

PROJECT DESCRIPTION
6501-6521 S. SEPULVEDA BLVD.
6502-6520 S. ARIZONA AVE.

REQUESTS

FRH Realty, LLC (the "Applicant") is seeking the following discretionary approvals for a proposed 362-unit multifamily residential building with ground-floor restaurant space, located in the Westchester – Playa del Rey neighborhood in the City of Los Angeles:

1. **Conditional Use (CU) pursuant to Section 12.24 U.26 of the LAMC** for a Density Bonus of fifty percent (50%), greater than the Density Bonus Section 12.22 A.25 of the LAMC authorizes.
2. **Density Bonus (DB) pursuant to Section 12.22 A.25 of the LAMC** for a Density Bonus project with three (3) Off-Menu Incentives:
 - a. Floor Area Ratio increase from 1.5 to 3.85.
 - b. Open Space reduction of 26%.
 - c. Reduction of Space between Buildings from 32-feet to 0-feet.
3. **Site Plan Review (SPR) pursuant to Section 16.05 of the LAMC** for a project that results in the creation of greater than fifty net new residential dwelling units.
4. **Waiver of Dedication and Improvement (WDI) pursuant to Section 12.37 I.3 of the LAMC** to waive the 18-foot dedication requirement and 8-foot roadway widening improvement requirement along Sepulveda Boulevard, and to waive the 1-foot roadway widening improvement requirement along Arizona Avenue.
5. **Sustainable Communities Environmental Assessment (SCEA), pursuant to California Public Resources Code Sections 21155 and 21155.2** to determine, based on the whole of the administrative record, that no subsequent SCEA, environmental impact report, or negative declaration is required for the Project.

SUBJECT SITE

The project site is located in the Westchester – Playa del Rey Community Plan, and is zoned C4-1 with a General Plan land use designation of "General Commercial." It is also located within the Coastal Transportation Corridor Specific Plan and a Transit Priority Area. The project site is a topographically-level, irregularly-shaped assemblage of parcels that is 96,030 square-feet (2.205-acres) in land area. The project site is a through lot with front yards along S. Sepulveda Boulevard to the east and S. Arizona Avenue to the west. The project site has approximately 247-feet of frontage along Sepulveda Boulevard and 398-feet of frontage along Arizona Avenue. The project site is situated approximately 50-feet to the south of the intersection of Sepulveda Boulevard and Centinela Avenue, and approximately 250-feet southwest of the 405 Freeway.

The northern portion of the project site is currently improved with a single-story, multi-tenant strip mall commercial plaza and a single-story, multi-tenant industrial building, both with associated surface parking lots. The southern portion of the site is improved with an approximately 7,000 square-foot diner (Dinah's Family Restaurant) and associated surface parking. Vehicular access from the site is provided by three two-way driveway cuts, one on Sepulveda Boulevard and two on Arizona Avenue.

The site is located in a highly-urbanized area with surrounding parcels consisting of a variety of mid- to high-intensity commercial, industrial, and residential uses. To the south, parcels fronting Sepulveda Boulevard are similarly zoned and designed C4-1 and "General Commercial." The lot abutting the subject site to the south is improved with a four-story 133-unit hotel (Extended Stay America) with associated surface parking lots. Continuing south along the westerly Sepulveda Boulevard frontage is a four-story warehouse building (Public Storage); an eight-story (91-foot tall), 180 dwelling-unit multifamily residential building (currently under construction), and a 5-story (92-foot tall), 176 dwelling unit multifamily residential building (currently under construction). To the east across Sepulveda Boulevard, lots are in the C2-1 zone with a General Plan land use designation of "Regional Commercial." The northern portion of these lots is improved with an approximately nine-story (150-foot tall) office building and the southern portion of these lots is improved with the Howard Hughes Center. To the west across Arizona Avenue, lots are in the [Q]M1-1VL Zone with a General Plan land use designation of "Limited Industrial." This area is predominantly characterized by single-story industrial and commercial buildings occupied by a wide array of uses (such as office, creative office, medical office, warehouse/storage, and restaurant), as well as expansive surface parking lots. To the north, the project site abuts an unimproved lot in the City of Culver City that is zoned and designated for transportation infrastructure purposes.

Approximately 425-feet to the southwest is an undeveloped hillside that is zoned R1-1 with a General Plan land use designation of "Low Residential." Further to the southwest, atop the coastal bluffs, is a tract of single-family dwellings in the R1V2 Zone, also with a General Plan land use designation of "Low Residential," located in the Westchester neighborhood. These lots are situated at a significantly higher elevation than the project site.

STREET DESIGNATIONS

Sepulveda Boulevard is designated as a "Boulevard I" by the Mobility Plan, which requires a half right-of-way of 68-feet and a half roadway of 50-feet. Currently, Sepulveda Boulevard's abutting half right-of-way is 50-feet in width, improved with a half roadway 42-feet in width. *(Given the frontage of the existing site, the preservation of the existing restaurant building, and no plans by the City of Culver City to improve, widen, or otherwise augment the geometries of the existing intersection at Sepulveda and Centinela, the applicant has applied to have the dedication and improvement requirements along Sepulveda Blvd. waived. Additional findings are included later in this document.)*

Arizona Avenue is designated as a "Standard Local Street" by the Mobility Plan, which requires a half right-of-way of 30-feet and a half roadway of 18-feet. Currently, Arizona Avenue's abutting half right-of-way is 33-feet in width, improved with a half roadway 17-feet in width.

PROPOSED PROJECT

The proposed project includes the demolition and clearing of the aforementioned single-story, multi-tenant strip mall plaza, single-story, multi-tenant industrial building, and all associated surface parking lots.

The Project will retain the Dinah's Family Restaurant building, including all of its character-defining features and materials described in the Sepulveda+Centinela Project Historical Resources Technical Report (ARG, 2021). The building will continue to be available as a restaurant and previous alterations, including non-historic blue awnings on the east façade, will be removed. New mechanical, electrical and plumbing (MEP) systems will be installed in order to minimize the need for obtrusive rooftop equipment. A small portion at the rear of the restaurant building (comprising the take-out department, which was added in 1959 and is not character-defining) would be removed to make way for the integration of the mixed-use development. New structural columns will also be installed in the west half of the building, which consists of back-of-house space, to support the section of the new mixed-use building that cantilevers over the back portion of the restaurant. Otherwise, the historic restaurant building will be retained and preserved.

New construction proposed includes an eight-story, 362-unit multifamily residential building with approximately 3,700 square-feet of ground-floor restaurant fronting Sepulveda Boulevard as well as the preservation of the approximately 7,000 square foot existing Dinah's restaurant. Forty-one (41) of the multifamily residential dwelling units are proposed to be restricted to Very Low Income households. The project will be approximately 365,528 square-feet in size with a Floor Area Ratio of 3.85. The primary building entrance is located along Sepulveda Boulevard, and ground-floor retail tenant spaces will have individual entrances from both the sidewalk and the interior parking garage. Residential amenities are provided in the form of a dog care center on the ground floor, an open-air landscaped courtyard with swimming pool at the fourth floor, a fitness center at the fourth floor, recreation rooms at both the fourth and eight floors, and a roof deck.

The project will provide 520 automobile parking spaces in one subterranean level, one at-grade level, and two above-grade levels, in addition to 182 short and long term bicycle parking spaces. Vehicular ingress and egress to the garage will be provided by two existing two-way driveway cuts, one on Sepulveda Boulevard and one on Arizona Avenue. The northern driveway cut on Arizona Avenue is proposed to be closed.

Included within the scope of the site's overall development program are public right-of-way improvements such as curb and gutter repair, sidewalk repaving, and upgrades to ADA and driveway ramping as required by current code. In addition to this typical off-site work is the relocation of existing sewer line infrastructure that encroaches into the project site. Other administrative and/or ministerial work associated with the site would include the quitclaiming of easements no longer required by the City of Los Angeles.

FINDINGS

6501-6521 S. SEPULVEDA BLVD.
6502-6520 S. ARIZONA AVE.

CONDITIONAL USE

1. 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 zoned C4-1 with a General Plan land use designation of “General Commercial.” Commercial zones are limited to the density allowed in the R4 zone, or one (1) dwelling unit for each 400 square-foot of lot area. The base density permitted on the subject site is 241 dwelling units. The project is permitted a thirty-five percent (35%) density bonus in exchange for setting aside eleven percent (11%), or twenty-seven (27), of the base density units for Very Low Income households.

The project is permitted an additional density increase beyond thirty-five percent (35%) by setting aside one (1) additional percent of base density units above the eleven percent (11%) for Very Low Income households for every additional two and one-half percent (2.5%) density increase above the thirty-five percent (35%). Below is a table showing the requisite percentage of affordable housing units for Very Low Income households based on the percentage of density increase.

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11	35
12	37.5
13	40
14	42.5
15	45
16	47.5
17	50

The Applicant requests a Conditional Use to increase the density by fifty percent (50%) to allow a total of 362-units in lieu of 241 base density units. As highlighted in the table above, the Applicant is required to set aside seventeen percent (17%), which is forty-one (41) units, of the 241 base density units for Very Low Income households in exchange for the requested fifty

percent (50%) density increase. The Applicant proposes to set aside forty-one (41) units for Very Low Income households. As such, the project satisfies the percentage of the base density required to be restricted to Very Low Income households to be eligible for the fifty percent (50%) density increase.

According to the 2013 Housing Element of the City of Los Angeles General Plan, pages 1-14, twenty-nine percent (29%) of total households in the City are in the Very Low Income Category. Additionally, the Housing Element shows that of the twenty-nine percent (29%) of Very Low Income Households, eighty-two percent (82%) are renters and eighteen percent (18%) are owners, demonstrating that a significant number of Los Angeles' Very Low Income Households are renters. The City has determined that the shortage of affordable housing is an ongoing crisis in the City of Los Angeles. The increased intensity and density of the proposed development will be offset by the project's ability to provide the number of affordable units required by the City's Density Bonus policy. Therefore, the project's proposed density and provision of affordable units performs a function and provides a service that is essential and beneficial to the community, city, and region.

