

**ATTACHMENT "A"**  
**5201 – 5309 W. Knowlton Street and**  
**6865 S. La Cienega Boulevard, Los Angeles, CA 90045**

**Entitlement Requests**

Kirby Manor Corp (the "Applicant") respectfully requests approval of the following action:

- 1) Pursuant to the **Los Angeles Municipal Code ("LAMC") Section 12.22.A.25 and California State Government ("Gov,") Code Section 65915**, a Density Bonus with two on-menu incentives:
  - i. Pursuant to LAMC 12.22 A.25(f)(5), an 11-foot height increase to permit a maximum overall building height of 56 feet in lieu of the otherwise allowable 45 feet.
  - ii. Pursuant to LAMC 12.22 A.25(f)(1), a 20% decrease in the required north side yard.
  
- 2) Pursuant to **LAMC Section 16.05**, a Site Plan Review for the construction of a housing development project with a net increase of more than 50 dwelling units.

Pursuant to various sections of the **LAMC**, the Applicant will request approvals and permits from the Building and Safety Department (and other municipal agencies) for project construction actions including, but not limited to, the following: haul route, demolition including street trees, excavation, shoring, grading, foundation, and building and tenant improvements.

## PROJECT SUMMARY

### Project Description

The Applicant proposes to redevelop an approximate 77,917 square-foot irregularly shaped area located at 5201 - 5309 W. Knowlton Street and 6865 S. La Cienega Boulevard in the Westchester-Playa Del Rey Community Plan Area of the City of Los Angeles (the "Project Site"). The Project Site is currently improved with a multi-family residential apartment complex with 50 dwelling units and associated single-story parking garages. The Applicant proposes to demolish the existing improvements and remove 17 on-site trees for the construction of a new multi-family residential development consisting of two buildings totaling 145 dwelling units including 33 restricted affordable dwelling units (the "Project"). The Project includes one 5-story building with 80 dwelling units ("Building 1") and one 4-story building with 65 dwelling units ("Building 2") with a total of 192,494 square feet in floor area, or 2.79 to 1 FAR across the entire site. The Project will also include export of approximately 31,495 cubic yards of earth.

Building 1 will consist of 109,375 square feet of floor area and achieve an overall height of 56 feet. Building 1 will provide 10,700 square feet of open space for Project residents in courtyards, roof decks, interior recreation rooms and private balconies. Landscaping for Building 1 will include 2,867 square feet of planting and 23 new trees. Parking for Building 1 will include 15 at-grade parking spaces with access from the north alley and 94 subterranean parking spaces with access from the west alley.

Building 2 will consist of 83,119 square feet of floor area and achieve an overall height of 52 feet. Building 2 will provide 8,189 square feet of open space for Project residents in courtyards, roof decks, interior recreation rooms and private balconies. Landscaping for Building 2 will include 2,091 square feet of planting and 20 new trees. Parking for Building 2 will include 17 at-grade parking spaces with access from the north alley and 71 subterranean parking spaces with access from a two-way driveway on Knowlton Avenue.

The Project has been designed utilizing a historic multifamily design strategy, known as the 'Alphabet' strategy. The large-scale plan organization of the project features articulated segments, similar to the Letter E or F. This organization provides for a scaled building massing, and increases the exterior surface area of the building, therefore allowing for significant light and air access for the residential units. The building's architectural style builds on a very long history of what would now be recognized as classical mid-century modernism. The proposed design utilizes simple scaled masses, articulated with clean geometry. The design utilizes current and historic Southern California material preferences known for their durability in this environment, colored cement plaster and pre-painted sheet metal panels. Glazing is differentiated by use, and includes modern storefront glazing at the lobby and common open spaces, and more traditionally scaled operable windows and patio doors at the residential units.

**Table 1. Project Data Summary**

<b>LOT AREA AND ZONING INFORMATION</b>				
	<u>Lot Area (SF)</u>	<u>Lot Area with 1/2 Alley (SF)</u>	<u>Buildable Area</u>	
Total	77,917 SF	85,913 SF	69,115 SF	
<b>DENSITY</b>				
<b>Permitted</b>	<u>Lot Area + 1/2 Alley (SF)</u>	<u>Ratio (Unit per SF)</u>	<u>Units</u>	
R3-1	85,930 SF	1 unit per 800	<u>106</u>	
<b>Density Bonus</b>	<u>Base Density (Round Up)</u>	<u>% Increase</u>	<u>Units</u>	
<b>TOTAL</b>	<u>107</u>	<u>35%</u>	<u>145</u>	
<b>Proposed</b>	<u>Units</u>	<u>% Increase</u>		
<b>TOTAL</b>	145	35%	-	
<u>Unit Type</u>				
Studio	0	0%		
One-Bedroom	42	29%		
Two-Bedroom	67	46%		
Three-Bedroom	36	25%		
<b>FAR</b>				
<b>Permitted</b>	<u>FAR</u>	<u>Buildable Area (SF)</u>	<u>Permitted Floor Area (SF)</u>	
<b>TOTAL</b>	3 to 1	69,115	207,345	
<b>Proposed</b>	<u>Floor Area (SF)</u>	<u>FAR</u>		
<b>TOTAL</b>	192,494	2.79 to 1		
Building 1	109,375			
Building 2	83,119			
<b>HEIGHT AND STORIES</b>				
<b>Permitted</b>	<u>Height (ft)</u>	<u>Stories</u>		
R3-1	45 ft	Unlimited		
<b>Density Bonus</b>		<u>Total Permitted Height (ft)</u>	<u>Stories</u>	
LAMC Section 12.22.A.25(f)(5)	<u>Increase (ft)</u>			
R3-1	11 ft	56 ft	5 stories	
<b>Proposed</b>	<u>Building 1 Height</u>	<u>Building 1 Stories</u>	<u>Building 2 Height</u>	<u>Building 2 Stories</u>
To top of parapet	56 ft – 0 in	5 stories	52 ft – 0 in	4 stories
To Highest Building Element	64 ft – 9 in		62 ft – 0 in	

