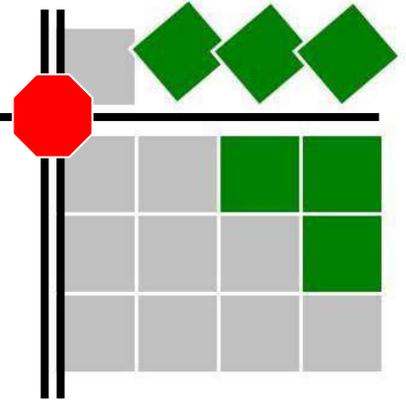


INFRASTRUCTURE GROUP, INC.

2672 N. Vista Crest Road
Orange, CA 92867
(714) 749-6386



May 31, 2021

City of Los Angeles
Department of City Planning
Los Angeles, CA 90012

Subject: 1309 - 1331 South Pacific Avenue Residential Project
Case Number: CPC-2019-4908-DB-SPR

It is my professional opinion that the traffic study is flawed and unreliable. The project will have a significant traffic impact and therefore is ineligible for a Class 32 exemption.

The Traffic Impact Assessment dated September 26th, 2019 for this project fails to comply with the Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines.

The Traffic Impact Assessment takes trip credits for uses that do not currently operate on the site, and have been closed for many years. These uses were not in operation when the traffic counts were obtained in the field. This is improper and underestimates the traffic impacts on the traffic network at study intersections. The nightclub La Zona Rosa has been closed for several years. A Certificate of Cancellation was issued June 25, 2014 by the Secretary of State and is attached. In addition, the site plan review findings dated November 20, 2019 indicate that “The proposed project would replace long vacant commercial space and a parking lot”. The study also improperly takes credit for a long shuttered 2,400 SF warehouse and a 4,000 light industrial building.

The Traffic Assessment provides a table of related projects and trip generation for those projects at future year 2022. This data is used to calculate level of service at study intersections. The list is not complete, as there are several other known proposed projects in the area not considered in the report. An online search shows the following projects were not considered:

- 625 S. Beacon Street (281 Units Filed 4/16/2020)
- 505 S. Centre (137 Units)
- 511 S. Harbor Blvd (300 Units, 25,000SF Commercial) Letter of determination 12/18/2020
- 1300 Block S. Pacific (109 Units)
- 444 5th Street (99 Units)
- 336-350 7th Street (32 Units)
- 420 9th Street (56 Units)
- 456 W. 9th Street (91 Units)

The City is using CEQA Guidelines § 15332 (Class 32 Categorical Exemption) for infill housing. In order to utilize this exemption, “the project is consistent with the applicable general plan designation and all general plan policies, as well as with zoning designation and regulations.” That is not the case. A waiver for building height is being granted, in addition to the other three incentives as provided in the density bonus law. Therefore, the building is not consistent with zoning regulations, absent a waiver. This makes it ineligible for a Class 32 exemption.

TRAFFIC IMPACTS

Based on the project trip distribution, all of the project traffic will travel through the unsignalized intersections at 14th and Pacific Avenue or 14th and Grand Avenue. Given the magnitude of project traffic, in the absence of an analysis of the impact of the project on the functioning and safety of these two intersections there is the potential for project impacts to these two intersections.

According to the City’s Complete Threshold Guide, Section L4 – Neighborhood Intrusion Impacts:

This issue involves impacts of traffic generated by the project, and/or traffic diverted or shifted due to the project, on local streets in residential neighborhoods. Such impacts may result from increased traffic volumes on neighborhood streets or increased delays for vehicles exiting the neighborhood. Traffic conditions are typically expressed in terms of daily volume of traffic. . .

The Thresholds Guide does not distinguish between traffic generated by residential or commercial projects. The project will generate well over the 120 daily vehicle trips threshold for requiring analysis of impacts to a local residential street. The City’s Complete Threshold Guide provides the following significance thresholds for neighborhood intrusion impacts:

A. Significance Threshold

A project would normally have a significant neighborhood intrusion impact if project traffic increases the average daily traffic (ADT) volume on a local residential street in an amount equal to or greater than the following:

ADT increase $\geq 16\%$ if final ADT* $< 1,000$

ADT increase $> 12\%$ if final ADT* $> 1,000$ and $< 2,000$ ADT increase $> 10\%$ if final

ADT* $> 2,000$ and $< 3,000$ ADT increase $> 8\%$ if final ADT* $> 3,000$

* “Final ADT” is defined as total projected future daily volume including project, ambient, and related project growth.

Recent traffic counts (10/2020) are available for the segment of 14th Street on which the project access is located through NavigateLA. Those counts show that 14th Street East of Grand had an ADT of 735. Even without correcting for the Traffic Study’s inappropriately discounting of net trips by counting traffic from

long-closed uses on the site, the proposed project would result in a significant Neighborhood Intrusion Impact. It is therefore ineligible for a Class 32 Exemption.

PARKING

The number of parking spaces and configuration of the spaces fails to conform to the municipal code. Namely, the number of accessible stalls, and the width of the compact stalls. The parking structure stalls are “unbundled”, meaning that the stalls are not associated with any specific unit. Tandem stalls are proposed in an operation where there is no valet, and spaces are for rent and unassigned. This proposed configuration is not functional and does not comply with the zoning code. Tandem spaces are only allowed when “At least one parking stall per dwelling unit and all stalls required for guest parking shall be individually and easily accessible”. And “At least one standard stall per dwelling unit shall be provided”. This parking lot is unbundled, and one stall is not assigned or provided per unit. Therefore tandem spaces should not be permitted. The applicable zoning code is below. The applicable pages from the LA Building and Safety informational bulletin are attached.

Informational Bulletin - LA Building and Safety Department

E. TANDEM PARKING STALLS

- 1. Tandem parking stalls are permitted in public garages and public parking areas providing an attendant. A “Covenant and Agreement to Provide Parking Attendant” will be required.**
- 2. Tandem stalls are permitted in private parking garages and private parking areas provided:**
 - a. At least one parking stall per dwelling unit and all stalls required for any guest parking shall be individually and easily accessible.**
 - b. At least one standard stall per dwelling unit shall be provided.**
- 3. Tandem parking shall be limited to a maximum of two cars in depth except for additional parking required in accordance with Section 12.21A17(h).**
- 4. When determining access aisle widths for tandem parking having both standard and compact stalls in tandem, the aisle widths for standard stalls shall be used.**

The site plan also fails to identify the location of the required 7 EV charging stalls, 26 EV capable stalls and the 8 required short term bicycle parking spots.

The use of unbundled parking and tandem parking leads to an absurd result. 28 of the parking spaces are essentially unusable as they are behind another unbundled space.

The report states the applicant is opting for the **Density Bonus Parking Option 1**, which requires parking to be set by a dwelling unit basis. This equates to a total of 132 parking spaces. However, they further state they will also be using the **Bicycle Parking Ordinance, LAMC Section 12.21.A.4**, which allows affordable residential projects to reduce required vehicle parking by up to 10 percent, bringing the parking spaces down by 13 spaces to a total of 119 spaces. The applicant is proposing 127 spaces.

LA City Ordinance 179681, amends Section 12.22, 12.24, 14.00, and 19.01 of the Los Angeles Municipal Code to implement Density Bonus program as required by State law., "Housing Development Project that is for sale or for rent and qualifies for a Density Bonus and complies with this subdivision may be provided by complying with whichever of the following options requires the least amount of parking: **applicable parking provisions of Section 12.21 A.4 of this Code, OR Parking Option 1 OR Parking Option 2, below.**"

The applicant is double dipping on the parking reduction, which is not allowable. Therefore, the 132 required parking spaces cannot be reduced thus making the 127 proposed parking spaces not enough for the housing development.

DRIVEWAYS

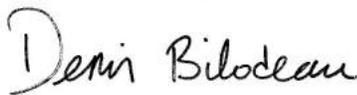
The conditionals of approval state that "All new driveways should be Case 2 driveways and any security gates should be a minimum of 20 feet from the property line" Given the site plan and required setbacks, it does not appear feasible to accomplish. Refer to the attached May 19, 2021 letter from Armbruster Goldsmith & Devac LLP.

TRANSITIONAL HEIGHT and SETBACK

The project is not compliant with the transitional height requirements of the San Pedro CPIO Section IV-2.A.3(a), referenced in the CPC Determination Letter, which requires "the structure be set back or stepped back one foot for every foot in height as measured 14 feet above grade at the shared property line of a contiguous residentially zoned lot." The project's transitional height compliance must be recalculated using a minimum of 28' 6" rather than 27' 8" (see calculations on attached diagram). The required 45-degree step-back angle must also be recalculated using the corrected measurements.

Infrastructure Group Inc.

A California Corporation



Denis Bilodeau, PE



LLC-47

**Certificate of Cancellation
of a Limited Liability Company (LLC)**

To cancel the Articles of Organization of a California LLC, or the Certificate of Registration of a registered foreign LLC, you can fill out this form, and submit for filing.

- There is no filing fee, however, a non-refundable \$15 service fee must be included, if you drop off the completed form.
- To file this form, the status of your LLC must be active on the records of the California Secretary of State. To check the status of the LLC, go to

Important! California LLCs only: This form must be filed after or together with a . However, if the vote to dissolve was made by all of the members and that fact is noted in Item 4 below, Form LLC-3 is not required.

Note: Before submitting the completed form, you should consult with a private attorney for advice about your specific business needs. It is recommended for proof of submittal that if this form is mailed, it be sent by Certified Mail with Return Receipt Requested.

FILED
Secretary of State
State of California

JUN 25 2014

This Space For Office Use Only

For questions about this form, go to

① **LLC's Exact Name in CA** (on file with CA Secretary of State)

La Zona Rosa (San Pedro) LLC

② **LLC File No.** (issued by CA Secretary of State)

200632510108

Tax Liability (The following statement should not be altered. For information about final tax returns, go to the California Franchise Tax Board at (800) 852-5711 (from within the U.S.) or (916) 845-6500 (from outside the U.S.)) or call

- ③ All final returns required under the California Revenue and Taxation Code have been or will be filed with the California Franchise Tax Board.

Dissolution (California LLCs ONLY: Check the box if the vote to dissolve was made by the vote of all the members.)

- ④ The dissolution was made by the vote of all of the members.

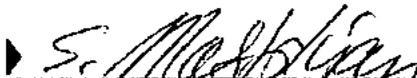
Additional Information (If any, list any other information the persons filing this form determine to include.)

⑤ _____

Cancellation (The following statement should not be altered.)

- ⑥ Upon the effective date of this Certificate of Cancellation, this LLC's Articles of Organization (CA LLCs) or Certificate of Registration (registered foreign LLCs) will be cancelled and its powers, rights and privileges will cease in California.

Read and sign below: This form must be signed by a person authorized by the LLC. If the signing person is a trust or another entity, go to for more information. If you need more space, attach extra pages that are 1-sided and on standard letter-sized paper (8 1/2" x 11"). All attachments are part of this document.


Sign here

Susie Mastikian
Print your name here

President / Secretary
Your business title

Make check/money order payable to: **Secretary of State**

To get a copy of the filed document, include a separate request and payment for copy fees when the document is submitted. Copy fees are \$1 for the first page and \$.50 for each additional page. For certified copies, there is an additional \$5 certification fee, per copy.

By Mail
Secretary of State
Business Entities, P.O. Box 944228
Sacramento, CA 94244-2280

Drop-Off
Secretary of State
1500 11th Street, 3rd Floor
Sacramento, CA 95814

SEARCH

 Companies
 Officers

[Log in/Sign up](#)

LA ZONA ROSA (SAN PEDRO) LLC

Company Number 200632510108

Status Canceled

Incorporation Date 20 November 2006 (almost 14 years ago)

Company Type DOMESTIC

Jurisdiction [California \(US\)](#)

Registered Address 1331 S PACIFIC AVE
SAN PEDRO CA 90731
United States

Agent Name MASTIKIAN SUSIE

Agent Address 7812 YOLANDA AVE RESEDA CA 91335

Inactive Directors / Officers [MASTIKIAN SUSIE](#), agent

Registry Page <https://businesssearch.sos.ca.gov/CBS...>

Company network

Not yet available for this company. [Click to find out more](#)

Latest Events

- **2006-11-20** Incorporated
- **2006-11-20 - 2019-01-16** Addition of officer [MASTIKIAN SUSIE](#), agent

[See all events](#)

Corporate Grouping USER CONTRIBUTED

None known. [Add one now?](#)

[See all corporate groupings](#)

