

FINDINGS

(As Amended by the City Planning Commission at its meeting on October 9, 2025)

DENSITY BONUS/AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS

1. **Government Code Section 65915 and LAMC Section 12.22 A.25 state that the Commission shall approve a density bonus and requested incentive(s) unless the Commission 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- and off-menu incentives do not result in actual and identifiable cost reductions to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for Very Low, Low, and Moderate Income Households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

Based on the set-aside of over 15 percent of base units for Very Low Income households, the applicant is entitled to three (3) Incentives under both the Government Code and LAMC. Therefore, the three (3) On- and Off-Menu requests qualify as the proposed development's Incentives. The remaining requests must be processed as Waivers of Development Standards.

Averaging of Floor Area Ratio, Density, Parking or Open Space, and Permitting Vehicular Access. The requested use of averaging of floor area ratio, density, parking or open space, and permitting vehicular access is expressed in the Menu of Incentives in the Density Bonus Ordinance in LAMC Section 12.22 A.25. The site is comprised of two (2) lots that are dual-zoned [Q]C2-1VL and [Q]CM-1VL. Based on the lot area within each respective zone, the project would only be permitted 139 dwelling units and 1.5:1 FAR in the [Q]C2-1VL zone, and 133 dwelling units and 1.5:1 FAR in the [Q]CM-1VL zone. Strict compliance with the zoning regulations would require the floor area ratio, density, parking, open space, and vehicular access to be provided only within those respective zones of the site. Given that the site includes two zoning designations, it is appropriate to consider averaging of the floor area ratio, density, parking, open space, and vehicular access across the entire site. The project is designed as singular building with residential uses, open space, and parking spread across the site. Furthermore, vehicular access across contiguous parcels is required in order to provide a comprehensive parking plan for the project. Therefore, the averaging incentive will allow the project to achieve a more efficient design and thereby resulting in identifiable and actual cost reductions to provide for affordable housing costs.

FAR: The site is zoned [Q]C2-1VL and [Q]CM-1VL, with Height District No. 1VL limiting the Floor Area Ratio ("FAR") to 1.5:1. The site is subject to Footnote No. 8 which restricts the Community Commercial portion of the site to 3:1 FAR, as well as Footnote No. 10 which restricts the Limited Industrial portion of the site to 1.5:1 FAR. Strict compliance with the FAR restrictions would limit the site to FAR to 1.5:1 or 236,473 square feet. The applicant has requested an Off-Menu Incentive for increased FAR to 2.6:1 for a

maximum floor area of 406,855 square feet. The additional floor area is requested to accommodate larger sized units, including two-bedroom and three-bedroom units with lofts. The project includes 90 studio units, 23 studio units with lofts, 93 one-bedroom units, 22 one-bedroom units with lofts, 90 two-bedroom units, 21 two-bedroom units with lofts, 12 three-bedroom units, and 3 three-bedroom units with lofts. The requested increase in FAR will allow approximately 170,381.5 square feet of additional floor area and will enable the construction of affordable units. As set forth on Sheets A-0 and A-02 of the project plans, the project's upper residential levels at Level 3 has a floor plate of 79,600 square feet for 76 units, Level 4 has a floor plate of 79,600 square feet for 76 units, and Level 5 has a floor plate of 74,150 square feet for 69 units. These floor plates would not be achievable under the 1.5:1 base FAR and enable the project to construct the unit mix above. Without the incentive to permit additional floor area, the project would need to remove the uppermost floors containing 221 units, or the average unit size and bedroom count would have to be significantly smaller to construct the number of units that the requested density bonus allows. The ability to develop larger units will increase the revenues from the market-rate units, which will lower the marginal cost of developing the affordable units. The additional floor area will allow certain fixed costs involved in the construction of new residential units to be spread over more floor area thereby reducing the per square foot build cost of the development. The requested incentive will allow the developer to expand the building envelope so the additional units can be constructed, and the overall space dedicated to residential uses is increased. Therefore, the FAR incentive will result in identifiable and actual cost reductions to provide for affordable housing costs.

FAR by-right	Buildable Lot Area (sf)	Base Floor Area (sf)
1.5:1	157,649	157,649 x 1.5 = 236,473.5

FAR Requested	Requested Floor Area (sf)	Additional Floor Area (sf)
2.6:1	157,649 x 2.6=406,855	406,855 - 236,473.5= 170,381.5

Height. The site is zoned [Q]C2-1VL and [Q]CM-1VL, with Height District No. 1VL limiting building height to 45 feet and three (3) stories. The site is subject to Footnote No. 8 which restricts the Community Commercial portion of the site to 3 stories and 45 feet, as well as Footnote No. 10 which restricts the Limited Industrial portion of the site to 3 stories and 45 feet. The applicant has requested an Off-Menu Incentive for increased building height of 35 feet and three (3) stories to allow 80 feet and six (6) stories. Strict compliance with the height restrictions would remove the upper residential levels from the proposed building which will limit the ability to construct the residential dwelling units permitted by-right and the Restricted Affordable Units which are of a sufficient size. As set forth on Sheets A-0 and A-02 of the project plans, the project's upper residential levels at Level 4 contains 76 units, and Level 5 contains 69 units. Without the incentive to permit increased building height, the project would need to remove the uppermost floors containing 145 units, or the average unit size and bedroom count would have to be significantly smaller to construct the number of units that the requested density bonus allows. The ability to develop larger units will increase the revenues from the market-rate units, which will lower the marginal cost of developing the affordable units. The increased building height will allow certain fixed costs involved in the construction of new residential units to be spread over more floor area thereby reducing the per square foot build cost of the development. The requested incentive will allow the developer to expand the building envelope so the additional units can be constructed, and the overall space dedicated to residential uses is increased. Therefore, the height incentive will result in identifiable and actual cost reductions to provide for affordable housing costs.

- b. The Incentive will have specific adverse impact upon public health and safety or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety (Government Code Section 65915(d)(1)(B) and 65589.5(d)).**

There is no evidence in the record that the proposed density bonus incentive(s) 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 facades of the proposed building which faces Pacific Coast Highway, Frampton Avenue, and 259th Street are articulated in multiple ways, creating visually interesting elevations that invite interaction with the street. The structure will also be oriented toward the street intersection with the public plaza, primary pedestrian entrance, balconies, windows, and architectural features on street-facing elevations as required. The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. There is no evidence in the record which identifies a written objective health and safety standard that has been exceeded or violated. Based on the above, there is no basis to deny the requested incentives. Therefore, there is no substantial evidence that the project’s proposed incentives will have a specific adverse impact on public health and safety, or on property listed in the California Register of Historic Resources.