The project will also enhance the built environment in the surrounding neighborhood. The proposal includes the construction of approximately 3,700 square-feet of ground-floor restaurant space fronting Sepulveda Boulevard, as well as the preservation of an existing historic building (Dinah's Family Restaurant) that is approximately 7,000 square-foot in size. Dinah's Family Restaurant has been in continuous operation at this location since the diner was constructed in 1957, and has retained essential, character-defining features from the period of historic significance. Its architecture, building materials, and distinctive roadside signage meets local contributing historic resource criteria. (However, it may not meet significance thresholds for National Register or California Register eligibility). Regardless, the preservation of this exemplary example of Los Angeles Googie architecture in conjunction with the proposed project will enhance the vitality and longevity of this historic resource.

In sum, the proposed project will enhance the built environment in the surrounding neighborhood and will perform a function and provide a service that is essential and beneficial to the community, city, or region.

2. 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 subject site is located within the Westchester – Playa del Rey Community Plan area along the Sepulveda Boulevard corridor, near the intersection of Sepulveda Boulevard and Centinela Avenue. The project will incorporate a 362-unit multi-family residential building with ground floor restaurant and retail into an area that is already developed with a diversity of uses. The project will be approximately 365,528 square-feet in size with a Floor Area Ratio of 3.85. The project will provide 520 automobile parking spaces in one subterranean level, one at-grade level, and two above-grade levels, in addition to 101 short and long term bicycle parking spaces. Vehicular ingress and egress is proposed via utilization of an existing driveway cut on Sepulveda

Boulevard and an existing driveway cut on Arizona Avenue. The primary building entrance is located along Sepulveda Boulevard, and ground-floor retail tenant spaces will have individual entrances from both the sidewalk and the interior parking garage. Residential amenities are provided in the form of an open-air landscaped courtyard with swimming pool at the fourth floor, a fitness center at the fourth floor, recreation rooms at both the fourth and eighth floors, and a roof deck. The proposed project would include design features, landscaping improvements, off-street parking facilities, lighting, landscaping, and enclosed trash collection, to enhance the visual quality of the area, and to be compatible with and not adversely affect or further degrade existing and future development on adjacent properties and neighboring properties.

The site is located in a highly-urbanized area with surrounding parcels consisting of a variety of mid- to high-intensity commercial, industrial, and residential uses. To the south, parcels fronting Sepulveda Boulevard are similarly zoned and designed C4-1 and "General Commercial." The lot abutting the subject site to the south is improved with a four-story 133-unit hotel (Extended Stay America) with associated surface parking lots. Continuing south along the westerly Sepulveda Boulevard frontage is a four-story warehouse building (Public Storage); an eight-story (91-foot tall), 180 dwelling-unit multifamily residential building (currently under construction), and a 5-story (92-foot tall), 176 dwelling unit multifamily residential building (currently under construction). To the east across Sepulveda Boulevard, lots are in the C2-1 zone with a General Plan land use designation of "Regional Commercial." The northern portion of these lots is improved with an approximately nine-story (150-foot tall) office building and the southern portion of these lots is improved with the Howard Hughes Center. To the west across Arizona Avenue, lots are in the [Q]M1-1VL Zone with a General Plan land use designation of "Limited Industrial." This area is predominantly characterized by single-story industrial and commercial buildings occupied by a wide array of uses (such as office, creative office, medical office, warehouse/storage, and restaurant), as well as expansive surface parking lots. To the north, the project site abuts an unimproved lot in the City of Culver City that is zoned and designated for transportation infrastructure purposes.

Sepulveda Boulevard is a major thoroughfare characterized by a mix of commercial, industrial, and hotel uses ranging from three (3) to nine (9) stories in height. The commercially-zoned properties fronting Sepulveda Boulevard to the south and east are subject to the limitations of Height District 1, which does not designate a height limit. The properties to the west of the subject site are in the [Q]M1-1VL Zone and are subject to a maximum height of 45-feet. The properties to the north are located in the City of Culver City.

The proposed eight-story structure contains ground-floor restaurant uses and multi-family residential dwelling units on all eight-floors. The project observes code-compliant side yard setbacks along the northern and southern lot line. The bulk of the building is concentrated towards Sepulveda Boulevard and Centinela Avenue, reducing massing sited towards the existing Dinah's Family Restaurant (an eligible historic resource which is to remain on-site), the adjacent hotel, and the single-family neighborhoods atop the Westchester bluffs to the southwest. The proposed project is visually compatible with the scale and character of Sepulveda Boulevard and the surrounding area. The project includes improvements on the ground level to improve the pedestrian realm: closing a driveway cut on Arizona Avenue, creating ground-floor restaurant

tenant spaces with individual entrances to the sidewalk, and rebuilding the sidewalk areas. The proposed project and new landscaping will further enhance the visual quality of the site, replacing a single-story strip mall commercial center, a single-story multi-tenant industrial building, and multiple surface parking lots.

Sepulveda Boulevard is zoned and designated for residential and commercial uses consistent with what is contained in the proposed project. The proposed eight-story structure contains restaurant and residential uses similar to that of the existing uses in the surrounding area and is designed to be compatible with the massing and scale of the surrounding neighborhood and corridor. Therefore, 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.