Recent filings for LA ZONA ROSA (SAN PEDRO) LLC

- 25 Jun 2014 CANCELLATION [view](#)
- 29 Nov 2010 SI-NO CHANGE [view](#)
- 22 Oct 2009 SI-COMplete [view](#)
- 20 Nov 2006 REGISTRATION [view](#)

Source California Secretary of State, <https://businesssearch.sos.ca.gov/CBS...>, 21 Aug 2020

ADD DATA (WEBSITE, ADDRESS, ETC)

UPDATE FROM REGISTRY

RECEIVED
CITY OF LOS ANGELES

NOV 20 2019

CITY PLANNING
PROJECT PLANNING

D

Pacific & 14th Entitlement Filing
Conditional Use (CU)
Density Bonus (DB)
Site Plan Review (SPR)
Categorical Exemption (CE)

SITE PLAN REVIEW FINDINGS

1309-1331 S. PACIFIC AVENUE

Pursuant to LAMC Section 16.05, in granting Site Plan Review approval, the Director of Planning shall find:

I. 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 Property is currently zoned C2-1XL-CPIO (Commercial Zone – Height District 1XL – Community Plan Implementation Overlay). The site's General Plan land use designation is "Neighborhood Commercial" and the site's San Pedro CPIO designation is "Coastal Commercial – Subarea A." The proposed project is an 83,158 square-foot, 102-unit (12-units reserved for Very Low Income tenants) residential apartment building at the northwest corner of Pacific Avenue and 14th Street. Multi-family residential uses are allowed in the C2 zone and the project will be consistent with the mix of commercial and residential uses in the vicinity, including residential uses to the west and south, as well as the commercial uses to the north and east.

The San Pedro Community Plan governs the property and has established the following goals and policies related to "Neighborhood Commercial" parcels located on Pacific Avenue:

Goal LU6 Attractive, pedestrian-friendly Neighborhood Districts that serve surrounding neighborhoods and businesses as local gathering places where people shop and socialize.

The proposed project is a four-story, 102-unit (12-units reserved for Very Low Income tenants) residential apartment complex. Currently, the Pacific Avenue corridor is experiencing a challenge specifically regarding lack of sufficient housing supply for all residents of San Pedro, and new housing opportunities (particularly affordable housing) will serve a pressing need of the community. The project fulfills this goal by developing new market-rate and affordable housing units, meeting diverse economic needs of residents of this commercial corridor. The 102-units proposed will be provided as studio, studio-loft, one-bedroom, and two-bedroom apartments, providing a variety of unit types to match different needs of residents of the project.

Policy LU6.1 Neighborhood services. Encourage the retention of existing and the development of new commercial uses that are primarily oriented to the residents of adjacent neighborhoods and promote the inclusion of community services (e.g., childcare and community meeting rooms).

The proposed project would replace long-vacant commercial space and a surface parking lot. The demolition and clearing of this site to make way for the proposed project would not

Special Speed Study Report: 14TH STREET

Station ID : 14TH STREET

Info Line 1 : 14th Street (San Pedro)
 Info Line 2 : E/O Grand Av

GPS Lat/Lon :

DB File : 14THEGRA W858.DB

Last Connected Device Type : RoadRunner3

Version Number : 1.34

Serial Number : 17858

Number of Lanes : 2

Posted Speed Limit : 25.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	W	West	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 08:00 - 10/20/2020 To: 06:59 - 10/22/2020

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
10/20/20	08:00	10	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19
Tue	09:00	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	10:00	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	11:00	5	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	12
	12:00	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	13:00	10	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	21
	14:00	16	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	22
	15:00	11	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19
	16:00	9	7	4	3	0	0	0	0	0	0	0	0	0	0	0	0	23
	17:00	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	18:00	21	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	34
	19:00	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	20:00	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	21:00	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	22:00	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	23:00	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Daily Total :		173	69	26	12	1	0	0	0	0	0	0	0	0	0	0	0	281
Percent :		62%	25%	9%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		62%	86%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		11	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	18

Average Speed	15.7 mph	50% Speed :	13.4 mph	67% Speed :	21.3 mph	85% Speed :	24.4 mph
				10mph Pace:	5.4 - 15.3 (57.3%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Other	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9			
10/21/20	00:00	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Wed	01:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	06:00	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	07:00	4	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	08:00	7	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	09:00	9	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	10:00	8	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	11:00	9	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19
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	14:00	12	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	15:00	13	7	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	16:00	18	7	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	29
	17:00	17	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	18:00	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	19:00	16	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	20:00	13	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	21:00	9	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	22:00	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	23:00	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Daily Total :		194	86	50	14	2	1	0	0	0	0	0	0	0	0	0	0	0	347
Percent :		56%	25%	14%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		56%	81%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		8	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15

Average Speed	16.8 mph	50% Speed :	14.8 mph	67% Speed :	22.4 mph	85% Speed :	26.8 mph
				10mph Pace:	6.1 - 16.0 (46.4%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Other	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9			
10/22/20	00:00	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4
Thu	01:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	02:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	03:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	06:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Daily Total :		16	12	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	32
Percent :		50%	38%	6%	3%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		50%	88%	94%	97%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Average Speed	17.5 mph	50% Speed :	10.6 mph	67% Speed :	22.5 mph	85% Speed :	22.9 mph
				10mph Pace:	9.6 - 19.5 (50.0%)		

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	E	East	Ax-Ax	4.0 ft	6.0 ft	

Lane #2 Special Speed Study Data From: 08:00 - 10/20/2020 To: 06:59 - 10/22/2020

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
10/20/20	08:00	8	8	3	1	1	0	0	0	0	0	0	0	0	0	0	0	21
Tue	09:00	18	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	30
	10:00	10	3	4	0	0	1	0	0	0	0	0	0	0	0	0	0	18
	11:00	10	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	12:00	9	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	17
	13:00	2	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	9
	14:00	15	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	15:00	11	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	20
	16:00	17	7	3	4	1	1	1	0	0	0	0	0	0	0	0	0	34
	17:00	25	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	35
	18:00	12	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	24
	19:00	11	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	19
	20:00	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	21:00	3	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	22:00	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	23:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Daily Total :		170	87	40	13	3	2	1	0	0	0	0	0	0	0	0	0	316
Percent :		54%	28%	13%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		54%	81%	94%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		11	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	20

