

FINDINGS

CONDITIONAL USE FINDINGS

- 1. The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.**

The project will provide an essential service to the community, city and region through the provision of mixed-income housing units, including new covenanted affordable units. The project site is located within Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan Specific Plan (SNAP), which defers to the density permitted by the underlying zone [Q]R5-2 and R4-2. Ordinance Number 165,668 established the Qualified [Q] designating properties within the [Q]R5-2 Zone to be limited to residential uses permitted in the R4 Zone. Per the R4-2 Zone, the base density permitted on the subject property is 93 units.

The Density Bonus Ordinance permits a density bonus of up to 35-percent in exchange for setting aside 11-percent of the 93 base density units for Very Low Income Households. The State Density Bonus Law (Government Code Section 65915(n)) allows a city to grant a density bonus greater than 35 percent for a development, if permitted by a local ordinance. The City adopted the Value Capture Ordinance (Ordinance No. 185,373), codified in LAMC Section 12.24 U.26, to permit a density increase greater than 35-percent with the approval of a Conditional Use. In exchange for the increased density, the Value Capture Ordinance requires projects to set aside one (1) additional percent of base density units above the 11-percent for Very Low Income Households for every additional 2.5-percent density increase above the 35-percent. Below is a table showing the requisite percentage of affordable housing units for Very Low Income Households based on the percentage of density increase.

The applicant requests a Conditional Use to increase the density by 115-percent to allow a total of 200 units in lieu of 93 base density units. As highlighted in the table above, the applicant is required to set aside 43-percent, that is 40 units, of the 93 base density units for Very Low Income Households in exchange for the 115-percent density increase requested. The applicant proposes to set aside 40 units for Very Low Income. As such, the project satisfies the minimum percentage of base density to be restricted to Very Low Income Households to be eligible for a 115-percent density increase.

According to the 2013 Housing Element of the City of Los Angeles General Plan, pages 1-14, 29-percent of total households in the City are in the Very Low Income Category and 16.1-percent are in the Low Income Category; therefore, almost half of the City's residents are in the Very Low or Low Income Categories. Additionally, the Housing Element shows that of the 29-percent Very Low Income Households, 82-percent are renters and 18-percent are owners; and of the 16.1-percent Low Income households, 73-percent are renters and 27-percent are owners, demonstrating that a significant number of Los Angeles' Very Low and Low Income Households are renters. The City has determined that the shortage of affordable housing is an ongoing crisis in the City of Los Angeles. The increased intensity and density of the proposed development will be offset by the project's ability to provide the number of affordable units required by the City's Density Bonus

policy. Therefore, the proposed project would provide a service that is essential and beneficial to the community, city and region.

2. The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

The project proposes the construction, use, and maintenance of a 17-story, 200-foot tall, 222,694 square-foot development comprised of 200 residential units, including 40 units reserved for Very Low Income Households. The project is located within the boundaries of the Vermont/Western Station Neighborhood Area Plan Specific Plan (SNAP) within Subarea C, Community Center, one block to the east is Metro's B (Red) Line station stop at Hollywood and Western.

The proposed building is taller than the general heights of buildings found in the immediate neighborhood. The building design incorporates a series of height transitions and massing elements to reconcile the contrasting intensity found along Hollywood Boulevard, a busy major corridor, and Carlton Way, a quieter lower scale residential area. Along Carlton Way, the project is designed with a height element of seven stories which is compatible with surroundings residential uses and the design includes two-story volume walk-up townhome style units at the ground level. At the fourth level, there is an outdoor garden terrace along the western edge of the site for approximately half the building length with provides a break in massing for the properties to the west. At the eighth story facing the Carlton Way frontage, the project includes a large outdoor amenity deck, pool and indoor lounge and fitness center as the building height steps up in height moving towards Hollywood Boulevard. The height further steps up again towards Hollywood Boulevard at the thirteen level which includes a planted roof element. Additionally, the project incorporates an open space common area deck on the fourth level that steps the building back and away from the historic structure to the west. This design decision was made to not adversely affect the adjacent historic property. As a result, the building's tiered height approach responds to the site's unique frontages and characteristics while creating greater architectural interest and variety on each of the three (3) frontages.

The project's design engages the adjacent streets and public space and maintains human scale by incorporating a partially covered, publicly accessible two-story volume pocket plaza fronting the corner of Hollywood Boulevard and St. Andrews Place that includes built-in bench seating, landscape planters, and enhanced paving. The plaza ceiling along with one solid wall of the plaza interior may provide a canvas for a rotating series of art installations or murals and includes full-height glass walls with provide views to-and-from the entrance lobby on Hollywood Boulevard. Before accessing the lobby, residents pass through the entry foyer, a glass prism that frames a view of the project's garden terraces to passerby on the sidewalk. The project does not contain any retail or commercial programs, however a coworking/business center and deck for work-from-home residents is located one level above the main pedestrian entrance which provides visual activity along Hollywood Boulevard during the day.

The project includes improvements on the ground level to enhance the pedestrian realm in compliance with the SNAP including new street trees, bicycle racks, public benches, trash receptacles, and landscaping. As noted above, the ground level along Carlton Way is designed with walk-up townhome units with that are slightly raised above street level and accessed by a ramping shared stoop that leads to individual gated porches.

Parking for the project is provided within the building and either wrapped by active uses or architectural integrated into the overall building design. Access to the parking is from a single driveway along St. Andrews Place which is the desired location as opposed to interrupting the urban streetscape on Hollywood Boulevard or from quieter Carlton Way. Based on the above, the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

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

The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, Land Use, Transportation, Noise, Safety, Housing and Conservation. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City.

The General Plan is a long-range document determining how a community will grow, reflecting community priorities and values while shaping the future. Policies and programs set forth in the General Plan are subjective in nature, as the General Plan serves as a constitution for development and foundation for land use decisions. As such, there are no objective zoning or design review standards relevant to this finding other than those objective standards, as defined by Government Code Section 65913.4(a), that the project has already been determined to be consistent with.

To the extent this finding requires further analysis, the project substantially conforms with the following purposes and objectives of the General Plan Elements: Framework Element, Housing Element, Mobility Element and the Land Use Element – Hollywood Community Plan, the Hollywood Redevelopment Plan, and the Vermont/Western Station Neighborhood Area Plan Specific Plan (SNAP).

Framework Element

The Framework Element is a strategy for long-term growth which sets a citywide context to guide the update of the Community Plan and Citywide Elements. The Framework Element is a comprehensive, long range document containing purposes, policies and programs for the development of the City of Los Angeles. The Citywide General Plan Framework text 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 primary objectives of the policies in the Framework Element's Land Use Chapter are to support the viability of the City's residential neighborhoods and commercial districts, and when growth occurs, to encourage sustainable growth in a number of higher-intensity commercial and mixed-use districts, centers and boulevards and industrial districts particularly in proximity to transportation corridors and transit stations.

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.*

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 3.2.2 *Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.*

Policy 3.2.3: *Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.*

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

The Project proposes the development of a new residential building that includes 200 dwelling units, of which 43-percent, that is 40 units, of the base density would be set aside for Very Low Income Households. The proposed residential uses would be located within a 17-story building with a maximum building height of 200 feet. One block to the east is Metro's B (Red) Line station stop at Hollywood and Western and the project site is served by several transit lines within walking distance. The proximity and access to transit and commercial uses along Hollywood Boulevard will provide residents with ample options for trips to be taken by walking or transit.

The project would further reduce vehicle trips and vehicle miles traveled due to the project's pedestrian-orientated design and bicycle access and infrastructure. The design and intensity will also contribute to the intended character of the area and the provision of housing would contribute to the appropriate distribution of land as described by the Land Use Chapter.

The Project would comply with the following goals, objective and policies, as set forth in the General Plan Framework Housing Chapter:

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

Objective 4.1: *Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to*

meet the projected housing needs by income level of the future population to the year 2010.

Objective 4.2: *Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.*

Policy 4.2.1 *Offer incentives to include housing for very low- and low-income households in mixed-use developments.*

The project would improve the site with a project that includes 200 residential units, comprised of one- and two-bedroom units, plus two-bedroom townhouses. Of the 200 residential units proposed, 40 units would be reserved for Very Low Income households. In addition, the project site is located less than a quarter mile (0.14 miles) from the Hollywood/Western Metro B (Red) Line Station, and served by several bus lines, with connections and access to jobs, entertainment, and amenities within Hollywood, West Hollywood, North Hollywood, Century City, Koreatown, Downtown and the Greater Los Angeles region.