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

Framework Element

The Framework Element of the General Plan establishes a vision for the long-term development and physical form and character of the City of Los Angeles. This element plans for the level of population and employment growth that may be reasonably anticipated in the near-term. The Framework Element defines goals, objectives and policies relating to land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, and infrastructure and public services. The Project will be in substantial conformance with the following goals and objectives of the Framework Element:

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

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

The project will incorporate a 362-unit multi-family residential building with a ground-floor restaurant into an area that is already developed with a diversity of uses. Properties along Sepulveda Boulevard to the south of the property are likewise zoned C4-1 with a General Plan land use designation of "General Commercial." To the west, there is an area zoned [Q]M1-1VL with a General Plan land use designation of "Limited Industrial." To the east, there is a large shopping complex (the Howard Hughes Center) as well as an approximately nine-story office building, both of which are zoned C2-1 and designated "Regional Commercial." The northern lot line of the project site is the City of Los Angeles' boundary with the City of Culver City. Due to the restrictive zoning of the surrounding M1 Zone, as well as the fully built-out commercial sites across Sepulveda Boulevard, the project site has the unique opportunity to provide affordable

and market rate multi-family housing near regional transit and located across from a regional employment center, thus satisfying the need for housing and uses that support the City's existing and future residents, visitors and businesses.

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

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

The project satisfies the objectives of the Framework Element by concentrating higher densities of residential uses along commercial corridors with increased access to transit options. The project is located along Sepulveda Boulevard, designated a “Boulevard I” by the Mobility Plan, that is currently served by Metro Bus local lines and Culver City Rapid 6 bus. Future residents will have access to public transit and nearby commercial and retail services, which will mitigate the need for vehicular trips and vehicle miles traveled, resulting in lessened air pollution and improved quality of life. The project also includes ample short and long-term bicycle parking spaces, which encourage the use of alternative transportation options.

Objective 3.4 – Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards while at the same time conserving existing neighborhoods and related districts.

The Framework Element identifies the area near the Sepulveda Boulevard and Centinela Avenue intersection as a “Regional Center.” Per the Framework Element's Long Range Land Use Diagram for West/Coastal Los Angeles, a Regional Center is: “A focal point of regional commerce, identity and activity and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supportive services. Generally, different types of Regional Centers will fall within the range of floor area ratios from 1.5:1 to 6.0:1. Some will only be commercial oriented; others will contain a mix of residential and commercial uses. Generally, Regional Centers are characterized by 6 to 20-stories (or higher).”

Consistent with the intent of a Regional Center, the project will introduce multi-family residential housing in a high-activity, desirable area where existing and future employees can live near their jobs and future residents can live near shopping, public transit, and service amenities. The design is mindful of the existing surrounding uses, including the on-site contributing historic resource, and is consistent with the height, mass, and bulk of developments, both existing, proposed, and approved, along this segment of Sepulveda Boulevard.

Land Use Element

The Land Use Element of the General Plan is comprised of thirty-five Community Plan areas. The subject site is located within the Westchester – Playa del Rey Community Plan. The project is in substantial conformance with the following goals, objectives, and policies of the Community Plan:

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

Objective 1-1: Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Westchester – Playa del Rey Community Plan Area to the year 2025.

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

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

Objective 1-2: Locate housing near commercial centers, public facilities, and bus routes and other transit services, to reduce vehicular trips and congestion and increase access to services and facilities.

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

As previously mentioned, the project will provide a high-density, multi-family housing option to meet the growing housing demand in the Westchester – Playa del Rey Community Plan area. The project site is located near the intersection of Sepulveda Boulevard and Centinela Avenue, an area consisting of a diverse mix of uses. There are major employment and commercial centers located across Sepulveda Boulevard at the Howard Hughes Center, in Playa del Rey, and near LAX. Sepulveda Boulevard is considered a major public transit corridor since it is served by several local and regional bus lines. The accessibility of the public transit near the project site will help reduce vehicular trips and congestion.

Chapter V Urban Design of the Westchester – Playa del Rey Community Plan establishes design policies for multi-family residential development to promote architectural design that enhances quality-of-life, living conditions, and neighborhood pride of the residents. The project will utilize appropriate site planning by providing a pedestrian entrance at the building frontage and incorporating areas of public and private open space and landscaping in and around the building. The design of the project will be of a quality and character that improves community appearance. The project will have variation in building color, materials, and textures and architectural features that break up the massing of the long frontages. Although the ground floor includes parking, the parking areas are not visible to pedestrians and are contained within the building behind ground-floor retail spaces and integrated into the overall architectural style of the building. The trash areas are enclosed and located on the subterranean levels of the parking

areas. All roof-top equipment and building appurtenances will be screened from view. As such, the project will meet the goals and objectives of the Westchester – Playa del Rey Community Plan by providing a new housing choice with good site planning and design in a commercial corridor supported by a strong public transit system.

Objective 1-4: Provide affordable housing and increased accessibility to more population segments, especially students, the disabled and senior citizens.

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

Policy 1-4.3: Ensure that new housing opportunities minimize displacement of residents.

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

The project includes a set-aside of seventeen percent (17%) of the base density, or forty-one (41) units, of housing restricted for Very Low Income households. The provision of affordable housing meets the goals of the Westchester – Playa del Rey Community Plan by promoting a diversity of housing types, for a variety of households with varying income levels. Additionally, demolition and clearing of the existing single-story strip mall style commercial building and single-story industrial building to make way for the project will generate new housing opportunities without the displacement of any residential dwelling units.

