

**PLANNING DEPARTMENT TRANSMITTAL
TO THE CITY CLERK'S OFFICE**

CITY PLANNING CASE:	ENVIRONMENTAL DOCUMENT:	COUNCIL DISTRICT:
APCW-2014-2494-VZC	ENV-2014-2496-MND	5 - KORETZ
PROJECT ADDRESS:		
2957 South Midvale Avenue		
APPLICANT/REPRESENTATIVE:	CONTACT INFORMATION :	
BEHZAD TOUBIAN	818-986-5252 ben@cccla.com	
REP.: ROBERT B. LAMISHAW, JPL ZONING SERVICES	818-781-0016 lamishaw@jplzoning.com	
APPELLANT/REPRESENTATIVE:	TELEPHONE NUMBER:	EMAIL ADDRESS:
N/A		
PLANNER CONTACT INFORMATION:	TELEPHONE NUMBER:	EMAIL ADDRESS:
LAKISHA HULL	213-978-1319	lakisha.hull@lacity.org
APPROVED PROJECT DESCRIPTION:		
<p>The proposed project involves the demolition of an existing one-story single-family home and the construction of four (4) small lot homes. The proposed buildings will be two stories, 35 feet in height, with a third-floor roof deck and stair to provide access. The total floor area for the four residential units is approximately 7,490 square feet. Eight (8) vehicle parking spaces, two per dwelling unit, will be provided in a below-grade parking level. The proposed project includes a Vesting Zone Change from R1-1 to (T)[Q]R3-1. A Preliminary Parcel Map for a Small Lot Subdivision of an existing parcel to four parcels was approved under AA-2014-2495-PMLA-SL on August 10, 2016.</p>		

COMMISSION ACTION(S) / ZONING ADMINISTRATOR ACTION(S): (CEA's PLEASE CONFIRM)

1. Approved and Recommended that the City Council adopt the Mitigated Negative Declaration (ENV-2014-2494-MND) and Mitigation Monitoring Program (MMP) adopted on August 10, 2016 by the Deputy Advisory Agency, for the above referenced project.
2. Approved and Recommended that the City Council adopt a Vesting Zone Change from R1-1 to (T)[Q]R3-1, consistent with the Medium Residential land use designation.
3. Adopted the attached Conditions of Approval
4. Adopted the attached Findings.

ENTITLEMENTS FOR CITY COUNCIL CONSIDERATION:

Vesting Zone Change (VZC)

FINAL ENTITLEMENTS NOT ADVANCING:

N/A

ITEMS APPEALED:

N/A

ATTACHMENTS:	REVISED:	ENVIRONMENTAL CLEARANCE:	REVISED:
<input checked="" type="checkbox"/> Letter of Determination <input checked="" type="checkbox"/> Findings of Fact <input checked="" type="checkbox"/> Staff Recommendation Report <input checked="" type="checkbox"/> Conditions of Approval <input checked="" type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Zone Change Map <input type="checkbox"/> GPA Resolution <input type="checkbox"/> Land Use Map <input type="checkbox"/> Exhibit A - Site Plan <input checked="" type="checkbox"/> Mailing List <input type="checkbox"/> Land Use <input type="checkbox"/> Other _____	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> Categorical Exemption <input type="checkbox"/> Negative Declaration <input checked="" type="checkbox"/> Mitigated Negative Declaration <input type="checkbox"/> Environmental Impact Report <input type="checkbox"/> Mitigation Monitoring Program <input type="checkbox"/> Other _____	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
NOTES / INSTRUCTION(S):			
FISCAL IMPACT STATEMENT:			
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <p style="text-align: center;">*If determination states administrative costs are recovered through fees, indicate "Yes".</p>			
PLANNING COMMISSION:			
<div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> City Planning Commission (CPC) <input type="checkbox"/> Cultural Heritage Commission (CHC) <input type="checkbox"/> Central Area Planning Commission <input type="checkbox"/> East LA Area Planning Commission <input type="checkbox"/> Harbor Area Planning Commission </div> <div> <input type="checkbox"/> North Valley Area Planning Commission <input type="checkbox"/> South LA Area Planning Commission <input type="checkbox"/> South Valley Area Planning Commission <input checked="" type="checkbox"/> West LA Area Planning Commission </div> </div>			
PLANNING COMMISSION HEARING DATE:		COMMISSION VOTE:	
October 19, 2016		4 - 0	
LAST DAY TO APPEAL:		APPEALED:	
N/A		N/A	
TRANSMITTED BY:		TRANSMITTAL DATE:	
Harold Arrivillaga Reviewed by Rocky Wiles			



