

**DEPARTMENT OF
CITY PLANNING**

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

MONIQUE LAWSHE
PRESIDENT

CAROLINE CHOE
VICE-PRESIDENT

PRISCILLA CHAVEZ
MARTINA DIAZ
SARAH JOHNSON
PHYLLIS KLEIN
BRIAN ROSENSTEIN
JACOB SAITMAN
ELIZABETH ZAMORA

**CITY OF LOS ANGELES
CALIFORNIA**



KAREN BASS
MAYOR

EXECUTIVE OFFICES

200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

VINCENT P. BERTONI, AICP
DIRECTOR

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

HAYDEE URITA-LOPEZ
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

February 18, 2026

Los Angeles City Council
c/o Office of the City Clerk
City Hall, Room 395
Los Angeles, California 90012

Attention: PLUM Committee

Dear Honorable Members:

APPEAL OF CASE NO. CPC-2021-9522-DB-VCU-CU-SPR-HCA, FOR PROPERTY LOCATED AT 1268 WEST PACIFIC COAST HIGHWAY, 1270 WEST PACIFIC COAST HIGHWAY, 1290 WEST PACIFIC COAST HIGHWAY, 25900 SOUTH FRAMPTON AVENUE; CF 25-1532

The project proposes 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). The project will be approximately 406,855 square feet in floor area, including 1,500 square feet of commercial floor area, 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, in a six-story above-grade parking garage. The project will include the grading 53,000 cubic yards and export of 7,000 cubic yards of soil, and removal of 24 non-protected trees.

On October 9, 2025 the City Planning Commission ("CPC") approved the requested Density Bonus, Conditional Use and Site Plan Review under Case No. CPC-2021-9522-DB-VCU-CU-SPR-HCA. The CPC also determined that the proposed housing project is within the scope of the Program EIR approved with the 2021-2029 Housing Element for which the 2021-2029 Housing Element Environmental Impact Report No. ENV-2020-6762-EIR; SCH No. 2021010130 (EIR), certified on November 24, 2021 and Addendum No. ENV-2020 6762-EIR-ADD1 adopted June 14, 2022 and the Addendum No. ENV-2020-6762-EIR-ADD2 adopted on December 10, 2024 under Case No. ENV-2021-9523-HES, and the corresponding Mitigation Monitoring Program. The CPC's Letter of Determination was issued on November 13, 2025, which established an appeal period ending on December 1, 2025.

On November 26, 2025, within the required 15-day appeal period, an appeal was filed by Supporters Alliance for Environmental Responsibility ("SAFER") against the City Planning Commission's determination of the entirety of the decision. (See Council File No. 25-1532). However, the Density Bonus, and the Housing Element Streamlining Checklist are not further appealable; therefore, the items eligible for City Council consideration are appeals against the Conditional Use Permit, and Site Plan Review. In the instant appeal, the appellant only submitted

appeal points related to reliance on the previously certified 2021-2029 Housing Element Program EIR and the related Housing Element Checklist.

It should be noted the appeal justification submitted raises concern over the environmental review and the applicability of the 2021-2029 Housing Element Program EIR. Below is a summary of the appeal points with a staff response to each point.

Appeal Point No. 1:

City Planning Commission environmental determination was in error. The project does not fall under the previously certified 2021-2029 Housing Element EIR. Exempting the project from CEQA based on the certification of the previous EIR violates CEQA because the EIR does not analyze or address project-specific environmental impacts. The City should have prepared and circulated a project-specific EIR.

Staff Response:

On November 24, 2021, the City Council certified the Citywide Housing Element 2021-2029 and Safety Element Updates Final Environmental Impact Report (EIR), SCH No. 2021010130, EIR No. ENV-2020-6762-EIR (Program EIR), to adopt the 2021-2029 Citywide Housing Element and the Updates to the Safety Element and the Plan for a Healthy LA (Health Element). Subsequently, Addendum No. ENV-2020 6762-EIR-ADD1 to the Program EIR was adopted on June 14, 2022 and Addendum No. ENV-2020-6762-EIR-ADD2 was adopted on December 10, 2024. Using CEQA Guidelines Section 15168, subsequent projects may use a program EIR as their environmental clearance if the project can be shown to be within the scope of the program analyzed in the Program EIR, and its environmental effects are within the scope of environmental impacts assessed in the Program EIR. In the case of the Housing Element EIR, any project involving new housing anywhere within the City will be within the scope of the Housing Element Program, and generally, most housing projects will be within the scope of the environmental effects assessed in the Program EIR.

The Housing Element EIR analyzed multi-family and mixed-use housing development City-wide. In adopting the Housing Element EIR findings, the City Council found that the EIR did program level and project level analysis by looking at dozens of prior environmental clearances for projects of all size and scope across the City. Moreover, one of the case studies considered in the Housing Element EIR was the Sapphire Project, which included over 369 dwelling units and 22,000 square feet of ground-floor commercial space. The Sapphire project includes two buildings with maximum height of 98 feet. The current project has less density, square feet and less height with fewer impacts than the Sapphire Project considered for the Housing Element EIR.

Pursuant to CEQA Guidelines Sections 15168(c)(4) and 15168(d), the subject Proposed Housing Project has been found to be within the scope of the program analyzed in the Program EIR and its environmental effects are within the scope of environmental impacts assessed in the Program EIR as determined by the completed Housing Element Streamlining Checklist form with Appendices.

The project was not exempt from CEQA. The project received an environmental review that determined the project fell within the scope of the Housing Element Program. Using the Housing Element Streamlining Checklist, project and site-specific features are analyzed to determine if the impacts are within the scope of the impacts analyzed in the EIR. Pursuant to the requirements of preparing the checklist for the subject project, a series of environmental technical reports were required and conducted on the subject property. The technical reports included in the environmental assessment of the proposed project include:

- Air Quality Technical Report prepared by Dudek dated January 2025
- Greenhouse Gas Technical study prepared by Dudek dated January 2025
- Tree Report prepared by Arborgate Consulting, Inc dated February 3, 2022
- Historical Resources Assessment Report prepared by Dudek dated September 2021
- Paleontological Resources Review prepared Dudek dated November 2024
- Geotechnical Investigation Report prepared by GEOCON West, Inc dated December 5, 2024
- Hazardous Material Reports prepared by Partner Engineering and Science, Inc. dated June 14, 2018 and December 2, 2024
- Noise Technical Memorandum prepared by DUDEK dated December 9, 2024
- LADOT Transportation Assessment prepared by Linscott, Law, & Greenspan, Engineers dated February 3, 2022
- LADOT Assessment Memo prepared by LADOT dated March 24, 2022

All the studies evaluated potential site-specific impacts that may be caused by the proposed project. Any site-specific impacts are addressed through the Mitigated Monitoring Program from the Program EIR. Furthermore, the project approvals includes the adoption of a Project-Specific Mitigation Monitoring Program. Finally, the appellant's objections regarding the project and the use of the Housing Element Streamlining Checklist are not supported by substantial evidence and do not demonstrate any deficiency in the environmental review of the Project. Accordingly, the appellant has not met their burden of proof and their claims lack merit.

Conclusion

On January 22, 2026, the appellant (SAFER) submitted a letter of Withdrawal of Appeal (letter is included in Council File No. 25-1532). The letter was not received in a timely manner to allow adequate noticing to the public to cancel the scheduled appeal hearing.

Staff recommends that the PLUM Committee recommend to City Council to deny the submitted appeal and sustain the CPC's action in approving CPC-2021-9522-DB-VCU-CU-SPR-HCA. Based on the whole administrative record, as supported by the completed Housing Element Streamlining Checklist and its appendices the project complied with all requirements under the Los Angeles Municipal Code and CEQA and there is no substantial evidence in the record that the impacts of the project are outside the scope of the Housing Element Program EIR.

Sincerely,

VINCENT P. BERTONI, AICP
Director of Planning

Theodore L. Irving
Theodore L. Irving, AICP
Principal City Planner

VPB:TLI:CC:NM

Enclosures

Attachment 1: Staff Recommendation Report to City Planning Commission, dated October 9, 2025



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: October 9, 2025
Time: after 8:30 a.m.
Place: This meeting may be available virtually, in a hybrid format. Please check the meeting agenda approximately 72 hours before the meeting for additional information at: <https://planning.lacity.org/about/commissions-boards-hearings> and/or by contacting cpc@lacity.org

Public Hearing: September 16, 2025

Appeal Status: Off-Menu Density Bonus Housing Incentives and Waivers are not appealable by any party. On-Menu Density Bonus, Conditional Use, and Site Plan Review are appealable to City Council.

Expiration Date: November 30, 2025, Subject to the Mayor's Tolling Order

Multiple Approval: Yes

Case No.: CPC-2021-9522-DB-VCU-CU-SPR-HCA¹

CEQA No.: ENV-2021-9523-HES-PEIR

Incidental Cases: N/A

Related Cases: AA-2019-5528-MPC

Council No.: 15 - McOsker

Plan Area: Wilmington - Harbor City

Plan Overlay: N/A

Certified NC: Harbor City

GPLU: Community Commercial, Limited Industrial²

Zone: [Q]C2-1VL, [Q]CM-1VL

Applicant: ROI 1280 LLC

Representative: Luciralia Ibarra, SITIO

PROJECT LOCATION: 1268 West Pacific Coast Highway, 1270 West Pacific Coast Highway, 1290 West Pacific Coast Highway; 25900 South Frampton Avenue, Los Angeles, CA 90710 (legally described as Lot PT, Arb 33 and 67, Block 10, Tract Peck's Subdivision of Lot J and Portion of Lot H of the Partition of the Rancho)

PROPOSED PROJECT: The proposed project includes 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). The project will be approximately 406,855 square feet in floor area, including 1,500 square feet of commercial floor area, 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, in a six-story above-grade parking garage. The project will include the grading 53,000 cubic yards and export of 7,000 cubic yards of soil, and removal of 24 non-protected trees.

REQUESTED ACTION: 1. The proposed project is within the scope of the program approved with the 2021-2029 Housing Element for which the 2021-2029 Housing Element Environmental Impact Report No. ENV-2020-6762-EIR; SCH No. 2021010130 (EIR), was certified on November 24, 2021, 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, which all adequately describe the activity for the purposes of CEQA and the proposed housing

¹ The case was filed on November 18, 2021, prior to the effective date of the New Zoning Code (Chapter 1A-Process and Procedures). Therefore, the case is vested to and subject to the Original Zoning Code.

² The site is designated as Light Industrial and Heavy Industrial in the Wilmington – Harbor City Community Plan Map which was last updated 1999. Although ZIMAS identifies the site as being within Light Manufacturing, the City of Los Angeles Department of City Planning does not guarantee the accuracy or reliability of the information transmitted from this website. Therefore, the Community Plan Map land use designations shall prevail.

project was adequately described in the EIR and the Addenda, and the impacts of the proposed housing project are within the scope of the EIR and the Addenda, and adopt the Mitigation Monitoring (MMP) for the proposed housing project.

2. Pursuant to Los Angeles Municipal Code (“LAMC”) Section 12.22 A.25(g)(2) and (3), a Density Bonus/Affordable Housing Incentive Program Compliance Review to permit the construction of a Housing Development Project totaling 354 units, reserving 42 units for Very Low Income Household occupancy for a period of 55 years, with the following requested On- and Off-Menu Incentives:
 - a. Averaging of Floor Area Ratio, Density, Parking, Open Space, and permitting Vehicular Access from a less restrictive zone to a more restrictive zone (On-Menu).
 - b. A Floor Area Ratio (“FAR”) of 2.6:1 in lieu of 1.5:1 as otherwise permitted in the [Q]C2-1VL & [Q]CM-1VL zones and Footnote Nos. 8 and 10 of the Community Plan (Off-Menu).
 - c. A 35-foot and three-story increase in the maximum building height to allow 80 feet and seven (6) stories in lieu of 45 feet and three (3) stories as otherwise permitted in the [Q]C2-1VL & [Q]CM-1VL zones, Footnote Nos. 8 and 10 of the Community Plan, and LAMC Section 12.22 A.23 (Off-Menu).
3. Pursuant to LAMC Section 12.22 A.25(g)(3), the following five (5) Waivers of Development Standards:
 - a. An 8-foot easterly side yard setback in lieu of the 10 feet otherwise required by the [Q]C2-1VL & [Q]CM-1VL zones.
 - b. An 8-foot westerly side yard setback in lieu of the 10 feet otherwise required by the [Q]C2-1VL & [Q]CM-1VL zones.
 - c. 25 percent of the required open space to be landscaped in lieu of the 50 percent otherwise required by Q Condition contained in Ordinance No. 172,853 (Subareas 22A and 22B).
 - d. Recreation room to be counted towards 25 percent of the required open space, in lieu of the 10 percent otherwise allowed by Q Condition contained in Ordinance No. 172,853 (Subareas 22A and 22B).
 - e. Waiver from architectural treatment requirements of Q Condition contained in Ordinance No. 172,853 (Subareas 22A and 22B).
4. Pursuant to LAMC Section 12.24 V, a Vesting Conditional Use to allow a Mixed Commercial/ Residential Use Development on the subject site.
5. Pursuant to LAMC Section 12.24, a Conditional Use to allow a development combining residential and commercial uses on the subject site as required by Footnote No. 9 of the Wilmington - Harbor City Community Plan.
6. Pursuant to LAMC Section 16.05, a Site Plan Review for a development project resulting in an increase in 50 or more dwelling units.

RECOMMENDED ACTIONS:

1. **Determine**, in the independent judgment of the decision maker, pursuant to CEQA Guidelines Section 15168(c), based on the whole of administrative record, including the Housing Element Checklist, and all its appendices, prepared for this proposed housing project, the proposed housing project is within the scope of the program approved with the 2021-2029 Housing Element for which the 2021-2029 Housing Element Environmental Impact Report No. ENV-2020-6762-EIR; SCH No. 2021010130 (EIR), certified on November 24, 2021, 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 Housing Development was adequately described in the EIR and Addenda, and the impacts of the proposed project are within the scope of the EIR and the Addenda, and adopt the Mitigation Monitoring (MMP) for the proposed project.
2. **Approve**, pursuant to LAMC Section 12.22 A.25(g)(2) and (3), a **Density Bonus/Affordable Housing Incentive Program Compliance Review** to permit the construction of a Housing Development Project totaling 354 units, reserving 42 units for Very Low Income Household occupancy for a period of 55 years, with the following requested **On- and Off-Menu Incentives**:
 - a. Averaging of Floor Area Ratio, Density, Parking, Open Space, and permitting Vehicular Access from a less restrictive zone to a more restrictive zone (On-Menu).
 - b. A Floor Area Ratio ("FAR") of 2.6:1 in lieu of 1.5:1 as otherwise permitted in the [Q]C2-1VL & [Q]CM-1VL zones and Footnote Nos. 8 and 10 of the Community Plan (Off-Menu).
 - c. A 35-foot and four-story increase in the maximum building height to allow 80 feet and six (6) stories in lieu of 45 feet and three (3) stories as otherwise permitted in the [Q]C2-1VL & [Q]CM-1VL zones, Footnote Nos. 8 and 10 of the Community Plan, and LAMC Section 12.22 A.23 (Off-Menu).
3. **Approve**, pursuant to LAMC Section 12.22 A.25(g)(3), the following **five (5) Waivers of Development Standards**:
 - a) An 8-foot easterly side yard setback in lieu of the 10 feet otherwise required by the [Q]C2-1VL & [Q]CM-1VL zones.
 - b) An 8-foot westerly side yard setback in lieu of the 10 feet otherwise required by the [Q]C2-1VL & [Q]CM-1VL zones.
 - c) 25 percent of the required open space to be landscaped in lieu of the 50 percent otherwise required by Q Condition contained in Ordinance No. 172,853 (Subareas 22A and 22B).
 - d) Recreation room to be counted towards 25 percent of the required open space, in lieu of the 10 percent otherwise allowed by Q Condition contained in Ordinance No. 172,853 (Subareas 22A and 22B).
 - e) Waiver from architectural treatment requirements of Q Condition contained in Ordinance No. 172,853 (Subareas 22A and 22B).
4. **Approve**, pursuant to LAMC 12.24 V, a Vesting Conditional Use to allow a Mixed Commercial/ Residential Use Development on the subject site.
5. **Approve**, pursuant to LAMC Section 12.24, a Conditional Use to allow a development combining residential and commercial uses on the subject site as required by Footnote No. 9 of the Wilmington - Harbor City Community Plan.
6. **Approve**, pursuant to LAMC Section 16.05, a Site Plan Review for a development project resulting in an increase in 50 or more dwelling units.

7. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Connie Chauw for

Theodore L. Irving, Principal City Planner

Connie Chauw

Connie Chauw, Senior City Planner

Norali Martinez

Norali Martinez, City Planner
Norali.Martinez@lacity.org
Telephone: (213) 978-1346

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 273, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

TABLE OF CONTENTS

Project Analysis	A-1
Project Summary	
Background	
Requested Actions	
Issues	
Conclusion	
Conditions of Approval.....	C-1
Findings	F-1
Density Bonus / Affordable Housing Incentive Program Findings	
Conditional Use Findings	
Site Plan Review Findings	
CEQA Findings	
Public Hearing and Communications.....	P-1
Exhibits:	
Exhibit A – Project Plans	
Exhibit B – Site Photos, ZIMAS Parcel Profile Report, and Maps	
Exhibit C – Agency Correspondence	
C1 – DCP Housing Services Unit – Affordable Housing Referral Form	
C2 – LADBS - Preliminary Zoning Assessment	
C3 – LAHD - Replacement Unit Determination	
C4 – BOE Letter	
C5 – BOE Planning Case Referral Form	
C6 – LAFD Letter	
C7 – Urban Forestry Letter	
Exhibit D – Environmental Clearance: ENV-2021-9523-HES-PEIR	
D1 – Housing Element Streamlining Checklist	
D2 – HES Appendix B- Mitigation Monitoring Program	
D3 – HES Appendix C- Additional Analysis	
D4– HES Appendix D – Technical Studies	
Exhibit E – Public Correspondence	

PROJECT ANALYSIS

PROJECT SUMMARY

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 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.

The project involves the closure of an existing mobilehome park containing 88 spaces, with 41 spaces currently occupied. The mobilehome park closure is being processed separately under Related Case No. AA-2019-5528-MPC. 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.

BACKGROUND

Subject Property

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 site is currently improved with a mobilehome park containing 88 spaces that is proposed to be closed (under Related Case No. AA-2019-5528-MPC) and vehicle storage area. At the time the case was processed, there were a total of 42 tenants: 15 mobilehomes, 3 RVs or motor homes, 16 travel trailers, and 8 fifth wheels on the subject site³. All existing structures will be demolished and mobilehomes will be demolished or removed for the proposed project, including the removal of 24 non-protected trees.

³ State Mobilehome Residency Law CA Civil Code Section 798.3(b)(2) defines mobilehomes as including "trailer or other recreational vehicle [that] occupies a mobilehome site in the park for nine or more continuous months".

The project site is located within 1.01 Kilometers (.62 miles) from the Palos Verdes Fault Zone. It is within a Methane Zone. However, it is not located within the Alquist-Priolo Fault zone, Liquefaction zone, Landslide Area, Very High Fire Severity Zone, Coastal Zone or BOE Special Grading Area.

Zoning and Land Use Designation

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. 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. The project site is in a Transit Priority Area (Zoning Information "ZI" File No. 2452), the State Enterprise Zone (ZI File No. 2130), and is subject to the Wilmington – Harbor City Trucking Related Use Regulations Ordinance (ZI File No. 2514, Ordinance No. 188,287).

Surrounding Uses

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.

Streets and Circulation

Pacific Coast Highway, abutting the property to the north, is designated by the Mobility Plan as a Boulevard II, with a designated right-of-way width of 110 feet and roadway width of 80 feet, and is currently dedicated to a variable right-of-way width ranging from approximately 100 to 110 feet, and approximately 75-foot roadway width, with a curb, gutter, and sidewalk.

Frampton Avenue, abutting the property to the south, is designated by the Mobility Plan as a Local Street - Standard, with a designated right-of-way width of 60 feet and roadway width of 36 feet, and is currently dedicated to a 50-foot right-of-way width and approximately 40-foot roadway width, with a curb, gutter, and partial sidewalk.

259th Street, abutting the property to the south, is improved as a partial cul-de-sac, and designated by the Mobility Plan as a Local Street - Standard, with a designated right-of-way width of 60 feet and roadway width of 36 feet, and is currently dedicated to variable right-of-way width ranging from approximately 40 feet to 61 feet and variable roadway ranging from 21 feet to 53 feet in width, with no curb, gutter, or sidewalk abutting the subject site.

Public 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 the Los Angeles Department of Transportation (“LADOT”) 448 bus line.

Relevant Cases and Building Permits

Subject Site:

Case No. AA-2019-5528-MPC – On September 17, 2019, the applicant filed for a Mobilehome Park Closure Impact Report for the closure of the existing mobilehome park. The application is pending and a determination letter was not issued at the time of preparing this report.

Building Permit No. 21010-10000-06026 - On November 18, 2021, a Building Permit application was submitted for a new 6-story, 354 unit (11% or 42 Very Low Income units) mixed-use affordable housing apartment with 5 levels of Type IIIA apartments over 1 story of Type IA apartments, restaurant, and amenities at the ground floor and attached 6-story Type IA parking garage using L.A.M.C. Section 12.22 A.25 incentives. The permit application is pending and the permit was not issued at the time of preparing this report.

Surrounding Sites:

The following relevant cases were identified to be within 500 feet of the subject site:

Case No. ZA-2012-3540-CU – On April 2, 2013, the Zoning Administrator approved a Conditional Use Permit to allow a dog kennel for the overnight boarding of dogs within 500 feet of a residential zone, for a project located at 15930-25950 Belle Porte Avenue and 25933-25927 South Frampton Avenue.

Case No. DIR-2009-2815-SPR – On October 29, 2009, the City Planning Commission approved a Site Plan Review for the construction of a four-story, 92,000 square foot hospital annex facility, with a new one-story, enclosed pedestrian walkway at the first level, for a project located at 25825 South Vermont Avenue.

Case No. CPC-2006-4722-CU-ZV-ZAD-SPR – On August 30, 2007, the City Planning Commission approved a Conditional Use to replace and upgrade the existing South Bay Hospital Medical Center, allow deviations from Commercial Corner Development Regulations, and allow increased height and reduced yards; a Variance to permit parking to be located more than 750 feet from the intended use during project construction; a Determination to allow a reduction of off-street parking during construction; and a Site Plan Review, for a project located at 25825 Vermont Avenue.

Case No. ZA-2004-4529-ZV – On July 28, 2004, the Zoning Administrator approved a Variance from condition No. 6 of Ordinance 165,801 to permit ¼ guest parking and variable height walls up to 13 feet, for a project located at 2600 Frampton Avenue.

Case No. ZA-2002-2668-ZV-ZAA-ZAD – On January 16, 2003, the Zoning Administrator approved a Zoning Variance to allow multi residential use limited to RD1.5 and to permit 20-foot space between buildings, a Zoning Administrator Adjustment to construct 24 feet

height building, and a Zoning Administrator Determination to permit a 6-foot high fence and gets in front yard, for a project located in 26000 Frampton Avenue.

Case No. CPC-2002-1747-GPA-HD – On October 24, 2002, the City Planning Commission approved a Zone Change/General Plan Amendment to (T)(Q)RD1.5/Low Medium II Density Residential and Height District 1-XL, for a project located at 26000 S. Frampton Avenue.