Mobility Element

The 2035 Mobility Plan of the General Plan provides the policy foundation for achieving a transportation system that balances the needs of all road users in the city of Los Angeles. The Mobility Plan defines goals, objectives and policies relating to safety, infrastructure, access, technology, and environment. The project will be in substantial conformance with the following objectives and policies of the Mobility Plan:

Chapter 3 Objective – Ensure that 90% of households have access within one mile to the Transit Enhanced Network by 2035.

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

The project is situated in proximity to major employment centers and amenities such as restaurant, retail, and entertainment uses, and its location helps to facilitate easy access to the public transportation network. Walkable destinations, a variety of transit options, as well as the provision of ample bicycle parking within the project, will encourage residents and visitors to avoid extraneous vehicle trips to shopping, employment, or other destinations. The project seeks to optimize the use of the land for residential apartments that will benefit from transit, services, and retail in close proximity, subsequently reducing overall reliance on vehicle trips and ensuring that a larger proportion of households are within one mile of transit.

Coastal Transportation Corridor Specific Plan

The Coastal Transportation Corridor Specific Plan is intended to provide a funding mechanism for transportation improvements generated by new development within the Specific Plan and help mitigate transportation impacts generated by the new development. The Applicant has submitted a Technical Memorandum including a Vehicle Miles Traveled analysis to the Los Angeles Department of Transportation. The Applicant will be required to obtain LADOT approval for the purposes of determining that the traffic study adequately describes any project-related impacts of the proposed development. The project will comply with all conditions LADOT incorporates into their assessment, including payment to the City's Transportation Impact Assessment (TIA) Fee Program.

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

The 2013-2021 Housing Element of the General Plan establishes a blueprint to meet housing and growth challenges in the City of Los Angeles. The Housing Element defines goals, objectives, and policies relating to housing production and preservation; safe, livable, and sustainable neighborhoods; housing opportunities without discrimination and ending and preventing homelessness. The project is consistent with the following goals, objectives, and policies of the Housing Element of the General Plan:

Goal 1 – Housing Production and Preservation

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

Policy 1.1.3 – Facilitate new construction of a variety of housing types that address current and projected needs of the city's households.

Policy 1.1.4 – Expand opportunities for residential development particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

The project will meet the Housing Element's goals of providing new housing while promoting safe, livable, and sustainable neighborhoods. The project will introduce a multifamily residential building with 362 market-rate and affordable dwelling units in an area where rental housing is in high demand, and transit is prevalent. The project will serve to improve the City's overall housing stock by providing a variety of sizes and types, oriented to the needs of a diverse variety of residents.

Goal 2 – Safe, Livable, and Sustainable Neighborhoods

Objective 2.4 – Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City.

Policy 2.4.1 – Promote preservation of neighborhood character in balance with facilitating new development.

Policy 2.4.2 – Develop and implement design standards that promote quality residential development.

Policy 2.4.2 – Develop and implement sustainable design standards in public and private open space and street rights-of-way. Increase access to open space, parks and green spaces.

The project will offer a range of unit types and sizes, including studios, one, and two-bedroom units, catering to different income levels, as well as forty-one (41) units restricted for occupancy by Very Low Income Households. The Project will adhere to the standards established by the Los Angeles Green Building Code and Citywide Design Guidelines.

5. The project contains the requisite number of Restricted Affordable Units, based on the number of units permitted by the maximum allowable density on the date of application.

The project site is zoned C4-1 with a General Plan land use designation of “General Commercial.” Commercial zones are limited to the density allowed in the R4 zone, or one (1) dwelling unit for each 400 square-feet of lot area. The base density permitted on the subject site is 241 dwelling units. The project is permitted a thirty-five percent (35%) density bonus in exchange for setting aside eleven percent (11%), or twenty-seven (27), of the base density units for Very Low Income households.

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The project is permitted an additional density increase beyond thirty-five percent (35%) by setting aside one (1) additional percent of base density units above the eleven percent (11%) for Very Low Income households for every additional two and one-half percent (2.5%) density increase above the thirty-five percent (35%). Below is a table showing the requisite percentage of affordable housing units for Very Low Income households based on the percentage of density increase.

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11	35
12	37.5
13	40
14	42.5
15	45
16	47.5
17	50

The Applicant requests a Conditional Use to increase the density by fifty percent (50%) to allow a total of 362-units in lieu of 241 base density units. As highlighted in the table above, the Applicant is required to set aside eighteen percent (17%), which is forty-four (41) units, of the 241 base density units for Very Low Income households in exchange for the requested fifty percent (50%) density increase. The Applicant proposes to set aside forty-four (41) units for Very Low Income households. As such, the project satisfies the percentage of the base density required to be restricted to Very Low Income households to be eligible for the fifty percent (50%) density increase.

6. The project meets any applicable dwelling unit replacement requirements of California Government Code Section 65915(c)(3).

The subject site does not contain any dwelling units. As such, no replacement units are required.

7. The project's Restricted Affordable Units are subject to a recorded affordability restriction of 55 years from the issuance of the Certificate of Occupancy, recorded in a covenant acceptable to the Housing and Community Investment Department, and subject to fees as set forth in Section 19.14 of the Los Angeles Municipal Code.

