

## FINDINGS

### **Density Bonus/Affordable Housing Incentives Compliance Findings**

As permitted by LAMC Section 12.22 A.25 the applicant is requesting an on-menu incentive regarding open space reduction, an off-menu incentive for compact parking spaces, and three waivers of development standards (height increase, and two side yard reductions) that will facilitate the provision of affordable housing at the site. Pursuant to LAMC Section 12.22 A.25 (e)(2), in order to be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse Project) shall comply with the following criteria, which it does:

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

As shown in Exhibit A, the Project incorporates design elements that break down the building's mass, provide articulation, delineate building entrances, and includes building materials and colors to further distinguish the multiple facades. The building on Site A features a publicly accessible plaza along the northern portion of the site, which includes ground floor commercial uses, a Metro bike storage hub, and the residential lobby, which help to create a varied façade on the ground floor. Above the plaza, the façade is setback from the ground floor at the third floor to accommodate an outdoor residential amenity deck. The portion of the building on Site A located along Victoria Avenue is designed in a 3-story townhome-style, with individual walk-up entries for each unit, and is setback from the street by 15 feet along Victoria Avenue.

The building located on Site B is designed in an identical architectural style to Site A. The main façades of both buildings feature a regular rhythm of windows framed by colorful painted cement plaster. The façades include subtle and more noticeable breaks in plane, with portions that are recessed, and other portions broken down through different material depth, and an interchange between vertical and horizontal framing elements. The southwest corner of the building on Site B includes a two and a half level parking structure wrapped with a storefront façade that is incorporated into the architecture of the rest of the building. The parking structure on Site A is similarly designed to be integrated to the rest of the building, while providing natural ventilation through materials and changes in depth.

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

As shown in Exhibit A, the building on Site A is oriented to provide individual entries to the walk-up residential units on Victoria Avenue, and includes a public plaza from Victoria Avenue to Crenshaw Boulevard that provides a residential lobby entrance and ground floor commercial entrances. This pedestrian plaza occupies the space that was previously Lower Exposition Boulevard, but was merged with the Project site as part of VTT-82282. The building on Site B is oriented to provide pedestrian access to the ground floor grocery store from the pedestrian plaza along the northern portion of the site, which also was previously a portion of Lower Exposition Boulevard that was merged with the Project site as part of VTT-82282. The residential lobby for the building on Site B is provided at the southwest corner of the site at the intersection of Crenshaw Boulevard and Obama Boulevard. Overall, the project will provide well-designed ground floor pedestrian environment, with building oriented to the streets and public realm, and will provide articulated pedestrian entrances.

- c. *The Housing Development Project shall not involve a contributing structure in a designated Historic Preservation Overlay Zone (HPOZ) and shall not involve a structure that is a City of Los Angeles designated Historic-Cultural Monument (HCM).*

The proposed project is not located within a designated Historic Preservation Overlay Zone, nor does it involve a property that is designated as a City Historic-Cultural Monument.

- d. *The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.25.01 of the LAMC.*

The project is not located in a Hillside Area, nor is it located in a Very High Fire Hazard Severity Zone.

1. **Pursuant to Section 12.22 A.25(c) of the LAMC and Government Code Section 65915(d), the Director shall approve a density bonus and requested incentive(s) unless the director finds that:**

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

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested on-menu incentive is not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for 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.

Based on the set-aside of 15 percent (61 units) of the total 401 units for Very Low Income households, and 5 percent (20 units) for Very-Low Income or Low Income households the applicant is entitled to three incentive under both the Government Code and LAMC. The Project will utilize one on-menu incentive to decrease the required open space by 20 percent, an off-menu incentive to provide a percentage of parking on each site as compact in lieu of standard spaces. The requested incentives would provide cost reductions that provide for affordable housing costs because the incentives by their nature, facilitate larger buildings resulting in the creation of more affordable housing units and rentable space.

Reduction in Required Open Space: The applicant has requested an On-Menu Incentive to allow a 20 percent reduction in required open space on Site A from approximately 23,850 square feet of open space to approximately 19,080 square feet of open space, as permitted under LAMC Section 12.22 A.25(f). LAMC Section 12.22 A.25 (f)(6) sets forth an on-menu incentive for “[a] 20% decrease from an open space requirement, provided that the landscaping for the Housing Development Project is sufficient to qualify for the number of landscape points equivalent to 10% more than otherwise required by Section 12.40 of this Code and Landscape Ordinance Guidelines “O”” The Project has been conditioned to provide landscape sufficient to qualify for the number of landscape points equivalent to 10% more than otherwise

required. Site A is constrained by sharing the block with the gas station, and therefore, is not able to accommodate its open space requirement – 23,850 square feet is required and 22,388 square feet is proposed, which is a difference of 1,462 square feet. The requirement to provide 23,850 square feet of open space on Site A would reduce the floor area of the proposed Project and would limit the size of the proposed units. This incentive allows the Project developer to increase the footprint of the building and expand the building envelope so the additional units can be constructed and the overall floor area dedicated to residential uses is increased. This allows for the efficient buildout of the floor area, which decreases the cost per square foot of construction and allows for design efficiencies.

*Compact Parking:* The applicant has requested an Off-Menu Incentive to allow 43 percent (88 parking spaces) of the 203 primary residential parking spaces on Site A and 34 percent (55 parking spaces) of the 159 primary residential parking spaces on Site B to be compact spaces, in lieu of the requirement of one standard primary stall per residential unit. LAMC Section 12.21 A.5(c) requires that “In each parking area or garage devoted to parking for dwelling uses all parking stalls in excess of one parking stall per dwelling unit may be designed as compact parking stalls to accommodate compact cars.”

The building on Site A is physically limited from expanding its proposed parking areas to provide the required standard spaces due to the site being physically constrained by the existing gas station use to remain at the corner of Crenshaw Boulevard and Obama Boulevard, and the requirement of the Crenshaw Corridor Specific Plan which limits the height of a building to 30 feet within the first 50 feet of lot depth along Victoria Avenue. The building on Site A is physically constrained into an L-shape as a result of the gas station site, which creates less room to provide for standard parking spaces. Additionally, the Crenshaw Corridor Specific Plan limits the height of the portion of the building along Victoria Avenue due to the low-scale residential across the street. This physical constraint reduces the size of the building, and as a result, reduces the amount of space which can be dedicated to standard parking stalls. The building on Site B is also physically constrained from providing the required number of standard parking stalls as a result of the easements required for the under-construction below grade Metro station. The entrance portal to the station will be located on Site B along Crenshaw Boulevard and there are distancing requirements for the building adjacent to Metro facilities. Additionally, while the building on Site B is providing one level of subterranean parking, it is physically constrained from providing more space for parking as a result of the Metro station requirements. There is also an LADWP equipment yard on the northeast corner of Site B which further limits the building envelope. These physical constraints reduce the feasible footprint of the building, and as a result, reduce the amount of floorplate space and dimensions which can be dedicated to standard parking stalls.

The requested incentives would result in building design or construction efficiencies that provide for affordable housing costs. The requested incentives and waivers allow the developer to expand the building envelope so the additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The incentives will allow the Project a larger building envelope so that the proposed residential units are of sufficient size, configuration, and quality, and will result in building design and construction efficiencies that facilitate affordable housing costs. Compliance with the LAMC regulations for open space and standard size parking stalls would require the provision of floor area that could otherwise be dedicated to the number, configuration and livability of affordable housing units; and would similarly reduce the building footprint within which the Project could be built, the arrangement of amenities provided for the residential units proposed, and configuration of amenities

that will be accessible to all of the residents within the affordable housing development. The increase in overall space that is dedicated to residential uses facilitates the creation of more residential units enables the applicant to reserve more residential units for lower income levels. The requested height waiver will allow the developer to expand the building envelope so that the overall space dedicated to residential uses is increased, which offsets the cost of providing affordable units. Therefore, the incentive supports the applicant's decision to set aside 15% of the dwelling units for Very Low Income Households and 5% for Very-Low Income or Low Income households. In addition, the On-Menu request, as well as the height increase and setback reductions requested via waivers of development standards, are included in the list of Incentives in the LAMC, which were pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Department of City Planning will always arrive at the conclusion that the density bonus Incentives provide actual and identifiable cost reductions that provide for affordable housing costs because the incentives, by their nature, increase the building envelope so that the additional units can be constructed and the overall space dedicated to residential uses is increased.

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

As required by Section 12.22 A.25(e)(2), the Project meets the eligibility criterion that is required for projects requesting on-menu incentives in that the Project: i) provides facade articulation through the use of varying materials and architectural differentiation between the ground floor and upper stories of the building; ii) provides street orientation by including active street frontages with pedestrian features; iii) does not involve a contributing structure in a designated Historic Preservation Overlay Zone, or a structure listed on the National Register of Historic Places; and iv) is not located on a substandard street in a Hillside Area or Very High Fire Hazard Severity Zone, as recorded in the City's Zoning Information and Map Access System.

There is no evidence in the record that the proposed density bonus 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)). The findings to deny an incentive under Density Bonus Law are not equivalent to the findings for determining the existence of a significant unavoidable impact under CEQA. There is no substantial evidence that the incentives for the Project will have a specific adverse impact on the physical environment, or on public health and safety, or on any property listed in the California Register of Historical Resources. Based on all of the above, there is no basis to deny the requested incentives.

- c) The incentives are contrary to state or federal laws.**

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

### **Off-Menu Waiver of Development Standards**

Following is a delineation of the findings related to the request for the Waiver of Development Standards, pursuant to Government Code Section 65915.

Government Code Section 65915 and LAMC Section 12.22 A.25(g) state that the Commission shall approve a density bonus and requested Waivers of Development Standard(s) that physically preclude the proposed units and incentives unless the Commission finds that:

**a) The waiver would be a violation of state or federal law.**

A 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)).

Therefore, the request for the following is recommended as Waivers of Development Standards. Without the below Waivers, the existing development standards would physically preclude development of the total units, including affordable housing units, build out of the incentives, and the project amenities. Further there is no substantial evidence in the record that the requested waivers violate state or federal law:

**Height:** The applicant has requested a Waiver of Development standards to allow an increase in height of 11 feet for a 86-foot building height, in lieu of the 75 feet otherwise permitted for buildings within Subarea A of the Crenshaw Corridor Specific Plan, and an increase in height of four feet for a 34-foot building, in lieu of the 30 feet otherwise permitted for buildings within the first 50 feet of lot depth along Victoria Avenue per the Crenshaw Corridor Specific Plan. While the project qualifies for an On-Menu incentive to increase building height, LAMC Section 12.22 A.25(f)(5)(i)(b) requires that for each foot of additional height the building shall be set back one horizontal foot. As stated above, both sites have physical constrains that would make compliance with this requirement impractical and infeasible. The transitional height requirement of the Crenshaw Corridor for Site A coupled with the requirement of Section 12.22 A.25 would preclude the building to be of sufficient size to provide for the provision of affordable units, amenities for residents, and required parking. Site B is similarly constrained as discussed above, which results in a building configuration that would be impractical and infeasible to comply with the requirement to step-back the height of the building pursuant to Section 12.22 A.25. Complying with the transitional height requirement that for each foot of additional height the building shall be set back one horizontal foot would result in the loss of at least 14 units from the building proposed on Site A. Without the waiver of development standard there would be a reduction in the Project’s ability to provide the range of unit configurations and sizes, as this waiver allows the Project applicant to expand the building envelope so the additional units can be constructed and the overall space dedicated to residential uses can be increased.

**Setbacks:** The applicant has requested two Waivers of Development standards to allow a 5.5-foot side yard setback on the southern property line on Site A, in lieu of the 11-foot otherwise required; and to allow a zero-foot side yard setback on the eastern property line on Site A, in lieu of the 11 feet otherwise required. Both of these setback waiver requests are necessitated by the physical constrains imposed on Site A by the

existing gas station, the Crenshaw Corridor Specific Plan transitional height regulations, and the need to provide accessible open space. The building on Site A is physically constrained into an L-shape as a result of the gas station site, which results in less buildable area and therefore necessitates that the building maximize floor area. The waivers are requested to allow the development of the Project's proposed density and floor area within its allowed height envelope. Without the additional floor area afforded by these setback reductions, the applicant would be physically precluded from expanding each of the residential levels, all containing dwelling units.

