

## **G.A. ENGINEERING INC.**

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### **JUSTIFICATION FOR TRANSIT ORIENTED COMMUNITIES PROPOSED PROJECT 14809-14817 W ERWIN STREET, VAN NUYS, CA 91411**

#### **INTRODUCTION:**

The proposed project is a combination of 3 lots with a total of 18,764.5 sq.ft., is currently zoned [Q]R3-1. The proposed project is located on the North side of Erwin Street, within Van Nuys- Sherman Oaks Community plan. The site is surrounded by Multi residential uses.

The density allowed per [Q] condition (ordinance No 167939) is 1 per 1,000. Allowable is  $18,764.5/1,000 = 18.76$  units. Project will utilize TOC tier 3 with incentives, to provide a total of 33 units. Four units will be allocated to extremely Low income. Two incentives are requested, to increase maximum height 22 feet from 30 feet to 52 feet and two side yard reduction.

The project will provide per TOC TIER 3 parking: 31 Automobile, 33 long-term and 4 short-term bicycle parking.

#### **DENSITY BONUS JUSTIFICATIONS:**

***To be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse project) shall comply with the following:***

**(i) The facade of any portion of a building that abuts a street shall be articulated with a change of material or with a break in plane, so that the facade is not a flat surface.**

*The building plans, elevations and renderings of the proposed residential project are indicating breaks in vertical and horizontal plans, carrying roof heights. Various finishing materials and colors have planned for this building.*

**(ii) All buildings must be oriented to the street by providing entrances, windows, architectural features and/or balconies on the front and along any street-facing elevations.**

*This project has frontage on Erwin Street. As seen on the plan and elevations, frontage has been designed with variety of balconies, windows to create a space that has variety of architectural elements to enhance the visual appeal of the building.*

**(iii) The Housing Development Project shall not be a contributing structure in a designated Historic Preservation Overlay Zone and shall not be on the City of Los Angeles list of Historical-Cultural Monuments.**

*The subject site has an existing combination of Single family and multi residential building, that will be demolished, and will be improved by the proposed building. The subject site has never been known as a contributing structure in a Historical preservation zone.*

**(iv) The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.4908 of this Code**

*The subject site fronts On Erwin Street, which is classified as Local Street Standard in the City of Los Angeles Mobility Plan. It is not located within a Very High Fire Hazard Severity Zone.*

#### **TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM**

*Pursuant to section 12.22 A.25(g) of the LAMC, the Director shall approve a density bonus and requested incentives unless the director finds that:*

- a. The incentives are not required to provide for affordable housing cost as defined in the California Health and Safety Code Section 50052.2 or Section 50053 for rents for the affordable units.*

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 proposed project complies with the requirements of the additional incentives per the TOC AFFORDABLE HOUSING INCENTIVE PROGRAM ORDINANCE. The on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

Height. The project is requesting an additional incentive for a height increase of two additional story up to 22-feet, as permitted in TOC Tier 3, in lieu of the requirements per Q CONDITION, which limits to 30 feet. The project is a five-story building with a height of 52 feet. The project will be comprised of four stories of residential uses, a ground level lobby and resident recreation room with parking at grade and one level of subterranean parking. This incentive will allow the construction of a fourth-story necessary to accommodate the proposed density, including the four units for Extremely Low-Income Households.

Side Yards. The requested side yard incentive, including two (2) side yard reductions of a maximum of 30%, is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines which permit exceptions to zoning requirements that Result in building design or construction efficiencies that facilitate the creation of affordable housing. The yard reductions will allow a greater building footprint and increased

residential square footage which will facilitate the creation and setting aside of the additional four on-site affordable units for Extremely Low-Income Households.

- b. The Incentive 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 methods to satisfactorily mitigate or avoid the specific adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.*

There has been no evidence provided that indicated that the proposed incentives 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. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. According to ZIMAS, the project is not located on a substandard street in a Hillside area or a Very High Fire Severity Zone. The project is required to comply with all other pertinent regulations including those governing construction, use, and maintenance, and will not create any significant direct impacts on public health and safety. Therefore, there is no substantial evidence that the proposed project, and thus the requested incentive, will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource.