

FINDINGS

A. General Plan Findings

- a. **General Plan Land Use Designation.** The subject property is located within the North Hollywood-Valley Village Community Plan area which was updated by the City Council on May 14, 1996 and designates the subject property for Neighborhood Office Commercial land uses corresponding to the CR, C1, C1.5, RAS3, RAS4, and P Zones. The site is zoned [Q]C2-1VL and P-1VL Zone. The proposed 60-unit multi-family residential building is consistent with development permitted in the proposed (T)(Q)RAS4-1VL Zone, which permits a maximum density of 72 units across the site. Therefore, the project is in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Framework Element and Community Plan.

b. **Land Use Element.**

The proposed project complies with applicable provisions of the Los Angeles Municipal Code and the North Hollywood-Valley Village Community Plan. There are twelve elements of the General Plan. Each of these elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code requirements of the Los Angeles Municipal Code.

The Land Use Element of the City's General Plan is divided into 35 Community Plans. The subject property is located within the North Hollywood-Valley Village Community Plan, which designates the site for Neighborhood Office Commercial land uses corresponding to the CR, C1, C1.5, RAS3, RAS4, and P Zones.

The proposed project is consistent with the following goals and policies of the North Hollywood-Valley Village Community Plan:

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

Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policy 1-1.1: Designate specific lands to provide for adequate multi-family residential development.

Objective 1-3: To promote and ensure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

Policy 1-3.1: Promote greater individual choice in type, quality, price and location of housing.

Policy 1-3.2: Promote housing in mixed use projects in transit corridors, pedestrian oriented areas, and transit oriented districts.

Policy 1-3.3: Ensure that new housing opportunities minimize displacement of residents.

The proposed multi-family residential development contains 60 dwelling units, 62 automobile parking spaces and 66 bicycle parking spaces. The project will provide much needed housing with a variety of unit types including studios and lofts. The project will result in minimal displacement of existing residents as the site is presently vacant, but was formerly developed with two single-family dwellings. The project will result in the net gain of 58 dwelling units for the North Hollywood-Valley Village community and is located within close proximity to the NoHo Arts District, and the Metro Red and Orange Line North Hollywood Stations. The project's unit mix includes 35 studios and 25 loft type units. The project will also set aside six studio type units for affordable housing (three for low income and three for moderate income households). Thus, the project provides greater individual choice in price and type of housing within the plan area.

- c. The **Framework Element** for the General Plan 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, economic development, transportation, infrastructure, and public services. The Framework Element includes the following goals, objectives and policies relevant to the instant request:

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

Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram and Table 3-1 (Land Use Standards and Typical Development Characteristics).

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

Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.

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

Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

The proposed project will contribute toward and facilitate the City's long-term fiscal and economic viability by redeveloping an underutilized site with a new 60-unit apartment development. The project's proximity to transit connections will encourage the reduction of vehicular trips to and from the project, vehicle miles traveled, and help reduce air pollution. The project's location within an existing, under-utilized commercial and parking zoned area will enable the city to conserve nearby existing stable residential neighborhoods and lower-intensity commercial districts.

Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.

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.

The proposed project will enhance the quality of life for existing and future residents by creating new housing opportunities within close proximity to transit stations and local destinations. The project will also improve Beck Avenue by including a 12-foot sidewalk along the project street frontage. The project will improve sidewalks and add street trees along the project's frontage to enhance the neighborhood and improve the quality of life for current and future residents.

Goal 5A: A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.

Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.

Policy 5.2.2: Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale, and built form allowed and/or encouraged within

these areas allow them to function as centers and support transit use, both in daytime and nighttime. Additionally, develop these areas so that they are compatible with surrounding neighborhoods.

The proposed project is located in a multi-modal area in close proximity to transit lines, bicycle infrastructure, and readily accessible to ride sharing services. Given the existing transit, bicycle, and vehicle infrastructure in the area, it is appropriate to locate a project at the proposed density at the subject property. The project will redevelop an under-utilized commercial and parking zoned property that is within 0.25 miles of the Metro Orange Line and Red Line North Hollywood Station. The 60 dwelling unit project will provide new housing opportunities within walking distance to surrounding commercial uses and high capacity public transit.

- d. **Mobility Element.** The Mobility Element of the General Plan (Mobility Plan 2035) is likely to be affected by the recommended action herein through the imposition of street dedications and improvements surrounding the project site. Chandler Boulevard is a designated Boulevard II under Mobility Plan 2035, dedicated to a right-of-way width of 110 feet and improved with asphalt roadway, bike lane, median busway, and concrete curb, gutters, and a sidewalk. Beck Avenue is a Local Street under Mobility Plan 2035, dedicated to a right-of-way width of 60 feet and improved with asphalt roadway and concrete gutter. The alley is dedicated to a width of 20 feet and is presently improved with asphalt roadway.