- b) The waiver will have specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or 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 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 project also 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. Therefore, there is no substantial evidence that the proposed waiver of development standards will have a specific adverse impact on public health and safety.

### **Main Conditional Use (Alcohol Sales) and South Los Angeles Alcohol Use Specific Plan Findings**

In conjunction with the development of the Project, the Applicant is requesting a Main Conditional Use Permit (MCUP) to allow the sale and dispensing of a full-line of alcoholic beverages for on-site consumption for up to six establishments, and for the sale and dispensing of a full-line of alcoholic beverages for off-site consumption in conjunction with a grocery store. The following are the required findings to permit the sale and dispensing of alcoholic beverages as required by LAMC 12.24 E and 12.24 W.1.

- 2. 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 Project includes the construction and operation of two mixed-use buildings, up to 86 feet in height, with up to 380,112 square feet of total floor area, including up to 401 residential units, with 61 units reserved for Very-Low Income households and 20 units reserved for Very-Low Income or Low Income households, and 40,454 square feet of commercial and community floor area, on two sites comprising approximately 4.19-acres (net area). The West Site (Site A) would include a 206,803 square foot building, with 225 residential units, 7,504 square feet of ground-floor commercial/restaurant uses, and 2,650 square feet of community space, on a 1.93 acre site. The East Site (Site B) would include a 173,309 square foot building, with 176 residential units and 30,300 square feet of commercial floor area (including a 22,277 square foot grocery store) on a 2.25 acre site. The

Master Conditional Use Permit would allow the sale and dispensing of a full-line of alcoholic beverages for on-site consumption for up to six establishments, and for the sale and dispensing of a full-line of alcoholic beverages for off-site consumption in conjunction with the grocery store.

The Project Site is located within the West Adams-Baldwin Hills-Leimert Community Plan area, and is designated for Community Commercial land uses with a corresponding zone of C2-2D-SP. The area surrounding the Project Site is urbanized and improved with a range of residential uses and commercial uses including retail and restaurants. To the north of both Site A and B is the Metro E Line, an approximately 15.2-mile light rail line running between Downtown Los Angeles and Santa Monica. The properties directly across the Metro E Line to the north of Upper Exposition Boulevard have Community Commercial land use designations and are zoned C2-2D-SP similar to the Project Site, developed with low-scale commercial buildings and single-family and multiple family dwellings. The property on the northeast corner of Crenshaw and Upper Exposition Boulevards is developed with the 5,000-seat West Angeles Cathedral and associated surface parking lot. The properties directly to the east of Site B, across Bronson Avenue, have a Hybrid Industrial and Low Medium II Residential land use designation, and are zoned CM-2D-SP and RD2-1, and developed with industrial and manufacturing buildings, consistent with the Hybrid Industrial land use designation and CM (Commercial Manufacturing) zone, and developed with single-family residential homes, consistent with the residential designation and zone. The properties directly to the south of both Sites also have Community Commercial land use designations and are zoned C2-2D-SP similar to the Project Site, and developed with retail uses and associated surface parking lots. The properties directly to the west of Site A across Victoria Avenue have a Low Medium II Residential land use designation and a RD1.5-1 zone and are currently developed with two-story multifamily residential buildings.

The ability for Project tenants to offer a full-line of alcoholic beverages for on-site and off-site consumption would allow the restaurants and grocery store to remain competitive with other similar uses serving the same area, since alcohol service is commonly expected by patrons of a restaurant and grocery store. Further, patrons are drawn to the area due to the shopping, entertainment, and dining experiences currently available and with future projects, and offering a full-line of alcoholic beverages at these uses on the Project Site would enhance the dining and entertainment experience for visitors, employees, and residents in the vicinity. Alcohol sales at this location would provide a function and beneficial service to patrons visiting the site, which would enhance the character of the area, and would be appropriate in the Regional Commercial land use designation and C2 Zone.

The MCUP provides an umbrella entitlement with conditions that apply to the Project Site and in general to all venues. These conditions include, but are not limited to, security measures, such as a camera surveillance system, appropriate lighting in the evening hours, and prohibiting adult entertainment. In addition, all music, sound or noise which is under the control of the individual tenants shall be in compliance with the Citywide Noise Ordinance. Further, loitering is prohibited on and around the premises, and the Project Applicant will be required to maintain the premises and sidewalk in good condition. These conditions will be supplemented by more specific conditions designed to address the characteristics of each individual establishment, and a Plan Approval will be required, prior to the effectuation of the approval for each respective tenant, including more specific physical and operational restrictions. Under these Plan Approvals, the Zoning Administrator and LAPD have the opportunity to recommend conditions, including the maximum number of indoor seats, as determined by the Department of Building and Safety.

As such, the sale and dispensing of a full-line of alcoholic beverages for on-site consumption for up to six establishments, and for the sale and dispensing of a full-line of

alcoholic beverages for off-site consumption in conjunction with a grocery store, would enhance the built environment in the surrounding neighborhood, and would provide a function that is beneficial and compatible with the character of the community, and the commercial viability of the region as a whole.

**3. 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 Project Site is located within the West Adams-Baldwin Hills-Leimert Community Plan area, along the Crenshaw Boulevard commercial corridor, with direct access to transit, and is designated for Community Commercial land uses with a corresponding zone of C2-2D-SP. The Project would involve two buildings containing 401 residential units and 40,454 square feet of commercial and community floor area, with a height of up to 86 feet. The ground floor restaurants and grocery store would operate with alcohol sales as an amenity in addition to the primary functions of food service and grocery retail.

The area surrounding the Project Site is urbanized and improved with a range of residential uses and commercial uses including retail and restaurants. The proposed uses would continue to add to the commercial establishments in the area as well as support the residential uses in close proximity to the site. The proposed hours of operation are typical of establishments of this type and are reasonable to expect in a mixed-use development in an area that contains commercial uses. The establishments will have trained staff and security. Alcohol sales in conjunction with restaurant establishments and the grocery store would be compatible with and continue to add to the diversification of commercial activities, which further supports the growing residential population in the neighborhood as well as visitors to the area.

The sales of alcohol would not be detrimental to nearby residential uses, since the establishments serving alcohol would be carefully controlled and monitored. The conditions recommended herein would ensure that the establishments would not adversely affect or further degrade the surrounding neighborhood, or the public health, welfare, and safety. These conditions will be supplemented by more specific conditions designed to address the characteristics of each individual establishment, and a Plan Approval will be required, prior to the effectuation of the approval for each respective tenant, including more specific physical and operational restrictions. Under these Plan Approvals, the Zoning Administrator and LAPD have the opportunity to recommend conditions, including the maximum number of indoor seats, as determined by the Department of Building and Safety. Further, the sale of alcohol is regulated by the State of California through the issuance of an Alcohol Beverage Control (ABC) license. Thus, as conditioned, combined with the enforcement authority of ABC and LAPD, the operation of these establishments would not be detrimental to nearby schools, churches, recreation areas, or residential dwelling units, since the establishments will be carefully controlled and monitored. Other commercial uses in the area provide similar functions, and no evidence was presented at the hearing or in writing that alcohol-sales will be materially detrimental to the immediate neighborhood.

Thus, the Project would be compatible with development on adjacent and neighboring properties and its location, size height, and operations will be compatible with and would not adversely affect or further degrade surrounding properties and/or the public health, welfare, and safety.

**4. The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.**

The Project Site is located within the West Adams-Baldwin Hills-Leimert Community Plan area, and is designated for Community Commercial land uses with a corresponding zone of C2-2D-SP. The area surrounding the Project Site is urbanized and improved with a range of residential uses and commercial uses including retail and restaurants.

The Community Plan contains two policies related to the sale of alcohol.

**Policy LU18-5: Limit Off-site Liquor Sales.** Strive to limit further proliferation of “off-site” alcohol sales, and in particular, liquor stores within commercial areas.

**Policy LU18-7: Revoke Nuisance Alcohol Sales Uses.** Encourage greater use of the City’s revocation process to close down serious public nuisance on-site and off-site alcohol sales outlets as well as any other nuisance use sites within commercial areas.

However, the sale of alcohol is inherent in the operation of similar commercial uses within the vicinity of the Site. The request for the sale and dispensing of a full-line of alcoholic beverages for on-site consumption for up to six establishments, and for the sale and dispensing of a full-line of alcoholic beverages for off-site consumption in conjunction with a grocery store are not stand-alone liquor stores. In addition, the sale of alcohol at the Project Site is consistent with the following Community Plan goals and policies:

**Policy LU14-1: Pedestrian Orientation.** Foster preservation, conservation, maintenance and enhancement of existing pedestrian orientation along commercial and mixed-use boulevards.

**Policy LU14-2: Activate First Floor Frontages.** Encourage the first floor street frontage of buildings, including parking structures, to incorporate commercial or other active public uses.

**Goal LU15:** A community that prioritizes mixed-use projects within community commercial nodes, centers and transit-oriented development areas.

**Policy LU15-1: Prioritize New Infill Development Close to Transit.** Prioritize new infill development that is in close proximity to mass transit centers, stations and platform portals.

**Goal LU18:** A community where a diversity of uses which contribute to safe, pedestrian – friendly commercial environments are encouraged, and which enhance the health and welfare of the community by limiting certain uses and expanding opportunities for others.

**Policy LU18-1: Attract Full Service Grocery Stores.** Incentivize the attraction of larger full service grocery stores as well as the provision of fresh produce and other healthy foods in local markets.

**Goal LU20:** A Community where residents will be able to access their daily needs by walking, biking or using other sustainable modes of transportation.

**Goal LU21:** A community where safe, convenient opportunities to purchase fresh fruits and vegetables are available by ensuring that sources of healthy foods are accessible in all neighborhoods.

**Policy LU21-3:** Prioritize Grocery Access. Promote efforts to identify grocery access as a priority for economic development and give responsibility for food retail attraction and development to specific governmental agencies such as the successor to the Community Redevelopment Agency and the Community Development Department.

**Policy LU21-7:** Prioritize Full Service Grocery Store Sites. Promote efforts to prioritize adequately sized vacant and blighted parcels as appropriate sites for the development of full service grocery stores along commercial and mixed-use boulevards, community and regional centers.

This mixed-use project also substantially complies with the applicable regulations, findings, standards and provisions of the Crenshaw Corridor Specific Plan. The Project site is located within the Subarea A and Expo/Crenshaw Transit-Oriented Development TOD Area of the Specific Plan adjacent to the Expo/Crenshaw Metro Station.

The Project is consistent with the following purposes of the Specific Plan:

To assure a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area.

To promote a compatible and harmonious relationship between residential and commercial development where commercial areas are contiguous to residential neighborhoods.

To promote a high level of pedestrian activity in areas identified as Pedestrian-Oriented Areas and TOD Areas by promoting neighborhood serving uses, which encourage pedestrian activity and promote reduced traffic generation.

To promote an attractive pedestrian environment in the areas designated as Pedestrian-Oriented Areas and TOD Areas by regulating the design and placement of buildings and structures which accommodate outdoor dining and other ground level retail activity.

To encourage the creation of pedestrian-friendly TOD Areas consistent with the goals and policies of the Community Plan that promote health and sustainability by encouraging a mix of uses providing jobs, housing, goods and services, as well as access to open space, all within walking distance of the MidCity/Exposition and Crenshaw/LAX Light Rail Transit Corridor stations.

The Project would contribute to the area's viable commercial development by introducing new residential units, commercial uses, and grocery sales in close proximity to other residential, retail, restaurant, and grocery store uses. The area surrounding the Project Site is urbanized and improved with a range of residential and commercial development. Alcohol sales for on-site and off-site consumption, as part of the mixed-use Project would be desirable to the public convenience and welfare as the uses are in a convenient infill location adjacent to transit, and accessible to nearby residents, workers, and visitors.

The commercial uses will create an active environment for residents by increasing the walkability of the streets. The project's commercial uses will front the transit adjacent public plazas located at the northern portion of both sites, as well as facing Crenshaw Boulevard, activating the streets with pedestrian activity, creating an environment that would be safe, clean, attractive and lively. The ability for the Project to offer a full line of alcoholic beverages will allow the grocery store and restaurant uses to remain competitive with other similar uses serving the same area, as alcohol service is a common as part of these uses. Further, patrons are drawn to shopping, entertainment, and dining experiences, and offering

a full line of alcoholic beverages at these uses on the Project Site would be an added amenity for residents and patrons of the Project, and will help to strengthen economic development, and support a strong and competitive commercial sector in the Community Plan and Specific Plan area.