Average Speed 17.1 mph	50% Speed : 14.6 mph	67% Speed : 22.5 mph	85% Speed : 27.0 mph
10mph Pace: 5.3 - 15.2 (50.9%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
10/21/20	00:00	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Wed	01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	7	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	10
	07:00	9	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	08:00	8	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	09:00	14	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	27
	10:00	11	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	11:00	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	12:00	9	9	8	2	2	0	0	0	0	0	0	0	0	0	0	0	30
	13:00	8	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	14:00	16	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	25
	15:00	11	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	16:00	14	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31
	17:00	18	8	4	2	0	0	1	0	0	0	0	0	0	0	0	0	33
	18:00	6	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	19:00	13	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	17
	20:00	12	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	21:00	8	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	22:00	10	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	23:00	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	11
Daily Total :		195	112	62	15	2	1	1	0	0	0	0	0	0	0	0	0	388
Percent :		50%	29%	16%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		50%	79%	95%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		8	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	17

Average Speed	17.6 mph	50% Speed :	16.0 mph	67% Speed :	22.8 mph	85% Speed :	27.0 mph
				10mph Pace: 20.1 - 30.0 (44.8%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Other	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9			
10/22/20	00:00	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Thu	01:00	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	06:00	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Daily Total :		16	6	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31
Percent :		52%	19%	19%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		52%	71%	90%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

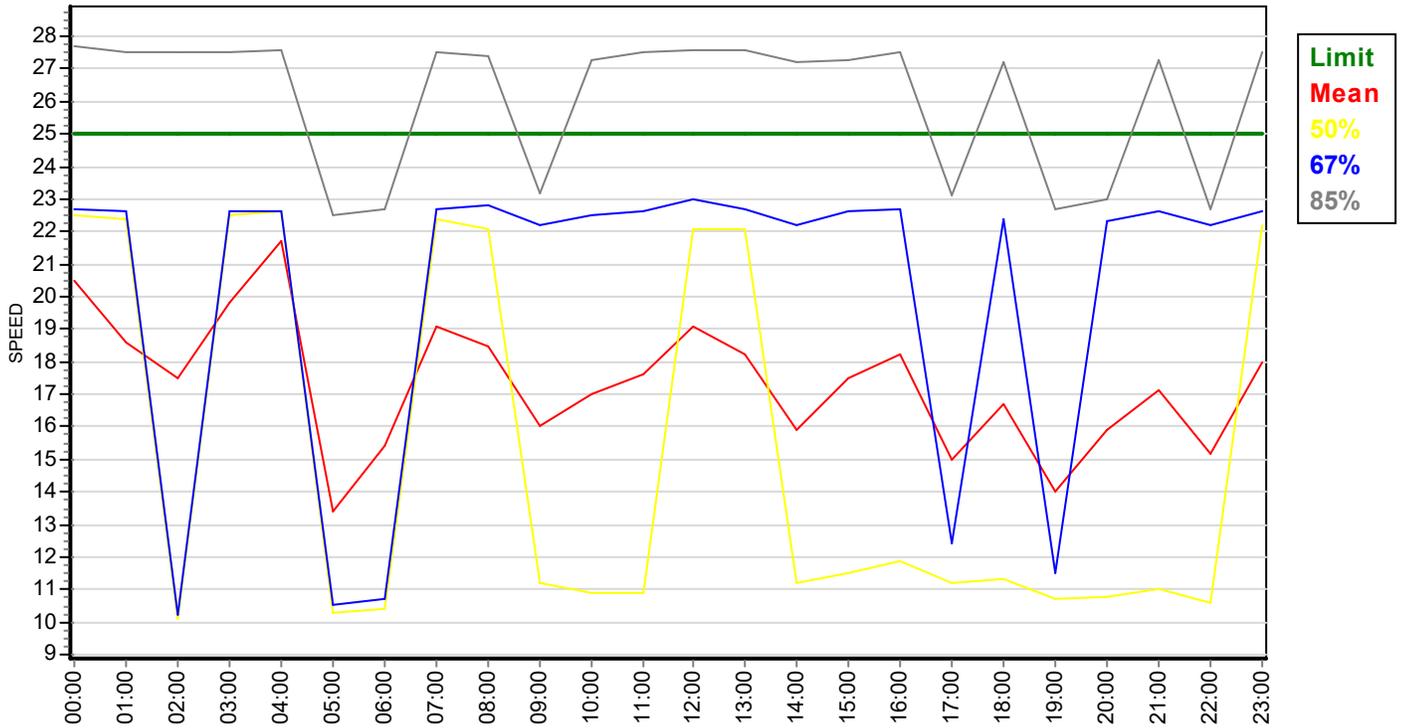
Average Speed	18.0 mph	50% Speed :	10.5 mph	67% Speed :	22.6 mph	85% Speed :	27.6 mph
				10mph Pace:	9.6 - 19.5 (51.6%)		

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16		
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -			
<i>Date</i>	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	<i>Other</i>	<i>Total</i>	