<b>YARDS AND SETBACKS</b>					
	<b><u>Required (ft)</u></b>	<b><u>Proposed (ft)</u></b>			
Front (La Cienega)	15'- 0"	15'- 0"			
South Side (Knowlton)	8'- 0"	8'- 0"			
North Side (Alley)	8'- 0"	6' – 4 13/16"			
Rear (Alley)	15'- 0"	15'- 0"			
Note: Front yard setback defined as shortest frontage (La Cienega) despite primary pedestrian entrances being proposed for Knowlton St.					
<b>OPEN SPACE</b>					
<b>Required</b>	<b><u>SF per Unit</u></b>	<b><u>Building 1</u></b>		<b><u>Building 2</u></b>	
		<b><u>Units</u></b>	<b><u>SF</u></b>	<b><u>Units</u></b>	<b><u>SF</u></b>
< 3 Habitable rooms	100	22	2,200	20	2,000
3 Habitable rooms	125	33	4,125	34	4,250
> 3 habitable rooms	175	25	4,375	11	1,925
Total		80	<b>10,700</b>	65	<b>8,175</b>
Outdoor	at least	50%	5,350		4,088
Indoor	up to	25%	2,675		2,044
Private	up to	50%	5,350		4,088
<b>Proposed</b>		<b><u>SF</u></b>	<b><u>%</u></b>	<b><u>SF</u></b>	<b><u>%</u></b>
Outdoor		7,733	72%	6,638	81%
Recreation Room		2,667	25%	1,202	15%
Private		300	3%	350	4%
<b>TOTAL</b>		10,700	100%	8,190	100%
<b>LANDSCAPING</b>					
<b>Required Landscaping</b>	<b><u>SF</u></b>	<b>Required Trees</b>	<b><u>Trees</u></b>		
Building 1 (25% outdoor OS)	1,933	Building 1 (1 per 4 units)	20		
Building 2 (25% outdoor OS)	1,660	Building 2 (1 per 4 units)	16		
<b>Proposed Landscaping</b>		<b>Proposed Trees</b>	New: 23 Existing: 4		
Building 1	1,933	Building 1	New: 20 Existing: 1		
Building 2	1,660	Building 2			
Total	<b><u>3,593</u></b>	Total	48		

VEHICULAR PARKING			
<b>Density Bonus Required</b> Gov Code Section 65915(p)(1) <u>Building 1</u>	<u>Per Unit</u>	<u>Units</u>	<u>Required Spaces</u>
Zero to One Bedroom	1	22	22
Two to Three Bedroom	1.5	58	87
Four + Bedrooms	2.5	0	0
TOTAL			109
<u>Building 2</u>			
Zero to One Bedroom	1	20	20
Two to Three Bedroom	1.5	45	68
Four + Bedrooms	2.5	0	00
TOTAL			88
<b>COMBINED TOTAL</b>			<b>197</b>
<b>Proposed</b>	<u>Spaces</u>		
Building 1	109		
Building 2	88		
Total Parking Provided	<b>197</b>		
BICYCLE PARKING			
<b>Required</b>			
<b>Short Term (Residential)</b>	<u>Ratio</u>	<u>Building 1 (Stalls)</u>	<u>Building 2 (Stalls)</u>
1 - 25 Dwelling Units	1 per 10	2.5	2.5
26 - 100 Dwelling Units	1 per 15	<u>3.6</u>	<u>2.6</u>
Total		6	5
			11
<b>Long Term (Residential)</b>	<u>Ratio</u>	<u>Building 1 (Stalls)</u>	<u>Building 2 (Stalls)</u>
1 - 25 Dwelling Units	1 per 1	25	25
26 - 100 Dwelling Units	1 per 1.5	<u>36.6</u>	<u>26.6</u>
Total		62	52
			114
<b>Proposed</b>	<u>Building 1 (Stalls)</u>	<u>Building 2 (Stalls)</u>	<u>Total (Stalls)</u>
Short Term	7	6	13
Long Term	63	54	115

## PROJECT SITE

The Project Site is located at 5201 - 5309 W. Knowlton Street and 6865 La Cienega Boulevard in the Westchester - Playa Del Rey Community Plan Area Los Angeles community of the City of Los Angeles. The Project Site is generally bound by Knowlton Street to the south, La Cienega Boulevard to the east and La Tijera Boulevard to the north and west. Along La Cienega Boulevard, the Project Site has approximately 150 feet of linear frontage. Along the northern property line that fronts along a public alley, the Project Site has approximately 610 feet of linear frontage. The subject property is currently improved with a 50 unit apartment complex with associated surface parking areas and single-story parking garages.

The subject property is legally described as Lots 1 through 11 of Tract 14055 and is located within the Westchester – Playa del Rey (the "Community Plan") area. The Project Site is also located in the Los Angeles Coastal Transportation Corridor Specific Plan. The Project Site includes 11 lots and 4 Assessor's Tax Parcels (APNs 4103-001-001, -002, -008, -0050). According to an ALTA Survey of the Project Site commissioned on September 28, 2021, the lot area of the Project Site is 77,917 square feet, as described in Table 1 below.