WEST LOS ANGELES AREA PLANNING COMMISSION

200 N. Spring Street, Room 532, Los Angeles, California, 90012-4801, (213) 978-1300

www.planning.lacity.org

LETTER OF DETERMINATION

Mailing Date: DEC - 1 2016

CASE NO.: APCW-2014-2494-VZC
CEQA: ENV-2014-2496-MND
Related Case: AA-2014-2495-PMLA

Council District: 5 - Koretz
Plan Area: West Los Angeles

PROJECT SITE: 2957 South Midvale Avenue

APPLICANT: Behzad Toubian
Representative: Robert B. Lamishaw, JPL Zoning Services

At its meeting of **October 19, 2016**, the West Los Angeles Area Planning Commission took the actions below in conjunction with the approval of the project below:

The demolition of an existing one-story single-family home and construction of four (4) small lot homes. The proposed buildings will be two stories, 35 feet in height, with a third-floor roof deck and stair to provide access. The total floor area for the four residential units is approximately 7,490 square feet. Eight (8) vehicle parking spaces, two per dwelling unit, will be provided in a below-grade parking level.

1. **Found**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in Mitigated Negative Declaration, No. ENV-2014-2496-MND, adopted on August 10, 2016; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project.
2. **Recommended** that the City Council **approve** the Vesting Zone Change from R1-1 to (T)[Q]R3-1.
3. **Recommended** that the City Council **adopt** the attached Conditions of Approval.
4. **Recommended** that the City Council **adopt** the attached Findings.

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

This action was taken by the following vote:

Moved: Margulies
Seconded: Merritt
Ayes: Halper and Waltz Morocco
Vote: 4-0



Harold Arrivillaga
Commission Executive Assistant I

Effective Date/Appeals: The West Los Angeles Area Planning Commission's actions on this matter are final and effective upon the Mailing Date.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Ordinance
Map
Recommendation Report Dated September 21, 2016

c: Notification List
Lakisha Hull, City Planner
Debbie Lawrence, Senior City Planner

ADMINISTRATIVE CONDITIONS OF APPROVAL

Administrative Conditions

1. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
2. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
3. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
4. **Building Plans.** All the Conditions of Approval, and any other written modifications, shall be printed on the final building plans / drawings submitted to the Department of City Planning and the Department of Building and Safety.
5. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
6. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
7. **Department of Building and Safety.** The granting of this Determination by the Director of Planning does not in any way indicate compliance with applicable provisions of the Los Angeles Municipal Code (LAMC). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect the uses, or any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
8. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
9. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these Conditions of Approval shall be recorded in

the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent owners, heirs or assigns. Further, the agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date must be given to the Department of City Planning for attachment to the subject file.

10. Indemnification and Reimbursement of Litigation Costs. Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to, in whole or in part, or arising out of the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- (ii) Reimburse the City for any and all costs incurred in defense of an action related to, in whole or in part, or arising out of the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$25,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

A. General Plan Findings

The General Plan defines the foundation for all land use decisions. The City of Los Angeles' General Plan consists of the Framework Element, seven required Elements that are mandated by State law including Land Use, Mobility, Housing, Conservation, Noise, Safety, and Open Space, and optional Elements including Air Quality, Health, and Service Systems. Thirty-five individual community plans comprise the Land Use Element for the City of Los Angeles. This section provides relevant goals, objectives, policies, and programs that are established in the General Plan, which form the basis of the Staff's recommended actions for the proposed project.

1. General Plan Land Use Designation

The subject site is located within the area covered by the West Los Angeles Community Plan updated and adopted by the City Council on July 27, 1999. The Plan Map designates the subject property for Medium Residential with a zoning of R1-1.