In addition, the Crenshaw Corridor Specific Plan includes regulations related to the sale of alcohol, including Section 6.B Limited Uses. Specific Plan Section 6.B limits the establishment of any new off-site alcohol sales to maximum of one such use for every ½ half mile radius except for full-service grocery stores. The Project's requests approval of a Master CUP to permit on-site alcohol sales in conjunction with six establishments, and off-site alcohol sales in conjunction with a proposed full-service grocery store. As such, the Project's request for the off-site alcohol sales is consistent with and not subject to the Specific Plan limitation in Section 6.B.

Furthermore, the site is located within the South Los Angeles Alcohol Sales Specific Plan, which provides specific procedures and requires additional findings for projects obtaining conditional uses for the sale of alcoholic beverages for off-site consumption in the South Central area of the City. These require that the City Planning Commission be the initial decision-maker for conditional uses for alcohol sales. Additional findings required by the Specific Plan are provided below.

Based on the above, the requested Main Conditional Use Permit for the dispensing of alcohol would substantially conform with the purpose, intent and provisions of the General Plan and the applicable community plan and specific plans.

**Additional findings required per LAMC Section 12.24 W.1 (Conditional Use for Alcoholic Beverages) and the South Los Angeles Alcohol Use Specific Plan (Ordinance 171,681):**

**5. The proposed use will not adversely affect the welfare of the pertinent community (12.24 W.1). The proposed use will not adversely affect the welfare of area residents (Specific Plan).**

The Project requests a Main Conditional Use Permit (MCUP) to allow the sale and dispensing of a full-line of alcoholic beverages for on-site consumption for up to six establishments, and for the sale and dispensing of a full-line of alcoholic beverages for off-site consumption in conjunction with a grocery store. While the specific tenants or uses have not yet been identified, the Main Conditional Use Permit provides an umbrella entitlement with general conditions that apply to up to six commercial establishments for on-site consumption and the grocery store for off-site consumption, serving the Project. These conditions include, but are not limited to, security measures such as a camera surveillance system, appropriate lighting in the evening hours, hours of operation, prohibition of after-hours use, except routine clean-up, and prohibition of dancing and adult entertainment. Additionally, within the first six months of operation, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR) or Department of Alcoholic Beverage Control "Licensee Education on Alcohol and Drugs" (LEAD) training program or the Responsible Beverage Service (RBS) Training Program.

Additionally, the surrounding neighborhood contains similar commercial uses which serve alcohol on-site, therefore the introduction of another such establishment would not create an adverse or unique condition. The Project's new establishments will help to enhance the availability of dining and entertainment options to residents on-site as well as those in the neighborhood. All music, sound or noise which is under the control of the tenant shall be in compliance with the Citywide Noise Ordinance. Further, loitering is prohibited on and around

the premises, and the Project Applicant will be required to maintain the premises and sidewalk in good condition. These conditions will be supplemented by more specific conditions designed to address the characteristics of each individual establishment, and a Plan Approval will be required, prior to the effectuation of the approval for each respective tenant, including more specific physical and operational restrictions. Under these Plan Approvals, the Zoning Administrator and LAPD have the opportunity to recommend conditions, including the maximum number of indoor seats, as determined by the Department of Building and Safety.

Therefore, as conditioned, the request to allow the sale and dispensing of a full-line of alcoholic beverages for on-site consumption for up to six establishments, and for the sale and dispensing of a full-line of alcoholic beverages for off-site consumption in conjunction with a grocery store, in conjunction with the proposed uses would not adversely affect the welfare of the community or area residents.

- 6. 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 (12.24 W.1 and Specific Plan).**

The Project Site is located in Census Tracts 2195 and 2342. According to the California State Department of Alcoholic Beverage Control (ABC) licensing criteria, one (1) on-sale and one (1) off-sale licenses are authorized for Census Tract Number 2195, and two (2) on-sale and one (1) off-sale licenses are authorized for Census Tract Number 2342. There is currently one (1) off-sale active license within Census Tract Number 2195, and two on-sale active licenses within Census Tract Number 2342.

According to statistics provided by the Los Angeles Police Department's Central Division Vice Unit, within Crime Reporting District No. 353, which has jurisdiction over the Project Site, a total of 99 crimes were reported in 2020 (85 Part I and 14 Part II crimes), compared to the citywide average of 141 crimes and the total High Crime Reporting Districts average of 169 crimes for the same reporting period. The vast majority of Part I Crimes are reported as larceny. Part II Crimes reported include, Narcotics (0), Liquor Laws (0), Public Drunkenness (0), Disturbing the Peace (0), Disorderly Conduct (0), Gambling (0), DUI related (3) and other offenses (3).

Approval of the request will result in an increase of six on-site and one off-site ABC licenses. As noted above, the ABC currently allocated three (3) on-sale and two (2) off-sale licenses within the subject census tracts. Therefore, approval of the request would increase the current exceedance of licenses. However, the subject location is within a developed commercial corridor in a neighborhood with a regional draw and transit access. In active transit-oriented centers and commercial corridors like Crenshaw Boulevard, there is a higher demand for licenses beyond the allocated number. Concentration can be undue when the addition of a license will negatively impact a neighborhood. Concentration is not undue when the approval of a license does not negatively impact an area, but rather such a license benefits the public welfare and convenience. The ABC has discretion to approve an application if there is evidence that normal operations would not be contrary to the public welfare and will not interfere with the quiet enjoyment of property by residents in the area.

Negative impacts commonly associated with the sale of alcoholic beverages, such as criminal activity, public drunkenness, and loitering are mitigated by the imposition of conditions requiring responsible management and deterrents against loitering, public drinking, driving under the influence, and public drunkenness. As conditioned, allowing the sale, dispensing, and consumption of a full line of alcoholic beverages in conjunction with the proposed grocery store and restaurant uses and is not anticipated to create a law enforcement issue. Consequently, this approval would not result in an undue concentration of premises selling, dispensing, and consumption of a full-line of alcoholic beverages.

Additionally, the six proposed establishments and one grocery store are part of a larger mixed-use development, which would benefit from oversight of the building complex as a whole. Moreover, included in this grant are a number of general conditions that would act to minimize any impacts that might be generated by alcohol serving establishments including that each individual venue seeking to utilize a permit to sell alcoholic beverages for on-site consumption as a part of this MCUP must apply for a Plan Approval. The Plan Approval process will allow the Department of City Planning to tailor conditions to each individual Applicant and establishment, and create measures, which will minimize impacts. Likewise, concerns associated with any individual establishment can be addressed in more detail through the Plan Approval process, which will provide an opportunity to consider more specific operational characteristics when a tenant is identified and the details of each establishment are highlighted.

The Project will not adversely affect community welfare because the proposed restaurants are desirable uses, and would be located in an area that permits commercial uses. As such, the proposed uses in conjunction with the on-site and off-site sale, dispensing, and consumption of a full-line of alcoholic beverages would be compatible with the surrounding development and will not create an undue concentration of alcohol sales.

**7. 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 (12.24 W.1 and Specific Plan).**

The area surrounding the Project Site is improved with a range of residential and commercial uses. The following sensitive uses are located within 1,000-foot radius of the Project Site:

- West Angeles Church of God In Christ Cathedral
- Various and numerous residential buildings

Consideration has been given to the distance of the subject establishment from the above-referenced sensitive uses. The project will provide adequate security measures to discourage loitering, theft, vandalism and other nuisances as imposed through the project condition. All sales employees will receive training in responsible alcohol sales; age verification devices and prompts will be part of the Point-of-Sale system to assist cashiers in prevention of sales to minors. The surrounding area is an urban environment that contains similar mixed-use buildings with residents in close proximity to restaurants and other establishments that serve alcohol. While the sale of alcoholic beverages is important to the restaurants that will be located within the Project, it will be incidental to primary operations and, as such, no detrimental effects should be expected from the proposed project. Potential

effects of excessive noise or disruptive behavior is addressed by the imposition of Conditions of Approval.

Plans submitted by the Applicant show that the six establishments and the grocery store for which alcohol sales and/or service is being requested, would front the transit line adjacent public plaza along the northern portion of both sites as well as along Crenshaw Boulevard. While properties to the east and west of the Project site are developed with residential uses, the proposed on-site and off-site sale of a full line of alcoholic beverages would be compatible with the existing and proposed neighborhood-serving commercial within the West Adams-Baldwin Hills-Leimert Community Plan area. Additionally, included in this grant are several conditions that will act to minimize any impacts that might be generated by alcohol serving establishments including that each individual venue seeking to utilize a permit to sell alcoholic beverages for on-site consumption as a part of this MCUP must apply for a Plan Approval. The Plan Approval process will allow the Department of City Planning to tailor conditions to each individual Applicant and establishment, which will minimize any impact that might be generated. Therefore, as conditioned, the Project will not detrimentally affect residentially zoned properties or any other sensitive uses in the area.

### **Project Permit Compliance Findings**

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

**Section 6: Land Uses.** The Crenshaw Corridor Specific Plan Map No. 2 designates the subject property as located in the Transit Oriented Development Area of Subarea A. The Crenshaw Corridor Specific Plan provides for area-specific development standards along Crenshaw Boulevard and adjacent properties, and provides design guidelines and design review for certain areas within the Specific Plan. Subarea A of the Specific Plan is a Transit-Oriented Development (TOD) area which is a designated pedestrian friendly, multi-modal area where a mix of uses providing jobs, housing, goods and services, as well as access to open space has been integrated through transit planning, development, urban design, streetscape improvements and reinvestment that facilitates access and connectivity to and from a fixed guideway station.

- a. **Prohibited Uses.** Section 6.A.1 of the Crenshaw Corridor Specific Plan prohibits the following uses in the Specific Plan Area: (a) gun and/or pawn shops; (b) swap meets; (c) public self-storage; (d) motels; (e) bars not attached to dining, dancing and/or entertainment related uses; (f) recycling collection or buyback centers and mobile recycling centers, except as permitted by State Law. The proposed project is a mixed-use residential and commercial project and does not contain any of the aforementioned prohibited uses. Therefore, the project is in compliance with the land use section of the Specific Plan.
- b. **Limited Uses.** Section 6.B of the Crenshaw Corridor Specific Plan limits the following uses in all areas of the Specific Plan Area: (a) Off-Site Alcohol Sales; (b) Automobile-Related Use; (c) Free-Standing Fast-Food Establishments. The proposed project is a mixed-use project with 577 dwelling units and 93,016 square-feet of grocery, retail, and restaurant uses and does not contain any of the aforementioned limited uses. Any future requests for off-site alcohol sales associated with the grocery uses would be subject to the provisions of the South Los Angeles Alcohol Sales Specific Plan. Therefore, the project is in compliance with the limited uses section of the Specific Plan.

- c. **Use Limitations in Pedestrian-Oriented and TOD Areas.** Section 6.C applies to projects in Subareas D, F and G. The proposed project is located in Subarea A and therefore this section does not apply.

**Section 7: Development Standards for Pedestrian-Oriented and TOD Areas.** Section 7 applies to projects in Subareas D, F and G. The proposed project is located in Subarea A and therefore this section does not apply.

**Section 8: Mixed-Use Projects.** Section 8 applies to projects in Subareas D, F and G. The proposed project is located in Subarea A and therefore this section does not apply.

**Section 9: Floor Area Ratios and Height.** The Crenshaw Corridor Specific Plan Map No. 6 designates the subject property with a 75-foot height limit. The proposed project is located within Subarea A and has requested a Density Bonus Waiver of Development Standard to exceed the maximum height of 75 feet. In Subarea A, on a lot designated Height District 2, the maximum floor area ratio (FAR) shall be 3:1 for mixed-use projects. The Project includes the construction and operation of two mixed-use buildings, up to 86 feet in height, with up to 380,112 square feet of total floor area, with a total FAR of 2.08:1. Therefore, the project is in compliance with the Floor Area Ratio and height regulations of the Specific Plan.