REQUESTED ACTIONS

Density Bonus / Affordable Housing Incentives Program

In accordance with California State Law (including Senate Bill 1818, and Assembly Bills 2280, 2222, and 2556), the applicant is proposing to utilize LAMC Section 12.22 A.25 (Affordable Housing Incentives – Density Bonus) to set aside a minimum of 42 dwelling units for Very Low Income household occupancy for a period of 55 years. Because the applicant is providing over 15 percent (42 units) of base dwelling units (272 units) to be affordable for Very Low Income household occupancy, the project is eligible for three (3) Density Bonus Incentives.

On- and Off-Menu Incentives

As a result of setting aside over 15 percent (42 dwelling units) of the base 272 dwelling units as Restricted Affordable Units for Very Low Income Households, the applicant requests three (3) On- and Off-Menu Density Bonus Incentives, as follows:

- a. Averaging of Floor Area Ratio, Density, Parking, Open Space, and permitting Vehicular Access from a less restrictive zone to a more restrictive zone (On-Menu).
- b. A Floor Area Ratio (“FAR”) of 2.6:1 in lieu of 1.5:1 as otherwise permitted in the [Q]C2-1VL & [Q]CM-1VL zones and Footnote Nos. 8 and 10 of the Community Plan (Off-Menu).
- c. A 35-foot and four-story increase in the maximum building height to allow 80 feet and six (6) stories in lieu of 45 feet and three (3) stories as otherwise permitted in the [Q]C2-1VL & [Q]CM-1VL zones, Footnote Nos. 8 and 10 of the Community Plan, and LAMC Section 12.22 A.23 (Off-Menu).

Waivers of Development Standards

As mentioned above, a project that provides over 15 percent of its base units for Very Low Income Households qualifies for three (3) Incentives, but 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)), in conjunction with a Density Bonus Project. Given that the project is utilizing all three (3) Density Bonus Incentives, the applicant requests five (5) Waivers of Development Standards, as follows:

- a. An 8-foot easterly side yard setback in lieu of the 10 feet otherwise required by the [Q]C2-1VL & [Q]CM-1VL zones.
- b. An 8-foot westerly side yard setback in lieu of the 10 feet otherwise required by the [Q]C2-1VL & [Q]CM-1VL zones.
- c.

- d. 25 percent of the required open space to be landscaped in lieu of the 50 percent otherwise required by Q Condition contained in Ordinance No. 172,853 (Subareas 22A and 22B).
- e. Recreation room to be counted towards 25 percent of the required open space, in lieu of the 10 percent otherwise allowed by Q Condition contained in Ordinance No. 172,853 (Subareas 22A and 22B).
- f. Waiver from architectural treatment requirements of Q Condition contained in Ordinance No. 172,853 (Subareas 22A and 22B).

Housing Replacement

On October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2025. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units. The Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 8) Determination, dated December 19, 2023, that 33 residential units need to be replaced with equivalent type, with 24 units restricted to Very Low Income Households and 9 units restricted to Low Income Households; the remaining 18 units presumed to have been occupied by an above-lower income person or household be replaced in compliance with the City's Rent Stabilization Ordinance ("RSO"); and four (4) units need to be replaced with equivalent type and restricted to Very Low Income Households per income verification (Exhibit C). The LAHD housing replacement requirements are satisfied by the 42 Very Low Income units provided through this Density Bonus Affordable Housing Incentives Program. This is reflected in the Conditions of Approval.

Conditional Use

Pursuant to LAMC Section 12.24 V, the applicant has requested a Vesting Conditional Use to allow a Mixed Commercial/Residential Use Development on the subject site. As provided in LAMC Section 12.24 V, only residential dwelling units are considered a residential use, the project does not exceed a 3:1 FAR in Height District No. 1, and any floor area above the maximum allowed shall be utilized solely for residential development.

Pursuant to LAMC Section 12.24, the applicant has requested a Conditional Use to allow a development combining residential and commercial uses on the subject site as required by Footnote No. 9 of the Wilmington - Harbor City Community Plan. Footnote No. 9 requires that:

"Properties designated for Community Commercial uses shall be reserved for commercial and parking uses, except developments combining residential and commercial uses shall be approved through a procedure similar to a conditional use. Such combined residential and commercial development shall require findings that land uses surrounding the proposed development site will not be inimical to the health, safety, and welfare of prospective residents of such quarters. In approving such combined residential and commercial development, the appropriate decisions makers may impose conditions

necessary to assure that the proposed development is compatible with surrounding development and zoning and consistent with the intent and objectives of this Plan”.

Pursuant to LAMC Section 12.24 T, whenever a provision requires the filing of an application for a Conditional Use Permit, a Vesting Conditional Use Permit may be filed instead, which would confer a vested right to proceed with a development in substantial compliance with the rules, regulations, ordinances, zones, and officially adopted policies in force on the date the application is deemed complete.

Site Plan Review

In accordance with LAMC Section 16.05, the applicant has requested Site Plan Review for a development project that creates or results in an increase of 50 or more dwelling units. Given the site is currently improved with a mobilehome park with 42 occupied spaces, and the project proposes 270 new by-right dwelling units, the project results in a net increase of 228 base dwelling units on the subject site, and is subject to Site Plan Review.

ISSUES

Mobilehome Park Closure

The closure of the mobilehome park was reviewed and processed under Case No. AA-2019-5528-MPC. The closure of a mobilehome park is regulated under state law (Mobilehome Residency Law and California Government Code Section 65863.7 et seq. as modified under Assembly Bill (“AB”) 2782) and local city requirements (LAMC Sections 47.09 and 47.08 and Zoning Information (“ZI”) File No. 1361).

LAMC Section 47.09 requires mobilehome park owners to address the impact of the closure on residents to be displaced, and to take steps to mitigate the adverse impacts on the residents. It establishes the City’s procedures for the required filing of a closure impact report with the Advisory Agency. Zoning Information (“ZI”) File No. 1361(dated April 11, 2001) established the City’s requirements for the contents of closure impact report, and requires the closure impact report address the availability of replacement housing and the relocation costs and assistance for each resident of the mobilehome park. ZI File No. 1361 requires information pertaining to the existing mobilehomes and residents, moving cost estimates, availability of replacement spaces, and two (2) appraisal reports performed by separate independent appraisers, among other requirements. ZI File No. 1361 authorizes the Deputy Advisory Agency to consider assigning a fair and reasonable value to the mobilehome to be paid to the mobilehome owner, relocation assistance including moving costs, rent supplements, and the hiring of a relocation counselor to directly help the residents in finding acceptable replacement housing. LAMC Section 47.08 requires relocation assistance to tenants facing eviction due to the closure of mobilehome parks, including the involvement of relocation assistance providers and payment of relocation fees to tenants.

Since then, the laws that govern the closure of mobilehome parks were modified pursuant to Assembly Bill (“AB”) 2782 effective January 1, 2022. Among other things, AB 2782 amended Government Code Section 65863.7 to provide additional protections to mobilehome park residents in the face of the statewide housing crisis.

As a result, to the extent any conflicts exist between the LAMC and the City’s ZI (last updated in 2001), the closure impact report has been administered and implemented consistent with the changes in state law and as necessary to allow the City to make the necessary revised findings now required by state law. An effort to update our LAMC and ZI is part of a future work plan.

LAMC Section 47.09 D.4 authorizes the Advisory Agency to impose such conditions as it finds necessary to mitigate the adverse impacts on the residents. Similarly, Section 65863.7(k) establishes the minimum standards for local regulation of conversion of a mobilehome park to another use, the closure of a mobilehome park, and the cessation of use of the land as a mobilehome park and shall not prevent a local agency from enacting more stringent measures.

Closure Impact Report

The applicant has filed a Closure Impact Report, prepared by Overland, Pacific & Cutler, LLC dated March 2025, for the review and consideration by the Deputy Advisory Agency as required by LAMC Section 47.09 and ZI File No. 1361. All current tenants were given an opportunity to review the Closure Impact Report as required by LAMC Section 47.09 and CA Government Code Section 65863.7. The applicant submitted proof of service of the Closure Impact Report to all current tenants on May 6, 2025, with the 60-day review period ending on July 5, 2025 as required by Government Code Section 65863.7(b).