The Project would comply with the following goals, objective and policies, as set forth in the General Plan Framework Economic Development Chapter:

Goal 7G: *A range of housing opportunities in the City.*

Objective 7.9: *Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's workforce to both live and work in the city.*

Policy 7.9.1: *Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental to the City's fiscal structure.*

Policy 7.9.2: *Concentrate future residential development along mixed-use corridors, transit corridors, and other development nodes identified in the General Plan Framework Element to "optimize the impact of City capital expenditures on infrastructure improvements."*

As previously mentioned, the project would provide new housing that is within a 0.25 miles of the Hollywood/Western Metro B (Red) Line Station and several bus lines. The housing would include units set aside for Very Low Income Households, and contain one- and two-bedroom units, plus two-bedroom townhouses, providing additional housing options for the area. By enabling the construction of a supply of housing in proximity to existing jobs and services, the project would be consistent with the above listed goals, objectives and policies of the Framework Element.

Housing Element

The City's Housing Element for 2013-2021 was adopted by City Council on December 3, 2013. The Housing Element identifies the City's housing conditions and needs,

establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides an array of programs the City intends to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element aims to provide affordable housing and amenity-rich, sustainable neighborhoods for its residents, answering the variety of housing needs of its growing population. Specifically, the Housing Element encourages affordable units to accommodate all income groups that need assistance. The proposed project would be in conformance with the objectives and policies of the Housing Element as described below.

Goal 1: *A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.*

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

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

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

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 project consists of a new residential building which includes 200 dwelling units. Of the 200 dwelling units, 40 units are set aside for Very Low Income Households. The project accommodates various income levels (Very Low Income and Market Rate) and unit types (a mix of one- and two-bedroom units, plus two-bedroom townhouses), within a major mixed-use commercial area and within 0.25 miles of the Hollywood/Western Metro Station, which is served by the Metro B (Red) Line and within walking distance to several bus lines. These transit lines provide access to connections to West Hollywood, Century City, Santa Monica, South LA, Koreatown, Echo Park, Downtown Los Angeles, and throughout the region.

Goal 2: *A City in which housing helps to create safe, livable and sustainable neighborhoods.*

Objective 2.1: *Promote safety and health within neighborhoods.*

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

Policy 2.2.3: *Promote and facilitate a jobs/housing balance at a citywide level.*

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

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

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

Policy 2.5.1: *Target housing resources, policies and incentives to include affordable housing in residential development, particularly in mixed-use development, Transit Oriented Districts and designated Centers.*

Policy 2.5.2: *Foster the development of new affordable housing units citywide and within each Community Plan area.*

The design of the proposed development employs character-defining features to reflect a consistent architectural style, including unobstructed building entrances and architectural variations, and follows urban design principles that improve the appearance and quality of housing in the area. The project enhances livability of the area by upgrading the quality of development and creating a pedestrian-friendly, landscaped public right-of-way. Lastly, the project provides housing at various income levels (Very Low Income and Market Rate) that would be transit and pedestrian accessible. Residents would have the option of walking or taking transit to the numerous commercial uses within Hollywood and the surrounding area. Transit service would also reach the West Hollywood, Century City, and Santa Monica job, retail, and entertainment centers. DASH service provides connections to recreation and entertainment options in Griffith Park area. The Metro B (Red) Line Hollywood/Wester Station located within 0.25 miles from the project site further facilitate connections to North Hollywood, Koreatown, Downtown, and Union Station, which has rail connections throughout the region. By locating high density residential uses in an area well served by transit, the project allows future residents to utilize alternative means of transportation in their commutes.

Mobility Element

The Mobility Element 2035 (Mobility Element), adopted in September 2016, guides development of a citywide transportation system with the goal of ensuring the efficient movement of people and goods and recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reduction of vehicle trips, and focused growth in proximity to public transit. The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities and sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. Among other objectives and policies, the Mobility Plan aims to support ways to reduce vehicle miles traveled (VMT) per capita by increasing the availability of affordable housing options with proximity to transit stations and major bus stops and offering more non-vehicle alternatives, including transit, walking, and bicycling. The project would be in conformance with following objectives and policies of the Mobility Element as described below.

Chapter 2: World Class Infrastructure

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.

The project provides an inviting pedestrian environment for residents that includes enhanced streetscape amenities including new street trees, bicycle racks, landscape plantings, and a publicly accessible plaza at the corner of Hollywood Boulevard and St. Andrews Place. The project is also required to improve both adjoining streets with full-width concrete sidewalks and upgrades as necessary to comply with American's With Disabilities Act (ADA) requirements. The landscaping for the project site would include both native and adaptive native plant materials. Thus, the project would enhance the pedestrian experience, resulting in a safe and comfortable walking environment for area residents and visitors.

Chapter 3: Access for All Angelenos

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 3.5: Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.

Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The project provides access for all modes of travel, focusing on pedestrians and cyclists. Pedestrian entrances are prominently featured along Hollywood Boulevard. A total of 13 short-term bicycle parking spaces and 100 long-term bicycle parking spaces are provided within the building adjacent to the entrance lobby and resident garden terrace that provides direct access to the public sidewalk on Hollywood Boulevard. The project site is located within 0.25 miles from the Hollywood/Western Metro Station, served by the B (Red) Line; and the surrounding area is served by two (2) major transportation corridors (Hollywood Boulevard and Sunset Boulevard) that provide public transit opportunities and facilities, including Metro and LADOT bus lines. Thus, the project's location, and pedestrian and bicyclist orientation, will promote alternative forms of travel, and support first-mile, last-mile solutions.

Chapter 5: Clean Environments and Healthy Communities

Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

The Project will comply with the City's recently adopted Electric Vehicle Charging Ordinance, Ordinance No. 186,485, which includes electric vehicle ready and electric vehicle charging requirements that exceed current State standards. The Ordinance requires 30-percent of the total number of parking spaces provided shall be electric vehicle charging spaces (EV spaces) capable of supporting future electric vehicle supply equipment (EVSE). The number of Electric Vehicle Charging Stations shall be 10-percent of the total number of parking spaces provided for all new multifamily dwelling units. The project is providing 265 parking spaces, of which 30 are designated as electric charging spaces.

The Project is also conditioned to comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety for solar power. Additionally, all generators used during construction are conditioned to be either electric or solar powered rather than diesel or gasoline generators. As such the project supports the clean environments policy.

Health and Wellness Element

Adopted in March 2015, the Plan for a Healthy Los Angeles lays the foundation to create healthier communities for all Angelenos. As the Health and Wellness Element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. Through a new focus on public health from the perspective of the built environment and City services, the City of Los Angeles will strive to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. The Proposed Project is consistent with the following goals, objectives and policies:

Chapter 2: A City Built for Health

Policy 2.2: Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.

The project provides street trees, a floor-to-ceiling glass storefront lobby entrance along the ground floor on Hollywood Boulevard, and a publicly accessible plaza with seating areas, thereby activating the streetscape to support an inviting and pedestrian-oriented environment. In addition, the project provides repaired and upgraded sidewalks along with Americans with Disabilities Act (ADA) improvements where required. The project would be Leadership in Energy and Environmental Design (LEED) Certified equivalent and required by the California Building Code to use materials in construction which would reduce health impacts such as, low volatile organic compound (VOC) paints, low VOC carpeting, and low VOC exterior materials.

Chapter 5: An Environment Where Life Thrives

Policy 5.1: Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.

Policy 5.7: Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and other susceptible to respiratory diseases.

The Project would result in the creation of new housing within 0.25 miles of the Hollywood/Western Metro Station and several nearby bus lines. Future visitors and residents of this Project will be able to take advantage of the Project's proximity to transit to serve their daily needs. The numerous transit options around the Project would encourage residents and visitors to use public transportation or walk, thus reducing air pollution and greenhouse gas emissions that would otherwise be caused by vehicle trips.

Land Use Element – Hollywood Community Plan

On June 19, 2012, the updated Hollywood Community Plan became effective. The 2012 Plan was rescinded on April 2, 2014 by the City Council, reverting the zoning designations and policies, goals, and objectives to the 1988 Hollywood Community Plan.

The Community Plan's purpose is to promote an arrangement of land use, circulation, and services which all encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the community. The Land Use Designations and corresponding zones in the Community Plan are implemented through zoning regulations in the Los Angeles Municipal Code (LAMC) including applicable ordinances that are codified in the LAMC.

The Hollywood Community Plan designates the site for High Residential land uses with corresponding zones of R4 and R5. The three parcels with frontage on Hollywood Boulevard are zoned [Q]R5-2 and the two parcels with frontage on Carlton Way are zoned R4-2, which limits the density of the subject site to the R4 Zone requirements. The project is located within the Vermont/Western Station Neighborhood Area Plan Specific Plan (SNAP), which designates the project site as within Subarea C, Community Center. Subarea C allows residential uses permitted in the R4 Zone by Section 12.11 of the Code. Use, height and floor area are not defined for 100-percent residential project within the SNAP Subarea C. The use, height and floor area are regulated by the underlying [Q]R5-2 and R4-2 Zones pursuant to LAMC Sections 12.11 and 12.21.1 which allow for residential uses, unlimited height, and a floor area ratio of 6:1 FAR.

The project site contains approximately 37,135 square feet of buildable area and is permitted a base density of 93 units. The project utilizes the State Density Bonus Law (California Government Code Section 65915) and the City's Ordinance No. 179,681 (Density Bonus Ordinance), codified in LAMC Section 12.22 A.25, and Ordinance No. 185,373 (Value Capture Ordinance), codified in LAMC Section 12.24 U.26 (Conditional Use Section of LAMC) to increase the maximum density from 93 to 200 dwelling units, 40 of which will be set aside for Very Low Income Households. The project is also close to various bus and rail routes, connecting the project site to other regional and local destinations. The project will contribute to the Hollywood area as a medium- to high-density multifamily development that provides a variety of housing income opportunities.

The Hollywood Community Plan, a part of the Land Use Element of the City's General Plan, states the following objectives that are relevant to the Project:

Objective No. 1: *To further the development of Hollywood as a major center of population, employment, retail service and entertainment.*

Objective No. 3: *To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the community, maximizing the opportunity for individual choice.*

The project proposes to improve the site with a residential building within 0.25 miles to the Hollywood/Western Metro B (red) Line Station. The Project includes 200 residential units, of which 40 units would be reserved for Very Low Income Households. The project would allow the development of residential uses at a scale and intensity consistent with surrounding development that meets the intent and provisions of the Hollywood Community Plan, which designates the surrounding area as High Residential. The project includes studio, one-bedroom, and two-bedroom configurations and the mix of market-rate and restricted affordable units, as well as unit type would provide needed housing and support individual choice within Hollywood. As such, the project's proposed high density residential uses are consistent with the and in substantial conformance with the intent and provisions of the General Plan as reflected in the adopted Hollywood Community Plan.

Hollywood Redevelopment Plan

The project site is located within the Hollywood Redevelopment Project Area, and subject to the land use provisions contained in Section V Land Uses Permitted in the Project Area, Sections 501-521, of the Hollywood Redevelopment Plan (Redevelopment Plan). The project site is currently designated as High Residential by the Redevelopment Plan. The proposed building is 17-story, 200 feet tall, with two (2) subterranean and three (3) above ground parking levels. The building will contain a total of 222,234 square feet of floor area with a floor area ratio (FAR) of 6.0:1. The project contains 200 residential units, 40 of which are restricted to Very Low Income Households. On June 12, 2020, the City Planning Redevelopment Plan Unit determined the project meets the land use provisions of the Redevelopment Plan and that no adjustments are required pursuant to the Redevelopment Project Area – Hollywood Administrative Review and Referral form. Additionally, the Redevelopment Plan Unit determined that the Project is outside of the Regional Center Commercial area and therefore Section 506.2 of the Hollywood Redevelopment Plan is not applicable to the Project. As such, the Project is in conformance with the Hollywood Redevelopment Plan.

Vermont/Western Station Neighborhood Area Plan Specific Plan (SNAP)

The Specific Plan was adopted by the City Council on January 23, 2001 (Ordinance No. 173,749) and became effective on March 1, 2001. As part of the Specific Plan, Development Standards and Design Guidelines have also been adopted by the City Planning Commission on August 10, 2000. As found in [Project Permit Compliance Review Findings](#) below (Finding Number 12), the proposed project is in substantial conformance with all applicable regulations in the Specific Plan and the Development Standards and Design Guidelines in conjunction with the approval of Off-Menu Incentives under the Density Bonus Ordinance.

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

The City's Housing Element for 2013-2021 was adopted by City Council on December 3, 2013. The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides an array of programs the City intends to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element aims to provide affordable housing and amenity-rich, sustainable neighborhoods for its residents, answering the variety of housing needs of its growing population. Specifically, the Housing Element encourages affordable units to accommodate all income groups that need assistance. The proposed project would be in conformance with the objectives and policies of the Housing Element as described below.

Goal 1: *A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.*

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

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

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

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 project consists of a new residential building which includes 200 dwelling units. Of the 200 dwelling units, 40 units are set aside for Very Low Income Households. The project accommodates various income levels (Very Low Income and Market Rate) and unit types (a mix of studio, one-bedroom and two-bedrooms), within a major mixed-use commercial area and within 0.25 miles of the Hollywood/Western Metro Station, which is served by the Metro B (Red) Line and within walking distance to several bus lines. These transit lines provide access to connections to West Hollywood, Century City, Santa Monica, South LA, Koreatown, Echo Park, Downtown Los Angeles, and throughout the region.

Goal 2: *A City in which housing helps to create safe, livable and sustainable neighborhoods.*

Objective 2.1: *Promote safety and health within neighborhoods.*

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

Policy 2.2.3: *Promote and facilitate a jobs/housing balance at a citywide level.*

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

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

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

Policy 2.5.1: *Target housing resources, policies and incentives to include affordable housing in residential development, particularly in mixed-use development, Transit Oriented Districts and designated Centers.*

Policy 2.5.2: *Foster the development of new affordable housing units citywide and within each Community Plan area.*

The design of the proposed development employs character-defining features to reflect a consistent architectural style, including unobstructed building entrances and architectural variations, and follows urban design principles that will complement the built environment. The project enhances livability of the area by creating a pedestrian-friendly, landscaped public right-of-way. Lastly, the project provides housing at various income levels (Very Low Income and market rate) that would be transit and pedestrian accessible. Residents would have the option of walking or taking transit to the numerous commercial uses within Hollywood and the surrounding area. Transit service would also reach the West Hollywood, Century City, and Santa Monica job, retail, and entertainment centers. DASH service provides connections to recreation and entertainment options in Griffith Park area. The Metro B (Red) Line Hollywood/Wester Station located within 0.25 miles from the project site further facilitate connections to North Hollywood, Koreatown, Downtown, and Union Station, which has rail connections throughout the region. By locating high density residential uses in an area well served by transit, the project allows future residents to utilize alternative means of transportation in their commutes.

5. **The project contains the requisite number of Restricted Affordable Units, based on the number of units permitted by the maximum allowable density on the date of application, as follows:**
- a. **11% Very Low Income Units for a 35% density increase; or**
 - b. **20% Low Income Units for a 35% density increase; or**
 - c. **40% Moderate Income Units for a 35% density increase in for-sale projects.**

The project may then be granted additional density increases beyond 35% by providing additional affordable housing units in the following manner:

- d. **For every additional 1% set aside of Very Low Income Units, the project is granted an additional 2.5% density increase; or**
- e. **For every additional 1% set aside of Low Income Units, the project is granted an additional 1.5% density increase; or**
- f. **For every additional 1% set aside of Moderate Income Units in for-sale projects, the project is granted an additional 1% density increase; or**

- g. In calculating the density increase and Restricted Affordable Units, each component of any density calculation, including base density and bonus density, resulting in fractional units shall be separately rounded up to the next whole number.**

The project site is located within Subarea C (Community Center) of the Vermont/Western SNAP, which defers to the density permitted by the underlying zone, [Q]R5-2 and R4-2. Per Ordinance 165,668 the properties designated by the [Q]R5-2 Zone are limited to R4 Zone residential uses. Per the R4-2 Zone, the base density permitted on the subject property is 93 units.

Per the Density Bonus Ordinance, a project is permitted a 35-percent density increase in exchange for setting aside 11 percent of the base density units for Very Low Income Households.