**Section 10: Building Setbacks and Open Space Areas.** Section 10.C regulates, in all TOD areas, that setbacks and open space areas for projects involving new construction shall be developed in accordance with the underlying zone district and any applicable provisions identified in Appendix A (Design Manual). Appendix A does not identify any applicable provisions for setbacks and open space for the project; therefore, the LAMC's required setbacks apply. In the C2-2D-SP zone, for projects that combine residential and commercial uses pursuant to LAMC Section 12.22 A.18(c)(3), and in accordance with the Specific Plan, no yards are required along the front yard along Obama Boulevard and the side yards along Crenshaw Boulevard. However, for Site A, the Project has requested a Density Bonus Waiver of Development Standards to allow a 5.5-foot side yard setback on the southern property line on, in lieu of the 11-foot otherwise required; and to allow a zero-foot side yard setback on the eastern property line on Site A, in lieu of the 11 feet otherwise required. The building on Site B complies with the setbacks of the underlying zone. Therefore, with approval of the requested Waivers of Development Standards, the Project complies with Section 10.C of the Specific Plan.

Section 10.D.2 of the Crenshaw Corridor Specific Plan regulates projects involving new construction on land zoned commercial or industrial that directly abuts or is directly across a street or alley from land zoned residential as follows: *Projects located opposite the front yard of residentially zoned land along local streets shall not exceed 30 feet in height for the first 50 feet of lot depth as measured from the commercial or industrial property line opposite the residentially zoned land.* Site A is zoned C2-2D-SP and is located across the street from property zoned RD1.5-1. The Project has requested a Density Bonus Waiver of Development Standards to increase the height of this portion of the building by four feet for a 34-foot building, in lieu of the 30 feet otherwise permitted by the Specific Plan. Therefore, with approval of the requested Waivers of Development Standards, the Project complies with Section 10.D of the Specific Plan.

**Section 11: Sign Regulations.** Any future business that occupy the project's commercial spaces must comply with the sign regulation in Section 11 of the Crenshaw Corridor Specific Plan. The plan provides regulations related to prohibited signs, permitted signs, sign area, height of signs, projection signs and sign exceptions. In all Subareas, the regulations in LAMC Chapter 1, Article 4.4, shall apply except to the extent they are inconsistent with the Specific Plan. Per Section 5.D wall, window, pedestrian or awning signs shall not require a

Project Permit Compliance Review or Design Review, so long as they comply with applicable requirements of this Specific Plan and will qualify for an Administrative Clearance.

**Section 12: Parking.** Section 12.B of the Specific Plan allows a project in a Transit Oriented Development (TOD) area a 50 percent reduction to the number of spaces required by the LAMC. Additionally, the maximum parking spaces permitted for projects in a TOD area shall not exceed 90 percent of the number of spaces required by the LAMC.

Pursuant to LAMC Section 12.21 A.4(a), residential automobile parking is required at a rate of one (1) space for each unit with less than three habitable rooms; one-and-a-half (1.5) spaces for each unit with three habitable rooms; and two (2) spaces for each unit with more than three habitable rooms. The proposed project includes 401 residential units including 142 studio units, 193 one-bedroom units, and 66 two bedroom units. Based on the number of units and the habitable room count, LAMC Section 12.21 A.4(a) requires 434 residential parking spaces. The proposed project includes 40,454 square feet of commercial floor area, and pursuant to LAMC Section 12.21.A.4, the Project requires 249 commercial parking spaces.

The total number of parking spaces required for the project under LAMC Section 12.21 A.4 is 683 spaces. Under Section 12.B of the Specific Plan, projects in TOD areas are allowed a 50 percent reduction to the number of spaces required by the LAMC, allowing the project to reduce the required parking to 342 total parking spaces. Additionally, the maximum parking spaces permitted for projects in a TOD area under Section 12.B shall not exceed 90 percent of the number of spaces required by the LAMC, limiting the project to a maximum of 615 total parking spaces.

The Project is allowed residential parking reductions under the Density Bonus Ordinance, as well as commercial parking reductions under the Los Angeles State Enterprise Zone. However, the Project is not seeking any parking reductions, instead the Project will provide parking consistent with the LAMC, the ENA, and the Crenshaw Corridor Specific Plan requirements. The project will provide a total of 502 parking spaces, therefore the project complies with the Section 12.B of the Specific Plan.

**Section 13: Underground Utilities.** To the extent physically feasible, all new utility lines that directly service the project shall be installed underground.

**Section 14. Right-of-Way Improvements and Streetscape Plans.** The project will enhance the surrounding streetscape on Crenshaw Boulevard and Obama Boulevard by complying with the Crenshaw Boulevard Streetscape Plan including adding new trees, planters, street furniture, and paving. Pedestrian-scale lighting and visibility at the ground floor will help improve the livability and security of the neighborhood at all hours.

**Section 15. Design Review Board.** The Crenshaw Corridor Specific Plan Map No. 5 designates the boundaries of the Design Review Board. The project is not within the jurisdiction of the Design Review Board areas.

**Crenshaw Corridor Specific Plan Design Manual.** The project is consistent with policies of the Crenshaw Corridor Specific Plan Design Guidelines for commercial projects located within Pedestrian- and Transit-Oriented Areas:

**GUIDELINE 1.** Create an environment that promotes pedestrian orientation and use.

Guideline 1a states that least 75 percent of the ground floor frontage of any building, including any portion of a building used for parking, should be devoted to retail or commercial uses. On both Site A and Site B, the Project's Crenshaw Boulevard frontage devotes the majority of its ground floor to commercial uses. The building on Site A includes approximately 110 feet of frontage along Crenshaw Boulevard, due to the gas station that will remain at the northwest corner of Crenshaw Boulevard and Obama Boulevard. The Crenshaw Boulevard frontage will be entirely devoted to commercial uses. The ground floor uses for the building located on Site B include a grocery store, which is located at the northwest corner of the building, and retail/restaurant space along the majority of the remaining Crenshaw Boulevard frontage. The only non-commercial use located along Crenshaw Boulevard is the residential lobby located at the southwest corner of the building.

**GUIDELINE 2.** Locate structures toward the main commercial street where the parcel is located in order to avoid pedestrian/vehicular conflicts.

The building on Site A has limited frontage along Crenshaw Boulevard, however the frontage there is entirely devoted to commercial uses. The remainder of commercial uses, including a publicly-accessible plaza, are located on the northern portion of the building, adjacent to the Metro right-of-way. The building on Site A will contain no vehicular access points on Crenshaw Boulevard, instead locating the vehicular entrance on Victoria Avenue. This orientation reduces avoids pedestrian-vehicular conflicts along Crenshaw Boulevard and Obama Boulevard. Site B contains no vehicular access along either Crenshaw Boulevard or Obama Boulevard, instead locating vehicular access on Bronson Avenue. The majority of the sidewalk frontage for Site B will contain Metro station facilities, including the entrance portal to the underground station for the under construction Crenshaw/LAX line. Per Guideline 2b, both buildings will provide pedestrian entrances at the front of the building for each business that fronts on Crenshaw Boulevard. In accordance with Guideline 2e the pedestrian "drop off" areas are located at street level, along both the Crenshaw Boulevard and Victoria Avenue frontages for Site A, and along Bronson Avenue for Site B.

**GUIDELINE 3.** All projects, and in particular those located within Transit-Oriented Development areas, should strive to incorporate public open space areas (plazas, miniparks, etc.) that are well designed and effectively link pedestrians to services and nearby transit stations. Design all buildings with a quality and character that improve community appearance by avoiding excessive variety and monotonous repetition.

In accordance with this Guideline, both sites feature a publicly-accessible pedestrian plaza on the northern portion of the site, directly adjacent to the Metro right-of-way. Both open space plazas would provide direct connection to the Metro E line station as well as linking the commercial portions of each building to the Metro stations. The plazas will be well landscaped and include trees, seating areas, and options for outdoor dining.

As conditioned, the project substantially complies with the applicable regulations, findings, standards, and provisions of the Crenshaw Corridor Specific Plan, and the Crenshaw Corridor Design Manual.

- 9. The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review, which would mitigate the negative environmental effects of the project, to the extent physically feasible.**

Senate Bill 375 (SB 375) enacted on September 30, 2008, created a Sustainable Communities Environmental Assessment (SCEA) process for environmental review under

the California Environmental Quality Act (CEQA) for some transit priority projects meeting rigorous requirements. A transit priority project is defined by Public Resources Code (PRC) Section 21155(b) as a project that (1) contains at least 50 percent residential use, based on total building square footage and a floor area ratio of not less than 0.75; (2) provide a minimum net density of at least 20 dwelling units per acre; and (3) is located within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. Specifically, when a project in the City of Los Angeles (City) meets the definition of a transit priority project and is consistent with the general use designation, density, building intensity and applicable policies specific for the project area in the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy, the City may review the environmental impacts of the project with a SCEA. The City prepares an initial study for the SCEA that identifies all potentially significant effects of the project, with the exception of growth-inducing impacts and project-specific or cumulative impacts from cars and light trucks on global warming or the regional transportation network. The initial study must contain mitigation measures that reduce or avoid all the potentially significant impacts identified in the initial study to a level of less than significance and it must incorporate all applicable mitigation measures from prior relevant environmental impacts reports (EIRs).

After circulation for public comments, and a public hearing, the City may approve the SCEA for the project if it finds that all potentially significant effects have been identified and analyzed, and that all potentially significant impacts have been mitigated to a level of insignificance by either the City, as Lead Agency, or another agency with the responsibility and authority to implement the mitigation measure.

The City, having independently reviewed the SCEA for the Crenshaw Crossing Project (Project) including the initial study and technical reports, and considered all public comments and all other matters in the administrative record, determined and found, that the project was assessed in the Crenshaw Crossing Project SCEA No. ENV-2019-5426-SCEA, SCH No. 2021060246, Erratum, dated September 2021, Mitigation Monitoring Program, adopted by City Council on October 13, 2021 and approved by the Deputy Advisory Agency on October 14, 2021. The findings for the SCEA in conjunction with those approvals found that based on the whole of the administrative record:

1. The Project is a mixed-use project including 401 residential units, with approximately 15 percent of the total units (61 units) reserved for Very-Low Income households and 5 percent of the total units (20 units) reserved for a range of Very-Low to Low-Income households. The 401 residential units would consist of 142 studios, 193 one-bedroom units, and 66 two-bedroom units, with a range of unit sizes from approximately 467 to 1,157 square feet. The Project also includes 380,112 square feet of floor area with a FAR of 2.08:1, made up of 339,116 square feet for the residential component and 40,996 square feet for the commercial and community spaces component, which would include a grocery store, retail and restaurant uses, and a Metro bicycle storage space.
2. The Project is consistent with the general land use designation, density and building intensity in the Southern California Association of Government's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS).
3. The Project is a transit priority project in that it: (a) contains approximately 89 percent residential use, which is greater than the minimum required at least 50 percent residential use; (b) provides a net density of 95 units per acre which is greater than the minimum required at least 20 dwelling units per acre; and, (c) is located less than 500 feet from the Metro E Line Expo/Crenshaw Station and is, therefore, located less

- than one-half mile from a major transit stop, and the Project is also located within an existing high quality transit corridor as shown in the 2020-2045 RTP/SCS.
4. Pursuant to PRC Section 21155.2, the Project has incorporated all feasible mitigation measures, performance standards, or criteria set forth in three prior applicable EIRs: the 2020-2045 RTP/SCS Program EIR, the West Adams-Baldwin Hills-Leimert Community Plan EIR, and the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) Mid-City Redevelopment Plan EIR.
  5. An initial study has been prepared for the Project that identifies all significant or potentially significant impacts of the Project, other than those that do not need to be reviewed pursuant to PRC Section 21155.2(b), based on substantial evidence in light of the whole record. The initial study identifies cumulative effects that have been adequately addressed and mitigated in the prior applicable certified EIRs. Cumulative effects have been found to be adequately addressed and mitigated in the prior applicable certified EIRs and are not considered cumulatively considerable for the purposes of the SCEA.
  6. The SCEA includes measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the Project required to be identified in the initial study.
  7. The SCEA was completed, noticed and circulated in accordance with the requirements of the CEQA, the State CEQA Guidelines and the City's procedures as follows:
    - a. On June 10, 2021 a Notice of Availability (NOA) and Notice of Intent to Adopt (NOI) were issued for the Draft SCEA dated June 2021 that was circulated for public comments for 30 days. The NOI was sent to those public agencies that have jurisdiction by law with respect to the Project and to other interested parties and agencies, including property owners within 500 feet of the boundaries of the Project and the comments of such persons and agencies were sought.
    - b. On June 10, 2021 the NOI was published in the Daily Journal, a newspaper of general circulation, and the NOI was posted with the Office of Planning and Research.
  8. The City has reviewed and considered the information contained in the SCEA, including the initial study, the mitigation measures and conditions incorporated into the Project, and the comments received during the public review process and the hearing on the Project and, based on that review and consideration, the City has determined that the SCEA constitutes an adequate, accurate, objective and complete review of the environmental effects of the Project.
  9. Based on its review of the SCEA and on the basis of the whole record, the City finds that all potentially significant or significant effects required to be identified in the initial study have been identified and analyzed, and with respect to each significant effect on the environment required to be identified in the initial study, changes or alterations, including mitigation measures, have been required in or incorporated into the Project that avoid or mitigate the significant effects to a level of insignificance.
  10. Based on its review of the SCEA and on the basis of the whole record, the City finds that the SCEA reflects the City Council's independent judgment and analysis and

that there is no substantial evidence that the Project will have a significant effect on the environment.