2. General Plan Text

General Plan Framework Element

The Citywide General Plan Framework is a guide for communities to implement growth and development policies by providing a comprehensive long-range view of the City as a whole. The General Plan Framework establishes categories of land use, including Single-Family and Multifamily Residential that are broadly described by ranges of intensity/density, heights, and lists of typical uses. The definitions reflect a range of land use possibilities found in the City's already diverse urban, suburban, and rural land use patterns.

The Citywide General Plan Framework defines policies related to growth and includes policies for land use, housing, urban form/neighborhood design, open space/conservation, economic development, transportation, and infrastructure/public services. The proposed project would be in conformance with several goals of the General Plan Framework as described below.

Policy 1.3.1. Require architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.

Policy 1.4.1.1. Promote greater individual choice in type, quality, price and location of housing.

The Project site is within the West Los Angeles Community Plan area, which designates the site for Medium Residential land use. The only corresponding zone for Medium Residential is R3. The recommended Vesting Zone Change from R1-1 to (T)[Q]R3-1 corresponds with the existing land use designation of Medium Residential. Typically, a R3-1 zoned property would be allowed a maximum density of the lot area divided by 800 square feet per dwelling unit. In this case, 8 dwelling units would be permitted. However, the applicant is proposing a density of 1 dwelling unit per lot, or a total 4 residential dwelling units over the new 4 lots subdivided under the parcel map. The proposed project is providing 4 dwelling units less than what the proposed zone change and maximum build-out of the R3-1 zone would allow. The proposed project and the proposed Vesting Zone Change are not only consistent with the existing planned land use but are also consistent with the surrounding land use development pattern. Immediately adjacent to the Project site, there are currently a mixture of low- and mid-rise residential uses, ranging from one to four stories in height. The proposed small lot subdivision

is only permitted on R3-1 or more intensive zoned properties. The proposed project will provide a density of four single-family dwelling units that furthers several General Plan objectives, including encouraging in-fill projects, providing housing options for economically diverse populations and senior citizens, and locating higher density development near public transit and shopping, services and employment. The proposed project meets those criteria. There are also many public services and commercial amenities located nearby the site, as well as employment opportunities. The proposed project further promotes another General Plan policy, in that the project will help to reduce vehicle trips, traffic congestion and air pollution.

Lastly, under the General Plan Framework Element, the project is subject to the Residential Citywide Design Guidelines. In addition to the Small Lot Subdivision Design Guidelines, the project complies with the following relevant Guidelines and is therefore compatible with existing and future development in the area.

Objective 1: Consider Neighborhood Context & Linkages in Building & Site Design

- *Promote pedestrian activity by placing entrances at grade level or slightly above, and unobstructed from view from the public right-of-way. Entryways below street level should be avoided.*
- *Ensure that new buildings are compatible in scale, massing, style, and/or architectural materials with existing structures in the surrounding neighborhood. In older neighborhoods, new developments should likewise respect the character of existing buildings with regards to height, scale, style, and architectural materials.*

As proposed, the project provides a defined pedestrian access off of National Boulevard and vehicular access from Midvale Avenue. The pedestrian entrances are slightly above grade level to permit for adequate space for the subterranean parking spaces for each dwelling unit, while also providing privacy for the groundfloor windows facing National Boulevard and Midvale Avenue. In addition, the proposed project will not exceed 35 feet in height, which is ten feet less than what is allowed in R3-1 zones, but two feet taller than what is allowed in R1-1 zones. These design features will achieve two objectives: a) create a level of transparency between the building façade and the street level; and, b) integrate well with other low-rise buildings along National Boulevard to the west and to the east. The pedestrian entrance, community spaces, large tempered glass windows, clear doors and landscaped planters will activate the ground floor as well as create a safe walking environment consistent with the goals of the Residential Citywide Design Guidelines.

Objective 2: Employ Distinguishable and Attractive Building Design

- *Utilize windows and doors as character-defining features to reflect an architectural style or theme consistent with other façade elements. Windows should project or be inset from the exterior building wall and incorporate well-designed trims and details.*
- *Orient windows on street facing units toward public streets, rather than inward, to contribute to neighborhood safety and provide design interest.*

Objective 3: Provide Pedestrian Connections Within and Around the Project

- *Utilize pedestrian lighting, seating areas, special paving, or landscaping. Ensure that new developments adjacent to transit stops invest in pedestrians amenities such as trash*

receptacles and sheltered benches or seating areas for pedestrians that do not intrude into the accessible route.