**Table 2. Lot Area Based on ATLA Survey**

Address	APN	Lot	Area (SF)
5307 – 5309 W. Knowlton Street	4103-001-005	11	14,676
5305 – 5301 W. Knowlton Street		10	
5251 W. Knowlton Street	4103-001-008	9	20,321
5245 – 5247 W. Knowlton Street		8	
5239 – 5241 W. Knowlton Street		7	
5233 – 5235 W. Knowlton Street	4103-001-002	6	6,774
5227 W. Knowlton Street	4103-001-001	5	36,146
5221 W. Knowlton Street		4	
5215 - 5219 W. Knowlton Street		3	
5209 W. Knowlton Street		2	
5201 - 5203 W. Knowlton Street, 6865 S. La Cienega Boulevard		1	
<b>TOTAL</b>			<b>77,917</b>

The Project Site is located in the R3 Zone which corresponds to the Medium Residential land use designation. The Project Site is also located in Height District 1, which permits a maximum building height of 45 feet.

### Surrounding Uses

North: Properties north of the site across the rear alley are zoned C2-1VL and developed with commercial buildings including an Amazon Fresh grocery store, fast food restaurants, and other commercial businesses.

East: The properties east of the site across La Cienega Boulevard are in the City of Inglewood and include multi-family and single-family residences.

South: Properties south of the site are zoned R3-1 and are developed with multi-family residential buildings and a residential structure used for a preschool.

West: The property west of the site along Knowlton Street and La Tijera Boulevard are zoned C2-1VL and are developed with a variety of commercial businesses, including a department store, liquor store, and fast food restaurants.

### **Transit Adjacency**

The Subject Property is well served by numerous public transit options proximate to the Project Site. The following public transportation opportunities are located within walking distance, or within a half mile, of the Project Site.

Metro Local Line 110 – Runs along Centinela Avenue with the nearest stop at Centinela Avenue and La Tijera Boulevard. This route provides service to and from Bell Gardens, Huntington Park, Hyde Park, Inglewood, and Playa Vista.

Metro Local Line 102 – Runs along La Tijera Boulevard with the nearest stop at Centinela Avenue and La Tijera Boulevard. This route provides service to and from Walnut Park, Jefferson Park, Leimert Park, Windsor Hills, Westchester, and LAX.

### **Surrounding Streets**

**La Cienega Boulevard:** The Mobility Plan 2035 designated La Cienega Boulevard as a Boulevard II with a required right-of-way width of 110 feet (55-foot half right-of-way), which includes a required roadway of 80 feet (40-foot half roadway) and a 15-foot sidewalk. Based on the Topographic and Boundary Survey provided by the Client, La Cienega Boulevard is currently improved with an approximate 50-foot half right-of-way. Thus, a **5-foot dedication** is required along La Cienega Boulevard as confirmed by Bureau of Engineering per their issued Planning Case Referral Form (PCRF).

**Knowlton Street:** The Mobility Plan 2035 designates Knowlton Street as a Local Street – Standard with a required right-of-way width of 60 feet (30-foot half right-of-way), which includes a required roadway width of 36 feet (18-foot half roadway) and a 12-foot sidewalk. Knowlton Street is currently improved with a 60-foot right-of-way, so no dedications are required as confirmed by Bureau of Engineering per their issued PCRF.

**Alley:** The Standard Street Dimensions for alleys prescribes alleys to have a minimum 20-foot width (10-foot half alleyway). The north alley is improved with a 20-foot width and the west alley is improved with a 30-foot width, thus, no improvements or dedications are required as confirmed by Bureau of Engineering per their issued PCRF.

## LAMC ZONING CONFORMANCE

### Density

The Project Site is located within the R3-1 zone. Pursuant to LAMC Section 12.10.C.4, residential density is permitted at a rate of one dwelling unit per 800 square feet of lot area. Pursuant to LAMC Section 12.21.C.16, the lot area includes one-half of an adjacent alley for the purposes of calculating density. The Project Site is approximately 77,917 square feet and the lot area of the abutting alleys is approximately 7,912 square feet for a total of 85,930 square feet of lot area for calculating density. Thus, the by-right density is 106 dwelling units and the base density (rounded up) for the purposes of calculating density bonus is 107 dwelling units.

In accordance with LAMC Section 12.22.A.25(c), the Project will include at least 11% of the base density as restricted affordable for Very Low Income households and is thus eligible for a 35% density increase. The Applicant will utilize a 35% density increase pursuant to LAMC 12.22.A.25(c) for an additional 38 units or a total of 145 dwelling units.

**Table 3. Density Calculation Table**

<b>Zone</b>	<b>Lot Area w/ ½ Alley (SF)</b>	<b>Ratio</b>	<b>Base Density (rounded up)</b>	<b>Total Units with 35% DB</b>	<b>Units Proposed</b>
R3-1	85,193	1 unit per 800 SF	107	145	Building 1: 80 Building 2: 65 Total: 145

The Project will include two buildings, referred to as Building 1 and Building 2. Building 1 consists of 80 dwelling units and Building 2 consists of 65 dwelling units.

### Affordability

The Project will restrict 33 dwelling units as restricted affordable throughout both Building 1 and Building 2, which satisfies Density Bonus and SB 8 housing replacement requirements.

#### SB 8 Replacement Units

The Project Site is currently improved with 50 Rent Stabilization Ordinance (“RSO”) dwelling units, which will be demolished in order to construct the Project. Building 1 will require the removal of 26 dwelling units and Building 2 will require the removal of 24 dwelling units.