The Bureau of Engineering (BOE) is requiring no additional dedication along the project's street frontages. BOE is requiring sidewalk improvements along Chandler Boulevard, the construction of a 12-foot sidewalk on Beck Avenue, and the construction of a new 18-foot alley with asphalt pavement and a 2-foot longitudinal gutter. To further promote sustainability, the alley has been conditioned to be designed in accordance with BOE green alley standards. Dedications and improvements have been imposed under the (T) Tentative Classification conditions contained within this staff report.

The project as designed and conditioned will meet the following goals and objectives of Mobility Plan 2035:

- Policy 2.3: Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.
- Policy 2.6. Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.
- 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.
- Policy 3.8. Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The proposed project will provide an approximately 15-foot sidewalk along Chandler Boulevard while orienting patios and unit entrances along the street to create a quality, safe and comfortable walking environment. The project also calls for the construction of a new 12-foot sidewalk along the Beck Avenue frontage, providing pedestrian facilities for the adjoining residential neighborhoods to the north and west. The project will have a main pedestrian entrance off of Chandler Boulevard, flanked by short-term bicycle parking.

The project will take vehicular access off of the alleyway. New curb cuts and driveways along Chandler Boulevard and Beck Avenue were specifically avoided in order to reduce any impact on circulation in the surrounding area, including the performance and reliability of transit services and to avoid conflicts with pedestrians and bicyclists. The project will close one curb cut on Chandler Boulevard, resulting in the addition of one on-street vehicle parking space.

The proposed project will be located proximate to neighborhood destinations including restaurants, gyms, and a major transit stop. The project is located within 1,250 feet of the Metro Orange Line and Red Line North Hollywood stations, which offer access to local and regional destinations including Hollywood, Downtown Los Angeles, Van Nuys, and Warner Center. The project also has direct access to the Chandler Boulevard bike lanes that connect with the Orange Line bike path, which links North Hollywood with Lake Balboa, and other Valley communities. Both short term and long term bicycle parking are provided on-site.

- e. The **Housing Element** of the General Plan seeks to meet the variety of housing needs of the City's growing population through the provision of affordable housing and amenity-rich, sustainable neighborhoods for its residents. The proposed project is consistent with the following objectives and policies of the Housing Element:

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

Policy 1.1.2: Expand affordable rental housing for all income groups that need assistance.

Policy 1.1.3 Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.

Objective 1.3: Forecast and plan for changing housing needs over time in relation to production and preservation needs.

Policy 1.3.5 Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City's Framework Element of the General Plan.

The proposed project will result in the construction of 60 new rental dwelling units, including 54 market rate, three moderate income and three low income units. The project would be comprised of 35 studio and 25 loft units. The proposed 58 net new dwelling units are located within a multi-modal area near the North Hollywood terminus to the Metro Orange and Red lines, consistent with the City's policies and objectives to encourage new development in areas where public transit is readily available and the range of different housing types will help meet the particular needs of the city's households.

Zone Change Findings

1. Pursuant to Section 12.32-C and G of the Municipal Code, the zone change is in conformance with the public necessity, convenience, general welfare and good zoning practice.

The proposed project involves the demolition of two existing single-family dwellings and the construction, use, and maintenance of a four-story, 46,337 square-foot, 60-unit multi-family residential building. The project would consist of residential units on floors one through four with two levels of subterranean parking. The project would include 62 automobile parking spaces and 66 bicycle parking spaces. The proposed building would have a maximum height of approximately 45 feet above grade and an F.A.R. of 1.87 to 1.

The project site consists of eight parcels totaling 27,219 square feet (29,166 when considering half the alley) of lot area. The North Hollywood – Valley Village Community Plan designates the site for Neighborhood Office Commercial land uses, which includes the following corresponding zones: CR, C1, C1.5, RAS3, RAS4, and P. With the approval of the requested Vesting Zone Change, the zone will continue to be consistent with the range of zones corresponding to the Neighborhood Office Commercial land use designation. Based on the existing Height District No. 1VL, the property would be permitted a maximum F.A.R. of 1.5 to 1, The recommended RAS4-1VL Zone would allow a maximum F.A.R. of 3 to 1 and a maximum height of three stories or 45 feet.