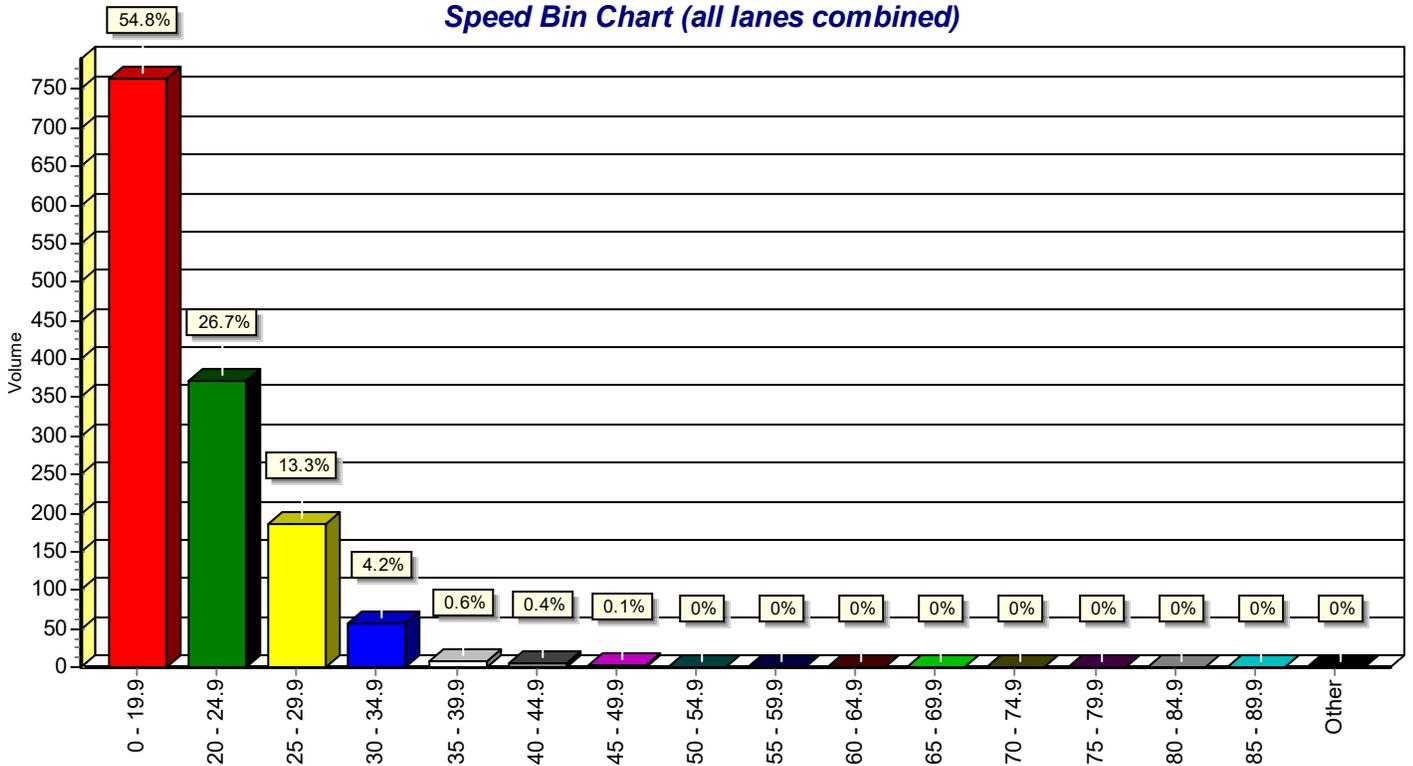
Special Speed Study Summary: 14TH STREET

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -		
Description	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total
Grand Total #1:	383	167	78	27	3	2	0	0	0	0	0	0	0	0	0	0	660
Percent :	58%	25%	12%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	58%	83%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	8	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	15
ADT = 337	Average Speed 16.3 mph 50% Speed : 16.7 mph 67% Speed : 21.9 mph 85% Speed : 25.8 mph 10mph Pace: 15.0 - 24.9 (37.6%)																
Grand Total #2:	381	205	108	31	5	3	2	0	0	0	0	0	0	0	0	0	735
Percent :	52%	28%	15%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	52%	80%	94%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	8	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	15
ADT = 375	Average Speed 17.4 mph 50% Speed : 19.1 mph 67% Speed : 22.7 mph 85% Speed : 27.0 mph 10mph Pace: 19.9 - 29.8 (42.7%)																
Comb. Total :	764	372	186	58	8	5	2	0	0	0	0	0	0	0	0	0	1395
Percent :	55%	27%	13%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	55%	81%	95%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	16	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	29
ADT = 712	Average Speed 16.9 mph 50% Speed : 18.0 mph 67% Speed : 22.4 mph 85% Speed : 26.6 mph 10mph Pace: 19.9 - 29.8 (40.1%)																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



PARKING DESIGN

I. GENERAL REQUIREMENTS

A. STALL WIDTHS

1. Minimum 8 ft 6 inches wide for standard stalls serving dwelling units.
2. Minimum 8 ft 4 inches wide for all other standard stalls.
3. Minimum 8 ft 0 inches wide for all parallel parking standard stalls.
4. Minimum 7 ft 6 inches wide for all compact stalls.
5. For disabled access stall widths and other requirements, refer to Information Bulletin P/BC 2017-084.
6. Stall widths must be increased 10 inches for obstructions, except for stalls serving single family dwellings and duplexes, as shown in Figures 8 & 9 and shall be increased for end stall conditions as shown in Figures 2 and 3 in section N. For purposes of determining increases for obstructions, property lines shall be considered as obstructions. No increase for obstructions is required for parallel parking stalls.

B. STALL DEPTHS

1. Minimum 18 feet deep for all standard stalls.
2. Minimum 15 feet deep for all compact stalls.
3. Minimum 26 feet deep for all standard parallel stalls and 30 feet deep for end parallel stalls.
4. Minimum 23 feet deep for all compact parallel stalls and 27 feet deep for end parallel stalls.

C. COMPACT PARKING SPACES PERMITTED

In parking areas or garages containing 10 or more spaces for other than dwelling uses, up to 40% of the total required parking spaces and 100% of the non-required parking spaces may be compact. For dwelling uses, all parking stalls in excess of one stall per unit may be compact. Unless specified otherwise, required guest parking spaces may be compact spaces.

D. ACCESS AISLE AND PARKING BAY WIDTHS

1. The basic access aisle and parking bay widths for compact and standard stalls are shown in Tables 1 through 6.

2. Parking bay dimensions shall be determined using the required basic stall width before required increases for obstructions. Where required and non-required stalls are intermixed in a bay, the width of the bay shall be the larger of the bay widths shown in the tables for the required and non-required stalls. Where single access is provided for both entrance and exit to a parking bay and the bay contains 25 stalls or less, the bay may be designed using one-way traffic tables. Where the number of stalls exceeds 25 and single access for entrance is provided, the bay widths shall be determined using the two-way traffic tables.

E. TANDEM PARKING STALLS

1. Tandem parking stalls are permitted in public garages and public parking areas providing an attendant. A “Covenant and Agreement to Provide Parking Attendant” will be required.
2. Tandem stalls are permitted in private parking garages and private parking areas provided:
 - a. At least one parking stall per dwelling unit and all stalls required for any guest parking shall be individually and easily accessible.
 - b. At least one standard stall per dwelling unit shall be provided.
3. Tandem parking shall be limited to a maximum of two cars in depth except for additional parking required in accordance with Section 12.21A17(h).
4. When determining access aisle widths for tandem parking having both standard and compact stalls in tandem, the aisle widths for standard stalls shall be used.