- 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.

Following is a delineation of the findings related to the request for five (5) Waivers of Development Standards, pursuant to Government Code Section 65915.

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

- a. *The waivers or reductions 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.

A project that provides over 15 percent of base units for Very Low Income Households qualifies for three (3) Incentives, and 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 requests for the following are recommended as Waivers of Development Standards. Without the below Waivers, the existing development standards would preclude development of the proposed density bonus units and project amenities:

Side Yard Setbacks: LAMC Sections 12.14 C.2 and 12.17.1 C.1 require side yards to conform to the requirements of the R4 Zone for portions of buildings erected and used for residential purposes. The R4 Zone requires side yards of a minimum of 5 feet, and requires one additional foot in the width of the rear yard for each additional story above the second story. The Project is a six-story mixed-use residential building. Given all levels of the project would be utilized in whole or in part by residential uses, the Project would therefore be required to provide 10-foot side yard setbacks. The applicant has requested two (2) Waivers of Development Standards for reduced side yard setbacks, and proposes 8-foot easterly and westerly side yard setbacks in lieu of the 10 feet otherwise required. Provision of the reduced 8-foot side yard setbacks along the approximately 557-foot lot width accounts for an additional building area of approximately 2,228 square feet per floor, totaling approximately 11,140 square feet across all five residential floors. Strict compliance with the side yard requirements would reduce the buildable lot area by 4 linear feet total, thereby reducing the floor area by approximately 11,140 square feet, thereby limiting the buildable area for new development and reducing the number and range of units that could be developed. As proposed, the reduced side yard setbacks will allow for the construction of the affordable residential units which are of a sufficient size. Given the average unit size is 848 square feet (as shown on Sheet A-0), the waiver would physically preclude the construction of approximately 13 dwelling units across all five residential floors. The requested waiver will allow the developer to provide more buildable area so the additional units can be constructed and the overall space dedicated to residential uses is increased.

Open Space Landscaping: Qualified "Q" Condition No. 1B under Ordinance No. 172,853 for Subareas 22A and 22B requires a minimum of 50 percent of the usable open space to be appropriately landscaped. Q Condition No. 1A also requires 100 square feet of usable open space per dwelling unit. This requirement is superseded by LAMC Section 12.21 G which requires 100 square feet of usable open space per dwelling unit with less than 3 habitable rooms, and 125 square feet of usable open space per dwelling unit with 3 habitable rooms. The project includes 90 studio units, 23 studio units with lofts, 93 one-bedroom units, 22 one-bedroom units with lofts, 90 two-bedroom units, 21 two-bedroom units with lofts, 12 three-bedroom units, and 3 three-bedroom units with lofts a total of 40,900 square feet of open space is required. Strict compliance with the Q Condition would require 50 percent (or 20,450 square feet) of the required open space to be landscaped. The applicant has requested a Waiver of Development Standard to landscape 25 percent of the open space area (or 7,323 square feet), which is consistent with the 25 percent landscaping requirement of LAMC Section 12.21 G, in lieu of the 50 percent landscaping requirement of the Q Condition. The Q Condition would require an additional 25 percent (or 10,225 square feet) of the required open space to be landscaped, which would reduce the area of usable open space and physically preclude the number of affordable residential units to be provided. As proposed, the reduced landscaping of open space will allow for the construction of the affordable residential units which are of a sufficient size. Given the average unit size is 848 square feet (as shown on Sheet A-0), the waiver would physically preclude the construction of approximately 12 dwelling units. The requested waiver will allow the developer to provide more usable open space so the additional units can be constructed and the overall space dedicated to residential uses is increased.

Recreation Rooms: Qualified "Q" Condition No. 1D under Ordinance No. 172,853 for Subareas 22A and 22B allows that recreation rooms may be included as open space,

but may not count for more than ten percent of the total required open space area. As provided above, a total of 40,900 square feet of open space is required for the project. Strict compliance with the Q Condition would allow up to ten percent (or 4,090 square feet) of the required open space to be provided in recreation rooms. The applicant has requested a Waiver of Development Standard to provide up to 25 percent of the required open space to be provided in recreation rooms, which is consistent with the 25 percent allowance of LAMC Section 12.21 G, in lieu of the 10 percent maximum of the Q Condition. The project provides a total of 10,140 square feet of open space within recreation rooms. The Q Condition would require an additional 15 percent (or 6,135 square feet) of the required open space to be provided outside of recreation rooms, which would increase the area of outdoor open space that would otherwise need to be unenclosed and open to the sky, which would physically preclude the number of affordable residential units to be provided. As proposed, the increased recreation room space will allow for the construction of the affordable residential units which are of a sufficient size. Given the average unit size is 848 square feet (as shown on Sheet A-0), the waiver would physically preclude the construction of approximately 36 dwelling units. The requested waiver will allow the developer to provide more indoor usable open space so the additional units can be constructed and the overall space dedicated to residential uses is increased.

Architectural Treatment: Qualified “Q” Condition No. 1E under Ordinance No. 172,853 for Subareas 22A and 22B requires projects to incorporate multi-level pitched roof with a minimum pitch of 3 to 12; use 2 or more exterior wall finishes such as stucco, wood siding or paneling, or brick; and require a change in plane of at least 4 inches in exterior wall surfaces which extends more than 15 feet horizontally and vertically so as to provide facade articulation using porches, balconies, window treatments, recessed windows, different exterior materials, material (not planted), curves, and openings. The applicant has requested a Waiver of Development Standard to eliminate these architectural treatment requirements in order to provide a flat roof. The applicant contends that a level, open, flat roof is necessary to accommodate code requirements for solar alternatives, HVAC units, and hot water boilers, in addition to the ancillary circulation and work areas on the roof to access and service these building systems. The project reserves approximately 25 percent (or 19,900 square feet) of the roof area for the solar, mechanical, and plumbing systems. Strict compliance with the Q Condition would require these facilities be located to the ground floor, which would reduce the buildable area of the lot by 19,900 square feet, which would physically preclude the number of affordable units to be provided. As proposed, the flat roof will allow for the construction of the affordable residential units which are of a sufficient size. Given the average unit size is 848 square feet (as shown on Sheet A-0), the waiver would physically preclude the construction of approximately 117 dwelling units across all five residential floors. The requested waiver will allow the developer to provide more buildable area so the additional units can be constructed and the overall space dedicated to residential uses is increased.