Right of Return

Pursuant to Senate Bill 8 ("SB 8"), all Lower Income Household (as defined in California Health and Safety Code Section 50079.5) occupants of Protected Units are entitled to the right of first refusal ("Right of Return") to a comparable unit (same bedroom type) at the completed project.

Tenants not qualifying as Lower Income will be offered additional Low Income affordable units that are volunteered by the applicant and separate from those 42 Very Low Income units required by Density Bonus. The voluntary Low Income affordable units will be subject to a 20-year covenant and other terms as determined by the applicant and LAHD.

Relocation Fee

The mobilehome park closure is subject to tenant relocation requirements of LAMC Section 47.08 and Los Angeles Housing Department ("LAHD") regulations. LAMC Section 47.08 requires relocation assistance to tenants facing eviction due to the closure of mobilehome parks, including the payment of relocation fees to tenants. All tenants will receive monetary relocation assistance provided by the applicant.

The Los Angeles Housing Department prepared Interdepartmental Correspondence dated July 16, 2025, with recommended conditions for relocation fees, escrow instructions, relocation assistance procedures, and right of return instructions.

In-Place Market Valuation

In the event that a displaced resident cannot obtain adequate housing in another mobilehome park, CA Government Code Section 65863.7 requires the owner to pay the in-place market valuation to the displaced resident. The in-place market valuation shall be determined by an appraisal that is completed by a state-certified appraiser with experience establishing the value of mobilehomes, and must be based on the current in-place location of the mobilehome and assume continuation of the mobilehome park. Furthermore, ZI File No. 1361 requires two (2) appraisal reports performed by separate independent appraisers.

The applicant has submitted appraisals completed by two (2) independent state-certified appraisers (Anderson & Brabant, Inc. dated March 2023, and Netzer & Associates dated September 2022) have made determinations on the in-place market valuation of each mobilehome on the subject site as required by CA Government Code Section 65863.7. The appraisals were conducted based on a Sales Comparison Approach that compares the subject

mobilehomes to similar mobilehomes that have recently sold based off resources including but not limited to the Multiple Listing Service (MLS), public records, and HCD database. The appraisals assumed continuation of the mobilehome park. The in-place market valuation includes the contributory value of any physical improvements to the space including but not limited to the blocks and any garage, skirting, siding, porches, decks, storage sheds, cabanas, and awnings, etc. The appraisals accounted for both interior and exterior conditions of the mobilehomes for physical improvements and/or upgrades based on physical inspections and interviews with tenants.

Relocation and Payment Process

The applicant will provide monetary payments to all tenants, in the value of the greater amount between the Relocation Fee and the In-Place Market Valuation. At minimum, all tenants will receive the In-Place Market Valuation. In the instance that the Relocation Fee exceeds the In-Place Market Valuation, tenants whose mobilehome cannot be relocated to another mobilehome park will receive the higher Relocation Fee.

The applicant has elected to set up an escrow account for the payment of the Relocation Assistance Fee and In-Place Market Valuation to tenants. The escrow account shall provide for the payment of Relocation Assistance Fee consistent with LAMC Section 151.09.G, except that it may also provide payments on a rolling basis for payment of monthly rental rates

Public Hearing

A public hearing was conducted on July 24, 2025 by the Deputy Advisory Agency, for the consideration of Case No. AA-2019-5528-MPC and ENV-2021-9523-HES-PEIR, which is the application for the mobilehome park closure. The Deputy Advisory Agency obtained testimony from mobilehome park residents and affected and/or interested parties regarding this application. The public hearing was attended by the applicant team and approximately 38 other attendees including, approximately 16 speakers. Comments in opposition cited concerns regarding accessibility and comprehension of the material considering the majority of tenants spoke Spanish and relocation timing. There were concerns over individual tenant rights for units with multiple tenants. The loss of tenant's homes and the community ties when forced to move to higher costing apartments. There were comments wanting local hire and livable wages for new development. There were also comments against using the Housing Element Streamlining as the environmental clearance. Comments in support cited much needed improvements to the community and opportunity for better jobs. The Deputy Advisory Agency took the case under advisement for a period of 45 days, ending on September 8, 2025. A determination is pending at the time of preparing this report.

A separate public hearing was conducted on September 16, 2025 by the Hearing Officer on behalf of the City Planning Commission, for the consideration of Case No. CPC-2021-9522-DB-VCU-CU-SPR-HCA and ENV-2021-9523-HES-PEIR. The Hearing Officer obtained testimony from the mobilehome park residents and affected and/or interested parties regarding this application. The public hearing was attended by the applicant team (Alex Wong, Luci Ibarra, Ed Casey, Nav Banvar) and approximately 35 other attendees, including 12 speakers. Comments in opposition cited concerns regarding closure of the mobilehome park (relocation assistance, payment distribution, closure timelines, and street parking) as well as local hire and prevailing wages for construction. Comments in support cited being able to have a new development to revitalize and beautify the area, attract new business, and provide affordable housing.

Removal of Waiver Request

Following the Public Hearing on September 28, 2025, the applicant clarified the project was complying with Ordinance 172,853 Condition C of Subarea 22A and 22B. Condition C, requires 50 percent of the required setbacks to be landscaped. The initial case submittal requested a waiver of development standard to allow 39 percent to be landscaped in lieu of the 50 percent. However, the last set of plans and findings submitted by the applicant team show compliance with Condition C and removal of the request of the requested waiver. The easterly side yard consists of 4,328 square feet and 3,029 square feet (70%) is landscaped. The westerly side yard consists of 4,783 square feet and 2,399 square feet (50%) is landscaped.

Height / Massing

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. 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 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 applicant also requested an increase of 35-feet and three stories through an Off-Menu Density Bonus Incentive, for a maximum building height of 80 feet and six (6) stories in lieu of the 45 feet and three (3) stories permitted. While the height of the project is taller than the existing multi-family buildings immediately adjacent to the site, the increase in height is granted through the Density Bonus Ordinance. The increase in height allows for additional 145 units to be developed on the upper floors. The site is not subject to transitional height because it is not within proximity to RW1 or more restrictive zones.

Land Use and Zoning

The site has been subject to and is being considered for various land use and zoning designations, as follows:

- The site is currently zoned [Q]C2-1VL & [Q]CM-1VL zones. The site has land use designations of Light Industrial and Community Commercial, as a result of the Wilmington-Harbor City Community Plan which was last updated in 1999.
- The site is part of the Community Plan Update initiated on November 1, 2018 under Case No. CPC-2018-6402-CPU. At the time of preparing this report, the site is planned for a land use designation of Community Commercial and [LM8-SH4-8][CX6-8] zone. The site is located within the proposed Local Affordable Incentive Program, Article 9 (Public Benefits Systems), Section 9.3.2. (LAHIP) of the new code provides greater development potential (bonus FAR, height, and density) for housing development projects that provide a minimum percentage of affordable units.

Qualified "Q" Condition

The site is subject to Qualified "Q" Conditions established under Ordinance No.172,853 (Subareas 22A and 22B), which has certain usable open space, landscaping, recreation room, architectural treatment, and parking requirements. The applicant has requested three (3) Density Bonus Waivers of Development Standards to address the multiple Q Condition requirements. The waivers include:

- 25 percent of the required open space to be landscaped in lieu of the 50 percent otherwise required,

- recreation rooms to count towards 25 percent of the required open space, in lieu of the 10 percent otherwise required,
- Waiver from architectural treatment requirements

The project is required to provide 40,900 square feet of open space and will be providing 40,990 square feet of open space. Open space will be provided through common open space (e.g., courtyards, recreation rooms, roof deck) and private open space (e.g., terrace/balconies). The project is required to landscape 25% of common open space which is 7,323 square feet and will include 7,377 square feet of planted landscaped area and 102 trees. A waiver from architectural treatment allows for a flat roof to incorporate needed solar and mechanical/HVAC equipment.

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 Arborgate 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.

