conserve and improve the quality of housing.

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

Objective 3.1: Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.

Policy 3.1.5: Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.

Policy 3.1.6: Establish plans and development standards that promote positive health outcomes for the most vulnerable communities and populations.

Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space, and other amenities.

Objective 3.2: Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.

Policy 3.2.1: Promote the integration of housing with other compatible land uses at both the building and neighborhood level.

Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing.

The proposed project implements the Housing Element by increasing the housing supply consistent with the Community Commercial land use designation. The subject site consists of vacant commercial uses and surface parking lot. The approval of the request permits 489 units with 64 units set aside for Very Low Income Households. As such, the project would achieve the production of new housing opportunities, meeting the needs of the city, while ensuring a range of different housing types (studio, one- and two-bedroom rental units) that address the needs of the city's households. Therefore, the project is consistent with the

Housing Element goals, objectives and policies of the General Plan.

The **Mobility Element** of the General Plan (Mobility Plan 2035) will not be affected by the recommended action herein. Manchester Avenue, adjoining the property to the north, is designated as a Boulevard II, dedicated to approximately 100 feet at this location with an 80 foot half roadway width. La Tijera Boulevard, adjoining the property to the southeast, is designated as Boulevard II, with and dedicated to a width of 100 feet at this location with an 40 foot half roadway width. Truxton Avenue, adjoining the property to the west is designated as a Local Street – Standard, and dedicated to a width of approximately 60 feet, with a roadway width of 40 feet at this location.

The project as designed will support the development of these Networks and meets the following policy objectives of Mobility Plan 2035:

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.

Vehicular access to the site is provided by two (2) ingress/egress driveways located along Truxton Avenue and La Tijera Boulevard, with access to the two (2) parking levels (at grade and above grade). Pedestrian access to the building is also provided from entrances along Truxton Avenue and at the intersections of Manchester Boulevard and La Tijera Boulevard and Truxton Avenue.

Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.

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

Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.

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

The project site is located within 0.25 miles of a Major Transit Stop, which is defined in Section 21064.3 of the Public Resources Code (PRC) as an existing, under construction, or planned rail station or intersection of two or more bus routes with service intervals of 15 minutes or less during the morning and afternoon commuter peak periods. Therefore, the subject site is located within a Transit Priority Area (TPA), which is defined in Section 21099(a) of the PRC as an area within 0.50 miles of a major transit stop that is existing or planned. The subject site is located within 1,000 feet from the intersection of Sepulveda Boulevard and Manchester Avenue, which qualifies as a Major Transit Stop due to the frequency of peak-hour service provided by Metro Local Route 115 along Manchester Avenue and Big Blue Bus Route 3 along Sepulveda Boulevard. The project site is also served by numerous additional bus lines, primarily along Sepulveda Boulevard that are operated by the Los Angeles County Metropolitan Transportation Authority (Metro) and the Culver City Metro. The proposed project is therefore located within close proximity to public transit which will reduce vehicular trips and VMT associated with the Project.

In addition, the project will provide a total of 549 parking spaces and will also provide bicycle

parking in compliance with the City's bike parking standards, which will facilitate non-motorized modes of transportation to and from the project and associated reductions in vehicle miles traveled and improvement of air quality.

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

As conditioned, all electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Section 99.04.106 of Article 9, Chapter IX of the LAMC to immediately accommodate electric vehicles within the parking areas.

Therefore, the project is consistent with Mobility Plan 2035 goals, objectives and policies of the General Plan.

The **Air Quality Element** of the General Plan will be implemented by the recommended action herein. The Air Quality Element sets forth the goals, objectives and policies which will guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element recognizes that air quality strategies must be integrated into land use decisions and represent the City's effort to achieve consistency with regional Air Quality, Growth Management, Mobility and Congestion Management Plans. The Air Quality Element includes the following Goal and Objective relevant to the instant request:

Goal 5 Energy efficiency through land use and transportation planning, the use of renewable resources and less polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.

Objective 5.1 It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.

As conditioned, the project shall comply with the Los Angeles Municipal Code. Therefore, the project is in conformance with the goals and policies of the Air Quality Element.

Therefore, the project is in substantial conformance with the purposes, intent and provisions of the General Plan and does not conflict with any applicable regulations or standards.

12. 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 subject property is comprised of two (2) lots resulting in approximately 105,267 square feet of lot area with frontages along Manchester Avenue, La Tijera Boulevard and Truxton Avenue. The property is currently improved with a Pep Boys Auto Shop, a Del Taco drive-through fast-food restaurant, associated surface parking that will be demolished to accommodate the proposed development. The subject property is zoned [Q]C2-1-CDO, within the Westchester – Playa Del Rey Community Plan Area.