These waivers support the applicant’s decision to set aside the specified number of dwelling units for Very Low Households for 55 years.

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

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

CONDITIONAL USE FINDINGS

A particular type of development is subject to the conditional use process because it has been determined that such use of property should not be permitted by right. All uses requiring a conditional use permit are located within Section 12.24 of the Los Angeles Municipal Code. The project has requested a conditional use approval for the proposed mixed-use development as required by the Footnote No. 9 of the Wilmington – Harbor City Community Plan.

3. 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 site is located at the corner of Pacific Coast Highway and Frampton Avenue in the Wilmington – Harbor City Community Plan. The project site is a relatively flat, irregular-shaped, dual-zoned site comprised of two (2) lots that total approximately 161,450 square feet (3.7 acres). The site has a street frontage of approximately 270 feet on the south side of Pacific Coast Highway, 557 feet on the east side of Frampton Avenue, and 300 feet on the north side of 259th Street.

The subject site is in an urbanized area surrounded by multi-family residential, institutional, commercial, and industrial uses. The site is immediately adjacent to automotive uses, fast food and restaurants, and the Kaiser Permanente South Bay Medical Center on [Q]C2-1VL and [Q]C1-1L properties to the east. Properties across 259th Street to the south are improved with three-story multi-family residential buildings in the [Q]RD1.5-1XL zone. Properties across Frampton Avenue to the west are improved with an LA Water and Power substation and automotive uses in the [Q]MR1-1VL zones, and single-story commercial buildings and automotive uses in the [Q]C2-1VL zone. The subject site is within a half-mile of the intersection of Pacific Coast Highway and Normandie Avenue, which constitutes as a Major Transit Stop. The subject site is within proximity to bus stops served by the Los Angeles County Metropolitan Transportation Authority (“Metro”) 205, 232, and 246 bus lines, City of Gardena GTrans 2 bus line, and Angeles Department of Transportation (“LADOT”) 448 bus line.

The proposed project involves the construction of a new six-story, 80-foot tall mixed-use residential building comprised of 354 dwelling units (including 42 Very Low Income units) across five residential levels. The project will be approximately 406,855 square feet in floor area, including 1,500 square feet of commercial, with a Floor Area Ratio (“FAR”) of 2.6:1. The project will provide 560 residential and 15 commercial parking spaces, for a total of 575 parking spaces. The project will enhance the built environment by redeveloping an

underutilized site for the construction of a new mixed-use residential apartment building, and will provide affordable units and commercial uses that will better meet the needs and projected growth of the Wilmington-Harbor City area, and be beneficial to the community, city and greater region.

- 4. 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 proposed project involves the construction of a new six-story, 80-foot tall mixed-use residential building comprised of 354 dwelling units (including 42 Very Low Income units) across five residential levels. The project will be approximately 406,855 square feet in floor area, including 1,500 square feet of commercial, with a Floor Area Ratio ("FAR") of 2.6:1. The project includes 90 studio units, 23 studio units with lofts, 93 one-bedroom units, 22 one-bedroom units with lofts, 90 two-bedroom units, 21 two-bedroom units with lofts, 12 three-bedroom units, and 3 three-bedroom units with lofts.

The project provides the primary pedestrian entrance at the corner of Pacific Coast Highway and Frampton Avenue with a public plaza that provides direct access to the lobby, leasing area, and commercial offices that are flanked with recreation rooms. Secondary pedestrian entrances are provided along Frampton Avenue and 259th Street. Residential amenities are provided in a series of open-air courtyards as well as private balconies.

The proposed project provides recreational and service amenities that will improve habitability for the residents and minimize any impacts on neighboring properties. The project will provide a total of 40,990 square feet of open space in compliance with LAMC Section 12.21 G. Common open space is provided in a series of open-air courtyards at the ground floor totaling 18,740 square feet, recreation rooms totaling 10,140 square feet, and a 400 square foot roof deck. The courtyards provide a variety of recreational amenities for residents including a pool, spa, lounge seating, and fire table at the Main Pool / Spa Courtyard; dining tables with chairs and umbrellas, outdoor kitchen with breakfast bar, water feature, and fire pit at the South Courtyard; water feature and bench seating at the Southwest Courtyard; and a dog parklet with decomposed granite, synthetic turf, and decomposed granite at an additional courtyard. The roof terrace also includes a sky deck, dining tables and chairs, and lounge seating.

The project includes a six-story above-grade parking garage at the center of the building that will be mostly wrapped with residential uses and walkways. The project will provide 560 residential and 15 commercial parking spaces, for a total of 575 parking spaces. Vehicular access is provided from a single driveway and curb cut from Frampton Avenue. All existing structures will be demolished and mobilehomes will be removed for the proposed project, including the removal of 24 non-protected trees. The project will include the grading of 53,000 cubic yards and export of 7,000 cubic yards of soil. Trash enclosure is located within the parking garage to ensure it will not be visible from the street or affect circulation for surrounding properties.

The subject site is in an urbanized area surrounded by multi-family residential, institutional, commercial, and industrial uses. The site is immediately adjacent to automotive uses, fast food and restaurants, and the Kaiser Permanente South Bay Medical Center on [Q]C2-1VL and [Q]C1-1L properties to the east. Properties across 259th Street to the south are improved with three-story multi-family residential buildings in the [Q]RD1.5-1XL zone. Properties across Frampton Avenue to the west are improved with an LA Water and Power substation and automotive uses in the [Q]MR1-1VL zones, and single-story commercial buildings and automotive uses in the [Q]C2-1VL zone. The subject site is within a half-mile of the

intersection of Pacific Coast Highway and Normandie Avenue, which constitutes as a Major Transit Stop. The subject site is within proximity to bus stops served by the Los Angeles County Metropolitan Transportation Authority (“Metro”) 205, 232, and 246 bus lines, City of Gardena GTrans 2 bus line, and Angeles Department of Transportation (“LADOT”) 448 bus line. Therefore, the project mixed-use residential development is compatible with the surrounding neighborhood.

The mixed-use residential development is permitted at this location on the subject site as an allowable use by [Q]C2-1VL and [Q]CM-1VL zones. As provided under Findings Nos. 1 and 2, the project’s density, FAR, Height, and setbacks are allowed by the underlying zone in combination with Density Bonus law.

Given the projects site’s proximity to public transit, the commercial corridor along Pacific Coast Highway, and the surrounding uses, the project’s location, size, height, operations, and other significant features will be compatible with and will not adversely affect adjacent properties, the surrounding neighborhood, or the public, health, welfare, and safety.