Pursuant to SB 8, demolished dwelling units must be replaced with on-site restricted affordable units in accordance with tenant income statements and the Comprehensive Housing Affordability Strategy (“CHAS”). Based on the November 16, 2022 SB 8 Replacement Unit Determination, tenant letter packages were sent by Los Angeles Housing Department (“LAHD”) to all 50 tenants and 2 dwelling units responded with sufficient information to require unit replacements for Very Low-Income households.

CHAS requires 64% of units without tenant income information to be replaced with restricted affordable units. Since there are 48 dwelling units without income information, 46% of these units will be required to be restricted affordable for Very Low Income households and 18% of these units will be required to be restricted affordable for Low Income households, or 22 units and 9



units respectively, for a total of 31 restricted affordable replacement units. However, the Project will be constructed in two buildings that will each have its own replacement requirement as further described in Table 4.

**Table 4. Required and Proposed Affordability by Building**

	<b>Building 1</b>	<b>Building 2</b>	<b>Total</b>
Replacement Units per tenant income verification	1 Very Low Income	1 Very Low Income	2 units
Very Low Income (46%)	12 units	10 units	22 units
Low Income (18%)	5 units	4 units	9 units
Total Affordable Units	18 units	15 units	33 units

Since Building 1 will be constructed first, it will absorb any fractional units required. But, Building 1 will only replace the units demolished in order to construct Building 1. Additional units demolished for the construction of Building 2 will be replaced within Building 2.

**Density Bonus**

Pursuant to LAMC Section 12.22.A.25(c), a Housing Development Project is eligible for a 35% density increase provided that 11% of the base density is provided on-site as restricted affordable dwelling units for Very Low Income households. With a base density of 107 dwelling units, the Project is eligible for a 35% density increase by restricting 12 dwelling units for Very Low Income households.

Building 1 will be required to provide 13 Very Low Income dwelling units (1 unit based on tenant income verification and 12 units based on CHAS), which is sufficient to qualify both Building 1 and Building 2 for a 35% density increase.

**Floor Area**

In the R3-1 Zone and Height District, the FAR permitted is 3 to 1, or three times the buildable area of the Project Site. With approximately 69,115 square feet of buildable area, approximately 207,345 square feet of floor area is permitted. The Applicant proposes 192,494 SF (i.e. FAR of 2.79 to 1), which is below the maximum allowable floor area for the Project Site.

**Height**

Height in the R3-1 zone is limited to 45 feet. The project proposes to use an on-menu density bonus incentive LAMC 12.22 A.25(f)(5) for height which allows an increase of 11 feet for a maximum of 56 feet. The Project proposes a height of 5 stories and 56 feet for Building 1 (measured to parapet), and a height of 52 feet (measured to parapet) for Building 2.

**Yards and Setbacks**

According to the Yard Determination Report prepared by LADBS Engineer Eric Wong on November 1, 2021, the Project’s front yard will align with the narrowest street frontage, which is along La Cienega Boulevard. The south side yard is along Knowlton Street and the north side yard along the side alley. The rear yard is along the southern property line and the back alley.

The required and proposed yards are indicated on the following table.

**Table 5. Yard Setbacks**

<b>Lot Lines</b>	<b><u>Required (LAMC)</u></b>	<b><u>Provided</u></b>
Front – La Cienega Blvd	15'- 0"	15'- 0"
Side (south)– Knowlton St	8'- 0" (5 ft +3ft per 3 stories above level 2)	8' – 0"
Side (north) - Alley	8'- 0" (5 ft +3ft per 3 stories above level 2)	6' – 4 13/16"
Rear – Alley	15'- 0"	15'- 0"

### **Open Space**

According to LAMC 12.21 G, the Project is required to provide a minimum of 100 square feet of open space per unit with less than three habitable rooms, 125 square feet of open space per unit with three habitable rooms and 175 square feet of open space for more than three habitable rooms. According to the LAMC definition of habitable rooms, a kitchen is not considered a habitable room for open space purposes. Based on the proposed unit-type mix, the Project's required open space area is 18,875 square feet. The Project will provide the required usable open space area in the form of passive and active recreational spaces. Building 1 will include community rooms on the 2<sup>nd</sup> and 3<sup>rd</sup> floors, three outdoor courtyards on the ground floor, a pool and deck on the 5<sup>th</sup> floor, and two roof decks in addition to 300 SF of total private balcony open space. Building 2 will include community rooms on the 2<sup>nd</sup> and 3<sup>rd</sup> floors, two outdoor courtyards on the ground floor, 350 SF of private balconies, and two roof decks on the 5<sup>th</sup> floor.

The total area of outdoor open space provided by the Project Site is 15,020 square feet whereas the total area of indoor open space that count towards the required area is 3,869 square feet, resulting in a total of 18,889 square feet.

Trees are required at the rate of one tree per every four residential dwelling units. 20 Trees are required for Building 1 and 16.25 trees are required for Building 2, and the project will provide 27 trees for Building 1 (incl. 4 existing to remain) and 21 trees for Building 2 (incl. 1 existing to remain) for a total of 48 provided trees.

### **Vehicle Parking**

The project is eligible to utilize the parking standards pursuant to Gov. Code Section 65915(p)(1) of (A) Zero to one bedroom: one on-site parking space, (B) Two to three bedrooms: 1.5 on-site parking spaces and (C) Four and more bedrooms: two and one-half parking spaces.

Building 1 includes 22 one-bedroom units, 33 two-bedroom units and 25 three-bedroom units, which would require 109 vehicle parking spaces. Building 2 includes 20 one-bedroom units, 34 two-bedroom units and 11 three-bedroom units, which would require 88 vehicle parking spaces.

Building 1 will provide 109 vehicle parking spaces, including 15 at-grade parking spaces with access from the north alley and 94 subterranean vehicle parking spaces with access from the west alley. Building 2 will provide 17 at-grade vehicle parking spaces with access from the north

alley and 71 subterranean vehicle parking spaces with access from Knowlton Street. In total, the Project will provide 197 vehicle parking spaces, including 60 spaces as EV parking.

### **Bicycle Parking**

The Project is required to provide 62 long-term bicycle spaces and 7 short-term bicycle spaces for Building 1 and 52 long-term and 7 short-term for Building 2. The Project will provide 63 long-term bicycle spaces and 7 short-term bicycle spaces in Building 1, and 54 long-term and 6 short-term in Building 2, in accordance with LAMC requirements. All bicycle parking will be located on the ground floor.

## DENSITY BONUS / AFFORDABLE HOUSING INCENTIVES PROGRAM FINDINGS PURSUANT TO LAMC SECTION 12.22.A.25 AND GOV. CODE SECTION 65915

Pursuant to LAMC Section 12.22.A.25(c), a Housing Development Project is eligible for a 35% density increase provided that 11% of the base density is provided on-site as restricted affordable dwelling units for Very Low Income households. Pursuant to LAMC Section 12.22.A.25(e), a Housing Development Project is eligible for two incentives provided that 10% of its base density is provided for Very Low Income households.

With a base density of 107 dwelling units, the Project is eligible for both a 35% density increase and two incentives by restricting 12 dwelling units for Very Low Income households. Building 1 will provide 13 Very Low Income dwelling units (1 unit based on tenant income verification and 12 units based on CHAS), which is sufficient to qualify both Building 1 and Building 2 for a density increase, parking reduction and two incentives.

Government Code Section 65915 and LAMC Section 12.22 A.25(g)(2)(c) provide that the Director shall approve a density bonus and requested incentive(s) unless it 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 Project does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health and 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.

The list of on-menu incentives in 12.22 A.25 were pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Department will arrive at the conclusion that the Density Bonus on-menu incentives will result in identifiable and actual cost reductions that provide for affordable housing costs because the incentives by their nature increase the scale of the project.

Given that the Project is providing at least 11% of the base density set aside for Very Low Income and Low Income households, the Project is eligible for the requested on-menu incentives pursuant to LAMC Section 12.22 A.25(f). In order to develop the proposed 145 units, including the restricted affordable units, the Applicant requests the following on-menu incentives:

**Incentive 1:** Pursuant to LAMC 12.22 A.25(f)(5), a 11-foot height increase to permit a maximum overall building height of 56 ft in lieu of the otherwise allowable 45 feet per Height District 1.

**Incentive 2:** Pursuant to LAMC 12.22 A.25(f)(1), a 20% decrease in the required north side yard.

- b. The incentive(s) will 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 are 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)).**

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,” pursuant to the definition contained in LAMC Section 12.22 A 25 (b).

There is no evidence in the record that the requested incentives will have specific adverse impacts on the public health and safety or the physical environment. On the contrary, the Applicant proposes a project designed to satisfy the requirements of the underlying zone, the General Plan, the Mobility Plan 2035, the Housing Element and the Westchester – Playa Del Rey Community Plan without requesting significant entitlements that would relax or deviate from the Code required standards. The Applicant is proposing an urban infill, mixed-income multi-family residential project which use is permissible based on the underlying Site zoning and the General Plan land use designation. The Applicant is only requesting pre-evaluated incentives in accordance with the Density Bonus Ordinance for an Eligible Housing Development consistent with the Density Bonus Ordinance and State Law.

The Project is designed to the current building code standards that would result in a residential development that is safe and does not jeopardize the health of its residents, visitors and property management team. The proposed multi-family, mixed-income residential development also does not adversely impact the public health of the surrounding area because the uses are consistent with the existing residential and commercial developments in the surrounding area. There are no proposed uses on the project site that are inconsistent with the residential and commercial uses and zones in the immediate project vicinity that would jeopardize the health, safety or physical environment by emitting smoke, noise, vibration, odors, use toxics materials, create excess traffic or other incompatible impacts. The project is consistent with the goals of the Westchester – Playa Del Rey Community Plan area to provide more housing to meet the diverse economic and physical needs of the community. Consequently, the requests for the Incentives pursuant to the Density Bonus Ordinance have no impact on public health and safety or the physical environment. In addition, the Project will not have specific adverse impacts upon any real property that is listed on the California Register of Historic Resources.

The Project does not involve a contributing structure in a designated Historic Preservation Overlay Zone (HPOZ) or on the City of Los Angeles’ list of Historic-Cultural Monuments. The Project is not located on a substandard street in a Hillside area or within a Very High Fire Severity Zone.

- c. The incentive(s) are contrary to state or federal law.**

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

## SITE PLAN REVIEW FINDINGS PURSUANT TO LAMC SECTION 16.05

Pursuant to LAMC Section 16.05 F, the following findings are required for any development project which creates, or results in an increase of, 50 or more dwelling units or guest rooms, or combination thereof.

### **1. That 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 located within the Westchester – Playa del Rey Community Plan area, which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the Site for Medium Residential land uses corresponding to the R3 and R4(PV) zones. The subject property is currently zoned R3-1 and is thus consistent with the existing land use designation. The Project is also located within the Los Angeles Coastal Transportation Corridor Specific Plan, which prescribes transportation improvements and related fees and is thus subject to any such additional requirements. The subject property is not located within the boundaries of and is not subject to any other specific plan or overlay district.

The Applicant requests approval of the Site Plan Review findings for a new multi-family residential project that includes two new construction residential buildings (one 4-story building and one 5-story building) for a total of 145 dwelling units. The Project would demolish an aging residential apartment complex and associated surface and at grade parking structures, to construct two new residential buildings with 145 dwelling units, of which 33 units are set aside as restricted affordable for Very Low income and Low-Income households.

With the exception of the Density Bonus requests herein, which enable the provision of affordable housing units, the proposed project is otherwise consistent with the requirements of the underlying zone. The requested two incentives are permissible by the provisions of the State Density Bonus law, and the Project will comply with all other applicable provisions of the Zoning Code.

The Project is also consistent with the following goal and objectives of the Community Plan:

#### **Westchester-Playa Del Rey Community Plan**

The Community Plan defines goals, objectives, and policies relating to residential uses, commercial uses, industrial uses, transportation, and recreation, parks, and open space.

The project is consistent with and will advance the following goal and objectives 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.***

***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.***

The Project Site is located close to the intersections of La Cienega Boulevard, Centinela Avenue, and La Tijera Boulevard where there are numerous and diverse commercial and neighborhood-serving retail uses including grocery stores, restaurants and pharmacies. Additionally, there are several elementary schools and public parks within a mile of the Site. Within 3 miles north of the Project Site is Kenneth Hahn State Recreational Park and several medical facilities. The 405 Freeway sited approximately 2,000 ft. south of the Project Site is easily accessed by either La Cienega Blvd. or La Tijera Blvd.

The Project Site is located in between the aforementioned commercial corridors and a medium density residential neighborhood. The Project Site is currently improved with an aging, two-story residential complex. In the vicinity of the Project Site are numerous three to four-story multi-family residential buildings. The Project proposes to redevelop the Project Site with two residential buildings, one 4-stories and one 5-stories, for a total of 145 residential units, which will bring high-quality mixed-income rental housing opportunities within walking distance to the variety of nearby commercial, neighborhood-serving retail, and institutional uses. Additionally, the Project will result in the development of housing that will meet the "diverse economic and physical needs" of residents by providing 33 restricted affordable units, as well as broad array of dwelling unit types. Many of the recent new multi-family residential developments in Los Angeles largely provide studios and one-bedrooms. Two and three-bedroom units are very much-needed as they provide housing for families. Of the proposed Project's 145 new units, over 70% (i.e. 103 units) will be two and three-bedroom units.

The Project is further consistent with other elements of the General Plan, including the Framework Element, the Housing Element, and the Mobility Element as follows:

### **Framework Element**

The Framework Element was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the Project Site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, transportation, infrastructure, and public services. This Project supports 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 services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.***

***Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.***

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

**Objective 4.1 – Plan the capacity and develop incentives to encourage production of an adequate supply of housing units of various types within each City sub-region to meet the projected housing needs by income level of the future population.**

The introduction of the Housing chapter of the General Plan Framework observes that “the supply of land zoned for residential development is the most constrained in the context of population growth forecasts. Thus, should growth and new development in the City occur, most likely it will require the recycling and/or intensification of existing developed properties or conversion of certain uses.” Consistent with Goal 4A of the General Plan Framework’s Housing chapter and the related objectives, the Project would be a residential development that “intensifies” an existing 50-unit 72 year old residential building on the Site by demolishing the old complex to build 2 new high-quality buildings with a maximum of 145 dwelling units, of which 22% (33 units) would be set aside for income-restricted households, including 23 units for very-low-income households and 9 units for low-income households. Moreover, the Project will further the City’s objective of “an adequate supply of housing units of various types” by providing a mix of one to three-bedroom units. In fact, while many of the recent new multi-family residential developments in Los Angeles largely provide studios and one-bedrooms of the proposed Project’s 145 new units, over 70% (i.e. 103 units) will be two and three-bedroom units. These multi-bedroom unit types will provide more housing options for families who also require appropriate rental opportunities in the City.

The Project Site is located close to the intersection of La Cienega Boulevard and La Tijera Boulevard where there are numerous commercial and specifically neighborhood-serving retail uses including grocery stores, restaurants and pharmacies. Additionally, there are several elementary schools and public parks within a mile of the Site.

The growth of a multi-family residential neighborhood along La Cienega Boulevard and Knowlton Street will be well-positioned near a major intersection at La Cienega Boulevard and La Tijera Boulevard in proximity to sufficient public infrastructure and services to meet the Project’s needs. The Project’s residents will live directly across from a large commercial center which presently includes an Amazon Fresh grocery store and multiple neighborhood-serving retail and restaurant tenants. Their close proximity to these services would add to the pedestrian experience and walkability of the immediate surroundings, since residents can choose to walk to these destinations which would decrease the amount of local car trips generated along the often congested Los Angeles Coastal Transportation Corridors. The Project Site is adjacent to a multi-family residential neighborhood to the west and south and the addition of the 95 net new dwelling units provides for the stability and enhancement of the neighborhood.

The Project would replace an aging residential development with a high-quality project designed with modulated building volumes, articulated facades, oriented to the street, and extensive ground-level landscape. Future residents’ quality of life will be improved with a variety of on-site amenities such as ground floor open space courtyards, rood decks with a pool and indoor common areas.

**Housing Element**

According to the Housing Element (adopted by the City Council on November 24, 2021), the



population of the City of Los Angeles will grow by over 371,000 persons between 2020 and 2030. The Housing Element acknowledges that there is a need to support the development and preservation of more affordable housing and “to keep pace with the City’s housing needs.” Considering the City is expected to need an additional 456,643 new units through 2029, of which 184,721 units (40%) are designated for extremely low, very low, and low-income households based on the Regional Housing Needs Assessment (RHNA), the Housing Element notes that the “lack of adequate resources for Affordable Housing will likely lead to production levels of low and moderate income units that fall short of the RHNA goals.” The Applicant proposes to construct a multifamily residential project with a maximum of 145 dwelling units, of which 22% (33 units) are set aside for income-restricted households. The project which would assist the City to meet its target RHNA by adding a net increase of 95 new residential units to the housing stock.