Surrounding properties are developed with a mix of residential, commercial retail/restaurant, and commercial office uses. The immediately adjacent property to the east contains a Best Performance Tire & Service auto shop and is zoned [Q]C2-1-CDO. The properties to the west across Truxton Avenue and to the north and south along La Tijera Boulevard are zoned [Q]C2-

1-CDO and improved with various neighborhood-serving retail/commercial uses and parking within the Westchester Town Center area. The properties to the north across Manchester Avenue and to the east, across La Tijera Boulevard are zoned R1-1, and are developed with single-family residences.

The proposed project involves the demolition of the existing buildings; and the construction of a new eight-story mixed-use residential building containing 489 dwelling units with 64 units set aside for Very Low Income Households with a maximum height of 96 feet and a 4:1 FAR with a total of 416,915 square feet of floor area. The project includes 16,120 square feet of commercial ground floor uses and 549 parking spaces. The project will also provide bicycle parking including 206 long-term and 28 short-term for a total of 234 bicycle parking spaces.

The project includes six (6) live-work units, 229 studio, 166 one-bedroom, and 88 two-bedroom units and a total of 51,385 square feet of open space for residents. Therefore, pursuant to LAMC Section 12.21-G the project, as proposed, is required to provide 51,100 square feet of open space. The project provides approximately 51,385 square feet total of open space, which includes a 2,345 square foot pedestrian plaza at the southern end of the project site. Open space accessible to residents includes a 18,155 square foot courtyard on the third floor, open-air terraces on the fifth, through eighth floors. The eighth floor also includes private patios along Manchester Avenue for use by residents of individual units along the frontage. There is also a recreation room on the third floor, a multi-floor recreation room on the third and fourth floors, as well as an additional recreation room on the fourth floor, and a lounge on the sixth floor. As conditioned, the project will provide open space as required by LAMC Section 12.21-G.

Vehicular access to the site is provided by two (2) ingress/egress driveways with one located along La Tijera Boulevard and one located along Truxton Avenue. Pedestrian access to the building is also located off of Truxton Avenue and at the intersections of Truxton Avenue and La Tijera Boulevard and Manchester Avenue, as well as from the individual live-work entry. Access to the commercial uses is provided via storefront entrances facing the street.

Height, Bulk, and Setbacks

The subject property is zoned [Q]C2-1-CDO. The Height District 1 allows unlimited height and stories in the C2 zone, which permits the proposed height of 96 feet. The project request includes a density bonus waiver of development standards to deviate from the LAMC's transitional height standards which apply due to the proximity of single-family residentially zoned properties across Manchester Avenue. The proposed building height is consistent with applicable zoning regulations and State and City density bonus law; moreover, the building height is compatible with the existing and proposed development patterns in the immediate surrounding area which include existing and approved multi-story buildings.

The project has a maximum FAR of 4:1. The subject property is zoned [Q]C2-1-CDO. The C2 zone in Height District 1 generally permits a 1.5 to 1 FAR. In this case, the project has requested an Off-Menu Incentive to allow an increase in the FAR for the project site for an FAR of 4 to 1 to accommodate the proposed number of residential dwelling units and associated floor area allowed due to the provision of 64 Very Low Income affordable units. The scale, massing and location of the project will respond to the unique triangular shape of the site and the surrounding urban context. The proposed floor area and bulk of the project is consistent with applicable zoning regulations and State and City density bonus law.

The subject property is zoned [Q]C2-1-CDO, which requires a zero-foot front setback. In addition, LAMC 13.09 allows for zero-foot setbacks along street facing frontages. As such the project is providing a zero-foot front setback along Manchester Avenue and La Tijera Boulevard. Additionally, the underlying zone requires an 11-foot side yard. The request includes an Off-Menu density bonus incentive to allow a reduction in the side yard setback along Truxton Avenue Street to allow five (5) feet in lieu of the otherwise required 11 feet side yard setback. The project is also providing the required 11-foot setback along the interior side yard. As such, with the approval of the requested waiver, the project complies with the required setbacks.

The height, bulk, and setbacks of the subject project are consistent with the existing development in the immediate surrounding area and with the underlying [Q]C2-1-CDO Zone. The surrounding properties are developed with a mix of residential, commercial retail/restaurant, and commercial office uses. The immediately adjacent property to the east contains a Best Performance Tire & Service auto shop and is zoned [Q]C2-1-CDO. The properties to the west across Truxton Avenue and to the north and south along La Tijera Boulevard are zoned [Q]C2-1-CDO and improved with various neighborhood-serving retail/commercial uses and parking within the Westchester Town Center area. The properties to the north across Manchester Avenue and to the east, across La Tijera Boulevard are zoned R1-1, and are developed with single-family residences.

Therefore, in consideration of other development in the area, the project is consistent with the surrounding.

Parking

The project is subject to Assembly Bill 2097 which eliminates parking requirements for residential and commercial projects located within one-half mile of a major transit stop. However, the project will provide a total of 549 parking spaces and 206 long-term bicycle parking spaces. Twenty-eight (28) short-term bicycle racks will be provided within the building and along the frontages of the building.

The proposed parking is located within the building and therefore will not be visible from the public right-of-way. Parking is provided within two (2) subterranean parking levels and two above-grade levels that are wrapped by units and active uses. Vehicular access is provided by two (2) driveways, one (1) driveway is located along La Tijera Boulevard and the second driveway is located along Truxton Avenue. Both driveways are located as far as possible from pedestrian accessways given the configuration of the site.

Therefore, the parking facilities will be compatible with the existing and future developments in the neighborhoods.

Lighting

Lighting is required to be provided per LAMC requirements. The project proposes security lighting will be provided to illuminate building, entrances, walkways and parking areas. The project is required to provide outdoor lighting with shielding, so that the light source cannot be seen from adjacent residential properties. Therefore, the lighting will be compatible with the existing and future developments in the neighborhood.

On-Site Landscaping

The project proposes 30,830 square feet of common exterior open space areas, and 12,405 of common interior open space areas. The project is providing approximately 6,388

square feet of landscaped exterior open space. This landscaping is provided on the third, fifth, sixth, and eighth levels. Additionally, there is 8,510 square feet of private open space provided on balconies and decks throughout the project. The project includes landscaped area distributed throughout the project. The project has been conditioned to provide open space as required by LAMC section 12.21-G. Furthermore, the project is conditioned so that all open areas not used for buildings, driveways, parking areas, recreational facilities or walks will be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect. . The planting of any required trees and street trees will be selected and installed per the Bureau of Street Services, Urban Forestry Divisions' requirements. Therefore, the on-site landscaping will be compatible with the existing and future developments in the neighborhood.

Loading/Trash Area

The development is not required to provide a loading area pursuant to LAMC Section 12.21-C.6. Waiting areas and drop areas will be on the ground level. Tenants moving in or out of the building will be able to park moving trucks in the loading zone located at the ground floor parking level. Loading and drop for the commercial uses will be in compliance with the LAMC.

The project will include 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. The service area for trash and recycling collection will be accessible from the parking area at the ground floor level. Therefore, as proposed, and conditioned, the project is compatible with existing and future development on neighboring properties.

As described above and as depicted within the plans and elevations submitted with the instant application, the project consists of an eight-story, mixed-use building, with parking on-site for residents, lighting, landscaping, trash collection, and other pertinent improvements, that is compatible with existing and future development in the surrounding area.

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

The project consists of 489 total dwelling units including six (6) live-work, 229 studio, 166 one-bedroom, and 88 two-bedroom units, therefore pursuant to the LAMC the project is required to provide 51,100 square feet of open space and exceeds this requirement by providing 51,385 square feet of open space. The project provides a 2,345 square foot pedestrian plaza at the southern end of the project to complement the commercial uses at the ground level and integrate the project with the surrounding community. Open space accessible to residents includes a 18,155 square foot courtyard on the third floor, as well as open-air terraces on the fifth, through eighth floors. The eighth floor also includes private patios along Manchester Avenue for use by residents of individual units along the frontage. There is also a recreation room on the third floor, a multi-floor recreation room on the third and fourth floors, as well as an additional recreation room on the fourth floor, and a lounge on the sixth floor.

Therefore, the project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

Environmental Finding

14. SCEA. The City of Los Angeles finds that the proposed project complies with the requirements of CEQA for using a SCEA as authorized pursuant to Public Resources Code Section 21155.2(b). The City of Los Angeles has determined that:

The Project is a Transit Priority Project (TPP) pursuant to PRC Section 21155:

- a. The Project is consistent with the general use designation, density, building intensity, and applicable policies specified in the project area in the current SCAG RTP/SCS.
- b. The Project contains at least 50 percent residential use, based on total building square footage, and if the project contains between 26 percent and 50 percent non-residential uses, a floor area ratio of not less than 0.75;
- c. The Project provides a minimum net density of at least 20 dwelling units per acre;
- d. The Project is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan, consistent with PRC Section 21155(b). A major transit stop means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

The Transit Priority Project has incorporated all feasible mitigation measures, performance standards, or criteria set forth in the following prior applicable EIRs: SCAG's 2020-2045 RTP/SCS EIR.

An initial study has been prepared and circulated in compliance with PRC Section 21155.2(b). A public hearing on the SCEA, and all comments received on the SCEA, will be considered by the City Planning Commission prior to SCEA adoption and approval of the Project.

All potentially significant or significant effects required to be identified in the initial study have been identified and analyzed.

With respect to each significant effect on the environment required to be identified in the initial study, either of the following apply:

- i. Changes or alterations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of insignificance.
- ii. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.