The proposed project employs a contemporary aesthetic. The building design is articulated with sloped roofs, eaves and overhangs, and symmetrical planes. Adequate glazing is provided for each dwelling unit with proportionate windows placed on each elevation. Instead of balconies, a privacy hedge is placed along the north and south property lines (between the proposed project and abutting properties). The roof deck area for each unit is either internalized to face the dwelling units or oriented to National Boulevard. Drought-tolerant low shrubs wrap the portion of the subterranean garage that is visible from the public right-of-way and street trees are proposed at 20 feet on center along National Boulevard. These design features will create both a physical and visual connection to the sidewalk.

Objective 4: Minimize the Appearance of Driveways and Parking Areas

- *When a driveway in a front yard cannot be avoided, locate the driveway at the edge of the parcel rather than the center. Ensure that the street-facing driveway width is minimized to 20 feet or less.*

Vehicular access will be located at the rear of the Project site, off of Midvale Avenue. The driveway width and design are required to comply with the conditions of approval in Case No. AA-2014-2495-PMLA-SL. Vehicular parking will not be visible from the public right-of-way as it will be fully enclosed one level below grade.

Objective 5: Utilize Open Areas and Landscape Opportunities to their Full Potential

- *Design open areas to maintain a balance of landscaping and paved area.*
- *Provide balconies to augment, rather than substitute for actively used common open spaces and recreational areas.*

Objective 6: Improve the Streetscape Experience by Reducing Visual Clutter

- *Screen rooftop equipment such as air conditioning units, antennas and communication equipment, mechanical equipment, and vents from the public right-of-way.*

The project will include mature street trees in addition to landscaping with a variety of shrubs, plants, and flowers placed along National Boulevard and Midvale Avenue to enhance and architecturally integrate into the building design. In addition, all rooftop and grade level equipment will not be visible from the street or adjacent properties as it will be fully screened or hidden by landscaping, or setback from the roofline.

Housing Element

Policy 2.1.4. Enhance livability of neighborhoods by upgrading the quality of development and improving the quality of the public realm, including streets, streetscape and landscaping to provide shade and scale.

The project is an in-fill development that will complement other single-family and multi-family dwelling units and commercial uses along National Boulevard. By street level pedestrian access, the project will upgrade the public realm and improve pedestrian comfort and safety. In addition, the large amounts of transparency on street facing elevations will enhance livability and natural daylight to the new dwelling units. The proposed project will incorporate a design

that is appropriate for the development pattern adjacent to this portion of National Boulevard while being sensitive to the adjacent multi-family and single-family dwelling units through the architectural design and site layout. The small lot subdivision of this parcel from one into four lots ensures that an appropriate scaled and designed project can contribute to pedestrian- and transit-oriented developments within one-half mile of the Exposition Line Westwood/Exposition station.

Mobility Element

Policy 3.1. Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes- including goods movement – as integral components of the City's transportation system.

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

The proposed project will conform to the objectives and policies of the Mobility Element of the General Plan as it applies. The project fronts National Boulevard, which is classified as an Avenue I and is dedicated to a width of 100 feet. It is two blocks west of Westwood Boulevard, classified as an Avenue II and dedicated to a width of 86 feet. The Bureau of Engineering is requiring a 3-foot wide strip of land be dedicated along Midvale Avenue adjoining the subdivision to complete a 30-foot half right-of-way and a 5-foot wide strip of land along National Boulevard to complete a 45-foot wide half right-of-way dedication.

The proposed project will include four single-family dwelling units, located on a major transit and commercial corridor, National Boulevard, and within one-half mile of the Exposition Light Rail station (Westwood/Exposition). The project will provide new housing opportunities accessible to nearby neighborhood destinations: the Exposition Line, commercial businesses, employment centers, amenities, public facilities, and the like. The location of the project to such destinations and availability of bicycle parking will enable residents to pursue alternative modes of travel such as walking, bicycling, and transit-riding instead of driving. The site is convenient to many local amenities and will, in turn, reduce the number of vehicle trips otherwise generated by four single-family dwelling units.