The Applicant proposes to set aside a total of forty-one (41) units for Restricted Affordable households. The Applicant anticipates the project's Conditions of Approval will require a Covenant and Agreement executed to the satisfaction of HCIDLA to make forty-one (41) Restricted Affordable Units available to Very Low Income households for rental as determined to be affordable to such households by HCIDLA for a period of fifty-five (55) years. The Applicant anticipates the project will be required to present a copy of the recorded covenant to the Department of City Planning and the proposed project will be required to comply with any monitoring requirements established by HCIDLA. Therefore, the project satisfies this finding in regards to subjected Restricted Affordable Housing Units to recorded affordability per HCIDLA.

8. The project addresses the policies and standards contained in the City Planning Commission's Affordable Housing Incentives Guidelines.

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. HCIDLA 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, location, size and bedroom type 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.

The project requests a 50 percent (50%) density increase above the 241 base density units to permit a total of 362 dwelling units. The project will set aside forty-one (41) units for Very Low Income Households. As such, the project is consistent with the State Density Bonus Law and the local Density Bonus Ordinance, which the Affordable Housing Incentives Guidelines implement. Therefore, the project complies with the City Planning Commission's Affordable Housing Incentives Guidelines.

DENSITY BONUS

9. The Incentive is required in order to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5, or Section 50053 for rents for the affordable units.

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

Moderate Income Households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

Based on the set-aside of seventeen percent (17%) of base units for Very Low Income households, the applicant is entitled to three (3) Incentives under both the Government Code and LAMC. The Applicant has requested three (3) Off-Menu Incentives and Waivers of Development Standards.

Floor Area Ratio

The subject site is zoned C4-1, which permits a maximum Floor Area Ratio (“FAR”) of 1.5:1. The applicant has requested an Off-Menu Incentive for a FAR of 3.85:1 in lieu of the otherwise allowable 1.5:1 FAR. The project includes many larger-sized dwelling units, as well as a significant ground-floor commercial in the form of two restaurants, one proposed at 3,700 square-feet and one existing at 7,000 square-feet. The requested increase in FAR will allow 221,483 square-feet of additional floor area, and will achieve identifiable and actual cost reductions that will allow for the construction of affordable units in addition to larger-sized dwelling units.

FAR By-Right	Buildable Lot Area	Total Floor Area
1.5	96,030 sq. ft.	144,045 sq. ft.

Requested FAR	Buildable Lot Area	Total Floor Area	Add'l Floor Area
3.85	96,030 sq. ft.	365,528 sq. ft.	221,483 sq. ft.

Open Space

Section 12.21 G.2 of the LAMC requires 100 square-feet of usable open space per dwelling unit with less than 3 habitable rooms, 125 square-feet of usable open space per dwelling unit with 3 habitable rooms, and 175 square-feet of usable open space per dwelling unit with greater than 3 habitable rooms. For the proposed project with 124 studio units, 112 one-bedroom units, and 126 two-bedroom units, a total of 39,350 square-feet of open space would be required. Strict compliance with the open space requirements would have the effect of physically precluding construction of the development proposing 362 dwelling units, 41 of which will be set aside for Very Low Income Households. The applicant has requested a 26 percent reduction to allow 29,119 square-feet of open space through an Off-Menu Incentive. Without the incentive to reduce the minimum usable open space required to 29,119 square feet, the project would need to provide an additional 10,231 square-feet of common or private open space on-site. The project currently proposes dwelling units that range in size from 400 square feet to 1,100 square feet. Compliance with the minimum usable open space provision would require the removal of floor area that could otherwise be dedicated to the number, configuration, and livability of affordable housing units. Specifically, the project would not only need to comply with the total amount of usable open space requirements, but also the design, dimension, and area requirements set forth in LAMC Section 12.21 G. Common open space would need to be at least 15 feet in width on all sides, have a minimum area of 400 square feet, and be open to sky. The project would lose floor

area of the development in order to meet all of these additional requirements for common open space. Instead, the requested Incentive will achieve identifiable and actual cost reductions that will allow for the construction of affordable units in addition to larger-sized dwelling units.

Building Separation

Section 12.21 C.2 (a) requires 20-feet of space between every multiple-story multifamily residential building and any other main building on the same lot, increased by 2-feet for each story over the second. As described previously, the southeastern portion of the project site is home to an approximately 7,000 square-foot diner (Dinah's Family Restaurant). Dinah's Family Restaurant has been in continuous operation at this location since the diner was constructed in 1957, and has retained essential, character-defining features from a period of historic significance.

The Project will retain the Dinah's Family Restaurant building, including all of its character-defining features and materials described in the Sepulveda+Centinela Project Historical Resources Technical Report (ARG, 2021). The building will continue to be available as a restaurant and previous alterations, including non-historic blue awnings on the east façade, will be removed. New mechanical, electrical and plumbing (MEP) systems will be installed in order to minimize the need for obtrusive rooftop equipment. A small portion at the rear of the restaurant building (comprising the take-out department, which was added in 1959 and is not character-defining) would be removed to make way for the integration of the mixed-use development. New structural columns will also be installed in the west half of the building, which consists of back-of-house space, to support the section of the new mixed-use building that cantilevers over the back portion of the restaurant. Otherwise, the historic restaurant building will be retained and preserved.