The Project Site is located within a portion of the Westchester – Playa Del Rey Community Plan Area that is identified as a High Resource TCAC/HCD Opportunity Area in the Housing Element. One of the primary goals of the Housing Element is to increase the number of units available for lower-income families in high-opportunity zones such as the area of the Project Site. However, according to the Housing Element, affordable housing developments have been overwhelmingly concentrated in lower resourced neighborhoods throughout the proceeding decades. In fact, according to the “New Affordable Housing Units Permitted (Map 4.8)” figure in the Housing Element, the Project Site is located within an area of the Westchester – Playa Del Rey Community Plan that has one of the lowest numbers of recent permitted affordable housing. The Project proposes to build 33 affordable housing units, 22% of the total 145 proposed units, and as such would strongly contribute to the Housing Element’s goal of reversing the trend of high-resource areas having the lowest affordable dwelling inventory.

The Project Site is the appropriate place to accommodate the type of density needed to provide an adequate supply of housing that is contemplated by the General Plan within this subregion of the City to meet the long-range projections of housing needs. The equitable distribution of housing opportunities for Very Low-Income and Low-Income households and other income levels in market rate units that is proposed by Goal 4A and the related Objective 4.1 and Policy 4.1.1 would be accomplished by the approval of Site Plan Review findings for the construction of new housing units.

The Housing Element of the General Plan provides land use policies and programs that encourage development of a range of housing across the City. The Project also supports the following goals and objectives of the Housing Element:

***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.***

***Objective 1.3 of the Housing Element: Promote a more equitable distribution of affordable housing opportunities throughout the City, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.***

***GOAL 2 – Safe, Livable and Sustainable Neighborhoods***

**Objective 2.2 – Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.**

**Objective 2.5 – Promote a more equitable distribution of affordable housing opportunities throughout the City.**

The Project's 33 restricted affordable units for Very Low Income and Low Income households would increase the much-needed affordable housing stock in the Westchester – Playa Del Rey Community Plan area of the City of Los Angeles. According to the Housing Element (adopted by the City Council on June 14, 2022), the population of the City of Los Angeles will grow by 8.15% between 2020 and 2030 with a population estimate of 4,337,394 residents in the City by the end of the Housing Element Cycle (2029). The Housing Element acknowledges that there is a need to support the development and preservation of more affordable housing and to keep pace with the City's overall housing needs. The City is expected to need an additional 456,643 new units through 2029, of which 184,721 units (roughly 40%) are designated for Low- and Very Low-income households based on the Regional Housing Needs Assessment (RHNA). This is equal to a yearly average of approximately 57,080 housing units. As such, the City will face significant challenges in meeting its RHNA income distribution if it is not able to secure additional funding for affordable housing production and preservation.

The Applicant proposes the addition of 33 new Restricted Affordable Units for Very Low-Income and Low-Income households and 112 market-rate units (including 2 manager units) for a total of 145 net new residential units which will help the City's need for housing production in the West Los Angeles community and is consistent with the policies of the current Housing Element. The Housing Element affirms in its Executive Summary that the need to accommodate growth results in the need not only for more housing but a "broader array of housing types to meet evolving household types and sizes." The development of more housing requires a strategy to accommodate residential development in a sustainable way. The proposed development would offer 33 units that are affordable to Very Low-Income and Low-Income households, and 112 market rate units in a mix of unit types including, 1-bedroom units, and 2-bedroom units, and 3-bedroom units.

## **Mobility Element**

The Mobility Element of the General Plan, also known as Mobility Plan 2035, provides policies with the ultimate goal of developing a balanced transportation network for all users. The Project supports the following policies of the Mobility Element:

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

According to the Mobility Plan 2035, "While the quality of the streetscape plays a large part in someone's decision to walk or not, so too does the proximity of the most commonly frequented neighborhood destinations such as supermarkets and schools<sup>1</sup>". The Project is located within 200 feet of a major shopping center, which presently includes an Amazon Fresh Grocery store and

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<sup>1</sup> Page 85, Mobility Plan 2035

multiple food establishments. These are the types of uses the Mobility Plan points to as generate real walkability in a neighborhood, when such popular daily uses are adjacent to housing.

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

The project consists of an arrangement of buildings and structures compatible with existing and future development on adjacent and neighboring properties. The Project does not introduce any new or unexpected uses to the surrounding area, as is evidenced by existing multi-family residential buildings within the vicinity of the Project Site. The Project Site is located in an area which is identifiable by its diversity of multifamily buildings. These buildings, primarily built during the Post war period, with some new additions, are of varying scale and height, from 1 to 4 stories. As such, this area is recognizable as an architecturally diverse, medium density multifamily residential area.

### Height, Mass and Setbacks

The Project Site consists of eleven parcels, of which one is located along La Cienega Boulevard and ten of which are located along Knowlton Street. The Project entails two buildings designed facing Knowlton Street. The shape of the proposed building accommodates the irregular shape of the property. Knowlton Street is a curving street which intersects La Cienega Blvd. on the East and La Tijera Blvd. on the West. The Project involves the entire portion of the North side of Knowlton starting from La Cienega Blvd. until the Alley just east of La Tijera, approximately 500 feet of street frontage.