The project is permitted additional density increase beyond 35 percent by setting aside one (1) additional percent of base density units above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase above the 35 percent. Below is a table showing the requisite percentage of affordable housing units for Very Low Income Households based on the percentage of density increase.

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11	35
12	37.5
13	40
14	42.5
15	45
16	47.5
17	50
18	52.5
19	55
20	57.5
21	60
22	62.5
23	65
24	67.5
25	70
26	72.5
27	75
28	77.5
29	80
30	82.5
31	85

32	87.5
33	90
34	92.5
35	95
36	97.55
37	100
38	102.5
39	105
40	107.5
41	110
42	112.5
43	115

The applicant requests a Conditional Use to increase the density by 115-percent to allow a total of 200 units in lieu of the base 93 density units. As highlighted in the table above, the applicant is required to set aside 43-percent, that is 40 units, of the 93 base density units for Very Low Income Households in order to be granted a 115-percent density bonus. The applicant proposes to set aside 40 units for Very Low Income Households. As such, the project satisfies the minimum percentage of base density to be restricted to Very Low Income Households to be eligible for a 115 -percent density increase.

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

On October 9, 2019, Governor Gavin Newsom signed into law the Housing Crisis Act of 2019 (SB 330). SB330 requires projects that meet the criteria per California Government Code Section 65589.5(h)(2)(B) filed as of January 1, 2020 to demonstrate compliance with the housing replacement provisions which require replacement of dwelling units that either exist at the time of application of a project or have been vacated or demolished in the ten-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households.

Pursuant to the SB 330 Determination Letter dated September 29, 2020 and prepared by the Los Angeles Housing and Community Investment Department (HCIDLA), 14 units need to be replaced with affordable units. Of the required 14 affordable units, four (4) units must be set aside for Low Income Households and ten (10) units must be set aside for Very Low Income Households. The project is setting aside and has been conditioned to provide 40 units for Very Low Income Households for a period of 55 years and as such, the project complies with SB 330. Therefore, as proposed and conditioned, the project meets the replacement requirements of California Government Code Section 65915(c)(3).

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

The applicant proposes to set aside a total of 40 units for Restricted Affordable Units. Per the Conditions of Approval, the applicant is required to execute a covenant to the satisfaction of HCIDLA to make 40 Restricted Affordable Units available to Very Low Income Households for rental as determined to be affordable to such households by HCIDLA for a period of 55 years. The applicant is required to present a copy of the recorded covenant to the Department of City Planning and the proposed project shall comply with any monitoring requirements established by HCIDLA. Therefore, as conditioned, the project satisfies this finding in regards to subjected restricted affordable units to recorded affordability per HCIDLA.

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

The City Planning Commission approved the Affordable Housing Incentives Guidelines (CPC-2005-1101-CA) on June 9, 2005. The Guidelines were subsequently approved by City Council (CF 05-1345) on February 20, 2008, as a component of the City of Los Angeles Density Bonus Ordinance. The Guidelines describe the density bonus provisions and qualifying criteria, incentives available, design standards, and the procedures through which projects may apply for a density bonus and incentives. HCIDLA utilizes these Guidelines in the preparation of Housing Covenants for Affordable Housing Projects. On April 9, 2010, the City Council adopted updates to the City's Density Bonus Ordinance (CF 05-1345-S1, Ordinance No. 181,142). However, at that time, the Affordable Housing Incentives Guidelines were not updated to reflect changes to the City's Density Bonus Ordinance or more recent changes in State Density Bonus Law located in the Government Code. Therefore, where there is a conflict between the Guidelines and current laws, the current law prevails. Additionally, many of the policies and standards contained in the Guidelines, including design and location of affordable units to be comparable to the market-rate units, equal distribution of amenities, monitoring requirements, and affordability levels, are covered by the State Density Bonus Laws.

The project requests a 115-percent density increase above the 93 base density units to permit a total of 200 dwelling units. The project will set aside 40 units for Very Low Income Households. As such, the project is consistent with the State Density Bonus Law and the local Density Bonus Ordinance, which the Affordable Housing Incentives Guidelines implement. Therefore, the project complies with the City Planning Commission's Affordable Housing Incentives Guidelines.

DENSITY BONUS FINDINGS

The applicant requests three (3) Off-Menu Incentives, as listed below:

- a. An Off-Menu Incentive to permit greater than 75-percent of the required open space to be located above the first habitable level as otherwise required by SNAP Section 9.D;
- b. An Off-Menu Incentive to permit a 1,707 square foot publicly accessible plaza in lieu of a 5,000 square foot public plaza as otherwise required by SNAP Section 9.G; and
- c. An Off-Menu Incentive to permit 22-percent, that is 1,140 square feet, transparent building elements on the eastern ground floor façade along St. Andrews Place in lieu

of 50-percent as otherwise required by SNAP Development Standards and Design Guidelines Section V.6.

Based upon the required set-aside of 20-percent of the 93 base units for Very Low Income Households, or 19 units, the applicant is entitled to three (3) Incentives under both Government Code and LAMC. The project is providing 40 units for Very Low Income Households, or 43-percent of the base units. Therefore, the three (3) Off-Menu requests qualify as the proposed development's Incentives.

The following is a delineation of the findings related to the request for three (3) Off-Menu Incentives, pursuant to LAMC 12.22. A.25(g) and Government Code Section 65915.

9. The incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested incentives do not result in identifiable and actual cost reduction to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate-income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25-percent gross income based on area median income thresholds dependent on affordability levels.

Open Space: Section 9.D. of the SNAP states that residential projects containing two (2) or more residential units must provide specified amounts of common and private open space in accordance with the standards of LAMC Section 12.21 G.2. The SNAP further stipulates that up to 75-percent of the total open space may be located above the grade level or first habitable room level of the project, and that roof decks may be used in their entirety as common or private open space. Units containing less than three (3) habitable rooms require 100 square feet of open space per unit, units containing three (3) habitable rooms require 125 square feet of open space per unit, and units containing three (3) or more habitable rooms require 175 square feet of open space per unit. The project proposes 126 units with less than three (3) habitable rooms and 73 units with three (3) habitable rooms, thereby requiring a total of 21,850 square feet of open space. 16,387 square feet may be located above the ground floor or first habitable room level. The Applicant has requested an Off-Menu incentive to provide all 21,850 square feet of required open space above the first habitable level. The Project Site slopes approximately 10 feet from a low elevation at Carlton Way (approximately 381.11 feet) to a high elevation at Hollywood Boulevard (approximately 391.70 feet). The first habitable level (Level 1 on the plans) contains three (3) two-story walk-up townhouse units fronting on Carlton Way while the remaining portion of Level 1 transitions to below grade parking towards the Hollywood Boulevard frontage due to the elevation change. Providing 25-percent of the open space (5,462 square feet) on Level 1 would eliminate the ground floor residential units and the additional units located above up to Level 7 along with a portion of the parking located on Level 3. The incentive provides for affordable housing cost reductions as without the incentive, the project would need to recapture the lost units and parking by expanding the building envelope resulting in greater cost of affordable units. The incentive would enable the Applicant to build the market rate and affordable units by expanding

the Project's building envelope so that the units being constructed are of sufficient size, configuration, and quality.

Pedestrian Throughway: The Applicant has requested an off-menu incentive pursuant to LAMC Section 12.22 A.25(g)(3) to permit a 1,707 square foot publicly accessible plaza in lieu of 5,000 square feet to satisfy Section 9.G of the SNAP's alternative pedestrian throughway requirement. Section 9.G. requires a pedestrian walkway, throughway or path for every 250 feet of street frontage for a project. Furthermore, pedestrian walkways are required to be located from the front lot line to the rear lot line and include a minimum 12-foot vertical clearance and a ten-foot horizontal clearance. The project site has approximately 368 feet of frontage on St. Andrews Place and thus requires one (1) Pedestrian Throughway from St. Andrews Place to the western property line which is a width of 105 feet. However, in lieu of providing the Pedestrian Throughway, a Project may provide land area equal to what would be required for a Pedestrian Throughway and construct onsite publicly accessible open space meeting the requirements in SNAP Section 6.F 2(c)(3). The land equal to the Pedestrian Throughway is 1,050 square feet (105 width x 10 horizontal feet). However, SNAP Section 6.F 2(c)(3) states that the area must be 5,000 contiguous square feet. The applicant requests a Density Bonus Off-Menu incentive to permit a 1,707 square-foot publicly accessible plaza located at the southwest corner of Hollywood Boulevard and St. Andrews Place in lieu of 5,000 square feet to satisfy the SNAP's alternative pedestrian throughway requirement. Providing a pedestrian throughway on the ground floor from St. Andrew's Place to the western property line would require removal of parking and impact the parking design and efficiency, including the ability to accommodate the ramping system. Without the incentive, the project would need to construct additional parking levels either subterranean or above grade which would add considerable cost to the project. Additionally, the abutting structures to the west along western property line are built with no side yard setbacks. As such, any Throughway would only lead to a solid wall of the neighboring structures. Thus, the incentive is necessary to provide for affordable housing costs.

Building Transparency: The Development Standards of the SNAP require that transparent building elements such as windows and doors occupy at least 50-percent of the ground floor façades on the front and side elevations and 20-percent on the rear elevation. The Project provides 57-percent ground floor transparency along Carlton Way (rear), 86-percent along Hollywood Boulevard (front), and 22-percent along St. Andrews Place (side). The Project has requested a Density Bonus Off-Menu incentive to permit 22-percent transparent building elements (1,140 square feet) on the eastern ground floor façade along St. Andrews Place in lieu of 50-percent (2,603 square feet) otherwise required per SNAP Development Standards and Design Guidelines Section V.6. Based on the unique site configuration comprised of shorter street frontages on Hollywood Boulevard and Carlton Way, and a longer frontage on St. Andrews Place, the two-way vehicular access drive, required street accessible Department of Water and Power transformer vault and the building generator room were located along the St. Andrew's Place frontage which reduces the area of the ground floor that may include transparent elements. Without the incentive, the transformer vault would need to be relocated to Carlton Way, which would have the effect of removing two levels of residential units and likely preclude the ability to comply with the transparency standards on Carlton Way. As a result, these residential units would need to be constructed elsewhere in the project which add construction costs by enlarging the building footprint. In addition, the generator room would need to be relocated to the roof which would require implementing a sophisticated fuel pump system which would add significant construction costs to the

project. Thus, the incentive results in identifiable cost reductions that allow for affordable housing costs. To compensate for the requested reduction in transparent elements along St. Andrew's Place, the Project has increased the transparent elements along Hollywood Boulevard to 86-percent and along Carlton Way to 57-percent. Both Hollywood Boulevard and Carlton Way are designed for greater pedestrian activity than St. Andrew's Place and provide more transparent elements than required under the SNAP.

The requested incentives allow the developer to utilize more floor area on the ground floor for uses accessory elements for the residential units and provide for design efficiencies. These incentives support the applicant's decision to set aside 43-percent of the 93 base units, that is 40 units, restricted to Very Low Income Households for 55 years.

- 10. The incentive(s) will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety (Gov. Code 65915(d)(1)(B) and 65589.5(d)).**

There is no substantial evidence in the record that the proposed incentive(s) will have a specific adverse impact. 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)). As required by Section 12.22 A.25 (e)(2), the project meets the eligibility criterion that is required for density bonus projects. The project also 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. Additionally, the Historic Resources Assessment by ESA Associates and dated October 30, 2020 (Sustainable Communities Project Exemption Attachment G, Case No. ENV-2020-4297-SCPE), showed the structures on project site are not eligible as national, state, or local historic resources. Furthermore, the project will not cause substantial adverse changes to historic resources within the footprint of the project and would not substantially degrade the visual setting or eligibility of known historical resources within a 0.25-mile radius that have direct views of the project. The project would not result in any substantial adverse changes to any historical resources within the vicinity of the project as defined in Section 15064.5(b) of the CEQA Guidelines. Therefore, there is no substantial evidence that the proposed incentive(s) will have a specific adverse impact on public health and safety.

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

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

PROJECT PERMIT COMPLIANCE REVIEW FINDINGS

- 12. The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.**

- a. **Parks First.** Section 6.F of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan requires the applicant to pay a Parks First Trust Fund of \$4,300 for each new residential unit, prior to the issuance of a Certificate of Occupancy. The involves the demolition and removal of an existing three-story commercial structure, a two-story 14-unit apartment, associated surface parking, a vacant lot and 22 non-protected on-site and in the public parkway adjacent the project site, and the construction, use and maintenance of a 17-story, 200-unit apartment building. Pursuant to the Los Angeles Housing and Community Investment Department Determination Letter, dated September 29, 2020, there are 20 existing units on the project site. As such, resulting net increase in number of units for the project is 180 units. The project is therefore required to pay a total of \$774,100 into the Parks First Trust Fund. The calculation of a Parks First Trust Fund fee to be paid or actual park space to be provided pursuant to the Parks First Ordinance shall be offset by the amount of any fee pursuant to LAMC Section 17.12 or dwelling unit construction tax pursuant to LAMC Section 21.10.1, et seq. This requirement is reflected in the Condition of Approval. As conditioned, the project complies with Section 6.F of the Specific Plan.
- b. **Use.** Section 9.A. of the Specific Plan states that residential uses are permitted in the R4 Zone by LAMC Section 12.11 by-right on all parcels in Subarea C of the Specific Plan area. The R4 Zone allows one dwelling unit for every 400 square feet of lot area. The project site is located within the Hollywood Community Plan, which designates the site for High Density Residential land uses that correspond to the R4 and R5 Zones. The site is zoned [Q]R5-2 and R4-2, and therefore is consistent with the General Plan Land Use Designation. Ordinance Number 165,668 established the Qualified [Q] designating properties within the [Q]R5-2 Zone to be limited to residential uses permitted in the R4 Zone. The project site consists of 37,135 square feet of lot area (before dedications) thereby allowing a total of 93 units based on the R4 Zone. However, the applicant is seeking a Conditional Use to permit a 115-percent increase in density to allow 200 residential units in exchange for setting aside 40 units for Very Low Income Households. The applicant has been conditioned to record a covenant with the Los Angeles Housing and Community Investment Department (HCIDLA) to make units available to Very Low Income Households to ensure the applicant sets aside the required number of units for affordable housing to be eligible for a total density permitted by the SNAP. No commercial uses are proposed. Therefore, as conditioned and in conjunction with the Design Bonus/Affordable Housing Incentives Program, the project complies with Section 9.A of the Specific Plan.
- c. **Height and Floor Area.** Section 9.B of the Specific Plan sets forth height and floor area limits for mixed-use and commercial only projects. The Specific Plan does not regulate height and floor area of residential only developments. Therefore, the proposed project is subject to the height and floor area limits per the underlying [Q]R5-2 and R4-2 Zones. Therefore, Section 9.B of the Specific Plan does not apply. Height District 2 permits a maximum floor area ratio of 6 times the buildable area of the site. The buildable area of the site (no setbacks required) is 35,135 square feet which permits 222,810 square feet of floor area and the project proposes 222,234 square feet of floor area.
- d. **Transitional Height.** Section 9.C. of the Specific Plan states that portions of buildings on a lot located within Subarea C shall not exceed specified transitional height limits set forth when located within specified distances of a lot within Subarea A. The Specific Plan further stipulates that transitional height limits shall only apply to lots adjoining or

abutting a lot in Subarea A and shall not apply to lots separated by a public street. The subject site does not adjoin or abut a lot in Subarea A and therefore, Section 9.C. of the Specific Plan does not apply.

- e. **Usable Open Space.** Section 9.D. of the Specific Plan states that residential projects containing two (2) or more residential units must provide specified amounts of common and private open space in accordance with the standards of LAMC Section 12.21 G. The Specific Plan further stipulates that up to 75-percent of the total open space may be located above the grade level or first habitable room level of the project, and that roof decks may be used in their entirety as common or private open space, excluding that portion of the roof within 20 feet of the roof perimeter. Pursuant to LAMC 21.21 G, units containing less than three (3) habitable rooms require 100 square feet of open space per unit, units containing three (3) habitable rooms require 125 square feet of open space per unit, and units containing three (3) or more habitable rooms require 175 square feet of open space per unit. The project consists of 123 units with less than three (3) habitable rooms and 77 units with three (3) habitable rooms, thereby requiring a total of 21,925 square feet of required usable open space. The minimum Usable Open Space requirement is shown in the table below:

Minimum Usable Open Space			
	Units	SF Required	Usable Open Space (SF)
Dwelling Units with Less than 3 Habitable Rooms	123	100	12,300
Dwelling Units with 3 Habitable Rooms	77	125	9,625
Dwelling Units with More than 3 Habitable Rooms	0	175	0
Total Minimum Usable Open Space			21,925
75% located above grade or first habitable room level per SNAP in the portion of the project located within Subarea C			16,444

16,444 square feet may be located above the ground floor or first habitable room level. The applicant has requested to provide all open space be located above the first habitable level. The first habitable level contains three (3) two-story walk-up townhouse units fronting on Carlton Way while the remaining level is underground parking due to the elevation differential of the site.

The applicant seeks a Density Bonus Off-Menu Incentive to provide 100-percent of the required open space above the technical first habitable level. The project is providing 22,897 square feet of usable open space as shown in the table below:

Provided Open Space	
Private	
Balconies Level 4-16	8,300
Total	8,300
Common – Indoor	
Co-Working Area Level 3	2,922
Screening Room Level 3	718
Fitness Room Level 8	1,806

Lounge Level 8	774
Total	6,219
<i>(Maximum 25% of required open space)</i>	3,387
Common – Outdoor	
Co-Work Deck Level 3	880
Garden Terrace Level 4	5,163
Social Terrace Level 8	2,145
Pool Deck Level 8	2,773
Total	10,960
Total Common Open Space	14,347
Total Usable Open Space Provided	22,897
Required planting area 25% of Common Open Space	2,731
Total Provided Planted Area	2,731

The project provides 22,627 square-feet of usable open space as illustrated above, which is greater than the code requirement of 21,925 square-feet. The project utilizes the Density Bonus Off-Menu Incentive to provide all usable open space above the technical first habitable level. The project has been conditioned to construct the open space as illustrated in Exhibit 'A'. Therefore, as conditioned and in conjunction with the Design Bonus/Affordable Housing Incentives Program, the project complies with Section 9.D of the Specific Plan.

f. Project Parking Requirements.

- i. **Automobile Parking.** Section 9.E.1. of the Specific Plan sets forth a minimum and maximum vehicular parking standard for residential projects, as shown in the tables below:

SNAP Minimum Parking Spaces			
	Parking Space Per Unit	Units	Parking Spaces
Dwelling Units with 3 Habitable Rooms	1	123	123
Dwelling Units with More than 3 Habitable Rooms	1.5	77	116
Guest	.25	200	50
Total Minimum Required Spaces			289

SNAP Maximum Parking Spaces			
	Parking Space Per Unit	Units	Parking Spaces
Dwelling Units with 3 Habitable Rooms	1.5	123	184
Dwelling Units with More than 3 Habitable Rooms	2	77	154
Guest	.50	200	100

Total Maximum Allowed Spaces	438
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On September 28, 2020, Governor Newsom signed Assembly Bill 2345 (AB 2345), which amended sections of the State Density Bonus Law (Gov't Code §65915). The law prevents local jurisdictions from imposing vehicular parking requirements higher than those established by the legislation, upon the request of a developer, provided that the project includes enumerated percentages of affordable housing and is located near designated public transit. The project qualifies for AB 2345 as it provides at least 43% of the base density for Very Low Income Household units and is approximately located 700 feet from the Metro B (Red) Line Station at Western and Hollywood. Under AB 2345, the minimum parking the project is entitled to is 237 vehicular spaces as shown in the table below:

AB 2345 Minimum Parking Spaces			
	Parking Space Per Unit	Units	Parking Spaces
1-Bedroom Units	1	123	126
2-Bedroom Units	1.5	77	111
Total Minimum Required Spaces			237

AB 2345 replaces the minimum vehicular parking requirement in the SNAP; however, the project is still subject to the maximum parking requirement per the SNAP. The project proposes 200 units requiring a minimum of 237 parking spaces per AB 2345 and a maximum of 438 parking spaces per the SNAP. The project is providing a total of 265 automobile parking spaces that is within the range between the required minimum and maximum. The project has been conditioned to provide the minimum quantity of parking permitted per AB 2345 and to not exceed the parking maximums identified in the SNAP. Additionally, the Project is conditioned to meet the Electric Vehicle charging spaces (EV Spaces) and Electric Vehicle Charging Stations (EVCS) regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC, to the satisfaction of the Department of Building and Safety. Any vehicular parking spaces that are provided above the LAMC requirement are conditioned to be provided with EV chargers to immediately accommodate electric vehicles within the parking areas. Therefore, as conditioned and in conjunction with the reduced residential parking spaces per AB 2345, the project complies with Section 9.E.1 of the Specific Plan.

- ii. **Bicycle Parking.** Section 9.E.2. of the Specific Plan states that bicycle parking spaces must be provided at a ratio of 0.5 spaces per dwelling unit. Additionally, LAMC Section 12.21 A.16 requires short term bicycle parking of one (1) space per 10 units for the first 25 units, one (1) space per 15 units for the units 26-100, and one (1) space per 20 units for units 101-200.

LAMC Minimum Bicycle Parking Spaces		
Dwelling Units	Spaces per Unit	Required Spaces
1-25	1 space per 10 units	2.5
26-100	1 space per 15 units	5
101-200	1 space per 20 units	5
Total Minimum Required Short Term Bicycle Spaces		13

SNAP Long Term Bicycle Parking Spaces			
	Parking Space Per Unit	Units	Parking Spaces
Bedroom Units	0.5	200	100
Total Long Term Required Spaces			100

The project consists of 200 dwelling units and is required to provide 100 long term and 13 short term bicycle parking spaces. The project is providing 113 bicycle parking spaces including 100 long-term spaces and 13 short-term spaces. Therefore, the project complies with Section 9.E.2 of the Specific Plan.

Provided Bicycle Parking		
Required		Provided
LAMC Short Term	13	13
SNAP Long Term	100	100
Total	113	113

- g. Conversion Requirements.** Section 9.F. of the Specific Plan sets forth requirements pertaining to conversion of existing structures from commercial uses to residential condominium uses. The project involves the construction of a new residential development containing 200 apartments and does not include residential condominiums. Therefore, Section 9.F. of the Specific Plan does not apply.
- h. Pedestrian Throughways.** Section 9.G. of the Specific Plan requires a pedestrian walkway, thoroughway, or path for every 250 feet of street frontage for a project. Furthermore, pedestrian walkways are required to be located from the front lot line to the rear lot line and include a minimum 12-foot vertical clearance and a ten-foot horizontal clearance. The project site has approximately 368 feet of frontage on St. Andrews Place and requires one (1) Pedestrian Throughway of from St. Andrews to the western property line which is a width of 105 feet. However, in lieu of providing the Pedestrian Throughway a project may provide land area equal to what would be required for a Pedestrian Throughway and construct onsite publicly accessible open space meeting the requirements in SNAP Section 6.F.2(c)(iii). The land equal to the Pedestrian Throughway is 1,050 square feet (105 width x 10 horizontal feet). However, SNAP Section 6.F.2 (c)(iii) states that the area must be 5,000 contiguous square feet. The applicant seeks a Density Bonus Off-Menu Incentive to permit a 1,707 square foot publicly accessible plaza in lieu of 5,000 square feet to satisfy the SNAP's alternative pedestrian thoroughway requirement (SNAP Section 9.G). With approval of this incentive, the project complies with the Specific Plan.
- i. Yards.** Section 9.H. of the Specific Plan specifies that no front, side or rear yard setbacks shall be required for the development of any project within Subarea C. The proposed building has a zero-foot front yard setback along ground floor. As proposed, the project complies with Section 9.H. of the Specific Plan.
- j. Development Standards.** Section 9.I of the Specific Plan requires that all projects with new development and extensive remodeling be in substantial conformance with the following Development Standards and Design Guidelines.

Development Standards

- k. Landscape Plan.** The Development Standards require that all open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by lawns and other ground coverings. The project site is used for the proposed residential development and has zero-foot setbacks. However, a landscape plan was submitted for the project that shows 2,371 square feet of landscaping. Therefore, as proposed, the project complies with this Development Standard.
- l. Usable Open Space.** The Development Standards for common usable open space stipulate that no portion of the required common usable open space can have a dimension less than 20 feet and an overall minimum area less than 600 square feet for more than ten (10) dwelling units. The Development Standard further stipulates that private usable open space, such as balconies with a minimum dimension of six (6) feet, may reduce the required usable open space directly commensurate with the amount of private open space provided. As shown in the open space plans, the common open space areas provide more than the minimum area of 600 square feet and the minimum dimension of 20 feet. The project is required to provide 21,925 square feet of usable open space. The project proposes 8,300 square feet of private open space and 14,347 square feet of common open space for a total of 22,897 usable open space.

Provided Open Space	
Private	
Balconies Level 4-16	8,300
Total	8,300
Common – Indoor	
Co-Working Area Level 3	2,922
Screening Room Level 3	718
Fitness Room Level 8	1,806
Lounge Level 8	774
Total	6,219
Maximum 25% of required open space)	3,387
Common – Outdoor	
Co-Work Deck Level 3	880
Garden Terrace Level 4	5,163
Social Terrace Level 8	2,145
Pool Deck Level 8	2,773
Total	10,960
Total Common Open Space	14,347
Total Usable Open Space Provided	22,897

As designed, the project complies with this Development Standard.

- m. Streetscape Elements.** The Development Standards require that any project along Vermont Avenue, Virgil Avenue, Hollywood Boulevard between the Hollywood Freeway and Western, or referred to in the Barnsdall Park Master Plan, or projects

along other major and secondary highways, to conform to the standards and design intentions for improvement of the public right-of-way. The project site is located along Hollywood Boulevard therefore, the following Development Standards apply.

- i. **Street Trees.** The Development Standards require that one (1) 36-inch box shade tree be planted and maintained in the sidewalk for every 30 feet of street frontage. The project site has three street frontages. Only the Hollywood Boulevard frontage is subject to this requirement. The project site occupies approximately 94 feet of street frontage along Hollywood Boulevard. According to the provisions of the Development Standards three (3) street trees are required along Hollywood Boulevard and the Project would provide four (4) street trees on Hollywood Boulevard. In addition, the Project would provide 11 street trees along St. Andrews Place and five (5) street trees along Carlton Way.
- ii. **Tree Well Covers.** The Development Standards require that a tree well cover be provided for each new and existing street tree in the project area. The project proposes a total of 20 new street trees in the public right-of-way which include tree well covers as shown in the Landscape Plan in Exhibit "A." Therefore, as conditioned, the project complies with this Development Standard.
- iii. **Bike Racks.** The Development Standards require one (1) bike rack for every 50 feet of street frontage. The project site has three (3) street frontages. The project site occupies approximately 94 feet of street frontage along Hollywood Boulevard, 336 feet of street frontage along St. Andrews Place, and approximately 100 street frontage along Carlton Way. According to the provisions of the Development Standards, two (2) bike racks are required along Hollywood Boulevard, seven (7) bike racks are required along St. Andrews Place, and two (2) bike racks are required along Carlton Way. As shown in the Landscape Plan in Exhibit "A," the project is providing two (2) bike racks along Hollywood Boulevard and Carlton Way, and eight (8) bike racks along St. Andrews Place. Therefore, as conditioned, the project complies with this Development Standard.
- iv. **Trash Receptacles.** The Development Standards require one (1) trash receptacle be provided in the public right of way for every 100 feet of lot frontage along a Major and Secondary Highway. The Hollywood Community Plan classifies Hollywood Boulevard as an Avenue I (Secondary Highway), thus requiring one trash receptacle along Hollywood Boulevard. As shown in the Landscape Plan in Exhibit "A," the project is providing one (1) trash receptable along Hollywood Boulevard and Carlton Way, and three (3) trash receptacles along St. Andrews Place. Therefore, as conditioned, the project complies with this Development Standard.
- v. **Public Benches.** The Development Standards require that one public bench be provided in the public right of way for every 250 feet of lot frontage on a Major or Secondary Highway. The Hollywood Community Plan classifies Hollywood Boulevard as an Avenue I (Secondary Highway), thus requiring one (1) public bench along Hollywood Boulevard. As shown in the Landscape Plan in Exhibit "A," the project is providing six (6) benches along Hollywood Boulevard within the public plaza at the corner of Hollywood Boulevard and St. Andrews Place. Therefore, as conditioned, the project complies with this Development Standard.

- n. Pedestrian/Vehicular Circulation.** The Development Standards require that projects fronting on a main commercial street shall avoid pedestrian/vehicular conflicts by adhering to standards related to parking lot location, curb cuts, pedestrian entrances, pedestrian walkways and speed bumps. The property fronts Hollywood Boulevard, which is considered a main commercial street. Therefore, the following Development Standards apply.
- i. Parking Lot Location.** The Development Standards require that surface parking lots be placed at the rear of structures. The project provides two (2) level of subterranean parking, and three (3) partial above-grade levels of parking. The project does not include a surface parking lot and therefore this Development Standard does not apply.
 - ii. Waiver.** The Director of Planning may authorize a waiver from the requirement to provide parking in the rear of the lot. The Parking Lot Location Development Standard does not apply to this project and therefore a waiver is not necessary.
 - iii. Curb Cuts.** The Development Standards allow one curb cut that is 20 feet in width for every 150 feet of street frontage when a project takes its access from a Major or Secondary Highway, unless otherwise required by the Departments of Public Works, Transportation or Building and Safety. The project is not proposing any curb cuts along Hollywood Boulevard. however, the project proposes one (1) 23-foot curb cut for a driveway along St. Andrews Place. The driveway width is greater than 20 feet and is designed in accordance with current standard LADOT requirements. The Project's driveway plan will be reviewed by LADOT.
 - iv. Pedestrian Entrance.** The Development Standards require that all buildings that front on a public street shall provide a pedestrian entrance at the front of the building, even when rear public entrances are provided. The project includes a main pedestrian entrance along the north elevation facing Hollywood Boulevard which is the front of the building. In addition, the Project proposes three walk-up townhome style apartments along Carlton Way which provide direct entrances from the street. Thus, the project complies with this Development Standard.
 - v. Design of Entrances.** The Development Standards require entrances be located in the center of the façade symmetrically spaced if there are more than one (1) and be accented by architectural elements such as columns, overhanging roofs or awnings. The pedestrian entrance for residents is centrally located along Hollywood Boulevard on the north elevation which consists of a glass prism that frames a view of the project's garden terraces to passerby on the sidewalk. Thus, the project complies with this Development Standard.
 - vi. Inner Block Pedestrian Walkway.** The Development Standards require that applicants provide a pedestrian walkway, throughway or path for every 250 feet of street frontage for a project. The pedestrian path or throughway shall be provided from the rear property line or from the parking lot or public alley or street if located to the rear of the project, to the front property line. The pedestrian walkway shall be accessible to the public and have a minimum vertical clearance of 12 feet, and a minimum horizontal clearance of ten (10) feet. The project site has approximately 368 feet of frontage on St. Andrews Place with and thus requires one Pedestrian Throughway of from St. Andrews to the western property line which is a width of

105 feet. In lieu of providing the Pedestrian Throughway a project may provide land area equal to what would be required for a Pedestrian Throughway and construct onsite publicly accessible open space meeting the requirements in SNAP Section 6.F.2(c)(iii). The area equal to the Pedestrian Throughway is 1,050 square feet (105 width x 10 horizontal feet). However, SNAP Section 6.F.2(c)(3) states that the area must be 5,000 contiguous square feet. The applicant seeks a Density Bonus Off-Menu Incentive to permit a 1,707 square foot publicly accessible plaza in lieu of 5,000 square feet to satisfy the SNAP's alternative pedestrian throughway requirement (SNAP Section 9.G). With approval of this incentive, the project would comply with the Specific Plan.