Therefore, the Project Site has two main buildings up to eight stories in height, which requires 32-feet of space separating the two main buildings. The Applicant is requesting a reduction to the Building Separation requirements from 32-feet to 0-feet. Strict compliance with the code in this instance specifically would limit the project's building envelope and reduce both the site unit count and overall density.

10. The Incentives will NOT have a Specific Adverse Impact upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there 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 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 requested density bonus incentives will have a Specific Adverse Impact. As defined by Section 12.22 A.25 (b) of the LAMC, 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." The finding that there is no evidence

in the record that the requested incentive will have a Specific Adverse Impact is further supported by the recommended CEQA finding. The findings to deny an incentive under Density Bonus Law are not equivalent to the findings for determining the existence of a significant unavoidable impact under CEQA. However, under a number of CEQA impact thresholds, the City is required to analyze whether any environmental changes caused by the project have the possibility to result in health and safety impacts. The project and potential impacts were analyzed in accordance with the CEQA Guidelines. Technical studies analyzing various potential project health and safety related impacts were prepared and concluded that a SCEA could be adopted, including, on the basis that none of the potential environmental effects of the project would cause substantial health and safety related impacts. s. Based on the above, there is no basis to deny the requested incentive.

SITE PLAN REVIEW

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

Pursuant to LAMC Section 12.36 D, when acting on multiple applications for a project, when appropriate, findings may be made by reference to findings made for another application involving the same project. This finding is substantially identical to the findings found earlier in this document as Finding Nos. 3 and 4 in the Conditional Use Findings and is hereby incorporated by reference.

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

Height

The project will be eight stories and 94-feet in height, which is permitted by the C4-1 Zone that allows unlimited height. The proposed height is compatible with surrounding existing and approved development, including an approximately nine-story office building across Sepulveda Boulevard and an approved 8-story (91-foot tall) multifamily residential project at 6711 S. Sepulveda Boulevard, and an approved 5-story (92-foot tall) multifamily residential project at 6733 S. Sepulveda Boulevard.

Bulk/Massing

There are single-family dwellings in the R1V2 Zone to the southwest of the subject site. However, these residences will not be impacted by the project due to the elevation at which they are located and the grade change between the project site and the nearby properties. The project has been designed to mitigate any potential negative interaction with surrounding structures and to be compatible with the scale and massing of Sepulveda Boulevard and the adjacent neighborhood.

Building Materials

The building provides a variety of materials and differentiating planes to create distinct breaks, while creating a pedestrian-scaled project at the street level with glass to encourage transparency and façade elements with a variety of materials. The building design incorporates a variety of recesses, balconies, and architectural features to add interest to the building.

Entrances

The primary building entrance is proposed along Sepulveda Boulevard, and is differentiated from the remainder of the street frontage through a recess that is enhanced by architectural features at the pedestrian level. In addition, all ground-floor commercial spaces fronting Sepulveda Boulevard will have individual entrances that will be directly accessible from the sidewalk.

Setbacks

The subject site is a through lot with front yards on both Sepulveda Boulevard and Arizona Avenue and side yards along the northern and southern lot lines. The project creates a strong street wall with minimal setbacks along Sepulveda Boulevard. The project will comply with the setback requirements of the C4-1 Zone, with the exception of the northern lot line, which abuts an unimproved lot in the City of Culver City zoned "T" for Transportation infrastructure purposes.

Parking/Loading

The Applicant has requested to utilize a parking reduction granted by-right under Section 12.22 A.25 (d)(1) of the LAMC, also known as the Density Bonus Parking Option No. 1 as amended by AB2345. This Parking Option requires parking spaces at the following ratios: 1 space per unit containing 0-1 bedrooms, 1.5 spaces per two-bedroom unit and 2 spaces per three-bedroom unit. The proposed project provides 124 studios, 112 one-bedroom units, and 126 two-bedroom units, and is therefore required to provide a total of 425 residential parking spaces. The proposed project provides 480 residential parking spaces. An additional 40 commercial parking stalls are located on-site to serve the existing and proposed restaurant spaces. The total on-site parking proposed by the Project is 520 auto stalls. Bicycle parking will be provided in keeping with the requirements outlined in LAMC Section 12.21 A.4.

The parking is proposed in the form of one subterranean level, one at-grade level, and two above-grade levels. The project will reduce the number of curb cuts and driveways currently on-site from three to two. Two existing curb cuts – one on Sepulveda Boulevard and one on Arizona Avenue – will remain and provide access to the proposed automobile parking garage. Therefore, the project will improve the walkability of the site by removing an existing curb cut and surface parking lots. Electric vehicle charging spaces and electric vehicle charging stations will comply with all applicable regulations of the LAMC.

Lighting

The project will provide ancillary lighting along pedestrian and vehicular accessways, and all pedestrian walkways and vehicle access points will be well-lit with lighting fixtures that are harmonious with the building design. All outdoor lighting provided on-site will be shielded to

prevent excessive illumination and spillage onto adjacent public rights-of-way, adjacent properties, and the night sky.

Landscaping/Open Space

Common open space is provided in the form of an open-air landscaped courtyard with swimming pool at the fourth floor, a fitness center at the fourth floor, recreation rooms at both the fourth and eight floors, and a roof deck. The project also provides private balconies for use as private open space for individual units. The common open space areas will meet the minimum dimension, landscaping, and amenity requirements of Section 12.21 G.2 of the LAMC.