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

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, Land Use, Transportation, Noise, Safety, Housing and Conservation. 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 General Plan is a long-range document determining how a community will grow, reflecting community priorities and values while shaping the future. The project substantially conforms with the following purposes and objectives of the General Plan Elements: Framework Element, Land Use Element (Wilmington - Harbor City Community Plan), Housing Element, and Mobility Element.

Framework Element

The Framework Element is a strategy for long-term growth which sets a citywide context to guide the update of the Community Plan and Citywide Elements. The primary objectives of the policies in the Framework Element’s Land Use Chapter are to support the viability of the City’s residential neighborhoods and commercial districts, and when growth occurs, to encourage sustainable growth in a number of higher-intensity commercial and mixed-use districts, centers and boulevards and industrial districts particularly in proximity to transportation corridors and transit stations.

The Community Plan Map designates the site for Community Commercial and Limited Industrial land uses. The Community Commercial land use designation corresponds to the CR, C2, C4, RAS3, P, and PB zones; the Limited Industrial land use designation corresponds to the CM, MR1, M1, and P Zones. The site is zoned [Q]C2-1VL and [Q]CM-1VL and is therefore consistent with the land use designations. The [Q]C2-1VL and [Q]CM-1VL zones allow for R4 (High Medium Residential) land uses and estimates 56 to 109 dwelling units per acre.

Land Use Element – Wilmington - Harbor City Community Plan

The proposed project aligns with the intent of the Wilmington - Harbor City Community Plan, including the following:

Goal 1 – A safe, secure and high quality residential environment for all economic, age, and ethnic segments of the community.

Objective 1-1 – To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policy 1-1.4 – Protect the quality of the residential environment through attention to the appearance of communities, including attention to building and site design.

Objective 1-2 – To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

Policy 1-2.1 – Locate higher residential densities near commercial centers and major transit routes, where public service facilities, utilities, and topography will accommodate this development.

Objective 1-5 – To promote and insure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

Policy 1-5.2 – Promote housing in mixed use projects in transit corridors and pedestrian oriented areas.

Policy 1-5.5 – Provide for livable family housing at higher densities.

Objective 1-7 – To minimize housing displacement whenever possible, and, in those cases where displacement is unavoidable, to provide housing relocation assistance and services for persons displaced as a result of public or private actions.

Policy 1-7.1 – Ensure that new housing opportunities minimize displacement of the residents.

Goal 2 – A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the unique commercial and cultural character of the community.

Objective 2-2 – To enhance the aesthetic quality and pedestrian orientation of commercial developments.

Policy 2-2.3 – Require that mixed use projects and development in pedestrian oriented districts be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses.

Policy 2-2.4 – Promote mixed use projects in proximity to designated transit corridors and in community commercial centers.

Objective 2-3 – To improve the design and land use compatibility of commercial uses.

Policy 2-3.1 – Require urban design techniques, such as appropriate building orientation and scale, transition building heights, landscaping, buffering and increased setbacks in the development of commercial properties to improve land use compatibility with adjacent

uses and to enhance the physical environment.

The project is for the construction of a new mixed-income, mixed-use residential apartment development on an underutilized site. The existing mobilehome park will be closed in accordance with Government Code Section 65863.7 and 65863.8, as well as, and Los Angeles Municipal Code (“LAMC”) Sections 47.08, 47.09, and 17.04. The project will result in the net increase of 312 dwelling units, including 42 Very Low Income units. It will also provide approximately 1,500 square feet of commercial that will enhance the pedestrian experience on Pacific Coast Highway. The site is located within walking distance of public transit and local amenities. As shown in Exhibit “A” and Finding No. 4, the Project will provide design features to enhance the visual quality of the area. Planting new street trees will help achieve the City’s goals for environmentally sustainable urban design standards and pedestrian-oriented improvements.

Housing Element 2021 - 2029

The proposed project also conforms with the applicable policies of the Housing Element, including:

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

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

Policy 1.2.1 – Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.

Policy 1.3.1 – Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

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

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

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

Policy 3.2.2 – Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

The proposed project will result in a net increase of 312 new residential units to the City’s housing stock and conforms with the applicable provisions of the Housing Element. The applicant has requested deviations from code requirements under the Density Bonus program for increased FAR, increased height, reduced landscaping of open space, increased recreation room space, waiver from architectural treatments, and reduced side yard setbacks,

thereby allowing the creation of affordable units. Pursuant to Density Bonus requirements, over 15 percent (42 units) of the base dwelling units (272 units), will be set aside for Very Low Income units. Additionally, this mixed-income development is in close proximity to public transit options, and a variety of commercial, institutional, and employment opportunities. Locating new housing in this portion of the City will allow residents to have better access to employment centers and places of interest in area.

Mobility Plan 2035

The proposed project also conforms with the following additional policies of the Mobility Plan, including:

Policy 3.1 – Access for All: 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 – Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

The project utilizes Density Bonus incentives and waivers for the construction of a residential mixed-income development that provides housing opportunities in proximity to public transit along Pacific Coast Highway, encouraging multi-modal transportation and decreasing vehicle miles traveled in the neighborhood. The site is located along a portion of Pacific Coast Highway that is designated by the Mobility Plan as a Boulevard II. The project will also provide 165 long-term and 18 short-term bicycle parking spaces, which is consistent with LAMC Section 12.21 A.16 bicycle parking requirements. Furthermore, the subject site is within a Transit Priority Area as it is within a half-mile of the intersection of Pacific Coast Highway and Normandie Avenue, which constitutes as a Major Transit Stop. The subject site is within proximity to bus stops served by the Los Angeles County Metropolitan Transportation Authority (“Metro”) 205, 232, and 246 bus lines, City of Gardena GTrans 2 bus line, and Angeles Department of Transportation (“LADOT”) 448 bus line.

ADDITIONAL FINDINGS REQUIRED BY LAMC SECTION 12.24 V

6. The project is consistent with and implements the affordable housing provisions of the General Plan's Housing Element.

The City’s Housing Element for 2021-2029 was adopted by the City Council on November 24, 2021. The Housing Element is the City’s blueprint for meeting housing and growth challenges. It identifies the City’s housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City’s housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City.

As provided under Finding No. 5, the proposed Project would be in conformance with the following goals of the Housing Element as described below:

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

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

Policy 1.2.1 – Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.