West Los Angeles Community Plan

The West Los Angeles Community Plan identifies areas in the Community Plan appropriate for Low Residential and Medium Residential densities. The West Los Angeles Community Plan notes that land uses along National Boulevard range in building height from one- to three-stories and designates National Boulevard as a Secondary Highway, or now as Avenue I in the recently adopted Mobility Plan. The Community Plan also identifies a need to preserve residential neighborhoods and provide more housing opportunities for residents. The majority of the properties facing National Boulevard have a land use designation of Medium Residential west and south of the Project site. Side streets (local streets) that intersect National Boulevard have a land use designation of Low Residential (single-family dwellings). Per the land use map in the West Los Angeles District Plan, adopted by City Council in March 21, 1974, the Project site had a General Plan land use designation of Medium Residential, similar to adjacent properties to the west of the site. In 1974, the site's zoning was R1-1, which did not correspond to the land use designation at the time as well. The requested Vesting Zone Change from R1-1 to (T)[Q] R3-1 will bring the Project site into conformity with the goals, objectives and policies of the West Los Angeles Community Plan.

General Plan Text: The Community Plan includes the following relevant land use goals, objectives, policies and programs:

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

Policy 1-1.3 Provide for adequate multi-family residential development.

The West Los Angeles Community Plan Map identifies specific areas where Medium Residential development is permitted. The subject property has a land use designation of Medium Residential. The Community Plan requires that the implementation of neighborhood residential projects be consistent with the plan recommendations. The proposed project will include single-family dwelling units in the R3-1 zone, while promoting a high quality development for all segments of the community. The proposed project will create a buffer along the north property line, adjacent to a single-family dwelling unit. The project's side-yard setback will range from 7'-0" to 12'-6".

Objective 1-2 To reduce vehicular trips and congestion by developing new housing in proximity to adequate services and facilities.

Policy 1-2.1 Locate higher residential densities near commercial centers and major bus routes where public service facilities and infrastructure will support this development.

The Community Plan designates most of the higher residential densities near major transit corridors. The Project site is located within a 15-minute walk, or one-half mile distance from a light rail station (Westwood/Exposition). The Exposition Line Westwood/Exposition station is also connected to other transportation options for residents in the neighborhood, including bicycle lanes and bus lines, which also happens to better connect the Project site to more multi-modal transportation options. Also, the Project site falls within the proposed Exposition Corridor Transit Neighborhood Plan (ECTNP), an initiative partially funded by Metro. The ECTNP began outreach in 2012 to help develop urban design standards to ensure that future development provides the necessary density as identified in the West Los Angeles Community Plan while complementing the existing development pattern and neighborhood character of the surrounding neighborhood. The ECTNP proposes regulations and design standards to promote transit-oriented development within one-half mile of the Exposition Line Light Rail Transit stations, including the Westwood/Exposition station. In addition to the small lot subdivision proposed through this project, the ECTNP will create more capacity for housing in key locations, including National Boulevard.

Policy 1-3.1 Require architectural compatibility and adequate landscaping for new multi-family residential development to protect the character and scale of existing residential neighborhoods.

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

Policy 8-2.2 Ensure adequate lighting around residential, commercial and industrial buildings to improve security.

Policy 12-1.1 Plan for and encourage funding and construction of bikeways connecting residential neighborhoods to schools, open space areas and employment centers.

The West Los Angeles Community Plan encourages a variety of housing types in designated areas that can accommodate densities to increase housing accessibility to more segments of the population, including students and seniors. The proposed project will include "Q" Qualified Conditions to ensure that the design and siting of the four single-family dwelling units are compatible with the varied and distinct residential character and integrity of other properties along National Boulevard. The proposed project is also required per the subdivision case to provide a minimum 3 foot dedication along National Boulevard and 5 foot dedication along Midvale Avenue to allow for future street improvements in implementing the policies of the Mobility Plan.

B. Zone Change Findings

Pursuant to Section 12.32-F of the LAMC, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.