F. PARKING STALL LOCATION

1. Each parking stall shall be so located that no automobile is required to back into any public street or sidewalk to leave the parking stall, parking bay, or driveway, except where such parking stalls, parking bays, or driveways serve not more than two dwelling units and where the driveway access is to a street other than a major or secondary highway.
2. No automobile parking space shall be provided or maintained within the required front yard of an A or R zoned lot except for additional parking provided in accordance with Sections 12.21A17(h) or 12.21C10(g)(2).
3. No parking stall may be located within a 5 foot side yard along the side street lot line of an A or R zoned corner lot.

G. DRIVEWAY WIDTHS AND LOCATIONS

1. Department of Transportation approval for the location of the driveways shall be obtained on lots located in a P (including any combination with an A or R Zone) or PB Zone, for all residential driveways serving two or more dwelling units which front on major and secondary highways and for all new driveways serving all other uses.
2. 9 ft. minimum in the A, RE, RS, R1, RU, RZ, R2, RMP and RW Zones.
3. 10 ft. minimum in all other zones and when serving an apartment house in the R2 Zone.

4. 19 ft. minimum when serving more than 25 cars or, in lieu thereof, there shall be two 10 ft. minimum wide driveways.
5. Not more than 50% of a required front yard shall be designed, improved or used for access driveways unless the lot is developed with a building meeting the requirements of Section 12.08.3B1 (RZ Zone requirements).

H. SLOPES FOR DRIVEWAYS, RAMPS AND STALLS

1. 20% maximum slope on driveway or ramp.
2. 10% maximum cross slope of a driveway or ramp.
3. 6.67% maximum slope in any direction in a parking stall.
4. Transition slopes are required when the slope of the driveway or ramp exceeds 12.5%. See Figures 11A and 11B for acceptable transition slope designs.

I. GARAGE DESIGN

1. DOOR OPENING WIDTHS

- a. The required garage door opening width shall be increased in the event the stall widths are increased in order to accommodate a reduced access aisle width.

Exception: The required garage door opening width for a one car garage serving single family dwellings, duplexes and garages serving individual units shall be 8 feet minimum.

- b. The required garage door opening width for a two car garage serving single family dwellings, duplexes and garages serving individual units shall be 16 feet minimum.
- c. The opening shall be equal to the required stall width less 8 inches for a one car garage and the required stall width multiplied by 2, less 16 inches for a two car garage.
- d. The required garage door opening width for all other garages shall be equal to the required driveway width or stall width whichever is greater.

2. CLEAR HEIGHT IN GARAGE

- a. All parking garages shall have an unobstructed headroom clearance of not less than 7 feet above the finished floor to any ceiling, beam, pipe or similar obstruction.
- b. All entrances to and vertical clearances within parking structures shall have a minimum vertical clearance of 8 feet 2 inches where required for accessibility to parking spaces for persons with physical disabilities.

J. PAVING, LANDSCAPING, AND CAR STOPS

1. Every parking area and parking garage including access driveways thereto, shall be paved with hard, durable asphaltic paving which has been mixed at a plant and is at least two inches thick after compaction or with portland cement paving at least three inches thick. **Exception:** Access driveways to the areas referenced above may be paved with a permeable material such as pavers, porous concrete, a combination of 45% concrete and 55% holes filled with grass distributed uniformly (commonly known as grasscrete), or any material deemed equivalent by the Department of City Planning.
2. All areas shall have appropriate bumper guards, wheel stops, steel posts, walls, curbs, suitable landscaping, or other installations adequate to prevent vehicles from parking or maneuvering on those portions of a lot upon which a driveway or parking area is prohibited, or into a public right of way, or where those portions of a lot are needed to prevent encroachment on walkways or adjoining properties.
3. All portions of a required front yard shall be landscaped as required by LAMC Section 12.21C1(g). A City Planning approval is required for all such landscaped areas in the RD, R3, RAS3, R4, RAS4, R5, or C zones, and when landscaping is required by any other provision of the LAMC.

K. INTERNAL CIRCULATION

All portions of a public parking area or public garage shall be accessible to all other portions thereof without requiring the use of any public street, unless the Department of Transportation determines that such use is not detrimental to the flow of traffic.

ARMBRUSTER GOLDSMITH & DELVAC LLP

LAND USE ENTITLEMENTS □ LITIGATION □ MUNICIPAL ADVOCACY

12100 WILSHIRE BOULEVARD, SUITE 1600
LOS ANGELES, CALIFORNIA 90025

DAVE RAND
DIRECT DIAL: 310-254-9025
E-MAIL: Dave@AGD-LandUse.com

Tel: (310) 209-8800
Fax: (310) 209-8801

WEB: www.AGD-LandUse.com

May 19, 2021

Susan Jimenez

-3-

May 6th, 2021

2. Highway Dedication and Street Widening Requirements

In order to mitigate potential access and circulation impacts, the applicant may be required to make highway dedications and improvements. The applicant shall consult the Bureau of Engineering (BOE) for any highway dedication or street widening requirements. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the BOE. They must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of DOT and BOE. In an effort to be consistent with the Mobility Plan 2035, the proposed project plans to dedicate 3 feet along Pacific Avenue.

3. Project Access and Circulation

The proposed site plan is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's West LA/Coastal Development Review Section (7166 W Manchester Ave, @ 213-485-1062). In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All new driveways should be Case 2 driveways and any security gates should be a minimum 20 feet from the property line. All truck loading and unloading should take place on site with no vehicles backing into the project from public streets via any of the project driveways.

4. Worksite Traffic Control Requirements

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/what-we-do/plan-review> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. Development Review Fees

Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact me or Valeria Ceja at (213) 485-1062.

Attachments

c: Jacob Haik, Aksel Palacios, Council District No. 15
David Weintraub, Department of City Planning
Roy Kim, Quan Tran, DOT
Crystal Lee, BOE
Clare M. Look-Jaeger, Francesca S. Bravo, Linscott, Law & Greenspan, Engineers

TRANSITIONAL HEIGHT/SETBACK REQUIREMENT

1309 - 1331 South Pacific Avenue Residential Project - Case Number: CPC-2019-4908-DB-SPR



- The project is NOT compliant with the transitional height requirements of the San Pedro CPIO Section IV-2.A.3(a), as quoted from the CPC Determination Letter, which requires “the structure be set back or stepped back one foot for every foot in height as measured 14 feet above grade at the shared property line of a contiguous residentially zoned lot.”
- The project’s transitional height requirements must be recalculated using a minimum of 28’ 6” rather than 27’ 8” (see calculations above).
- The required 45 degree angle is not achieved and must be recalculated using the correct measurements.
- SECTION MI-2: DEVELOPMENT STANDARDS (CPIO_17-1044_ORD_185539_6-26-18.pdf) states “Projects on a slope shall be calculated at the lowest grade.” If this applies, the project’s transitional height requirements must be further recalculated.