Policy 1.3.1 – Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

Pursuant to Density Bonus requirements, the project is required to set aside over 15 percent, that is 42 units, of the 272 base density units for Very Low Income Households in exchange for the 30 percent density increase requested. The project proposes to set aside 42 units for Very Low Income Households, thereby complying with the requisite percentage of affordable housing units for the 30 percent density increase.

Although the project involves the closure of an existing mobilehome park and demolition and removal of 42 dwelling units, the project will not result in a loss of housing as it will provide a net increase of 312 dwelling units, including 42 Very Low Income units, on the subject site. The project will offer a range of apartment types and sizes as it provides 90 studio units, 23 studio units with lofts, 93 one-bedroom units, 22 one-bedroom units with lofts, 90 two-bedroom units, 21 two-bedroom units with lofts, 12 three-bedroom units, and 3 three-bedroom units with lofts. Additionally, the project proposes a total of 40,990 square feet of open space in compliance with LAMC Section 12.21 G, including a series of open-air courtyards, recreation rooms, and a roof deck, with amenities including a pool, spa, lounge seating, dining tables, outdoor kitchen, breakfast bar, water feature, dog parklet, and sky deck. The project will provide affordable housing in close proximity to transit. The subject site is within a half-mile of the intersection of Pacific Coast Highway and Normandie Avenue, which constitutes as a Major Transit Stop. The subject site is within proximity to bus stops served by the Los Angeles County Metropolitan Transportation Authority (“Metro”) 205, 232, and 246 bus lines, City of Gardena GTrans 2 bus line, and Angeles Department of Transportation (“LADOT”) 448 bus line. Therefore, the project is in conformance with the affordable housing provisions of the Housing Element.

7. The project will further the City's goal of achieving an improved jobs-housing relationship, which is needed to improve air quality in the City.

The proposed project will be redeveloping an underutilized site for the construction of a new mixed-use residential apartment building, and will provide affordable units and commercial uses that will help achieve an improved jobs-housing relationship for the community.

The project utilizes Density Bonus incentives and waivers for the construction of a residential mixed-income development that provides housing opportunities in proximity to public transit along Pacific Coast Highway. The subject site is within a half-mile of the intersection of Pacific Coast Highway and Normandie Avenue, which constitutes as a Major Transit Stop. Although the project is meeting parking requirements of LAMC Section 12.21 A.4, per California Government Code Section 65863.2 (AB 2097) the project site is permitted to provide a minimum of zero parking spaces, encouraging multi-modal transportation and decreasing vehicle miles traveled in the neighborhood.

The subject site is in an urbanized area surrounded by multi-family residential, institutional, commercial, and industrial uses. The site is immediately adjacent to automotive uses, fast food and restaurants, and the Kaiser Permanente South Bay Medical Center on [Q]C2-1VL and [Q]C1-1L properties to the east. Properties across 259th Street to the south are improved with three-story multi-family residential buildings in the [Q]RD1.5-1XL zone. Properties across Frampton Avenue to the west are improved with a LA Water and Power substation and

automotive uses in the [Q]MR1-1VL zones, and single-story commercial buildings and automotive uses in the [Q]C2-1VL zone.

The Project's potential air quality effects were evaluated by estimating the potential construction and operations emissions of criteria pollutants, and comparing those levels to significance thresholds provided by the Southern California Air Quality Management District (SCAQMD). The Project's emissions were estimated using the CalEEMod 2022.1 model (output February 23, 2023 and December 3, 2024) for the purposes of evaluating air quality impacts of proposed projects and summarized in the Air Quality and Greenhouse Gas Technical Memorandum prepared by Dudek dated May 24, 2024 and updated January 2025. The analysis took into account construction activity emissions during demolition, grading, building construction, architectural coating, and paving, as well as operational emissions and effects to sensitive receptors. The analysis confirms that the project would not have a significant impact related to air quality or greenhouse gases. There are several Regulatory Compliance Measures which regulate air quality-related impacts for projects citywide as noted above. Furthermore, as part of the Housing Element Program EIR, the project is subject to Mitigation Measure 4.2-3 which requires construction equipment that meets CARB Tier 4 Final or USEPA Tier 4 off-road emissions.

The new development should provide for adequate multi-family residential development that is in close proximity to commercial centers and public transit. The proposed project is a mixed-use building with 354 new residential units (42 units which are set aside for Very Low Income Households) and 1,500 square feet of ground floor commercial use. The project will not only provide much-needed housing of varying levels of affordability, but it will also provide opportunities for new commercial uses. As a result, the development will strengthen the existing commercial development in the community by adding to the consumer base through the introduction of new residents. The project's proximity to transit connections will reduce vehicular trips to and from the project, vehicle miles traveled, and reduce air pollution; and its location within an existing, under-utilized commercial district and will enable the city to conserve nearby existing stable residential neighborhoods, lower-intensity commercial districts, and enhance the jobs-housing relationship.

- 8. Pursuant to an agreement entered into under Government Code Sections 65915 - 65918, the project will include the number of Restricted Affordable Units as set forth in Section 12.24 U.26.(a)(1) through (5) of the Los Angeles Municipal Code, with any percentage increase in floor area treated the same as a percentage increase in density for purposes of calculating the number of Restricted Affordable Units.**

The applicant has requested a 30 percent increase in density through the Density Bonus Ordinance pursuant to LAMC Section 12.22 A.25. The project provides the requisite number of affordable units (42 Very Low Income units) to qualify for the Density Bonus and requested incentives and waivers. Therefore, the project does not trigger a Conditional Use under LAMC Section 12.24 U.26 for increased density, therefore the affordability calculations under LAMC Section 12.24 U.26 do not apply.

- 9. The affordability of all reserved lower income dwelling units will continue for a minimum of 55 years.**

The applicant proposes to set aside a total of 42 units for Restricted Affordable Units. Per the Conditions of Approval, the applicant is required to execute a covenant to the satisfaction of LAHD to make 42 Restricted Affordable Units available to Very Low Income Households for rental as determined to be affordable to such households by LAHD for a period of 55 years. The applicant is required to present a copy of the recorded covenant to the Department of

City Planning and the proposed project shall comply with any monitoring requirements established by LAHD. Therefore, as conditioned, the project satisfies this finding in regards to subjected restricted affordable units to recorded affordability per LAHD.

10. The construction and amenities provided for the reserved lower income dwelling units will be comparable to those provided for the market rate dwelling units in the development, including the average number of bedrooms and bathrooms per dwelling unit.