11. Based on its review of the SCEA and on the basis of the whole record, the City finds that the Project complies with the requirements of CEQA for using an SCEA as authorized pursuant to PRC Section 21155.2(b).

CEQA and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387) allow the City to rely on the previously adopted SCEA unless a subsequent environmental review or addendum is required. Therefore, as the Project was assessed in the previously adopted SCEA, and pursuant to CEQA Guidelines Section 15162 and 15164, no subsequent SCEA or addendum is required, as the whole of the administrative record demonstrates that no major revisions to the SCEA are necessary due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified significant effect resulting from changes to the project, changes to circumstances, or the existence of new information. In addition, no addendum is required, as no changes or additions to the SCEA are necessary pursuant to CEQA Guidelines Section 15164.

Based on its review of the previously adopted SCEA and on the basis of the whole record, the City finds that the Mitigation and Monitoring Program for the Project requires all reasonably feasible mitigation measures, including mitigation measures from the three prior applicable EIRs, as appropriate, and that those mitigation measures will be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program.

### **Site Plan Review Findings**

#### **10. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.**

The Project is the construction and operation of two mixed-use buildings, up to 86 feet in height, with up to 380,112 square feet of total floor area, including up to 401 residential units, with 61 units reserved for Very-Low Income households and 20 units reserved for Very-Low Income or Low Income households, and 40,454 square feet of commercial and community floor area, on two sites comprising approximately 4.19-acres (net area). Site A would include a 206,803 square foot building, with 225 residential units, 7,504 square feet of ground-floor commercial/restaurant uses, and 2,650 square feet of community space, on a 1.93 acre site. Site B would include a 173,309 square foot building, with 176 residential units and 30,300 square feet of commercial floor area (including a 22,277 square foot grocery store) on a 2.25 acre site.

The Los Angeles General Plan sets forth goals, objectives and programs 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 Housing and Conservation, Land Use, Noise, Safety, and Transportation. 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. The Project is consistent with the following Elements of the General Plan: Framework Element, Housing Element, Mobility Element, Health and Wellness Element, Air Quality Element and the Land Use Element- West Adams-Baldwin Hills-Leimert Community Plan.

## **Framework Element**

The Framework Element for the General Plan (Framework Element) 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 provisions, objectives and policies relevant to the proposed project:

### **Chapter 3: Land Use**

The Land Use Chapter of the Framework Element identifies objectives and supporting policies relevant to the Project Site. Those objectives and policies seek, in part, to encourage the development of commercial and residential uses and structures that integrate housing units with commercial uses. The Project supports and will be generally consistent with the General Plan Framework Land Use Chapter as it accommodates development of residential and commercial uses in accordance with the applicable policies of the Central City North Community Plan. Specifically, the Project would be consistent with the following goals, objective and policies, as set forth in the General Plan Framework Land Use Chapter:

***Goal 3A:*** *A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.*

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

***Objective 3.2:*** *Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.*

***Policy 3.2.3:*** *Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.*

***Objective 3.3:*** *Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.*

***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 Project would support the above goal, objectives and policy of the Framework Element through the provision of a complementary mix of uses on site, including 401 residential units, and 40,454 square feet of commercial and community uses. The commercial and residential uses would be located in close proximity to two major public transit Metro lines, and multiple local and regional bus lines, within convenient walking distance. The building on Site B would sit above an underground Metro station for the Crenshaw/LAX light rail line, and both sites are adjacent to the Metro E Line Expo/Crenshaw station.

#### Chapter 4: Housing

The Project will be consistent with the relevant goals and objectives of the Framework Element (Chapter 4), including the following:

**Goal 4A:** *An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.*

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

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

**Policy 4.2.1** *Offer incentives to include housing for very low- and low-income households in mixed-use developments.*

As proposed, the Project would include 401 residential units in close proximity to two major Metro light rail lines, including the under-construction Crenshaw/LAX line, and multiple local and regional bus lines that are within walking distance of the Project Site. Furthermore, in recognition of the need for affordable housing within the Community Plan area, the Project would set aside 15 percent (61 units) of the total 401 units for Very Low Income households, and 5 percent (20 units) for Very-Low Income or Low Income households. The long-term affordability of these units would be guaranteed in conformance with the requirements of the City's Housing and Community Investment Department. Thus, the Project would provide a range of housing opportunities by type and cost and would support the production of an adequate supply of housing. The Project would be located within an infill area in proximity to high-quality transit options, and would provide the future residents with convenient access to employment and commercial uses.

#### Chapter 5: Urban Form and Neighborhood Design

**Goal 5A:** *A liveable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.*

**Objective 5.5:** *Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.*

**Objective 5.9:** Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.

The building elevations utilize a variety of architectural features, building materials and changes in depth to break up massing and create a consistent architectural theme for the development. The building on Site A is an L-shaped structure, designed to fit around the existing gas station to remain at the northwest corner of Crenshaw and Obama Boulevards. The building features a publicly accessible plaza along the northern portion of the site, which features ground floor commercial uses, a Metro bike storage hub, and the residential lobby. The plaza is designed to facilitate pedestrian access through the site from Victoria Avenue to Crenshaw Boulevard, providing direct connection to the Metro E Line station. Above the plaza, the façade is setback from the ground floor at the third floor to accommodate an outdoor residential amenity deck. The portion of the building on Site A located along Victoria Avenue is designed in a 3-story townhome-style, with individual walk-up entries for each unit. The building will be setback from the street by 15 feet along Victoria Avenue in observance of a building line ordinance, and will include a front yard landscaped element.

The building located on Site B is designed in an identical architectural style to Site A. The main façades of both buildings feature a regular rhythm of windows framed by colorful painted cement plaster. The façades include breaks in plane, with portions that are recessed, and other portions broken down through different material depth. The ground floor uses on Site B include an approximately 22,277 square foot grocery store, located on the northern portion of the building, adjacent to the publicly accessible plaza. Similar to the plaza on Site A, this plaza will also facilitate pedestrian access through the site from Bronson Avenue to Crenshaw Boulevard, providing direct connection to the Metro E Line station and the Crenshaw/LAX station portal located in the public right-of-way along Crenshaw Boulevard. The southwest corner of the building on Site B includes a parking structure with an at-grade lot, and one and a half above grade levels. On top of this structure, which fronts Obama Boulevard is an amenity deck on the third level. The structure is integrated with the rest of the building, and will be designed with a façade similar to the building with the garage mechanically ventilated.

### Chapter 7: Economic Development

The Project's consistency with the relevant goals, objectives, and policies in the of the Framework Element (Chapter 7), is provided below:

**Goal 7B:** *A City with land appropriately and sufficiently designed to sustain a robust commercial and industrial base.*

**Objective 7.2:** *Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.*

**Policy 7.2.2:** *Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.*

**Policy 7.2.3:** *Encourage new commercial development in proximity to rail and bus transit corridors and stations.*

**Objective 7.6:** *Maintain a viable retail base in the City to address changing resident and business shopping needs.*

**Policy 7.6.3:** Facilitate the inclusion of shopping facilities in mixed-use developments that serve the needs of local residents and workers. If necessary, consider utilizing financing techniques such as land write-downs and density bonuses.

**Goal 7G:** A range of housing opportunities in the City.

**Objective 7.9:** *Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's work force to both live and work in the City.*

The Project would support these goals, objectives, and policies by providing a mixed-use development consisting of 401 residential units and up to 40,454 square feet of commercial and community uses that would serve the community and future businesses. The proposed neighborhood-serving retail, restaurant, and grocery store uses would complement the commercial, residential and employment uses in this area of the west Adams-Baldwin Hills-Leimert Community Plan area, meet the needs of local residents, and foster continued economic investment. In addition, the Project Site would have convenient access to two major Metro transit lines and two transit stations, and would enhance opportunities for walking and biking, thereby facilitating a reduction in vehicle trips, vehicle miles traveled, and air pollution to ensure maximum feasible environmental quality. Furthermore, the Project would integrate sustainable and green building techniques by incorporating various standards and guidelines to reduce resources and energy consumption.

The Project would provide for a mix of job-producing uses that are permitted in commercial zones, including an approximately 22,277 square foot grocery store. The Project would provide a balance of uses that provides for productive commercial development including retail, and restaurant uses that would benefit Project and nearby residents, and would generate ongoing revenue to the City in the form of sales and property taxes.

The proposed uses are compatible with and complement the existing mix of residential restaurant and retail uses within the immediately surrounding area. The development is located within an infill site in proximity to employment, entertainment, and various amenities within the surrounding Crenshaw area. Access to public transit is provided in direct proximity to the Metro E line Expo/Crenshaw station, and well as the under construction Crenshaw/LAX underground station, in addition to multiple local and regional bus lines via stops within convenient walking distance. The co-location of residential, retail, grocery store, and restaurant uses will support the objective listed above by establishing a balance of land uses that provides for commercial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.

The Project will create job-producing uses via new commercial uses that would sustain economic growth and a robust commercial base in an area where similar uses currently exist, through development of an underutilized Site, all of which satisfies numerous objectives and policies regarding the provision of new housing and productive commercial uses within proximity to existing activity centers and transit.

**Goal 7G:** *A range of housing opportunities in the City.*

**Objective 7.9:** *Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's work force to both live and work in the City.*

**Policy 7.9.1:** *Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental.*

As proposed, the Project would include 401 residential units in close proximity to two major Metro light rail lines, including the under-construction Crenshaw/LAX line, and multiple local and regional bus lines that are within walking distance of the Project Site. Furthermore, in recognition of the need for affordable housing within the Community Plan area, the Project would set aside 15 percent (61 units) of the total 401 units for Very Low Income households, and 5 percent (20 units) for Very-Low Income or Low Income households. The long-term affordability of these units would be guaranteed in conformance with the requirements of the City's Housing and Community Investment Department. Thus, the Project would provide a range of housing opportunities by type and cost, and would support the production of an adequate supply of housing. By enabling the construction of a supply of both market-rate and affordable housing in proximity to transit, jobs and services, the Project would be consistent with the above listed goal, objective and policy of the Framework Element.

### **Housing Element**

The Housing Element 2013-2021 was adopted on December 3, 2013 and identifies the City's housing conditions and needs, and establishes the goals, objectives and policies that are the foundation of the City's housing and growth strategy. The Project would be in conformance with the objectives and policies of the Housing Element as described below.

**Goal 1:** Housing production and preservation.

**Objective 1.1:** Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

**Policy 1.1.2:** Expand affordable rental housing for all income groups that need assistance.

**Policy 1.1.3:** Facilitate new construction and preservation of a range of different housing types that address the particular needs of the City's households.