The entire project site currently is improved with a sixty-year old single-family dwelling unit. The subject site is currently zoned R1-1, and the West Los Angeles Community Plan designates the site for Medium Residential land uses. The subject property is located in a Transit Priority Area and within 15-minute walking distance, less than half a mile, of the Exposition Light Rail Train (Westwood/Exposition station). The Applicant is seeking multiple approvals for a project that involves the construction of four, single-family dwelling units with a maximum building height of 35 feet. The residential dwelling unit floor area ranges from 1,595 to 2,055 square feet, for a total floor area of 7,490 square feet. The Vesting Zone Change of the property from R1-1 to (T)[Q]R3-1 will allow the project to be compatible with the massing of other currently R-3 zoned corner properties along National Boulevard. Many of the R3-1 zoned corner properties on National Boulevard are immediately adjacent to R-1 zoned properties, some without alleyways between the Low and Medium Residential properties. Other R3-1 zoned properties range from one- to four story buildings, with a maximum building height of 45 feet.

The re-zoning of the site to accommodate the proposed project, as conditioned, is consistent with the General Plan and in conformance with the public necessity, convenience, general welfare or good zoning practice. It would permit a development that is consistent with the General Plan Land Use designation, meet the objectives of the existing Community Plan, and is consistent with the residential densities of the surrounding lots with R3-1 and C2 zoning. Additionally, State law requires that zoning be consistent with the adopted General Plan and Community Plan. The action, as recommended, has been made contingent upon compliance with the "T" and "Q" conditions imposed herein. The R3-1 zone would typically allow for up to 8 units by right on this site, however, the applicant is only requesting approval of four residential dwelling units as part of the Small Lot Subdivision (approved under Case No. AA-2014-2495-PMLA-SL). Such limitations are necessary to protect the best interests of, and to ensure that the proposed development is compatible with surrounding properties, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential, adverse environmental effects of the subject recommended action.

Currently, R1-1 zoned properties are permitted to a floor area ratio of 3:1 with a maximum building height of 33', by right. The proposed project is requesting a zone change from R1-1 to R3-1. Even though R3-1 permits a floor area ratio of 3:1 and a maximum building height of 45', the "Q" Qualified Conditions for the project will limit the building height to 35 feet.

To address the City's critical housing needs, the City of Los Angeles passed the Small Lot Subdivision Ordinance (Ordinance No. 176,354) which came effective on January 31, 2005. The ordinance enables the ownership of smaller, more affordable fee simple homes and permits the

subdivision of multi-family zones and commercially zoned properties into small single-family or townhouse-style lots by reducing the minimum lot size and side yard requirements, encouraging compact building footprints, introducing passageways between buildings and eliminating requirements for conventional street frontage. The project will provide new home ownership opportunities in the West Los Angeles Community Plan area in the form of one-dwelling unit on each lot rather than residential condominiums. The development of four small lot homes is proper at the subject location, since the surrounding area is improved with multi-family dwellings and single-family homes. The project's careful consideration of the placement of driveways, the well-defined paths of travel to individual entries, the varying placement of buildings, and the maximization of usable outdoor space will be in substantial conformance with public necessity, convenience, general welfare, and good zoning practice.

Small Lot Subdivision Ordinance

Established in 2005 in LAMC Section 12.22-C.27, the Small Lot Ordinance (Ordinance No. 176,354) allows for the subdivision of underutilized land in multi-family and commercial areas into fee-simple homes. The Small Lot Subdivision Ordinance was intended as a smart-growth alternative to the traditional, suburban style single-family subdivisions and allowed smaller lot areas with compact building footprints and reduced yard setbacks, street frontages, passageways between buildings and open space. The proposed project demonstrates good zoning practice and substantially complies with the following applicable requirements of the LAMC Section 12.22-C.27:

- *A parcel map or tract map, pursuant to Section 17.00 et seq. of the LAMC shall be required for the creation of a small lot subdivision.*

A concurrent application under Case No. AA-2014-2495-PMLA-SL requests to permit the subdivision of a single lot into four lots by the Advisory Agency under LAMC Section 12.22-C.27.