The City Planning Commission approved the Affordable Housing Incentives Guidelines (CPC-2005-1101-CA) on June 9, 2005. The Guidelines were subsequently approved by City Council (CF 05-1345) on February 20, 2008, as a component of the City of Los Angeles Density Bonus Ordinance. The Guidelines describe the density bonus provisions and qualifying criteria, incentives available, design standards, and the procedures through which projects may apply for a density bonus and incentives. LAHD utilizes these Guidelines in the preparation of Housing Covenants for Affordable Housing Projects. On April 9, 2010, the City Council adopted updates to the City's Density Bonus Ordinance (CF 05-1345-S1, Ordinance No. 181,142). However, at that time, the Affordable Housing Incentives Guidelines were not updated to reflect changes to the City's Density Bonus Ordinance or more recent changes in State Density Bonus Law located in the Government Code. Therefore, where there is a conflict between the Guidelines and current laws, the current law prevails. Additionally, many of the policies and standards contained in the Guidelines, including design and location of affordable units to be comparable to the market-rate units, equal distribution of amenities, monitoring requirements, and affordability levels, are covered by the State Density Bonus Laws. For example, restricted dwelling units shall be comparable in every manner to market rate dwelling units, including total square footage, bedrooms size, closet space amenities, number of bathrooms, etc., except in the quality of interior "finish" materials (e.g., floor and wall coverings). The design of restricted dwelling units should generally reflect the average number of bedrooms per dwelling units in the development. Restricted dwelling units shall not be confined to one type of dwelling unit within a development. Restricted dwelling units must be interspersed among market-rate dwelling units within the same building. They may not be grouped together on one level or in one or more "less desirable" corners or areas of the building. Residents of restricted dwelling units may not be charged for amenities that are provided at no cost to other residents including, but not limited to, access to recreational facilities, parking, cable TV, and interior amenities such as dishwashers and microwave ovens. Optional services provided must be optional for all residents, and available to all under the same terms and conditions.

11. The approval of a mixed use development on the site will provide for affordable housing costs in the housing development.

As provided under Finding No. 1, the approval of the project including requested Density Bonus Incentives for averaging, increased FAR, and increased height will result in identifiable and actual cost reductions to provide for affordable housing costs.

ADDITIONAL FINDINGS REQUIRED BY COMMUNITY PLAN FOOTNOTE 9

12. Land uses surrounding the proposed development site will not be inimical to the health, safety, and welfare of prospective residents of such quarters.

The subject site is in an urbanized area surrounded by multi-family residential, institutional, commercial, and industrial uses. The site is immediately adjacent to automotive uses, fast food and restaurants, and the Kaiser Permanente South Bay Medical Center on [Q]C2-1VL

and [Q]C1-1L properties to the east. Properties across 259th Street to the south are improved with three-story multi-family residential buildings in the [Q]RD1.5-1XL zone. Properties across Frampton Avenue to the west are improved with an LA Water and Power substation and automotive uses in the [Q]MR1-1VL zones, and single-story commercial buildings and automotive uses in the [Q]C2-1VL zone. Therefore, the land uses surrounding the proposed development are compatible with the mixed-use residential development containing commercial and residential uses, and will not be inimical to the health, safety, and welfare of prospective residents.

SITE PLAN REVIEW FINDINGS

13. 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 site is in the Wilmington - Harbor City Community Plan, and is designated for Community Commercial and Limited Industrial land uses. The Community Commercial land use designation corresponds to the CR, C2, C4, RAS3, P, and PB zones; the Limited Industrial land use designation corresponds to the CM, MR1, M1, and P Zones. The site is zoned [Q]C2-1VL and [Q]CM-1VL and is therefore consistent with the land use designations. The [Q]C2-1VL and [Q]CM-1VL zones allow for R4 (High Medium Residential) land uses and estimates 56 to 109 dwelling units per acre. Height District No. 1VL limits the Floor Area Ratio ("FAR") to 1.5:1 and building height to 45 feet and three (3) stories. The site is subject to Footnote No. 8 which restricts the Community Commercial portion of the site to 3 stories, 45 feet, and 3:1 FAR, as well as Footnote No. 10 which restricts the Limited Industrial portion of the site to 3 stories, 45 feet, and 1.5:1 FAR. Footnote No. 9 of the Community Plan Map requires that properties designated for Community Commercial uses be reserved for commercial and parking uses, except that developments combining residential and commercial uses shall be approved through a procedure similar to a conditional use. The site is subject to Qualified "Q" Conditions established under Ordinance No. 172853 (Subareas 22A and 22B), which has certain usable open space, landscaping, recreation room, architectural treatment, and parking requirements.

As provided under Finding No. 1, the project's averaging, increased FAR, increased height, reduced yards, reduced landscaping, increased recreation room, and waiver of architectural treatment requirements are allowed by the underlying zone in combination with Density Bonus law. The project is designed as singular building with residential uses, open space, and parking spread across the site. The proposed project is a mixed-use residential development with 354 residential units (42 units which are set aside for Very Low Income Households), and 1,500 square feet of ground floor commercial use.

The project has been designed with ground floor commercial space with street entrances and storefront glazing along Pacific Coast Highway. The project provides the primary pedestrian entrance at the corner of Pacific Coast Highway and Frampton Avenue with a public plaza that provides direct access to the lobby, leasing area, and commercial offices that are flanked with recreation rooms. Secondary pedestrian entrances are provided along Frampton Avenue and 259th Street. Residential amenities are provided in a series of open-air courtyards as well as private balconies. The Common open space is provided in a series of open-air courtyards at the ground floor totaling 18,740 square feet, recreation rooms totaling 10,140 square feet, and a 400 square foot roof deck. The courtyards provide a variety of recreational amenities for residents including a pool, spa, lounge seating, and fire table at the Main Pool / Spa Courtyard; dining tables with chairs and umbrellas, outdoor kitchen with breakfast bar, water feature, and fire pit at the South Courtyard; water feature and bench seating at the Southwest Courtyard; and a dog parklet with decomposed granite, synthetic turf, and decomposed

granite at an additional courtyard. The roof terrace also includes a sky deck, dining tables and chairs, and lounge seating.

As provided under Finding No. 5, the proposed project is in substantial conformance with the purpose, intent, and provisions of the General Plan's Framework Element, Wilmington-Harbor City Community Plan, Housing Element, and Mobility Plan, particularly those concerning adding affordable housing near public transit and neighborhood-serving uses.

14. 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.