**Goal 2:** Safe, Livable, and Sustainable Neighborhoods.

**Objective 2.1:** Promote safety and health within neighborhoods.

**Objective 2.3:** Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources.

**Policy 2.3.3:** Promote and facilitate the reduction of energy consumption in new and existing housing.

As a mixed-use development, the Project provides for a balance of housing and jobs and provides activity and natural surveillance during and after commercial business hours. The ground floor commercial uses would activate the streets, while the residential units are

oriented outward, providing eyes on the street during all hours of the day to create a safer environment for residents, employees, and visitors to the area. The Project would provide 401 new residential units, including 15 percent (61 units) of the total 401 units set aside for Very Low Income households, and 5 percent (20 units) for Very-Low Income or Low Income households, and 40,454 square feet of commercial and community uses, including a 22,277 square foot grocery store. This would help meet the critical demand for new housing in the West Adams-Baldwin Hills-Leimert Community Plan area and would increase the City's stock of rent controlled units. As such, the Project would support the goals, objectives, and policies by providing an adequate supply of housing types and affordability levels, to meet the current and projected housing needs of the City.

Additionally, the Project would incorporate environmentally sustainable building features and construction protocols required by the LEED Silver standard of the ENA and the Los Angeles Green Building Code and CALGreen, which would reduce energy and water usage, reducing greenhouse gas emissions. The Project as proposed would be consistent with the goals of the Housing Element by providing a mixed-use, mixed-income Project that provides affordable housing, introduces a range of different housing types, and promotes a sustainable building that facilitate the reduction of energy consumption.

### **Mobility Plan 2035**

The Mobility Element 2035 (Mobility Element), adopted in September 2016, guides development of a citywide transportation system with the goal of ensuring the efficient movement of people and goods and recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reduction of vehicle trips, and focused growth in proximity to public transit. The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities and sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. The Proposed Project would be in conformance with following objectives and policies of the Mobility Element as described below.

#### **Chapter 2: World Class Infrastructure**

***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.

#### **Chapter 3: Access for All Angelenos**

***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 3.5:*** Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.

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

The Project would provide access for all modes of travel, as Site B will be located above and provide direct access to the underground Metro Crenshaw/LAX station. Both Project sites are designed to feature a public plaza along the northern portion of each site, adjacent to the Metro E Line. This would provide convenient access for pedestrians in the neighborhood to access either light rail line station, and would include Metro bicycle storage facilities on Site A. The buildings feature pedestrian entrances along the publicly accessible plazas and along Crenshaw Boulevard. The Project introduces new commercial uses such as restaurants and a grocery store to the area, which would reduce the vehicle miles travel to the site as residents and visitors would be able to walk to these commercial uses. Further, the Project site is located in a Transit Priority Area at the intersection of two major transit lines, as well as being adjacent to several bus lines, increasing accessibility to and from the site via walking and other transit.

The project would also enhance the streetscape surrounding the Project Site with improved sidewalks along Crenshaw Boulevard and Obama Boulevard, street lighting, street trees, short-term bicycle parking, and landscaping. Site B will also include Metro station facilities in the public-right-of-way, providing direct pedestrian entrance to the below-ground station. Both buildings are oriented to create a walkable environment, with the public plazas connecting across each site, providing access from the residential neighborhood to transit, locating building entrances in convenient locations including along the plazas, and placing active uses along the plaza and Crenshaw Boulevard. Additionally, Site B will feature a small commercial tenant space along Obama Boulevard, and both buildings are designed to include gallery display space along their respective Obama Boulevard facades, as shown in Exhibit A. Both sites are designed to eliminate pedestrian-vehicular conflict along Crenshaw and Obama Boulevards by locating vehicular entrances to the side streets of Victoria Avenue and Bronson Avenue, which will each include only one vehicular entrance.

### **Health and Wellness Element and Air Quality Element**

Adopted in March 2015, the Plan for a Healthy Los Angeles lays the foundation to create healthier communities for all Angelenos. As the Health and Wellness Element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. Through a new focus on public health from the perspective of the built environment and City services, the City of Los Angeles will strive to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. The Project is consistent with the following:

#### **Chapter 2: A City Built for Health**

***Policy 2.2: Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.***

#### **Chapter 5: An Environment Where Life Thrives**

***Policy 5.1: Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.***

***Policy 5.7:*** Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and other susceptible to respiratory diseases.

**Air Quality Element**

***Policy 4.2.3*** Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.

***Policy 5.1.2*** Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.

The Project would comply with applicable provisions of the CALGreen Code and the Los Angeles Green Building Code, which will serve to reduce the Project's energy usage. Furthermore, as conditioned and in compliance with Code requirements, a minimum of 30 percent of the total code-required parking spaces will be capable of supporting future electric vehicle supply equipment (EVSE), and 10 percent of the total code-required parking spaces will be equipped with EV chargers.

The Project demonstrates smart growth principles by locating infill development adjacent to existing public transit, and nearby employment. Consistent with the ENA, the Project would be constructed to the LEED Silver standard or equivalent to create a healthy, highly efficient and cost-saving green buildings. The Project would also be constructed pursuant to applicable local and State requirements, including but not limited California Building Energy Efficiency Title 24 Standards to provide increased energy efficiency through use of efficient fixtures and other energy conservation features.

The Project's energy efficiency features and location near major transit facilities would help reduce the energy and emission footprint of the Project and the per capita GHG emissions of the residents and visitors from private automobile travel. Therefore, the Project would promote a healthy built environment, encourage healthy living and working conditions, reduce air pollution, and promote land use policies that reduce per capita greenhouse gas emissions.

**Land Use Element – West Adams-Baldwin Hills-Leimert Community Plan.**

The development of the Project would support the overarching goals of the West Adams-Baldwin Hills-Leimert Community Plan. The proposed development furthers the following Community Plan objectives and policies:

**Residential**

**Goal LU7:** A community that promotes an environment of safe, inviting, secure and high-quality multi-family neighborhoods for all segments of the community.

**Policy LU7-1:** Address Diverse Resident Needs. Strive for the conservation/preservation of existing assisted affordable and non-assisted housing stock and in particular rent-stabilized units, and for the development of new housing, including restricted affordable housing, to address the diverse economic and physical needs of the existing residents and projected population of the Community Plan Area to the year 2030.

**Policy LU7-2:** Context Sensitive Housing. Encourage development parameters that ensure multi-family designated lands provide for adequate housing that is contextually sensitive to desirable prevailing neighborhood character

**Policy LU7-3:** Compliance with Design Guidelines. Recommend that new multifamily residential development be designed in accordance with the adopted Citywide Residential Design Guidelines.

**Policy LU7-6:** Community Engagement. Sponsors of new development projects should initiate early and frequent communication with community residents.

**Goal LU8:** A community that preserves, conserves and enhances the varied and distinct residential character, scale and integrity of existing multi-family neighborhoods.

**Policy LU8-1:** Architectural Compatibility. Seek a high degree of architectural compatibility and landscaping for new and infill development to protect the character and scale of existing multi-family residential neighborhoods.

**Policy LU8-2:** Transitional Height. Seek to mitigate the potential negative impact of the height of new multi-family construction located directly adjacent to the rear and sides of single-family and low density residential properties.

**Goal LU9:** A community of neighborhoods where social capital is promoted by ensuring the provision of adequate housing for all persons regardless of income, age, racial or ethnic background.

**Policy LU9-1:** Affordability. Prioritize housing that is affordable to a broad cross section of income levels and that provides the ability to live near work and achieve homeownership.

**Policy LU9-2:** Mixed-income Neighborhoods. Strive to eliminate residential segregation and concentrations of poverty by promoting affordable housing that is integrated into mixed-income neighborhoods.

**Goal LU10:** A community that supports cohesive neighborhoods and lifecycle housing to promote health, well-being and safety.

**Policy LU10-4:** Individual Choice. Promote greater individual choice in type, quality, price and location of housing.

**Policy LU10-5:** Minimize Displacement. Encourage that new housing opportunities minimize displacement of existing residents, in particular extremely-low, very-low and low-income households.

**Goal LU11:** A community where new housing is located in a manner which reduces vehicular trips and makes it accessible to services and facilities.

**Policy LU11-1:** Higher Density Residential Near Transit. Encourage higher residential densities near commercial centers, light rail transit stations and major bus routes where public service facilities, utilities and topography will accommodate this development.

**Policy LU11-3:** Pedestrian Linkages. Allow for the provision of pedestrian linkages and amenities to connect to commercial centers, light rail transit stations, and Major Bus Centers.

## Commercial Areas

**Goal LU14:** A community that conserves, enhances and regenerates its distinctive “main street” character by promoting continued pedestrian orientation of commercial areas.

**Policy LU14-1:** Pedestrian Orientation. Foster preservation, conservation, maintenance and enhancement of existing pedestrian orientation along commercial and mixed-use boulevards.

**Policy LU14-2:** Activate First Floor Frontages. Encourage the first floor street frontage of buildings, including parking structures, to incorporate commercial or other active public uses.

**Policy LU14-3:** Architectural Excellence. Promote projects that are developed to achieve excellence in architectural and environmental design, as well as adhere to a high level of quality in construction and material methods toward reinforcing and enhancing the distinctive character of the established commercial areas.

**Goal LU15:** A community that prioritizes mixed-use projects within community commercial nodes, centers and transit-oriented development areas.

**Policy LU15-1:** Prioritize New Infill Development Close to Transit. Prioritize new infill development that is in close proximity to mass transit centers, stations and platform portals.

**Policy LU15-2:** Parking Reductions Near Transit Stations. Strive to reduce parking requirements for developments that locate near major bus centers and mass transit stations and that provide pedestrian, bicycle, and exceptional ADA facilities.

**Goal LU17:** A community that promotes context sensitive projects that reinforce established neighborhood character.

**Policy LU17-3:** Mitigate Commercial/Residential Mixed-use Conflicts. Request that mixed-use projects be designed to mitigate potential conflicts between the commercial and residential uses (e.g., noise, lighting, security, truck and automobile access, etc.) and provide adequate amenities for residential occupants.

**Goal LU18:** A community where a diversity of uses which contribute to safe, pedestrian – friendly commercial environments are encouraged, and which enhance the health and welfare of the community by limiting certain uses and expanding opportunities for others.

**Policy LU18-1:** Attract Full Service Grocery Stores. Incentivize the attraction of larger full service grocery stores as well as the provision of fresh produce and other healthy foods in local markets.

**Goal LU20:** A Community where residents will be able to access their daily needs by walking, biking or using other sustainable modes of transportation.

**Policy LU20-1:** Streetscapes. Encourage enhancement of the public realm by facilitating the planting of street trees and installation of street lighting, street furniture, public art as well as median plantings within commercial areas especially where pedestrian character prevails.

**Goal LU21:** A community where safe, convenient opportunities to purchase fresh fruits and vegetables are available by ensuring that sources of healthy foods are accessible in all neighborhoods.

**Policy LU21-3:** Prioritize Grocery Access. Promote efforts to identify grocery access as a priority for economic development and give responsibility for food retail attraction and development to specific governmental agencies such as the successor to the Community Redevelopment Agency and the Community Development Department.

**Goal LU23:** A community where neighborhood serving uses which strengthen and diversify the economic base are attracted by expanding market opportunities for both traditional existing businesses and emerging new businesses.

**Goal LU28:** A Community where residents will be able to access their daily needs by walking, biking or using other sustainable modes of transportation.

The Project is for the construction and operation of two mixed-use buildings, up to 86 feet in height, with up to 380,112 square feet of total floor area, including up to 401 residential units, with 61 units reserved for Very-Low Income households and 20 units reserved for Very-Low Income or Low Income households, and 40,454 square feet of commercial and community floor area, on two sites comprising approximately 4.19-acres (net area). The West Site (Site A) would include a 206,803 square foot building, with 225 residential units, 7,504 square feet of ground-floor commercial/restaurant uses, and 2,650 square feet of community space, on a 1.93 acre site. The East Site (Site B) would include a 173,309 square foot building, with 176 residential units and 30,300 square feet of commercial floor area (including a 22,277 square foot grocery store) on a 2.25 acre site. As a result, the Project would develop new housing and commercial uses, adjacent to transit which meets the diverse economic and physical needs of the existing and future population of the Community Plan area, and would promote individual choice in the available type, quality, and price of housing. As such, the Project would support the goals, and policies of the Community Plan.

The Project would locate new housing in an area that is accessible to existing and proposed services and facilities, which will reduce the number and length of vehicular trips. The area surrounding the Project Site is urbanized and is characterized by a mix of residential, commercial, retail, and some light industrial uses contained in low-rise and mid-rise buildings. The range of uses in the surrounding area, proximity to public transportation, including two major light rail transit lines and several regional and local bus lines, would reduce vehicular trips and facilitate access to services and employment for future residents, employees, and visitors of the Project.