Urban Design Studio

The proposed project was reviewed by the Department of City Planning's Urban Design Studio (UDS). The resulting comments and suggestions focus primarily on the pedestrian experience, 360-degree design, and climate adaptive design. The following includes a discussion of UDS comments and suggestions and the applicant's response:

Pedestrian First Design

- Consider putting transformers in underground vaults instead of being exposed. It is a large area next to a courtyard, so screening should be provided at minimum. The general location is appropriate since it is across from a substation.

360 Degree Design

- The project has good articulation and attention to detail, with varied rooflines and thoughtful treatment of the parking garage.

Climate Adapted Design

- The landscape plans for amenities and open space are too conceptual and need to be more detailed.
- Carob trees along the sidewalk may need to be replaced.

In response to the UDS comments, the applicant submitted updated plans with more details on the amenities and open space areas.

CONCLUSION

Based on the information submitted to the record, and the surrounding uses and zones, staff recommends that the City Planning Commission approve the project, as recommended, subject to the Conditions of Approval. The project will redevelop an underutilized site with a new multi-family residential project resulting in a net increase of 312 dwelling units, including 42 Very Low Income units.

CONDITIONS OF APPROVAL

Density Bonus Conditions

1. **Site Development.** The project shall be in substantial conformance with the plans and materials submitted by the Applicant, including the proposed building design elements and materials, stamped "Exhibit A," with a date of February 28, 2023, attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, West/South/Coastal Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
2. **Residential Density.** The project shall be limited to a maximum density of 354 multi-family residential units including On-Site Restricted Affordable Units.
3. **On-Site Restricted Affordable Units.** 42 units shall be reserved for Very Low Income households, as defined by California Government Code Section 65915 and by the Los Angeles Housing Department (LAHD). In the event the SB 8 Replacement Unit condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.
4. **Changes in On-Site Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25.
5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make 42 units available to Very Low Income Households or equal to 15 percent of the project's total base residential density allowed, for sale or rental, as determined to be affordable to such households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22 A.25, to the satisfaction of LAHD, and in consideration of the project's Replacement Unit Determination. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The Applicant shall present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and any monitoring requirements established by the LAHD.
6. **Rent Stabilization Ordinance.**
 - a. The project shall comply with any tenant relocation requirements established by HCIDLA. Enforcement shall be the responsibility of HCIDLA.
 - b. The applicant shall execute and record a Covenant and Agreement (Planning Department General Form CP-6770) in a form satisfactory to the Advisory Agency binding the applicant and any successor in interest to provide tenant relocation assistance and establish a relocation program in a manner consistent with the Rent Stabilization Ordinance. The covenant and agreement shall be executed and recorded within 10 days after the expiration of the appeal period (and final action thereon) and a copy provided to each eligible tenant within five days of recordation of the covenant and agreement.
 - c. Within 10 days after the time to appeal has expired, the applicant shall execute and record a Covenant and Agreement (Planning Department General Form CP-

6770) in a form satisfactory to the Advisory Agency binding the applicant and any successor in interest to the affirmative duty to abide by all provisions of the Rental Stabilization Ordinance.

- d. Prior to the issuance of a demolition permit, the Applicant or successor shall provide certified mailing receipts of proof of service, to the Department of City Planning demonstrating that existing qualified tenants were provided an offer to enter into a private agreement with the applicant (or successor) that includes the following terms: 1) the ability for the tenant to return to a comparable unit within the project; and, 2) during construction of the project, funding of the difference in rent of a comparably-sized unit between the tenant's rental rate immediately prior to the demolition of the building and the tenant's new rental rate, until the ability to return, if accepted, is exercised. The Applicant (or successor) shall provide a copy of the signed agreement(s) with, or written rejection from, the tenant(s). Where the Applicant (or successor) is not able to enter into an agreement with the tenant(s), the Applicant (or successor) shall submit a written declaration, under penalty of perjury, that best faith efforts have been made to enter into a private agreement with the tenant(s). The applicant (or their successor) shall also submit to the Department of City Planning, concurrent with certified mailing receipts of proof of service signed under penalty of perjury, the rent roll of occupied units at the time the offer is commenced.
7. **Averaging of Floor Area Ratio, Density, Parking and Open Space, and Permitting Vehicular Access (Incentive).** The project shall be permitted to averaging of Floor Area Ratio, density, parking, and open space over the project site, and permitting vehicular access across all contiguous parcels of the [Q]C2-1VL and [Q]CM-1VL zones of the property.
 8. **Floor Area Ratio (FAR) (Incentive).** The project shall be limited to a maximum floor area ratio of 2.6:1 per Exhibit "A".
 9. **Height (Waiver).** The project shall be limited to 80 feet in building height, including six (6) stories for the residential uses, and six (6) stories for the parking garage, per Exhibit "A".
 10. **Parking per AB 2097.** The project shall be permitted to provide a minimum of zero parking space pursuant to California Government Code Section 65863.2 (AB 2097), 575 spaces are provided, as shown in Exhibit "A".
 11. **Side Setbacks (Waiver).** The westerly and easterly side yard setbacks shall be no less than 8 feet, as shown in Exhibit "A".
 12. **Open Space Landscaping (Waiver).** The project shall landscape a minimum of 25 percent of the required open space, or 7,375 square feet, as shown in Exhibit "A".
 13. **Recreation Rooms (Waiver).** Recreation rooms shall be permitted to count towards a maximum of 25 percent of the required open space, or 10,140 square feet, as shown in Exhibit "A".
 14. **Architectural Treatments (Waiver).** The project is permitted to provide flat roofs in lieu of pitched roofs, except that varied rooflines shall be required, as shown in Exhibit "A". The project shall comply with other architectural treatment requirements of Ordinance No. 172,853 for Subareas 22A and 22B including using two or more exterior wall finishes, and changes in building plane.
 15. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21 A.16.

Conditional Use Conditions

16. Street Improvements.

- a. **Dedication Required on Pacific Coast Highway** (Boulevard II) – A 2-foot wide, variable width and 5-foot wide strip of land along the property frontage to complete a 55-foot wide half right-of-way in accordance with Boulevard II of LA Mobility Plan 2035 and a 15-foot by 15-foot cut corner or 20-foot radius property line return at the intersection with Frampton Avenue.
- b. **Dedication Required on Frampton Avenue** (Local Street) – A 5-foot wide strip of land along the property frontage to complete a 30-foot half right-of-way in accordance with Local Street standards of LA Mobility Plan 2035 and a 10-foot by 10-foot cut corner or 15-foot radius property line return at the intersection with West 259th Street.
- c. **Dedication Required on 259th Street** (Local Street) – A 10-foot wide strip of land along the property frontage to complete a 30-foot wide half right-of-way in accordance with Local Street standards of LA Mobility Plan 2035.
- d. **Improvements Required on Pacific Coast Highway** – Caltrans to determine the improvements on Pacific Coast Highway.
- e. **Improvements Required on Frampton Avenue** – Construct a new 12-foot concrete sidewalk with tree wells or a 5-foot concrete sidewalk with landscaping of the parkway. Repair all broken, off-grade or bad order concrete curb, gutter and roadway pavement along the property frontage. Install ADA curb ramps at the intersection of Pacific Coast Highway and 259 Street per BOE standards and Special Order 01-1020 for connecting and receiving curb ramps. Close all unused driveways with standard curb height and 12-foot concrete sidewalk.

Note: There are street trees along Frampton Avenue. In the event the Urban Forestry Division of Bureau of Services deny the trees removal, then construct a 10-foot parkway and provide additional sidewalk easement to construct an elevated 4-foot sidewalk and 16-foot parkway along the existing 5 large trees located approximately at 195 feet to 316 feet from north west corner property line (Pacific Coast Highway & Frampton Avenue) satisfactory to the Harbor District Office of the Bureau Engineering.

- f. **Improvements Required on 259th Street** – Construct suitable surfacing to join the existing improvements to provide an 18-foot wide half roadway with asphalt pavement, integral concrete curb and gutter and a 12-foot wide concrete sidewalk with tree wells or a 5-foot wide concrete sidewalk within a 12-foot landscaped border. Install ADA curb ramps at the intersection of Frampton Avenue per BOE standards and Special Order 01-1020 for connecting and receiving curb ramps. Complete cul-de-sac to match existing cul-de-sac at south side of 259th Street and improve street east of the cul-de-sac per Standard Plan S-470-1 with roadway, curb and gutter and sidewalk north and south of 259th St centerline. Street improvements such as full roadway, curb & gutter and sidewalk (north and south) east of the cul-de-sac will not be required if that area is vacated. If the existing right-of-way east of the cul-de-sac is vacated, provide a sewer easement east of the cul-de-sac. These improvements should suitably transition to join the existing improvements satisfactory to the Bureau of Engineering Harbor District B-Permit Group.

17. **Fire.** Submit plot plans for Fire Department approval and review prior to issuance of building permits.
18. **Mechanical Equipment.** All exterior mechanical equipment, including heating, ventilation and air conditioning (HVAC) equipment, satellite dishes, and cellular antennas, shall be screened from public view through the use of architectural elements such as parapets.
19. **Lighting.** All outdoor and parking lighting shall be shielded and down-cast within the site in a manner that prevents the illumination of adjacent public rights-of-way, adjacent properties, and the night sky (unless otherwise required by the Federal Aviation Administration (FAA) or for other public safety purposes).
20. **Lighting Design.** Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel. All pedestrian walkways, storefront entrances, and vehicular access ways shall be illuminated with lighting fixtures. Lighting fixtures shall be harmonious with the building design. Wall mounted lighting fixtures to accent and complement architectural details at night shall be installed on the building to provide illumination to pedestrians and motorists.
21. **Heat Island Effect.** To reduce the heat island effect, a minimum of 50 percent of the area of pathways, patios, driveways or other paved areas shall use materials with a minimum initial Solar Reflectance value of 0.35 in accordance with ASTM (American Society of Testing Materials) standards.
22. **Landscape Plan.** Revised landscape plans shall be submitted to show the size and location of all plants. The landscape plan shall indicate landscape points for the Project equivalent to 10% more than otherwise required by LAMC 12.40 and Landscape Ordinance Guidelines "O". All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be landscaped, including an automatic irrigation system, and maintained in accordance with a final landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The final landscape plan shall be in substantial conformance with the submitted Landscape Plan, Exhibit "A," and shall incorporate any modifications required as a result of this grant.
23. **Soil Depths.** Shrubs, perennials, and groundcover shall require a minimum soil depth as follows:
 - a. A minimum depth with a height ranging from 15 to 40 feet shall be 42 inches.
 - b. A minimum depth with a height ranging from 1 to 15 feet shall be 24 to 36 inches.
 - c. A minimum depth with a height of less than 1 foot shall be 18 inches.
 - d. A minimum depth of an extensive green roof shall be 3 inches.Trees shall require a 42-inch minimum soil depth.

Further, the minimum amount of soil volume for tree wells on the rooftop or any above grade open spaces shall be based on the size of the tree at maturity:

 - e. 220 cubic feet for trees with a canopy diameter ranging from 15 to 19 feet.
 - f. 400 cubic feet for trees with a canopy diameter ranging from 20 to 24 feet.
 - g. 620 cubic feet for trees with a canopy diameter ranging from 25 to 29 feet.
 - h. 900 cubic feet for trees with a canopy diameter ranging from 30 to 34 feet.
24. **Street Trees.**
 - a. **Street Trees.** Street trees shall be provided to the satisfaction of the Urban Forestry Division. Street trees may be used to satisfy on-site tree requirements pursuant to

LAMC Article Section 12.21.G.3 (Chapter 1, Open Space Requirement for Six or More Residential Units). Per Exhibit A and 12.21.G.3, 24 Street trees shall be provided.

- b. **Required Trees per 12.21 G.2.** As conditioned herein, a final submitted landscape plan shall be reviewed to be in substantial conformance with Exhibit "A." There shall be a minimum of 89 trees 24-inch box, or larger, trees on site pursuant to LAMC Section 12.21 G.2. Any required trees pursuant to LAMC Section 12.21 G.2 shown in the public right of way in Exhibit "A" shall be preliminarily reviewed and approved by the Urban Forestry Division prior to building permit issuance. In-lieu fees pursuant to LAMC Section 62.177 shall be paid if placement of required trees in the public right of way is proven to be infeasible due to City determined physical constraints.
 - c. Project shall preserve all healthy mature street trees whenever possible. All feasible alternatives in project design should be considered and implemented to retain healthy mature street trees. A permit is required for the removal of any street tree and shall be replaced 2:1 as approved by the Board of Public Works and Urban Forestry Division.
 - d. Plant street trees at all feasible planting locations within dedicated streets as directed and required by the Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The subdivider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction for tree planting direction and instructions.
25. **Stormwater/irrigation.** The project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If on-site infiltration is deemed infeasible, the project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) guidelines.
26. **Solar and Electric Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.
27. **Solar-ready Buildings.** The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
28. **Signage.** There shall be no off-site commercial signage on construction fencing during construction.
29. **Commercial Corner Development.** The Project shall comply with the Mini-shopping center/Commercial Corner Development Standards, Los Angeles Municipal Code (LAMC) Section 12.22.A.23, unless specific deviation has been granted.
30. **Qualified "Q" Condition.** The Project shall comply with the Qualified "Q" Conditions established under Ordinance No. 172,853 (Subareas 22A and 22B), unless specific deviation has been granted.
31. This approval is tied to Case No. AA-2019-5528-MPC. The applicant shall comply with the conditions of approval listed in Case No. AA-2019-5528-MPC.

Environmental Conditions

32. The Mitigation Monitoring and Reporting Program (MMRP) included in the Housing Element Streamlining Checklist (Case No. ENV-2024-4112-HES) have been incorporated into this project and shall be enforced through all phases of the project. The applicant shall be responsible for implementing each Mitigation Measure (MM), Substitute Mitigation Measure, and Implementing Mitigation Measure identified in the MMRP and shall be obligated to provide certification to the appropriate monitoring and enforcement agencies that each MM has been implemented.

Administrative Conditions

33. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved". A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.

34. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet and shall include any modifications or notations required herein.

35. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.

36. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.

37. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

38. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

39. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

40. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

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.

PUBLIC HEARING AND COMMUNICATIONS

PUBLIC HEARING – DEPUTY ADVISORY AGENCY

A public hearing was conducted on July 24, 2025 by the Deputy Advisory Agency, for the consideration of Case No. AA-2019-5528-MPC and ENV-2021-9523-HES-PEIR. The Deputy Advisory Agency obtained testimony from mobilehome park residents and affected and/or interested parties regarding this application. The public hearing was attended by the applicant team 38, approximately 16 speakers, and 22 other attendees. Comments in opposition cited concerns regarding accessibility and comprehension of the material considering the majority of tenants spoke Spanish and relocation timing. There were concerns over individual tenant rights for units with multiple tenants. The loss of tenant's homes and the community ties when forced to move to higher costing apartments. There were comments wanting local hire and livable wages for new development. There were also comments against using the Housing Element Streamlining as the environmental clearance. Comments in support cited much needed improvements to the community and opportunity for better jobs. The Deputy Advisory Agency took the case under advisement for a period of 45 days, ending on September 8, 2025. A determination is pending at the time of preparing this report.

PUBLIC HEARING – HEARING OFFICER

The public hearing was held on Tuesday September 16, 2025 at approximately 11:00 a.m. The Public Hearing was conducted in a virtual format. The hearing was conducted by the Hearing Officer, Norali Martinez, on behalf of the City Planning Commission in taking testimony for Case No. CPC-2021-9522-DB-VCU-CU-SPR-HCA and ENV-2021-9523-HES-PEIR. All interested parties were invited to attend the public hearing in which they could listen, ask questions, or present testimony regarding the project. The purpose of the hearing was to obtain testimony from affected and/or interested parties regarding this application. Interested parties are also invited to submit written comments regarding the request prior to the hearing. The environmental analysis was among the matters to be considered at the hearing. The hearing notice was mailed on August 22, 2025, and was posted on-site on September 5, 2025, and published in the newspaper on August 22, 2025. A Corrected notice was mailed on August 29, 2025, and published in the newspaper August 29, 2025 in accordance with LAMC noticing requirements.