As provided under Finding No. 4, the project has been designed to be compatible with adjacent properties and surrounding neighborhood. The subject site is in an urbanized area surrounded by multi-family residential, institutional, commercial, and industrial uses. The site is immediately adjacent to automotive uses, fast food and restaurants, and the Kaiser Permanente South Bay Medical Center on [Q]C2-1VL and [Q]C1-1L properties to the east. Properties across 259th Street to the south are improved with three-story multi-family residential buildings in the [Q]RD1.5-1XL zone. Properties across Frampton Avenue to the west are improved with an LA Water and Power substation and automotive uses in the [Q]MR1-1VL zones, and single-story commercial buildings and automotive uses in the [Q]C2-1VL zone.

The proposed project involves the construction of a new six-story, 80-foot tall mixed-use residential building comprised of 354 dwelling units (including 42 Very Low Income units) across five residential levels. The project will be approximately 406,855 square feet in floor area, including 1,500 square feet of commercial, with a Floor Area Ratio ("FAR") of 2.6:1. The project provides the primary pedestrian entrance at the corner of Pacific Coast Highway and Frampton Avenue with a public plaza that provides direct access to the lobby, leasing area, and commercial offices that are flanked with recreation rooms. Secondary pedestrian entrances are provided along Frampton Avenue and 259th Street. Residential amenities are provided in a series of open-air courtyards as well as private balconies.

The project includes a six-story above-grade parking garage at the center of the building that will be mostly wrapped with residential uses and walkways. The project will provide 560 residential and 15 commercial parking spaces, for a total of 575 parking spaces. Vehicular access is provided from a single driveway and curb cut from Frampton Avenue.

Height

The subject site is zoned [Q]C2-1VL and [Q]CM-1VL. Height District No. 1VL limits the Floor Area Ratio ("FAR") to 1.5:1 and building height to 45 feet and three (3) stories per LAMC Section 12.22.A.23. The site is subject to Footnote No. 8 which restricts the Community Commercial portion of the site to 3 stories, 45 feet, and 3:1 FAR, as well as Footnote No. 10 which restricts the Limited Industrial portion of the site to 3 stories, 45 feet, and 1.5:1 FAR. The applicant has requested an Off-Menu Incentive for increased building height of 35 feet and three (3) stories to allow 80 feet and six (6) stories. Strict compliance with the height restrictions would remove the upper residential levels from the proposed building which will limit the ability to construct the residential dwelling units permitted by-right and the Restricted Affordable Units which are of a sufficient size. Although the massing of the project is larger than the existing commercial and residential buildings, the increase in height is granted through the Density Bonus Ordinance. Furthermore, the site is not subject to transitional height because it is not within proximity to RW1 or more restrictive zones.

Bulk/Massing

The proposed mixed-use development has a street frontage of approximately 270 feet on the south side of Pacific Coast Highway, 557 feet on the east side of Frampton Avenue, and 300 feet on the north side of 259th Street. The applicant has requested an FAR of 2.6:1 in lieu of the maximum 1.5:1 to be averaged across the site through Off-Menu Density Bonus Incentives, for a maximum floor area of 406,855 square feet. The proposed project massing exceeds the existing predevelopment pattern, the project proposing a building height of 80 feet and 6 stories. The applicant has also requested a waiver from the architectural treatment requirements of Qualified "Q" Condition No. 1E contained in Ordinance No. 172,853 (Subareas 22A and 22B) which requires projects to incorporate multi-level pitched roof with a minimum pitch of 3 to 12, however the project will still provide varied and modulated rooflines as shown in Exhibit "A". The project provides architectural detailing that enhances the multiple street-facing façades by applying recesses and balconies with varying building materials and colors to incorporate variation in design. In addition, the project is separated from the adjacent residential properties to the south by 259th Street, and the project provides an upper level stepback on Level 5 to minimize the building mass from those southerly neighboring residential properties. Therefore, the project massing will be compatible with existing and future development on adjacent properties and neighboring properties.

Building Materials

The building design incorporates a variety of recesses, balconies, 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 standing seam metal wall panels, fiber cement lap siding, painted cement plaster, , and metal and glass guardrails. The project will also have an accent wall with ceramic tile or color mural. Together, these elements are applied to create sufficient breaks in plane and articulation.

Entrances

The project provides the primary pedestrian entrance at the corner of Pacific Coast Highway and Frampton Avenue with a public plaza that provides direct access to the lobby, leasing area, and commercial offices that are flanked with recreation rooms. Secondary pedestrian entrances are provided along Frampton Avenue and 259th Street.

Setbacks

The project has been designed to create a strong street wall along Pacific Coast Highway and 259th Street, with front yard setbacks of 3 feet and 2 feet along those street frontages, respectively, in compliance with the yard requirements of the underlying zone. Given all levels of the project would be utilized in whole or in part by residential uses, the Project would therefore be required to provide 10-foot side yard setbacks. The applicant has requested two (2) Waivers of Development Standards for reduced side yard setbacks, and proposes 8-foot easterly and westerly side yard setbacks in lieu of the 10 feet otherwise required.

Parking/Loading

The project site is within a half-mile of intersection of Pacific Coast and Normandie which constitutes as a Major Transit Stop. Although the project is meeting parking requirements of LAMC Section 12.21 A.4, per California Government Code Section 65863.2 (AB 2097) the project site is permitted to provide a minimum of zero parking spaces, encouraging multi-modal transportation and decreasing vehicle miles traveled in the neighborhood. The project will provide a 560 residential and 15 commercial parking spaces for a total of 575 parking spaces. The parking is provided within an enclosed six-story above grade parking garage at the center of the building that will be mostly wrapped with residential uses and walkways. Consistent with the Above-Grade Parking Advisory, the project minimizes impacts to the

public realm and surrounding community through intentional site planning and design by fully integrating the parking garage into the design and form of the project, buffering the parking garage from view by wrapping with active uses, and ensuring driveways are placed far away from primary pedestrian access points. The project will also provide a loading space that is accessed from 259th Street. All vehicular access is provided from a single driveway and curb cut from Frampton Avenue. Thirty percent, that is 168 provided parking spaces, will be EV charging spaces and 10 percent, that is 56 parking spaces, will be equipped with electric vehicle charging stations. The project will also provide 165 long-term and 18 short-term bicycle parking spaces, which is consistent with LAMC Section 12.21 A.16 bicycle parking requirements. Therefore, the project's parking and loading will be fully contained in the enclosed garage, and will not affect street circulation, and will be compatible with surrounding properties.