- *The minimum lot width shall be 16 feet and the minimum lot area shall be 600 square feet.*
- *All structures on a lot which includes one or more dwelling units, may, taken together, occupy no more than 80% of the lot area, unless the tract or parcel map provides common open space equivalent to 20% of the lot area of each lot not meeting this provision.*
- *No front, side, or rear yard shall be required between lots within an approved small lot subdivision. However, a five-foot setback shall be provided where a lot abuts a lot that is not created pursuant to this subdivision.*
- *No passageway pursuant to LAMC Section 12.21 C.2 shall be required.*

Table 1					
Parcel #	Front (ft)	North (ft)	South (ft)	Rear (ft)	Lot Area (square feet)
A	15 (east)	9'-6"	6'	9'-7" (west)	1,687
B	5'-1" (east)	6'	5' to 6'	9'-7" (west)	1,598
C	5'-0" (west)	9'	6'	19'-5" (east)	1,751
D	5'-0" (west)	7'	6'	19'-5" (east)	1,678

As indicated on Table 1 and "Exhibit B of this staff report", the proposed project complies with the minimum lot widths since the minimum lot width provided on the site plan is 27 feet; the minimum

lot area provided on the site plan is 1,598 square feet. The lots sizes will range from 1598 square feet to 1,751 square feet, thereby meeting the minimum 600 square-foot lot size of the Small Lot Subdivision Ordinance. All lots meet the minimum lot width requirement of 16 feet. The subdivision maintains a minimum of 5-foot building setback between the subdivision and the adjoining properties. The project shall comply with the minimum setback requirements and lot coverage for each small lot.

- *Vehicular access may be provided to either a lot containing a dwelling unit or to its required parking spaces by way of street or alley frontage, driveway access or similar access to a street.*
- *Fences and walls within five feet of the front lot line shall be no more than three and one-half feet in height. Fences and walls within five feet of the side and rear lot lines shall be no more than six feet in height.*

Each dwelling unit is connected to a 10-foot wide internal driveway that provides access to each dwelling unit's covered parking spaces. Privacy hedging is placed along the north property line to provide privacy and screening to the abutting property. A fence and privacy hedge screen aligns the south property line facing National Boulevard to buffer the subterranean parking from view. The fence located along the north property line is a minimum of six feet in height and shall be a decorative masonry wall, with clinging vines. The project is required to comply with the regulations of the Small Lot Subdivision Ordinance, thus demonstrating good zoning practice.

Small Lot Design Guidelines

In addition, the proposed development is also subject to the Small Lot Design Guidelines. All small lot subdivisions filed after February 1, 2014 must comply with or meet the intent of the Guidelines. These Guidelines provide an opportunity to address the design challenges and spatial complexities such as massing, height, circulation, and transitional areas from adjacent properties. The Small Lot Design Guidelines also promote the design and creation of small lot housing with neighborhood compatibility for consistency with applicable General and Specific Plans and addressing site organization and urban form, setbacks and building transitions, parking and driveways, building design and materials, and landscaping and access. These Guidelines provide specific guidance and as conditioned, the Project will meet the intent of the following guidelines:

Relationship to the Street

- *In areas with an existing prevailing street setback, align the small lot development to be consistent with this setback and provide continuity along the street edge. Slight deviations from the setback are acceptable.*
- *On residential streets with varying setbacks, the front yard setback should be within 5 feet of the average setback of adjacent properties.*

The project will improve the public right-of-way on Midvale Avenue and National Boulevard. Along Midvale Avenue a three foot dedication is required and along National Boulevard a five foot dedication is required. Currently, the lots surrounding the project have varying setbacks; a prevailing setback does not exist. The project will provide a 15-foot front yard setback on Midvale Avenue, which is a residential street. Other properties along Midvale Avenue also have a similar front yard setback of 15 feet.