The Project's commercial uses would strengthen existing nearby commercial development, provide opportunities for new commercial development and services, and strengthen the economic base by expanding market opportunities for existing and new businesses. These commercial activities would be sited in proximity to existing residential uses and adjacent to transit. Parking for the building on Site A would be provided in three above-grade levels, but would be wrapped with residential uses on the Victoria Avenue façade, and with commercial and residential uses on the northern façade adjacent to the plaza. Site A would have one vehicular driveway, located on Victoria Avenue, which minimizes pedestrian-vehicular conflicts along Crenshaw and Obama Boulevards. Parking for the building on Site B would be provided in one fully subterranean level, and for a portion of the building parking would be located at-grade and above-grade. Site B also limits vehicular access to one driveway,

which is located on Bronson Avenue, which also minimizes pedestrian-vehicular conflicts along Crenshaw and Obama Boulevards.

### **Mid-City Recovery Redevelopment Plan Consistency Findings**

The Project Site is located in the Mid-City Recovery Redevelopment Plan (Redevelopment Plan) Area. The Redevelopment Plan was adopted on May 10, 1996, with an end date of May 10, 2026.

Enacted on June 29, 2011, Assembly Bill 1x-26 (AB 26) revised provisions of the Community Redevelopment Law of the State of California, to dissolve all redevelopment agencies and community development agencies in existence and designate successor agencies, as defined, as successor entities. Among the revisions, the amendments to the law withdrew all authority to transact business or authorize powers previously granted under the Community Redevelopment Law (Section 34172.a.2), and vested successor agencies with all authority, rights, powers, duties and obligations previously vested with the former redevelopment agencies (Section 34172.b).

Pursuant to Ordinance No. 186,325, as of November 11, 2019, the land use-related plans and functions of the Designated Local Authority, the former local CRA/LA, have been transferred to the City of Los Angeles. Therefore, the City can take action regarding any Redevelopment Plan Amendment or land use approval or entitlement pursuant to Section 11.5.14 and other applicable provisions of the LAMC, including LAMC Section 14.5.6. The Project would support and be consistent with the following objectives identified in the Redevelopment Plan:

1. *Promote the elimination and prevention of blight and deterioration, and promote the conservation, rehabilitation, renewal and redevelopment of the Project Area to the extent permitted by law and specified in this Plan.*
2. *Encourage the involvement and participation of residents, business persons, property owners, public agencies, and community organizations in the redevelopment and revitalization of the community.*
3. *Preserve and increase employment, business, and investment opportunities through redevelopment programs, and to the greatest extent feasible, promote these opportunities for all residents.*
4. *Support and encourage the development of social service facilities and programs, with special consideration given to projects involving community based organizations that serve the homeless and senior citizens, and that provide child care services and other social services, such as gang prevention and intervention, counseling and programs for teenagers, to enable the development of a community with a variety of lifestyles.*
5. *Improve the quality of the environment, promote a positive image for the Project Area, and provide a safe environment through mechanisms such as:*
  - a. *adopting land use standards;*
  - b. *promoting architectural and urban design standards including standards for: height; building setback; continuity of street facade; building materials; compatibility of new construction with existing structures; and concealment of mechanical appurtenances;*
  - c. *promoting landscape criteria and planting programs;*

- d. *encouraging maintenance of the built environment;*
  - e. *promoting sign and billboard standards;*
  - f. *coordinating the provision of high quality public improvements;*
  - g. *promoting rehabilitation and restoration guidelines;*
  - h. *integrating public safety concerns into planning efforts, including standards for fences and barriers, and investigating alternative security measures;*
  - i. *promoting libraries, museums, arts and crafts, and community facilities that reflect the various ethnicities and cultures of the community; and*
  - j. *promoting business activities that are desirable, but lacking in the community.*
6. *Promote the development of sound residential neighborhoods (with careful attention given to the problems of increased land use densities) through mechanisms such as: land use, density, design and property management standards.; public improvements; property rehabilitation; sensitive in-fill housing; traffic and circulation programming; and development of open spaces and other services necessary to enable residents to live and work in the Project Area.*
  7. *Recognize, promote and support the retention, restoration and appropriate reuse of existing buildings, groupings of buildings and other physical features, especially those having significant historic and/or architectural value, and ensure that new development is sensitive to these features through land use and development criteria.*
  8. *Support and encourage a circulation system which will improve the quality of life in the Project Area, including pedestrian, automobile, parking and mass transit systems, with an emphasis on serving seniors and the disabled.*
  9. *Promote the elimination of certain environmental deficiencies, including among others, substandard alleys, and inadequate public and recreational facilities.*
  10. *Promote, to the extent feasible, the removal of impediments to land disposition and development through assembly of land into reasonably sized and shaped parcels served by an improved street system and improved public facilities, and through the remediation of toxic waste contamination.*
  11. *Encourage the development of an industrial environment which is compatible to adjacent land uses.*
  12. *Promote the development of safeguards against noise and pollution to enhance the quality of the residential/commercial community.*
  13. *Coordinate the revitalization effort in the Project Area with other public programs of the City of Los Angeles and the metropolitan area through linkages and leveraging of funding sources.*
  14. *Promote the provision of well-planned community uses and facilities, pedestrian and vehicular circulation, and adequate parking.*
  15. *Encourage private investment, consistent with the Plan's objectives in commerce and industry.*
  16. *Promote a thriving commercial environment which will contribute to the economic well-being of the Project Area.*

The Project is the construction and operation of two mixed-use buildings, up to 86 feet in height, with up to 380,112 square feet of total floor area, including up to 401 residential units, with 61 units reserved for Very-Low Income households and 20 units reserved for Very-Low Income or Low Income households, and 40,454 square feet of commercial and community floor area, on two sites comprising approximately 4.19-acres (net area). Site A would include a 206,803 square foot building, with 225 residential units, 7,504 square feet of ground-floor commercial/restaurant uses, and 2,650 square feet of community space, on a 1.93 acre site. Site B would include a 173,309 square foot building, with 176 residential units and 30,300 square feet of commercial floor area (including a 22,277 square foot grocery store) on a 2.25 acre site.

The Project will create job-producing uses via new commercial uses that would sustain economic growth and a robust commercial base in an area where similar uses currently exist, through development of an underutilized Site, all of which satisfies numerous objectives and policies regarding the provision of new housing and productive commercial uses within proximity to existing activity centers and transit.

The proposed uses are compatible with and complement the existing mix of residential restaurant and retail uses within the immediately surrounding area. The development is located within an infill site in proximity to employment, entertainment, and various amenities within the surrounding Crenshaw area. Access to public transit is provided in direct proximity to the Metro E line Expo/Crenshaw station, and well as the under construction Crenshaw/LAX underground station, in addition to multiple local and regional bus lines via stops within convenient walking distance. The co-location of residential, retail, grocery store, and restaurant uses will support the objective listed above by establishing a balance of land uses that provides for commercial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.

The Project is also subject to the Crenshaw Corridor Specific Plan and the South Los Angeles Alcohol Use Specific Plan. Detailed findings regarding conformance are provided above for each Specific Plan (see Findings 8-9 and 5-7, respectively).

Based on the above, the Project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

**11. 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 in neighboring properties.**

The Project Site is located within the West Adams-Baldwin Hills-Leimert Community Plan Area, in a highly urbanized area, containing a mix of commercial, studio/production, office, entertainment, and residential uses, as well as being located in an area identified as a Transit Priority Area, served by a network of regional transportation facilities.

The Project Site consists of two sites on either side of Crenshaw Boulevard, located adjacent to the Metro E (formerly Expo) Line to the north, and Obama Boulevard to the south. The West Site (Site A) is made up of one parcel owned by the County and the public right-of-way of Lower Exposition Boulevard between Victoria Avenue and Crenshaw Boulevard. The southeast corner of this block includes a gas station that is not a part of the Project. The East Site (Site B) includes five parcels that make up the entire block and is owned by Metro, the public right-of-way of Lower Exposition Boulevard between Crenshaw Boulevard and Bronson Avenue, and a portion of the public right-of-way of Bronson Avenue between Lower Exposition Boulevard and Exposition Place.

The Project is for the construction and operation of two mixed-use buildings, up to 86 feet in height, with up to 380,112 square feet of total floor area, including up to 401 residential units, with 61 units reserved for Very-Low Income households and 20 units reserved for Very-Low Income or Low Income households, and 40,454 square feet of commercial and community floor area, on two sites comprising approximately 4.19-acres (net area). Site A would include a 206,803 square foot building, with 225 residential units, 7,504 square feet of ground-floor commercial/restaurant uses, and 2,650 square feet of community space. Site B would include a 173,309 square foot building, with 176 residential units and 30,300 square feet of commercial floor area (including a 22,277 square foot grocery store).

### Height

Both of the proposed buildings would have a maximum height of 86 feet to the top of parapet. Pursuant to LAMC Section 12.22 A.25, the applicant has requested a Waiver of Development standards to allow an increase in height of 11 feet for a 86-foot building height, in lieu of the 75 feet otherwise permitted for buildings within Subarea A of the Crenshaw Corridor Specific Plan, and an increase in height of four feet for a 34-foot building, in lieu of the 30 feet otherwise permitted for buildings within the first 50 feet of lot depth along Victoria Avenue per the Crenshaw Corridor Specific Plan.

The three-story portion of the building on Site A along Victoria Avenue is compatible with the low-scale multi-family residential structures across the street to the west. The remainder of the building increases in height as it approaches Crenshaw Boulevard to the east. The Victoria Avenue portion of Site A includes both a 15 foot building line and a transitional requirement under the Crenshaw Corridor Specific Plan, both of which are intended to allow for appropriately scaled buildings that increase in height towards Crenshaw Boulevard. There are other buildings in the area, existing and proposed, that are a similar height as the Project. The Project is located in a subarea of the Specific Plan that allows for a maximum building height of 75 feet, and with approval of the requested Density Bonus Waivers, the Project would be compatible with the surrounding environment.

### Bulk & Mass

The Project Site is located in a highly urbanized area, containing a mix of commercial, studio/production, office, entertainment, and residential uses. The area surrounding the Project Site is characterized by a range of buildings from one- to five-story buildings. Across Obama Boulevard, to the south of Site B, a project was recently approved for the construction, use and maintenance of a six-story, 75-foot tall mixed-use project that contains approximately 648,157 square-feet of floor area, including 577 dwelling units, 93,016 square-feet of commercial uses and 934 parking spaces in 1 subterranean level and 1 ground-floor level.

The building on Site A would be eight stories and a maximum of 86 feet in height, with a portion of the building along Victoria Avenue only three-stories tall. A three-story parking garage would form an L-shape bordering the existing gas station, and the garage on the west side would be wrapped with residential uses, and along the north side the garage would be wrapped with commercial and residential uses. The fourth through eighth levels would contain residential units and residential amenity spaces. The building features a publicly accessible plaza along the northern portion of the site, which features ground floor commercial uses, a Metro bike storage hub, and the residential lobby. The plaza is designed to facilitate pedestrian access through the site from Victoria Avenue to Crenshaw Boulevard, providing direct connection to the Metro E Line station. Above the plaza, the façade is setback from the ground floor at the third floor to accommodate an outdoor residential amenity deck. The portion of the building on Site A located along Victoria Avenue is designed in a three-story townhome-style, with individual walk-up entries for each unit. The

building will be setback from the street by 15 feet along Victoria Avenue in observance of a building line ordinance, and will include a front yard landscaped element.

The portion of the Project to be built on Site B involves the construction of an eight-story 173,309 square foot building, with 176 residential units and 30,300 square feet of commercial floor area (including a 22,277 square foot grocery store). The building will be a maximum of 86 feet tall. The building on Site B contains one fully subterranean parking level under the entire site, as well as a partial surface parking lot with two above grade parking levels located at the southeastern corner of the site. The building would include a grocery store at the ground level in the northwestern portion of the site, with the residential lobby located at the southwestern corner of the site. Residential uses would be located on floor three through eight and include an amenity deck on the fourth level, along the portion of the building that fronts Obama Boulevard.