Trash Collection

Trash and recycling areas will be located within the interior parking garage area to ensure they are not visible from public view and from abutting streets. Service providers will access the trash area from driveways along Sepulveda Boulevard and Arizona Avenue and enter the parking garage for trash collection. Therefore, trash collection will not affect circulation for surrounding properties.

13. 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. Common open space is provided in the form of an open-air landscaped courtyard with swimming pool at the fourth floor, a fitness center at the fourth floor, recreation rooms at both the fourth and eight floors, and a roof deck. The project also provides private balconies for use as private open space for individual units. Therefore, the proposed project provides sufficient recreational and service amenities for its residents, minimizing any impacts on neighboring properties.

WAIVER OF DEDICATION AND IMPROVEMENT

14. The dedication and improvement are not necessary to meet the City's mobility needs for the next twenty years based on guidelines the Streets Standards Committee has established.

Sepulveda Boulevard

Sepulveda Boulevard is designated as a "Boulevard I" by the Mobility Plan, which requires a half right-of-way of 68-feet and a half roadway of 50-feet. Currently, Sepulveda Boulevard's abutting half right-of-way is 50-feet in width, improved with a half roadway 42-feet in width. The Applicant is seeking a Waiver of Dedication and Improvement to eliminate the 18-foot dedication requirement and 8-foot roadway widening improvement requirement along Sepulveda Boulevard. The western side of Sepulveda Boulevard within 500-feet to the north and the south of the project site observes widely variable right-of-way (ROW) widths. While the full ROW requirement of the Mobility Plan is 136-feet, the dimensions of the ROW vary between 100-feet and 119-feet.

To the north, Sepulveda Boulevard leads into the City of Culver City, where the City of Los Angeles' Mobility Plan and Street Standards do not apply. In the City of Culver City, Sepulveda Boulevard is generally characterized as a roadway with three lanes in each direction, consistent with the roadway abutting the project site. Immediately adjacent to the project site to the north is a lot located in the City of Culver City, where the configuration of the abutting half ROW is similar to what is observed now adjoining the project site. Again, this privately-owned lot is not required to adhere to the City of Los Angeles' Mobility Plan and Street Standards and is not expected to widen or improve its adjoining ROW within the next twenty years.

As described previously, the project site is also home to an approximately 7,000 square-foot diner (Dinah's Family Restaurant) that is built to the existing property line adjoining Sepulveda Boulevard. Dinah's Family Restaurant has been in continuous operation at this location since the diner was constructed in 1957, and has retained essential, character-defining features from a period of historic significance. The Project will retain the Dinah's Family Restaurant building, including all of its character-defining features and materials described in the Sepulveda+Centinela Project Historical Resources Technical Report (ARG, 2021). The building will continue to be available as a restaurant and previous alterations, including non-historic blue awnings on the east façade, will be removed. New mechanical, electrical and plumbing (MEP) systems will be installed in order to minimize the need for obtrusive rooftop equipment. A small portion at the rear of the restaurant building (comprising the take-out department, which was added in 1959 and is not character-defining) would be removed to make way for the integration of the mixed-use development. New structural columns will also be installed in the west half of the building, which consists of back-of-house space, to support the section of the new mixed-use building that cantilevers over the back portion of the restaurant. Otherwise, the historic restaurant building will be retained and preserved.

Preservation of the historic resource will ensure that the abutting half ROW will not be widened or improved within the next twenty years. Should the ROW be widened and improved along the project site's remaining frontage, the sidewalk would be forced to "jog" for the roadway improvements and disrupt pedestrian flow, a configuration antithetical to the City's Complete Streets Design Guide.

Moreover, the R1 residences to the south along Sepulveda will never need to dedicate due to the R3 Ordinance. So, the dedication could never be carried down the street to fully achieve Mobility Element pedestrian circulation benefit regardless. Therefore, the dedication and improvement requirement are not necessary to meet the City's mobility needs for the next twenty years.

Arizona Avenue

Arizona Avenue is designated as a "Standard Local Street" by the Mobility Plan, which requires a half right-of-way of 30-feet and a half roadway of 18-feet. Currently, Arizona Avenue's abutting half right-of-way is 33-feet in width, improved with a half roadway 17-feet in width. The Applicant is seeking a Waiver of Dedication and Improvement to eliminate the 1-foot roadway widening improvement requirement along Arizona Avenue.

Arizona Avenue provides local access to two distinct tracts. The segment adjoining the Project Site provides access between the light industrial and commercial uses to the west of the Project Site and connects to Centinela Avenue. To the south, Arizona Avenue ends in a cul-de-sac that serves the single-family dwellings in the neighborhood and connects only to other Standard Local Streets. The segment of Arizona Avenue between the two neighborhoods is an unimproved paper street. The two neighborhoods are geographically and practically differentiated, and vehicular circulation between the two tracts via Arizona Avenue is neither warranted nor proposed. Therefore, additional roadway widening along the Project Site is not necessary to meet the City's mobility needs for the next twenty years since Arizona Avenue does not provide contiguous roadway access along its designated right-of-way. Should the City desire to pursue roadway widening, the existing half right-of-way is wider than required under the Mobility Plan so the City will have the land to make such improvements.