Site Layout and Circulation

- *Configure homes to front public streets, primary entryway, circulation walkways, and open spaces, rather than driveways.*
- *For homes not adjacent to the public street, provide pedestrian circulation in the form of private walkways or clearly delineated paths of travel from the sidewalk to their entryway.*
- *Homes fronting a public street should have the primary entrance and main windows facing the street.*
- *Provide space for entry, front landing, and transitional landscaping between the public sidewalk and private entryway.*
- *When multiple units share a common driveway that is lined with individual garages, provide distinguishable pedestrian paths to connect parking areas to articulated individual entries.*

Parking and Driveway

- *Locate parking to the rear of dwellings where homes front the public street.*
- *If individual front driveways must be used, the setback of the building should allow for an ample amount of landscaping space and a front entryway, porch, or landing.*
- *Allow for a pedestrian access path separate from driveway whenever possible.*

Entry

- *Primary entryways should be clearly identifiable and connected to the public street by a walkway. Individual residences should incorporate transitions such as landscaping, paving, porches, stoops and canopies.*
- *Homes that front a public street should have their primary entry accessible from the street. Garages should not take the place of the main entryway.*
- *Incorporate transitions such as landscaping, paving material, porches, stoops, and canopies at the primary entrance to each residence, and at the main pedestrian entrance from the sidewalk.*

The Project site is a rectangular-shaped corner lot with four individual lots proposed along its perimeter. As shown in Exhibit B of this staff report, Lots A and B are located on the eastern boundary, off of Midvale Avenue. Lots C and D will be located along the western boundary portion of the site, with Lot C adjacent to National Blvd. The project proposes an internal, private driveway through an easement accessed from Midvale Avenue, with access to individual parking spaces located away from the public realm. The internalized private driveway is separate from pedestrian access to each unit. Subterranean parking spaces are accessible directly off this internal driveway. The lots with public street frontage and the internalized "land-locked" lots that do not possess any street frontage both propose clearly delineated pedestrian paths of travel. These pedestrian paths of travel are accessed from the sidewalk or private driveway, and the entries are characterized by clearly identifiable covered porches with a stone veneer column base.

The proposed project has been designed to meet the intent of these guidelines by considering the characteristics of the street and by configuring the proposed development in relation to its context and to each other. The project's careful consideration of the placement of driveways, the well-defined paths of travel to individual entries, the varying placement of buildings, and the maximization of usable outdoor space will be in substantial conformance with public necessity, convenience, general welfare, and good zoning practice.

Height and Massing

- *Avoid excessive height differences in height between the proposed development and adjacent buildings.*
- *Provide sufficient space between buildings, articulation along the street frontage, and visual breaks to diminish the scale and massing.*

Building Façade

- *Employ architectural details to enhance scale and interest by breaking the façade up into distinct planes that are offset from the main building façade.*
- *Provide windows on building facades that front on public streets, private driveways, and internal pedestrian pathways within the development.*
- *Include overhead architectural features at entrances and windows that provide shade and passive cooling.*

Privacy

- *Minimize the number of windows overlooking neighboring interior private yards.*
- *Provide functional distances between building walls and vary height to maximize private outdoor space, light and views.*

The project proposes a privacy hedge along the north, south and west property lines. The hedge will include fencing and a wall, where appropriate. Windows are carefully placed on walls with views oriented towards private yards or to the street. Primary entryways are located along the west property line or off of Midvale Avenue. Privacy has been incorporated into the design of the residential dwelling units. No balconies are proposed to face the abutting lots to the north and west. One window for Lots C and D will face the west property on the second level only. Two small windows for Lots A and D will face the north property. No projecting balconies will face adjacent properties. The third level roof decks will be internalized towards the other small lots or facing Midvale Avenue or National Boulevard. Fencing is proposed between the subdivided lots and further strengthens the privacy between abutting properties.

The proposed small lot development seamlessly integrates with its surrounding built environment since it avoids excessive differences in height from adjacent buildings and employs well-articulated street frontages, building and driveway placement, and visual breaks between buildings. The elevations indicate a consistent maximum height of 35 feet to integrate with other structures facing National Boulevard.

C. CEQA Findings

A Mitigated Negative Declaration (ENV-2014-2496-MND) was issued on January 28, 2016. The MND was published for a period of 20 days. The MND includes mitigation measures that address the impacts of the project on Aesthetics, Air Quality, and Biological Resources. Under Case No. AA-2014-2495-PMLA-SL, the Deputy Advisory Agency approved ENV-2014-2496-MND and the associated Mitigation Monitoring Program on August 10, 2016.

On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND, there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 N. Spring Street, Los Angeles, CA.