Lighting

The project is conditioned to ensure that all outdoor lighting provided on-site will be down-cast shielded to prevent excessive illumination and spillage onto adjacent public rights-of-way, adjacent properties, and the night sky. Furthermore, as conditioned, all pedestrian walkways, storefront entrances, and vehicular access ways shall be illuminated.

Landscaping/Open Space

As provided under Finding No. 13, the project will provide a total of 40,990 square feet of open space in compliance with LAMC Section 12.21 G, including a series of open-air courtyards, recreation rooms, and a roof deck, with amenities including a pool, spa, lounge seating, dining tables, outdoor kitchen, breakfast bar, water feature, dog parklet, and sky deck. The applicant has not requested a reduction in the amount of required open space under LAMC Section 12.21 G, however a Waiver of Development Standard was requested to reduce the amount of landscaping required, as well as increase the amount of recreation rooms to be provided, in order to provide more usable open space. The project proposes to remove 24 non-protected trees subject to the approval of Urban Forestry, and will plant 102 new trees (including Fern Pine, Holly Oak, Raywood Ash, Queen Palm, New Zealand Christmas, Carrotwoot, Medjool Date Palm, King Palm, Dragon Tree, Blue Yucca, Swan Hill Olive, Southern Live Oak, Bronze Loquat, Brisbane Box and Sweet Bay) as provided in Exhibit "A". The project is conditioned to submit landscape plans by a licensed landscape architect or licensed architect to show the size and location of all plants, and ensure sufficient depth and soil volume for trees and green roofs. In addition, the project provides a public plaza at the corner of Pacific Coast Highway and Frampton Avenue that is separate from the residential open space, and features a monument feature, enhanced paving, and bicycle parking.

Street Dedications, Improvements, and Trees

The Bureau of Engineering has required dedication and improvement requirements along Frampton Avenue and 259th Street which have the potential to affect existing street trees. Prior to any work on the adjacent public right-of-way, the applicant will be required to obtain approved plans from the Department of Public Works. As there currently is no approved right-of-way improvement plan and for purposes of conservative analysis under CEQA, Planning has analyzed the worst-case potential for removal of all street trees. Note that street trees and protected trees shall not be removed without prior approval of the Board of Public Works/Urban Forestry (BPW) under LAMC Sections 62.161 - 62.171. At the time of preparation of this environmental document, no approvals have been given for any tree removals on-site or in the right-of-way by BPW. The City has required a Tree Report to identify all protected trees/shrubs on the project site and all street trees in the adjacent public right-of-way. There are no protected or non-protected trees on the site, as verified in the Tree Evaluation Report prepared by Arbogate Consulting, Inc. dated February 3, 2022 and reviewed by the Urban Forestry Division on December 21, 2022. There are thirteen (13) non-

protected street trees along the public right-of-way along Frampton Avenue and 259th Street, all of which may be removed as part of the project due street dedication and improvement requirements from the Bureau of Engineering, which will be subject to Urban Forestry Division review and approval. The project assumes a worst-case scenario of removing all street trees, in the event of changes to the right-of-way improvement plans after approval of the environmental clearance. However, this environmental analysis does not authorize the removal of any street trees without prior approval of Urban Forestry, in compliance with LAMC Sections 62.169 and 62.170 and their applicable findings.

Trash Collection

Trash and recycling areas are conditioned to be located within the first level of the parking garage to ensure that they are fully enclosed to be not visible from public view from the street. Therefore, trash collection will not affect circulation for surrounding properties.

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

The proposed project provides recreational and service amenities that will improve habitability for the residents and minimize any impacts on neighboring properties. The project will provide a total of 40,990 square feet of open space in compliance with LAMC Section 12.21 G. Common open space is provided in a series of open-air courtyards at the ground floor totaling 18,740 square feet, recreation rooms totaling 10,140 square feet, and a 400 square foot roof deck. The courtyards provide a variety of recreational amenities for residents including a pool, spa, lounge seating, and fire table at the Main Pool / Spa Courtyard; dining tables with chairs and umbrellas, outdoor kitchen with breakfast bar, water feature, and fire pit at the South Courtyard; water feature and bench seating at the Southwest Courtyard; and a dog parklet with decomposed granite, synthetic turf, and decomposed granite at an additional courtyard. The roof terrace also includes a sky deck, dining tables and chairs, and lounge seating. The project also provides 234 private balconies totaling 11,700 square feet of for use as private open space for individual units. The applicant has not requested a reduction in the amount of required open space, however a Waiver of Development Standard was requested to reduce the amount of landscaping required, as well as increase the amount of recreation rooms to be provided, in order to provide more usable open space. Therefore, the proposed project provides sufficient recreational and service amenities for its residents, minimizing any impacts on neighboring properties.

ENVIRONMENTAL FINDINGS

16. Housing Element Streamlining Checklist. The proposed project was found to be within the scope of the 2021-2029 Housing Element Environmental Impact Report (EIR), SCH No. 2021010130, ENV-2020-672-EIR, certified on November 24, 2021 (Housing Element EIR), and the Addendum No. ENV-2020-6762-EIR-ADD1 adopted on June 12, 2022 and the Addendum No. ENV-2020-6762-EIR-ADD2 adopted on December 10, 2024. The proposed project, which includes the development of 420,327 housing units (cumulatively, 456,643), is within the scope of the 2021-2029 Housing Element as it will build out the City's regional housing needs assessment (RHNA). A CEQA Streamlining Checklist for a Project Within the Scope of the Housing Element Program EIR, ENV Case No. ENV-2024-4112-HES (HE Streamlining Checklist), was prepared for the proposed project, pursuant to CEQA Guidelines Section 15168(c). Section 15168(c) provides for limited environmental review of subsequent projects under a Program EIR, where the project is found to be an activity within the scope of the program for which the EIR was prepared, and the impacts of the project are within the scope of the impacts analyzed in the EIR. Council found that the Housing Element EIR analyzed the impacts of the build-out of the RHNA, which involves the development of housing

citywide. The HE Streamlining Checklist was prepared by staff to determine whether the impacts of the proposed project are within the scope of the Housing Element EIR. The prepared HE Streamlining Checklist supports that the impacts of the proposed project are within the scope of the Housing Element EIR and that no significant environmental effects not examined in the Program EIR will occur from the proposed project. All required mitigation measures from the Housing Element EIR Mitigation Monitoring Program (MMP) will be imposed on the proposed project. An MMP for the proposed project has been prepared for adoption by the decisionmaker.

17. Flood Insurance.

The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Flood Zone X, areas of minimal flood hazard.