- a. Public Necessity: Approval of the Zone Change to the (T)(Q)RAS4-1VL Zone is necessary in order for the project to be considered under one zone rather than multiple zones. The multi-family residential development is consistent with the type of development encouraged by the General Plan Framework Element and the North Hollywood-Valley Village Community Plan, with regard to Neighborhood Office Commercial development, as outlined above. The requested Vesting Zone Change will allow for additional F.A.R. to maximize the development's potential benefit to the surrounding community.
- b. Convenience: The project will redevelop an under-utilized commercial and parking zoned property that is within 1,250 feet of the North Hollywood Metro Red and Orange Line stations, Metro Local Lines 237, 152, 353, and 183. The 60-unit project will provide new housing opportunities, including six affordable units, within walking distance to surrounding businesses in the North Hollywood Arts District and public transit.
- c. General Welfare: Granting the Zone Change to the (T)(Q)RAS4-1VL Zone allows for the development of a 45-foot in-height, multi-family residential project with 60 dwelling units, which will support the North Hollywood community by providing additional housing opportunities, as well as enhancing the urban environment by encouraging daytime and nighttime activity on an under-utilized site within the Neighborhood Commercial land use designation. Given the site's proximity to existing transit services, bicycle facilities, and the greater regional freeway and local roadway network, the project will provide new housing opportunities and amenities at both the local and regional scale.
- d. Good Zoning Practices: The purpose of the RAS Zones are to "provide a mechanism to increase housing opportunities, enhance neighborhoods, and revitalize older commercial corridors." The project would redevelop commercial and parking uses with a new multi-family residential development with 60 dwelling units. Approval of the Vesting Zone Change to the (T)(Q)RAS4-1VL Zone is consistent with the type of development encouraged by the General Plan Framework Element and the North Hollywood-Valley Village Community Plan. The project will create street facing residential units that will

enhance the urban environment and encourage daytime and nighttime activity within the currently under-utilized site. The project is proposing a height of 45 feet and an F.A.R. of less than 3:1, which is consistent with the Neighborhood Office Commercial General Plan Land Use designation as defined by the Framework Element and the North Hollywood-Valley Village Community Plan. The zone change would also remove an approximately 42-foot wide strip of P-1 zoned property facing the alley to the north of Chandler Boulevard, which was designed to buffer the rear yards of the R3 zoned properties on the south side of Cumpston Street from the more intensively planned C2 zoned commercial properties on Chandler Boulevard. These commercial properties were never developed with other than single-family homes on the subject property. Thus, in compliance with good zoning practice, the elimination of this P zoned property will remove an impediment to residential development, eliminate an outmoded zone which was never used to its purpose and eliminate three non-conforming uses at the site.

2. Pursuant to Section 12.32-G of the Municipal Code, Findings for “T” and “Q” Classifications.

Pursuant to LAMC Sections 12.32-G,1 and G,2(a), The current action, as recommended, has been made contingent upon compliance with new “T” and “Q” conditions of approval, and project specific conditions of approval imposed herein. Such limitations are necessary to ensure the identified dedications, improvements, and construction notices are executed to meet the public’s needs, convenience and general welfare served by the required actions. The conditions that limit the scale and scope of the development along with site operations, are also necessary to: protect the best interests of and to assure a development more compatible with, the surrounding properties and the overall pattern of development in the community; to secure an appropriate development in harmony with the General Plan as discussed in the above sections, and to prevent or mitigate the potential adverse environmental effects of the recommended actions.

Site Plan Review Findings

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

General Plan – Framework Element

The Framework Element of the City’s General Plan was adopted on December 11, 1996 and re-adopted on August 8, 2001. The Framework Element sets forth a comprehensive long-range growth strategy for the City and defines citywide policies regarding such pertinent issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. As such, the Framework Element serves as an essential qualitative analysis tool in providing the general policy context within which to assess the merits of the proposed project relative to the project site and its surroundings, and against the established goals of the City.

The Framework Element defines Neighborhood districts as being those designated areas within the City which are “intended focal points of surrounding residential neighborhoods and serve populations of 15,000 to 25,000 residents.” The proposed development is consistent with the following Neighborhood Commercial goals, objectives and policies identified within the Framework Element (Chapter 3 – Land Use):

Goal 3D: Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles’ neighborhoods.

Objective 3.8: Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit.

Policy 3.8.1: Accommodate the development of neighborhood-serving uses in areas designated as "Neighborhood District" in accordance with Tables 3-1 and 3-4. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.

Relative to the site's Neighborhood Office Commercial land use designation under the North Hollywood-Valley Village Community Plan, the project site is presently underutilized as it has recently been cleared via the demolition of two single-family dwellings. The applicant is proposing a four-story multi-family residential development with a total of 60 units with three units reserved for moderate income and three units reserved for low income residents. The project will help create additional housing stock within close proximity to the regional rail and bus rapid transit network and will help revitalize the western edges of the NoHo Arts District. As such, the proposed project is in substantial conformance with the purposes, intent and provisions of the General Plan Framework Element.