The plaza on Site B will also facilitate pedestrian access through the site from Bronson Avenue to Crenshaw Boulevard, providing direct connection to the Metro E Line station and the Crenshaw/LAX station portal located in the public right-of-way along Crenshaw Boulevard. The southwest corner of the building on Site B includes a parking structure with an at-grade lot, and one and a half above grade levels. On top of this structure, which fronts Obama Boulevard is an amenity deck on the third level. The structure is integrated with the rest of the building, and will be designed with a façade similar to the building with the garage mechanically ventilated. The building located on Site B is designed in an identical architectural style to Site A. The main façades of both buildings feature a regular rhythm of windows framed by colorful painted cement plaster. The façades include breaks in plane, with portions that are recessed, and other portions broken down through different material depth.

The proposed bulk and mass would be compatible with the scale of existing and future proposed developments within the surrounding neighborhood.

#### Setbacks

Pursuant to LAMC Section 12.14, front yard setbacks are not required in the C2 Zone for commercial uses. However, the C2 Zone defaults to the R4 Zone for residential setbacks, measured at the first residential level. The building located on Site B complies with LAMC required setbacks. The applicant has requested two Waivers of Development standards to allow a 5.5-foot side yard setback on the southern property line on Site A, in lieu of the 11-foot otherwise required; and to allow a zero-foot side yard setback on the eastern property line on Site A, in lieu of the 11 feet otherwise required. Both of these setback waiver requests are necessitated by the physical constraints imposed on Site A by the existing gas station, the Crenshaw Corridor Specific Plan transitional height regulations, and the need to provide accessible open space. Additionally, there is a 15 foot building line along Victoria Avenue, and the building along this portion of the site complies with the 15 foot setback requirement.

#### Off-Street Parking and Loading Area

The Project is required to provide residential and commercial vehicle parking in compliance with LAMC Section 12.21. Pursuant to the Density Bonus Ordinance, the Project is entitled to a reduction in residential parking requirements. Moreover, the Project Site is located within the Los Angeles State Enterprise Zone, and would be allowed a commercial parking ratio of two parking spaces per 1,000 square feet or commercial floor area. The Crenshaw Corridor Specific Plan contains regulations for projects located in a Transit Oriented Development Area that allow for an automatic 50% reduction in Code required parking, and set a maximum parking limit at 90% of Code required parking. These parking reductions are a component of the Specific Plan and do not require an entitlement to receive the parking

reductions. The total parking required by the LAMC pursuant to the number of residential units and commercial floor area proposed would be 817 spaces. The Specific Plan would allow by-right a minimum of 409 parking spaces (50% reduction) and a maximum of 734 spaces (90% of LAMC requirement). The Project is providing a total of 502 vehicular parking spaces. The Project would also provide 30 percent EV Ready parking spaces and 10 percent EV Charging Stations.

Pursuant to LAMC Section 12.21 A.4 and A.16 and LAMC requirements set forth in Ordinance No. 185,480, the Project would provide 316 bicycle parking spaces, 42 spaces for commercial uses (including 21 short-term spaces and 21 long-term spaces) and 274 spaces for the residential uses (including 24 short-term and 250 long-term). All short-term bicycle parking will be located on the ground floor level of each building. Long-term bicycle parking for the building on Site A would be located in the second and third level of above-ground parking, and for the building on Site B would be located in the subterranean level of parking.

#### Landscaping

The Project would include several types of open spaces in the form of indoor and outdoor recreational amenities, passive open space that has been programmed for residents, and publicly accessible open space with additional programming opportunities. The Project would provide publicly-accessible open space and residential amenities, including a publicly accessible open space plaza on each site along the Metro E Line frontage, landscaped with a variety of trees and shrubs. Open space for the proposed residential uses would also include indoor and outdoor residential common spaces on the third and fourth floors, including common outdoor amenity decks. The amenities for the West Site would include a yoga room, fitness center, conference facilities, multipurpose rooms, lounge areas, and outdoor amenity space. The amenities for the East Site would be like those on the West Site, but also include a viewing deck on Level 3 and a pool deck located on Level 4.

The Project would remove 41 unprotected on-site trees and two unprotected street trees in public right-of-way on Site A, and three protected Sycamore trees on Site B. LAMC Section 17.02 requires protected trees to be replaced at a 2:1 ratio, however, the Project would replace the three sycamore trees to be removed at a 4:1 ratio, providing a total of 12 replacement trees in accordance with City Urban Forestry's best practice. There are also 11 street trees adjacent to Site A, two of which are to be removed and replaced at a 2:1 ratio pursuant to LAMC Section 62.170. In addition, the Project is required to provide 101 trees for the new residential uses, pursuant to LAMC Section 12.21 G (one tree for every four dwelling units). In total, the Project would be required to provide 117 trees -- 101 trees for the new residential uses (57 on Site A and 44 on Site B), 12 replacement trees of the protected Sycamore trees from Site B, and four replacement street trees for the two unprotected trees to be removed in the public right-of-way adjacent to Site A. The Project would provide a total of 157 trees onsite or within its adjacent right-of-way, with 78 trees on Site A, and 79 trees on Site B.

#### Trash Collection

As conditioned, all trash and recycling areas will be enclosed in the parking garage areas and will not be visible from the public rights-of-way.

#### Lighting & Building Signage

The Project would add new residential units, retail and restaurant uses, and a grocery store in two buildings that would include accent and security lighting, in compliance with LAMC requirements, and similar to the existing adjacent residential and commercial uses. Additionally, the Project Site is located adjacent to residential uses and has been designed and conditioned to protect nearby uses from potential lighting related impacts, including

conditions for outdoor lighting to shine downward, be installed with shielding, and be directed onto the Project Site. All signage shall be required to comply with LAMC requirements.

The Project, is an infill mixed-use project, and would be compatible with existing and future development on adjacent and neighboring properties with regards to height, bulk, and setbacks, off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements. Therefore, the arrangement of the development would be consistent and compatible with existing and future development in neighboring properties.

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

Pursuant to LAMC Section 12.21 G and based on the number of units and the mix of unit types, the Project is required to provide 23,850 square feet of open space on Site A, and 17,900 square feet on Site B. However, as discussed above, as a result of the Project deed-restricting 20 percent of its proposed units for Very Low/Low Income Households, the Project qualifies for an incentive to reduce the required amount of open space by 20 percent. After accounting for the requested open space reduction, Site A would be required to provide approximately 19,080 square feet of open space. The open space requirement for Site B will not be reduced. Site A will provide 22,388 of usable open space (only a six percent reduction) in the form of an outdoor plaza on the northern portion of the site, amenity decks on levels 3 and 4, and indoor recreation rooms on level 3. Site B will provide 22,076 square feet of usable open space in the form of an outdoor plaza on the northern portion of the site, amenity decks on levels 3 and 4, and indoor recreation rooms also on levels 3 and 4.

The Project would include several types of open spaces in the form of indoor and outdoor recreational amenities, passive open space that has been programmed for residents, and publicly accessible open space with additional programming opportunities. The Project would provide publicly-accessible open space and residential amenities, including a publicly accessible open space plaza on each site along the Metro E Line frontage, landscaped with a variety of trees and shrubs. Open space for the proposed residential uses would also include indoor and outdoor residential common spaces on the third and fourth floors, including common outdoor amenity decks. The amenities for the West Site would include a yoga room, fitness center, conference facilities, multipurpose rooms, lounge areas, and outdoor amenity space. The amenities for the East Site would be like those on the West Site, but also include a viewing deck on Level 3 and a pool deck located on Level 4.

<b>Open Space Provided (Sq. Ft.)</b>		
	<b>Site A</b>	<b>Site B</b>
Usable Open Space Required	23,850	17,900
With 20% Reduction per LAMC 12.22 A.25	19,080	N/A
Usable Open Space Provided	22,388	22,076
<b>Total Open Space Provided</b>	<b>44,464</b>	

The Project would improve habitability for its residents by providing access to on-site recreational amenities. The plazas would be accessible to the residents and would provide

access to ground-floor commercial uses and to outdoor dining areas. Therefore, the Project would provide recreational and service amenities to improve the habitability for its residents and minimize impacts on neighboring properties.

### **CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS**

Senate Bill 375 (SB 375) enacted on September 30, 2008, created a Sustainable Communities Environmental Assessment (SCEA) process for environmental review under the California Environmental Quality Act (CEQA) for some transit priority projects meeting rigorous requirements. A transit priority project is defined by Public Resources Code (PRC) Section 21155(b) as a project that (1) contains at least 50 percent residential use, based on total building square footage and a floor area ratio of not less than 0.75; (2) provide a minimum net density of at least 20 dwelling units per acre; and (3) is located within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. Specifically, when a project in the City of Los Angeles (City) meets the definition of a transit priority project and is consistent with the general use designation, density, building intensity and applicable policies specific for the project area in the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy, the City may review the environmental impacts of the project with a SCEA. The City prepares an initial study for the SCEA that identifies all potentially significant effects of the project, with the exception of growth-inducing impacts and project-specific or cumulative impacts from cars and light trucks on global warming or the regional transportation network. The initial study must contain mitigation measures that reduce or avoid all the potentially significant impacts identified in the initial study to a level of less than significance and it must incorporate all applicable mitigation measures from prior relevant environmental impacts reports (EIRs).

After circulation for public comments, and a public hearing, the City may approve the SCEA for the project if it finds that all potentially significant effects have been identified and analyzed, and that all potentially significant impacts have been mitigated to a level of insignificance by either the City, as Lead Agency, or another agency with the responsibility and authority to implement the mitigation measure.

### **NO SUBSEQUENT REVIEW IS REQUIRED**

CEQA and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387) allow the City to rely on the previously adopted SCEA unless a subsequent environmental review or addendum is required. Specifically, CEQA Guidelines Sections 15162 and 15164 require preparation of a subsequent SCEA or an addendum when an SCEA has been previously adopted and one or more of the following circumstances exist:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous SCEA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous SCEA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous SCEA was adopted, shows any of the following:

- A. The project will have one or more significant effects not discussed in the previous

SCEA;

- B. Significant effects previously examined will be substantially more severe than shown in the previous SCEA; or
- C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

None of the above changes or factors has arisen since the approval of the Project. There are no substantial changes to the Project, and it is substantially the same as the approved project. No substantial changes have been identified to the surrounding circumstances, and no new information of substantial importance has been identified since the approval of the Project. There is no evidence of new or more severe significant impacts, and no new mitigation measures are required for the project.

Accordingly, there is no basis for changing any of the impact conclusions referenced in the adopted SCEA's CEQA Findings. Similarly, there is no basis for changing any of the mitigation measures referenced in the adopted SCEA's CEQA Findings, all of which have been implemented as part of the conditions of approval. There is no basis for finding that mitigation measures or alternatives previously rejected as infeasible are instead feasible.

Therefore, as the Project was assessed in the previously adopted SCEA, and pursuant to CEQA Guidelines Section 15162 and 15164, no subsequent SCEA or addendum is required, as the whole of the administrative record demonstrates that no major revisions to the SCEA are necessary due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified significant effect resulting from changes to the project, changes to circumstances, or the existence of new information. In addition, no addendum is required, as no changes or additions to the SCEA are necessary pursuant to CEQA Guidelines Section 15164.

## **RECORD OF PROCEEDINGS**

The record of proceedings for the decision includes the Record of Proceedings for the original CEQA Findings, including all items included in the case files, as well as all written and oral information submitted at the hearings on this matter. The documents and other materials that constitute the record of proceedings on which the City of Los Angeles' CEQA Findings are based are located at the Department of City Planning, 221 N. Figueroa Street, Suite 1350, Los Angeles, CA 90021. This information is provided in compliance with CEQA Section 21081.6(a)(2).

In addition, copies of the SCEA and Errata, are available on the Department of City Planning's website at <https://planning.lacity.org/development-services/environmental-review/scea> (to locate the documents, search for the environmental case number). Due to government facility closures as a result of the COVID-19 crisis, the documents could not be made available at a public library. However, consistent with state emergency orders, the public was notified of an ability to call or email the City for alternative modes to access the documents or to schedule an appointment to review the documents at the City of Los Angeles, Department of City Planning, 221 North Figueroa Street, Suite 1450, Los Angeles, CA 90012, during office hours Monday - Friday, 9:00 a.m. - 4:00 p.m.