SUPERSEDED

By document dated: 11/20/19
CMAN

CPC-2019-4908



REFERRAL FORMS:

AFFORDABLE HOUSING REFERRAL FORM
LOS ANGELES CITY PLANNING DEPARTMENT

This form is to serve as a referral to the Department of City Planning Development Services Center for affordable housing case filing purposes (in addition to the required Department of City Planning Application and any other necessary documentation) and as a referral to HCIDLA, CRA, LA County, or other City agency for project status and entitlement need purposes. This form shall be completed by the applicant and reviewed and signed by Department of City Planning staff prior to case filing. Any modifications to the content(s) of this form after its authorization by the Department of City Planning staff is prohibited.

CITY STAFF USE ONLY

Referral To:

Planning DSC - Filing HCIDLA Funding CRA LA County Other: _____

NOTES: Project does not appear to adhere to the CPZO Transitional Height requirements

Planning Staff Name and Title	Planning Staff Signature	Date
<u>Eric Claros - City Planner</u>	<u>[Signature]</u>	<u>08/09/2019</u>

(The Department of City Planning reserves the right to require an updated AHRF for the project if more than 180 days have transpired since the above date, or as necessary, to reflect project modifications, policy changes and/or amendments to the LAMC, local laws, and State laws.)

I. PROPOSED PROJECT

1. PROJECT LOCATION/ ZONING

Project Address: 1309-1337 S. Pacific Avenue, San Pedro

Project Name: _____

Applicant Name and Phone/Email: Jonathan Lonner (Rep.) — 310-802-4261; jlonner@burnsbouchard.com

Assessor Parcel Number(s): 7454-026-011, -012, -013, -014

Community Plan: San Pedro Number of Lots: 4 Lot Size: 31,500 s.f.

Existing Zone: C2-1XL-CPIO Land Use Designation: Neighborhood Commercial

Specific Plan HPOZ DRB Enterprise Zone CRA

Q-condition/ D-limitation/ T-classification (please specify): _____

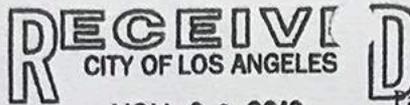
Other pertinent zoning information (please specify): San Pedro CPIO

Location of Major Transportation Stop or Intersection (please specify):¹ Pacific Avenue and 7th Street

2. DESCRIPTION OF PROPOSED PROJECT

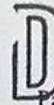
Demolition of (E) commercial buildings and surface parking lot. Construction of (N) four-story, 109-unit apartment building (12 units reserved for VLI tenants).

¹ Per AB 744, A Major Transit Stop means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. It also includes major transit stops that are included in the applicable regional transportation plan. Per Sec 12.22.A.25(b) of LAMC, the definition of Transit Stop/Major Employment Center includes: (1) a station stop for a fixed transit guideway or fixed rail system, (2) a Metro Rapid Bus stop or route, (3) the boundaries of three major economic activity areas, and (4) the boundaries of a college or university campus with an enrollment exceeding 10,000 students.



NOV 20 2019

CITY PLANNING
PROJECT PLANNING



Pacific & 14th Entitlement Filing
Conditional Use (CU)
Density Bonus (DB)
Site Plan Review (SPR)
Categorical Exemption (CE)

SITE PLAN REVIEW FINDINGS

1309-1331 S. PACIFIC AVENUE

Pursuant to LAMC Section 16.05, in granting Site Plan Review approval, the Director of Planning shall find:

I. 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 Property is currently zoned C2-1XL-CPIO (Commercial Zone – Height District 1XL – Community Plan Implementation Overlay). The site’s General Plan land use designation is “Neighborhood Commercial” and the site’s San Pedro CPIO designation is “Coastal Commercial – Subarea A.” The proposed project is an 83,158 square-foot, 102-unit (12-units reserved for Very Low Income tenants) residential apartment building at the northwest corner of Pacific Avenue and 14th Street. Multi-family residential uses are allowed in the C2 zone and the project will be consistent with the mix of commercial and residential uses in the vicinity, including residential uses to the west and south, as well as the commercial uses to the north and east.

The San Pedro Community Plan governs the property and has established the following goals and policies related to “Neighborhood Commercial” parcels located on Pacific Avenue:

Goal LU6 Attractive, pedestrian-friendly Neighborhood Districts that serve surrounding neighborhoods and businesses as local gathering places where people shop and socialize.

The proposed project is a four-story, 102-unit (12-units reserved for Very Low Income tenants) residential apartment complex. Currently, the Pacific Avenue corridor is experiencing a challenge specifically regarding lack of sufficient housing supply for all residents of San Pedro, and new housing opportunities (particularly affordable housing) will serve a pressing need of the community. The project fulfills this goal by developing new market-rate and affordable housing units, meeting diverse economic needs of residents of this commercial corridor. The 102-units proposed will be provided as studio, studio-loft, one-bedroom, and two-bedroom apartments, providing a variety of unit types to match different needs of residents of the project.

Policy LU6.1 Neighborhood services. Encourage the retention of existing and the development of new commercial uses that are primarily oriented to the residents of adjacent neighborhoods and promote the inclusion of community services (e.g., childcare and community meeting rooms).

The proposed project would replace long-vacant commercial space and a surface parking lot. The demolition and clearing of this site to make way for the proposed project would not

Given the subject site's location within Subarea A of the "Coastal Commercial" designation, the proposed project is subject to additional development regulations of the CPIO. All properties fronting multiple public streets in this area are given a "Primary Lot Line" or "Primary Frontage," which is typically the lot line abutting the street with the higher Mobility Plan 2035 designation. Pacific Avenue ("Modified Avenue II") abuts the subject site on the east and 14th Street ("Local Street - Standard") abuts the subject site to the south. Therefore, Pacific Avenue is the "Primary Frontage." Typically in instances where a lot or assemblage of lots share lot lines with multiple public streets, the LAMC would designate the front lot line as the shortest of any lot line shared with a public street (in this case, 14th Street).