The public hearing was attended by the applicant's representatives (Alex Wong, Luci Ibarra, Ed Casey, Navy Banvard) and approximately 35 other members from the community. There were 12 speakers who provided comments at the hearing, including 5 who spoke in support, 7 provided general questions/comments.

Applicant Presentation. The applicant noted the following:

- The project will provide 354 dwelling units, 42 of them are set aside at special rents to allow for 42 families who currently live on project site to return in the future if they wish.
- The building occupies an entire block on Frampton from Pacific Coast Highway back to 259th.
- The project is 5 stories of residence plus 1 loft on top of 5th story. The 5th story will have 2-level units.
- The project steps down to 4 stories without a loft at 259th across the street from 3-story Stone Haven neighbors.
- The design is meant to be one of the nicest residential communities in all of South Bay.
- The project will have 40,000 sf of resort amenities like fitness center, yoga studio, pool, spa.
- Along PCH is coworking space, conference center, rooftop deck.

- The units are designed for everybody to have their own washer/dryer with quartz counters, wood flooring, and other luxury amenities.
- There will be parking for cars, bikes, and special places for pets.
- Units go around the whole property. There are 2 courtyards inside. 1 of them has a pool, the other has a fire pit and breakfast bar.
- The garage is in the center with 575 cars is more than enough for residents' cars and their guests.
- 42 trees will need to be removed, but they are replanting 100 new trees.
- Shows views from PCH, from east facing Kaiser, and Frampton. Building is broken up into sections with courtyards in-between along Frampton
- Site is in the heart of Harbor City neighborhood. They are excited to be part of the community and will add to surroundings with residential and commercial and hospital.

Public Comments in Support:

- The specific area in question is dilapidated and has been that way since the 1950s. Remembers when trains used to go there. It will help to organically get rid of bad elements that has come to Harbor City. This area needs revitalization.
- Feel this project is going to make this community better. It's very much needed. The project will bring more small businesses and good people to the area and community. The project will take it to the next level. It's time to bring it up to a new era as a hybrid development.
- All the buildings around them are in same design as being proposed. It matches well.
- Current resident plans on coming back to these units because they are beautiful.
- Applicant has done outreach for several years.

Public Comments with General Questions/Concerns:

- Carpenter's union will be impacted by environmental impacts. Project should be built by contractors that hire locally, with prevailing wages, apprenticeships from state-certified training program. Workforce requirements help to reduce environmental impacts while benefiting local economy and workforce development for the area.
- What happens if current residents don't qualify for low income to return to the 42 affordable units?
- Who will guarantee the rental rates won't go up? Who can they contact if rent goes up?
- What happens to residents in terms of eviction? Some residents may need to use up all of the money after paying expensive rents and then ending up homeless
- The applicant has said verbally that residents can return, that they would receive a lump sum payment, etc., but there's no contract and nothing in writing. They should receive something in writing from the city.
- Will there be expansion for low-income housing, since some other people in the area cannot afford thousands of dollars at this time?
- When will they start the project – is there a time estimate?
- Concerns over relocation payments to multiple tenants within individual units. How are individual rights protected, assuming payment is made in one lump sum? What happens if dispute arises among the single group of tenants?
- There are concerns over public parking along Frampton. Some cars stay parked there a long time, and they can't do street sweeping. Are they going to have permit parking for other residents?

Applicant's Response:

- For street parking, they would need to look into the city if resident permit public parking can be done. They are addressing their own parking needs.

- They do not have an answer and would need the city's help to determine the appropriate steps on how money gets distributed if there are multiple people living in a house today that are not the exact people who are officially on the lease signed years ago.
- The rental rate will continue to be the City's official Very Low Income rent which is 50% of the Average Medium Income.
- The estimate for construction to start is 2027. It could be later, but not earlier, and depends on the City having to approve the closure and the design of the new project, financing, and one-year notice that needs to be given.
- Residents won't receive contracts until after City approvals have been issued, but the relocation requirements are in the Closure Impact Report. The city will require and regulate consistent with the way it has been shown.
- The requested action items in the hearing notice are correct. The project has 5 stories of units but the top level is a loft, so it is called 6 stories in height.
- The closure and project must be approved by the city first before they can move forward with a 1-year notice will be given to establish the time for when people must move out. They estimate that to occur in 2027. When people move out they can decide whether they want to return to live in the new project or not. They can make that decision as late as 3-6 months before the project is completed, so maybe 2 years into construction. Families that decide they will not want to return will get their payment right away. Families that have not decided or want to return will get payment in several installments every 6 months during construction.
- The families will decide for themselves where they want to move, what they want to do. The relocation assistant provider is a free service to help make choices but they will make the decision on their own.
- The Density Bonus units are 42 units at Very Low-Income rent with a 55-year covenant term. The rest are market rate units. If returning residents do not meet the income requirements for low-income units, then the applicant has volunteered that they will get market rate units but only be charged the low income rent with a 20-year covenant term. Confirmed that current residents will get replacement units of equivalent size regardless of income qualification (for example 3 bedroom for a 3 bedroom).
- The relocation fee has been calculated by a city formula to be the difference between the current rent of each space and average rent for housing in the Planning Area. The difference is multiplied by 42 months, plus incidental moving costs. The concept is that the relocation assistance payment will cover the difference in rent for a minimum of 24 months and up to 42 months.
- If residents cannot move their home, they will qualify to get the appraised value of their home. If that is appraised value is greater than the relocation fee, they get the larger number (a lump sum on-time payment at the start once they sign paperwork and vacate). If the appraised value is less than the relocation fee, they get the relocation fee (in different intervals at the 24 months and 6 months thereafter).
- The estimate start of construction around 2027 or later, depending on city's approval of the park closure and new project.
- The construction is expected to take between 2-3 years.
- They are tentatively considering a coworking office space in the commercial space.
- The project is in compliance with the commercial corner requirements. They are not requesting to be exempt from the ordinance.
- They have a loading zone to the south along 259th Street, which is primarily for residential move-ins/outs. Commercial space is small and they don't anticipate a loading space being needed for commercial. Some parking spaces are available in the parking garage to handle reasonably-sized delivery vehicles.
- On the corner of 259th and Frampton is the location for electrical transformer to provide power to the community.
- The sky lounge/deck is for residents of the community.

- The project will provide a yoga studio, fitness center, ancillary amenity spaces. Also at the ground floor will be leasing office and management office. They are requesting deviations from what can be counted as open space and landscaping requirements, but they are meeting the actual open space are requirement since they are providing 40,000 square feet of open space.
- While it has been several years, they do recall incorporating Urban Design Studio recommendations to the best of their ability.
- The existing street trees will not be maintained, for multiple reasons. 1) They are growing in the DWP lines, 2) there are right-of-way dedications that the project will make for transportation plan and slight widenings along Frampton and PCH, and 3) the trees are not healthy so they are unable to be saved.
- The Neighborhood Council provided a letter of support a while ago and they are planning on going back to a meeting for a refresh on the project in the near future.
- They have been in regular contact with the Council District who had submitted their support letter. They were expecting the CD to dial in to the hearing.
- They agree to review how many units might have issues with the relocation assistance funds due to having multiple tenants.

WRITTEN CORRESPONDENCE

The Wilmington Neighborhood Council submitted a letter of support for the project dated March 15, 2023.

Planning Staff has received 40 written correspondences from tenants, neighbors, interested parties expressing support and concerns about the project. Their comments are included in Exhibit E and summarized as follows:

- Support for new development which can beautify and bring revitalization to the community
- Will strengthen the local economy and support nearby businesses
- Support of having a new beautiful development, designed for the community in mind
- Provides housing opportunities for the neighborhood including affordable housing
- Some tenants are in support of having the opportunity to come back to a beautiful building.
- Tenants are concerned over the relocation process and relocation assistance
- Concerns over the tenants rights and payment disbursement
- Public request acts were submitted to obtain project records
- Concerns over utilizing the HES