The entire frontage has been designed to enhance the pedestrian experience by providing continuous landscaping, and a building massing which is articulated with multiple landscaped courtyards and segmented building components which step down towards the street. There is one pedestrian access to the Project from Knowlton, which is via a secured pedestrian gate, and one primary automobile entrance. The single pedestrian access is located in the center of the Project, and serves both Building 1 and Building 2 ensuring secure and controlled access to the Project. A second secure access is from the Alley which parallels Knowlton on the north side of the project. This is also a centralized controlled gate access. The automobile entrance design involves a ramp which gives access to the underground parking for Building 2. This ramp is located approximately 175 feet from the intersection of Knowlton and La Cienega Blvd. ensuring ease of access for cars. The building design steps away from the driveway providing clear visibility of the pedestrians on the sidewalk for drivers exiting the parking area.

The Project would observe setbacks from each frontage in order to provide buffers with adjacent uses, and accommodate automobile and bicycle parking, as well as landscaping. The proposed setbacks will align with the designated R3-1 zoning requirements of 15 feet for the front yard, 15 feet for the rear yard, and 15 feet for the south side yard, with the exception of an on-menu density bonus incentive requesting a reduction in the proposed north side yard from 8 feet to 6.4 feet.

The Project is designed to be compatible with the designated 45-foot height limit that is allowed for multifamily residential uses on the Project Site and compatible with the character of existing and proposed development in the vicinity. The Project is proposing a height increase of 11-feet

through an On-Menu Density Bonus to permit an overall building height of 56 feet. The Project Site does not abut low density residential neighborhoods—the nearest single-family zoned neighborhood is approximately 550 feet to the south. Surrounding blocks on Knowlton Street include multiple 3 and 4-story residential buildings of comparable height and massing to the Project, including the Legacy Apartment complex to the south, and the Altezza Apartments to the west.

The design of the project engages Knowlton Street by providing stepped building massing which decreases in height facing Knowlton, and by the division of the buildings massing into segments which are separated by landscaped courtyards. All of the courtyards are visibly accessible by the public. The project provides landscaped terraces, and open spaces which face the public and engage the street. By segmenting the building massing and creating stepped buildings, the scale of the entire project has been articulated at a human scale. The buildings have been generously articulated with window detailing and changes of material finishes to break down the building massing into appropriately scaled elements. All of these design features are designed to enhance the sense of human scale.

#### Parking, loading areas, trash collection

The Project comprises 2 separate residential structures, each with its own underground parking and on grade guest parking. Access to Building 1's underground parking is from the alley which is perpendicular to Knowlton on the west end of the project and thus has no impact on pedestrians utilizing Knowlton Street's sidewalk. Access to Building 2 underground parking is from one 20 foot wide ramp/ driveway located approximately 175 feet from the corner of La Cienega Blvd. and Knowlton Street. This singular interruption in the sidewalk has been design to ensure clear visibility for both pedestrians and drivers by stepping the building back from the driveway access point.

The Project would provide bicycle parking in accordance with LAMC Section 12.21.A.16. For Building 1, 7 short term bike stalls will be provided near the northeast perimeter of Building 1 along the central pedestrian accessway from Knowlton Street to the Site's two buildings and 63 long term bike stalls on the ground floor near the lobby and mail rooms. For Building 2, 6 short term bike stalls will be provided along the northwest perimeter of Building 2 along the central pedestrian accessway between the two buildings, and 53 long term stalls in the subterranean parking level.

The Project would also provide a total of 187 automobile parking spaces in accordance with LAMC Section 12.21.A.4, while meeting all relevant requirements for ADA and EV parking.

A centralized trash collection location would be provided in a secure, trash enclosure located along the alley of the Project Site, with surrounding landscape. This location would minimize impacts on adjacent properties and would be compatible with existing and future surrounding development, and readily accessible from the street for service.

#### Lighting and Landscaping

The Project would provide illumination at street level for security. All lighting would be shielded and focused on the Project Site and directed away from neighboring land uses. The Project would include architectural features and facades with a low level of reflectivity. As such, the Project

would not result in a substantial amount of light that would adversely affect the day- or night-time views in the Project vicinity.

The Project would provide extensive landscaping along the perimeter of the Project Site, as well as throughout the automobile parking area. The landscape design would include plant materials that are drought-resistant and California natives, as well as new trees. The Project would also incorporate new street trees in the public right-of-way consistent with the City's landscape ordinance and as required by the Bureau of Engineering.

The Project design would provide an immediate upgrade to the area's aesthetic, while maintaining compatibility with adjacent development. The design of the Project would help create a higher standard for future development of new industrial buildings within the neighborhood.

### **3. That any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties**

The Project has been designed with abundant open space areas which are both common spaces and private amenities to enhance the immediate community value of the Project and to encourage community building within. The Project will provide pedestrian courtyards along the Knowlton Street frontage to activate the pedestrian experience along this street, including three outdoor ground floor courtyards for Building 1 and 2 courtyards for Building 2.

Each floor level of the Project, for both Building 1 and 2, features extensive common open spaces. These common open spaces are located near the elevator lobbies in each building making them easily accessible. Their locations were selected to ensure easy access to both residents and visitors. These interior rooms have a significant exterior presence either through the use of extensive glazing or access to exterior balconies.

The Project is providing a swimming pool and adjacent multi-purpose rooms, and generous multi-level deck areas to enjoy access to the open-air and weather of Los Angeles. The Project also provides for significant roof deck areas, designed for tenants' recreational use. These roof decks are located in areas which provide for privacy from the adjacent residential area, and access to the remarkable views afforded by this location.

It is the goal of the design that through the provision of significant amounts of open space common areas of varying scales, locations and uses, as well as the landscaped street frontages, community building amongst tenants and with the neighborhood will be encouraged and enhanced.