The proposed project is 100 percent residential and the site is zoned C2-1XL-CPIO. Outside the boundaries of the San Pedro CPIO, the setbacks of the R4 zone would typically apply. However, the "Building Disposition" section of the CPIO states that "building and parking structures shall occupy 100 percent of the length of the Primary Lot Line, except to provide required driveways and pedestrian amenities. One walkway, not to exceed ten feet in width each, shall be permitted for every 200-feet of frontage." The following matrix outlines allowable and provided setbacks:

Lot Line	LAMC Yard	LAMC Req'd	CPIO Req'd	Proposed
Northern	Rear	16-feet	0-feet	5-feet ¹
Eastern	Side	7-feet	0- to 5-feet	0-feet
Southern	Front	0-feet	0-feet	0-feet
Western	Side	7-feet	N/A	15-feet

Section 5 of Ordinance 185,539 states "to the extent the San Pedro CPIO district is in conflict with LAMC Section 13.14 or any other LAMC provision, this ordinance will prevail and supersede those provisions." Therefore, the CPIO functions in the full force and effect as a Specific Plan otherwise would, and the setbacks provided are in accordance with the CPIO.

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

¹ A 5-foot pedestrian accessway has been provided along the northern lot line, as deemed allowable by the "Building Disposition" Section of the San Pedro CPIO Coastal Commercial Subarea.

the visual quality of the area, and to be compatible with existing and future development on adjacent properties and neighboring properties.

Height

The proposed project will be four (4) stories and approximately 45 feet and 5 inches in building height. The subject property is zoned C2-1XL-CPIO and is located within Height District 1XL. Both the Height District No. 1XL and San Pedro CPIO Section IV-2.A.2(a) and IV-2.B.1 restrict the site to a maximum building height of 30 feet and Floor Area Ratio ("FAR") of 1.5:1, respectively. Neither the Height District nor CPIO restrict the number of stories for a residential building. The project would be allowed an 11-foot height increase for a maximum 41-foot building height through an On-Menu Incentive under the Density Bonus program. The proposed 45-foot and 5-inch building height is requested through an Waiver of Development Standard. Properties across 14th Street to the south and further west are developed with multi-family residential buildings up to three stories in height. In addition, the project is compliant with the transitional height requirements of the San Pedro CPIO Section IV-2.A.3(a), which requires the structure be set back or stepped back one foot for every foot in height as measured 14 feet above grade at the shared property line of a contiguous residentially zoned lot. Therefore, the proposed height is comparable with the maximum building height allowable under the On-Menu Density Bonus program, and will provide a transition to be compatible with existing neighboring buildings.

Bulk/Massing

The proposed project abuts two streets, with the street-fronting facades measuring approximately 210 feet along the west side of Pacific Avenue and 150 feet along north side of 14th Street. While the proposed project massing exceeds the existing prevailing development pattern, the overall height is comparable to the maximum building height

CPC-2019-4908-DB-SPR

F-10

allowable under the On-Menu Density Bonus program. In addition, the project is compliant with the transitional height requirements of CPIO Section IV-2.A.3(a), which requires the structure be set back or stepped back one foot for every foot in height as measured 14 feet above grade at the shared property line of a contiguous residentially zoned lot. The project will provide a 15-foot wide westerly side yard adjacent to the neighboring residential uses, which exceeds the code required side setback of 7 feet. Therefore, the project massing will be appropriately set back from the neighboring residential uses. Lastly, the project provides architectural detailing that enhances the street-facing building frontage along Pacific Avenue by applying recesses, balconies, and varied rooflines along the building facade, along with varying building materials and colors to incorporate variation in design.

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Building Materials

The building design incorporates a variety of recesses, balconies, varied rooflines, and different materials to add architectural interest to the building and creates distinct breaks in the building plane. These breaks are further differentiated through the use of a variety of building materials that include stucco, double pane aluminum, and aluminum woven wire mesh. Together, these elements are applied to create sufficient breaks in plane and articulation. In accordance with CPIO Section IV-2.C.2 and IV-2.C.4, respectively, at least 60 percent of the Primary Frontage of the Ground Floor shall consist of doors and windows, and heavily textured stucco is prohibited.

Entrances

The primary building entrance is proposed along Pacific Avenue, and is differentiated from the remainder of the street frontage through a recess that is enhanced with Pedestrian Amenities along the sidewalk. In addition, all ground-floor street-facing units along Pacific Avenue and 14th Avenue will have individual unit entrances that will be directly accessible from the street and set back a minimum of 3 feet from the sidewalk in accordance with CPIO Section IV-2.D.3 and IV-2.D.4.

Setbacks

The project creates a strong street wall with minimal setbacks along both Pacific Avenue and 14th Street. CPIO Section IV-2.C.1 requires that the exterior wall of any building shall be located not more than 5 feet from the Primary Lot Line, except that exterior walls may be more than 5 feet from the Primary Lot Line when the setback is improved with Pedestrian Amenities and/or landscaping. The ground floor along Pacific Avenue is set back approximately 3 feet to provide more area for pedestrian access in compliance with the CPIO, which allows a setback along Pacific Avenue ranging from 0 to 5 feet. The northerly rear yard will be 5 feet, as granted and conditioned herein, and landscaped to provide a buffer from the adjacent commercial building. The westerly side yard will be 15 feet in width to create a buffer from the adjacent residential buildings, and enhanced as residential amenity space to include landscaping, trees, seating, and a firepit.

Parking/Loading

The Applicant has requested to utilize a parking reduction granted by-right under Density Bonus Parking Option 1 LAMC Section 12.22 A.25(d)(1). Density Bonus Parking Option 1 requires parking spaces at the following ratios: 1 space per unit containing 0 to 1 bedrooms, 2 spaces per unit containing 2 to 3 bedrooms, and 2.5 space per unit containing 4 or more bedrooms. The project provides 72 studios and one-bedroom units, and 30 two-bedroom units, and is therefore required to provide a total of 132 parking spaces. The Bicycle Parking Ordinance, LAMC Section 12.21.A.4, allows affordable residential projects to reduce required vehicle parking by 10 percent, in this case, a reduction of 13 vehicular parking spaces, to provide 119 vehicular parking spaces. The applicant is requesting only a 4 percent reduction of 5 vehicular parking spaces, to provide a total of 127 vehicular parking spaces for the project. The parking is proposed in the form of two (2) subterranean parking