North Hollywood – Valley Village Community Plan

The subject property is designated for Neighborhood Office Commercial uses under the North Hollywood – Valley Village Community Plan, with the corresponding zones of CR, C1, C1.5, RAS3, RAS4, and P. The proposed multi-family residential development is consistent with the Neighborhood Office Commercial designation and uses permitted under the (T)(Q)RAS4-1VL Zone applicable to the project site. Furthermore, the surrounding properties are currently developed with multi-family residential, single-family residential, and public facility uses (busway, wash, etc), and as such, the proposed project will be compatible with the existing uses in the surrounding area.

Objectives of the Community Plan include the following:

Objective 3: "To make provisions for housing as is required to satisfy the needs and desires of various age, income and ethnic groups of the community, maximizing the opportunity for individual choice."

The project site is currently underutilized as previously described. The proposed multi-family residential development is consistent with the above Community Plan objective as it would result in a net increase of 58 rental units and satisfy a need for additional housing located within close proximity to regional mass transit investments. The 60-unit project will provide 35 studio and 25 loft style units that will provide housing choice to potential artists that desire to reside within close proximity to the NoHo Arts District.

The land use policies for commercial uses under the Community Plan identifies the North Hollywood Business District as the "historic focal point" of the community. The plan also proposes high medium and medium density residential areas be encouraged around the North Hollywood Business District and in the area surrounding the transit station.

Land Use – Commerce: Plan policy provides for the development of single or aggregated parcels for mixed use commercial and residential development. These structures would, normally incorporate retail office, and/or parking on lower floors and residential units on upper floors. The intent is to provide housing in close proximity to jobs, to reduce vehicular trips,

congestion, and air pollution, to assure adequate sites for housing, and to stimulate pedestrian oriented areas to enhance the quality of life in the Plan area.

The project site is located within 1,000 feet of the NoHo Commercial and Art Crafts District boundary and within 100 feet of the North Hollywood Redevelopment Project. While the project is not mixed-use, it does cater to artists who could presumably use their residences as studios to create and showcase their work. Loft units have ceiling heights up to 18 feet to accommodate for artistic endeavors. The residential project will provide housing opportunities within close proximity to jobs, neighborhood serving commercial uses, and transit stations, thereby reducing vehicular trips, congestion, and air pollution. The ground floor street facing units will have either patios with direct access to the street or landscaping to help beautify and activate the street frontage, and will thus enhance the quality of life in the Plan area.

4. **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 neighboring properties.**

The proposed project will be compatible with existing and future development on neighboring properties. The surrounding land uses consist of Community Commercial, Medium Residential, Low Residential, and Public Facilities that are within the [Q]R3, R1, RD1.5, and PF-1VL Zones. Surrounding properties are improved multi-family residential and the Orange Line busway fronting Chandler Boulevard and multi-family and single-family residential fronting Beck Avenue. The northern adjoining property is zoned [Q]R3-1 and is developed with multi-family residential with alley vehicular access. The eastern adjoining property is dual zoned [Q]C2-1VL and P-1VL and is developed with a six unit apartment. The southern adjoining property is zoned PF-1VL and is developed with the Orange Line busway. The western adjoining properties (across Beck Avenue) are zoned PF-1VL and R1-1 and are developed with open space, a storm channel, and a single-family dwelling.

The site is currently vacant and underutilized. The proposed four-story 60-unit multi-family residential development will have residential units on floors one through four with front porches and landscaping along both the Chandler Boulevard and the Beck Avenue street frontages. Units may include balconies/patios, which are a common amenity in multi-family developments in the area. The project has been conditioned to ensure that convenient and efficient public access for pedestrians, bicyclists, and vehicles will be provided. The pedestrian lobby for the building will be accessible off of Chandler Boulevard, while parking ingress/egress into the subterranean garage will be accessible from the alleyway. The project will provide code required parking, resulting in accommodations for 62 automobiles and 66 bicycles.

Height/Bulk:

The site's current [Q]C2-1VL and P-1VL zoning limits structures to a maximum height of 45 feet and an F.A.R. of 1.5 to 1, with the exception of RAS Zones, which are permitted a maximum height of 50 feet and an F.A.R of 3 to 1. The site's existing [Q] limits uses on the site to those permitted in the C1.5 Zone. The proposed project will result in a total floor area of approximately 42,137 square feet with an F.A.R. of 1.87 to 1. The Project has design elements that are compatible with existing and future developments on neighboring properties. Neighboring properties range in height from one- to two-stories. Neighboring residential properties to the north are generally one to two story multi-family dwellings. To the west, neighboring residential properties are one to two story single-family dwellings. Approximately 900 feet to the east of the site at Chandler Boulevard and Tujunga Avenue, there is a seven-story 76-foot in height mixed-use building. With the project's existing zoning,

buildings could be developed to a height of 45 feet and an F.A.R of 1.5 to 1. The project's design and setbacks will help reduce perceived massing, creating a more pedestrian oriented project that will be compatible with existing and future development on neighboring properties.

Setbacks:

The setbacks applicable to the project are established initially under Section 12.11.5 of the LAMC, wherein a 5-foot front yard setback is required, no side yard is required for the ground floor portion of buildings when used for commercial purposes, otherwise a 5-foot setback is required, and a rear yard of not less than 5 feet in depth, since the property is not located adjacent to the RD or more restrictive zone. The project site plan (Exhibit "A") dated August 14, 2017 complies with the proposed RAS4 zone's yard requirements.

Off-street Parking, Bicycle Parking, and Driveways:

The project is required to provide 72 automobile parking spaces along with 66 bicycle parking spaces. The Bicycle Parking Ordinance allows the project to replace up to 15 percent of required automobile parking by utilizing swapping at a ratio of one automobile parking space per four bicycle parking spaces. The applicant has utilized this provision in the Bicycle Parking Ordinance to provide 62 vehicle parking spaces and 66 bicycle parking spaces (60 long term and 6 short term spaces).

Ingress/egress to the project site's subterranean garage will be from the northern adjoining alley. Per Exhibit "A", short term bicycle parking will be provided on the ground floor at the main pedestrian entrance off of Chandler Boulevard in a manner to allow convenient access for bicyclists entering and leaving the site.

Lighting:

Lighting will be provided per LAMC requirements. The project is conditioned to require outdoor lighting to shine downward, be installed with shielding, and be directed onto the project site, so that the light source does not directly illuminate any adjacent properties or the above night skies.

On-Site Landscaping:

The project is in compliance with Section 12.21-G of the LAMC. Per Exhibit "A", the project will include new street trees at the ground level, along the building frontage, as well as on the ground level courtyard and fourth-floor rooftop "pool deck." The plant pallet includes Pacific Madrone, Western Redbud, California Sycamore, Yarrow, California Encelia, Birds Foot Fern, Holy Leaf Cherry, White Sage, and Sky Rocket Fountain Grass. Additionally, all other open areas not used for buildings, driveways, parking areas, recreational facilities or walkways are to be landscaped and maintained in accordance with a landscape plan to be approved by the Director of Planning or their designee.

- 5. That any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.**

The project is required to provide 6,000 square feet of open space throughout the site, including within both common and private open space areas. The proposed project includes 6,005 square feet of open space throughout the site, including within both common and private open space areas, exceeding code requirements. Common open space areas consist of a courtyard and roof patio. Private open space consists of individual unit balconies. Therefore,

the proposed project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.

Environmental Findings

6. **Environmental Finding.** A Mitigated Negative Declaration (ENV-2016-4494-MND) was prepared for the proposed project. The MND was circulated for public review from May 18, 2017 to June 7, 2017. During the review period, the Department of City Planning did not receive any comment letters. The MND, under Land Use/Planning, originally required the project to install an air filtration system with a MERV rating of 12, to the satisfaction of the Department of Building and Safety. However, on June 4, 2016, Ordinance No. 182,245 became effective, which implements building standards and requirements to address cumulative health impacts resulting from incompatible land use patterns within the City of Los Angeles. This Ordinance updated Los Angeles Municipal Code Section (LAMC) 99.04.504.6 to require “mechanically ventilated buildings within 1,000 feet of a freeway, provide regularly occupied areas of the building with air filtration media for outside and return air that provides a Minimum Efficiency Reporting Value (MERV) of 13.” The Ordinance also requires that filters be installed prior to occupancy, and recommendations for maintenance with filters of the same value be included in the operation and maintenance manual. Therefore Mitigation Measure X-60 from ENV-2016-4494-MND has been deleted as the project is subject to current LAMC regulations, which requires a minimum MERV 13 air filtration system. The regulatory compliance list in the Mitigation Monitoring Program has been updated to include RC-AQ-9 to capture this change in regulatory compliance. 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 lead agency further finds that the attached Mitigated Negative Declaration reflect the lead agency’s independent judgment and analysis; and the mitigation measures have been made enforceable conditions on the project. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street.
7. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C, areas of minimal flooding.