- vii. Speed Bumps.** The Development Standards require speed bumps be provided at a distance of no more than 20 feet apart when a pedestrian walkway and driveway share the same path for more than 50 lineal feet. The proposed project does not contain a pedestrian walkway and driveway that share the same path for more than 50 lineal feet. Therefore, this Development Standard does not apply.
- o. Utilities.** The Development Standards require that when new utility service is installed in conjunction with new development or extensive remodeling, all proposed utilities on the project site shall be placed underground. The Conditions of Approval require all proposed utilities on the project site to be placed underground. If underground service is not currently available, then provisions shall be made for future underground service. As conditioned, the project complies with this Development Standard.
- p. Building Design.** The purpose of the following provisions is to ensure that a project avoids large blank expenses of building walls, is designed in harmony with the surrounding neighborhood, and contributes to a lively pedestrian friendly atmosphere. Accordingly, the following standards shall be met:

 - i. Stepbacks.** The Development Standards require that no portion of any structure exceed more than 30 feet in height within 15 feet of the front property line. The Development Standards also require the second floor of a building to be setback from the first floor frontage by at least ten feet when the project fronts onto a Major Highway. The Hollywood Community Plan classifies Hollywood Boulevard as an Avenue I (Secondary). As shown on the Elevations in Exhibit "A," the includes a 15-foot stepback along Hollywood Boulevard where the height of the façade exceeds 30 feet.
 - ii. Transparent Building Elements.** The Development Standards require that transparent building elements such as windows and doors occupy at least 50-percent of the ground floor façades on the front and side elevations and 20-percent of the surface area of the rear elevation of the ground floor portion which has surface parking in the rear of the structure. Moreover, a "side elevation ground floor façade" has been interpreted by Staff to only mean those façades which face a street or alley and not facades along interior lot lines that face other buildings. As shown on Exhibit "A," the project provides 57-percent ground floor transparency along Carlton Way, 86-percent along Hollywood Boulevard, and 22-percent along St. Andrews Place. The project seeks approval of a Density Bonus Off-Menu incentive for the to permit 22-percent transparency along St. Andrews Place (1,140 square feet in lieu of 2,033 square feet of transparency otherwise required). The project is providing greater transparency along Hollywood Boulevard, a major

thoroughfare for vehicular and pedestrian traffic, at 86-percent in lieu of 50-percent to compensate for the reduction in transparency along St. Andrews Place. With approval of the incentive, the project complies with this Development Standard.

Transparency		
Yard/Frontage	Required Transparency (SF)	Proposed Transparency (SF)
Hollywood Boulevard	697	600 (86%)
St. Andrews Place	5,206	1,140 (22%)
Carlton Way	500	573 (57%)

- iii. **Façade Relief.** The Development Standards require that exterior walls provide a break in plane for every 20 feet horizontally and every 30 feet vertically. The project plans show a building design that provides frequent articulation through multiple breaks in the plane with variations in windows, building projections, building materials and varying building heights. The floor plans show that the proposed design of the building incorporates vertical and horizontal variation by articulating the façade with projections and recesses on all sides of the building. The project complies with this Development Standard.
- iv. **Building Materials.** The Development Standards require that building façades be comprised of at least two (2) types of complimentary building materials. As shown on Exhibit "A," the project elevations depict a variety of materials including exposed concrete, precast textured wall system, glazed aluminum, vision glass, spandrel glass, mechanical louvers, and metal fencing. The project complies with this Development Standard.
- v. **Surface Mechanical Equipment.** The Development Standards require that all surface or ground mounted mechanical equipment be screened from public view and treated to match the materials and colors of the building which they serve. The Project's DWP vault, generator and electrical rooms are located on the building's ground floor along St. Andrews Place. As shown on the Elevations in Exhibit "A," the equipment areas are screened by vault doors treated to match the materials and colors of the building's architecture.
- vi. **Roof Lines.** The Development Standards require that all rooflines in excess of 40 feet are broken up. As shown on Exhibit "A," the roof is broken up at least every 40 feet with varying building height through the use building articulation that recesses and projects the building. The design of the roofline complies with this Development Standard.
- q. **Rooftop Appurtenances.** The Development Standards require that all rooftop equipment and building appurtenances shall be screened from public view or architecturally integrated into the design of the building. In the event that rooftop mechanical equipment is constructed, a Condition of Approval has been included requiring said equipment and ducts be screened from view from any street, public right-of-way or adjacent property and the screening shall be solid and match the exterior materials, design and color of the building. Therefore, as conditioned, the project complies with this Development Standard.

- r. **Trash and Recycling Areas.** The Development Standards require that trash storage bins be located within a gated, covered enclosure constructed of identical building materials, be a minimum of six (6) feet high, and have a separate area within the building. As shown on Exhibit "A," the trash and recycling room is provided within the proposed structure on Level 1. The project complies with this Development Standard.
- s. **Pavement.** The Development Standards require that paved areas not be used as parking and driveway areas consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile, and/or brick pavers. The landscape plans shown in Exhibit "A" depict enhanced paving and thus comply. Therefore, the project complies with this Development Standard.
- t. **Freestanding Walls.** The Development Standards require that all freestanding walls contain an architectural element at intervals of no more than 20 feet and be set back from the property line adjacent to a public street. No freestanding walls are proposed.
- u. **Parking Structures – Required Commercial Frontage.** The Development Standards require building frontage for parking structures to consist of commercial, community facilities or other non-residential uses to a minimum depth of 25 feet. The project is not a standalone parking structure and therefore this Development Standard does not apply.
- v. **Parking Structure – Façade Treatments.** The Development Standards require parking structures to be designed to match the style, materials and color of the main building they serve. The project does not provide a parking structure and therefore this Development Standard does not apply.
- w. **Parking Structures Across from Residential Uses.** The Development Standards require certain standards when a parking structure abuts or is directly across an alley or public street from any residential use or zone. These standards include: a landscaped buffer with a decorative perimeter wall to block light and deflect noise and a maximum 40 percent for building openings. The project does not provide a parking structure. The proposed parking areas are contained within the footprint in two (2) subterranean parking garages and three (3) above grade parking levels. As such, all light, glare and noise from vehicles will not adversely affect adjacent residential uses. The project complies with this Development Standard.
- x. **Surface Parking Lots.** The Development Standards require that at least 10-percent of a surface parking lot shall be landscaped with the following: one (1) 24-inch box shade tree for every four (4) parking spaces, a landscaped buffer around the property line, and a three and half foot solid decorative masonry wall behind the three-foot landscaped buffer. The project does not include a surface parking lot and therefore this Development Standard does not apply.
- y. **Surface Parking Abutting Residential.** The Development Standards require that whenever a surface parking lot abuts or is directly across an alley from a residential use or zone, a decorative wall at least six feet in height shall be erected along the perimeter of the parking area facing such residential lot or use. The project does not include a surface parking lot and therefore this Development Standard does not apply.

- z. On-Site Lighting.** The Development Standards require that the project include on-site lighting along all vehicular and pedestrian access ways. The Development Standards specify that the acceptable level of lighting intensity is $\frac{3}{4}$ foot-candle of flood lighting measured from the ground, a maximum mounting height of light sources shall be 14 feet, and “white” color corrected lamp color shall be used for ground level illumination. The applicant is conditioned to comply with these provisions, thus complying with this Development Standard.
- aa. Security Devices.** The Development Standards require that all security devices, such as security grills and window bars, be concealed from public view. The project does not propose security grills and window bars.
- bb. Privacy.** The Development Standards require that buildings be arranged to avoid windows facing windows across property lines, or the private open space of other residential units. The project’s west elevation would be the only portion of the project that abuts residential units with windows. As shown on Exhibit “A,” the project does not include residential units along the west façade where the proposed building directly abuts the adjacent residential building. Residential units with windows on the west façade start above the roof height of the adjacent residential building. As such the project complies with this Development Standard.
- cc. Hours of Operation.** The Development Standards limit parking lot cleaning and sweeping, and any deliveries or on-site garbage collection to be no earlier than 7:00 a.m. and no later than 8:00 p.m. Monday through Friday and no earlier than 10:00 a.m. and no later than 4:00 p.m. on Saturdays and Sundays. Parking for the project is located within the structure and no surface parking lots are proposed. Therefore, this Development Standard does not apply.
- dd. Noise Control.** The Development Standards require that any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition. The project has been conditioned to comply with this Development Standard.
- ee. Required Ground Floor Uses.** The Development Standards require that 100-percent of street level uses within Subarea C must be commercial uses up to a depth of 25 feet. The project proposes a 100-percent residential building without any commercial components, and therefore, this development Standard does not apply.

Design Guidelines

- ff. Urban Form.** The Design Guidelines endeavor to transform commercial streets away from a highway oriented, suburban format into a distinctly urban, pedestrian oriented and enlivened atmosphere. The Guidelines encourage outdoor seating areas, informal gathering of chairs, and mid-block pedestrian walkways. The Guidelines also indicate that streets should begin to function for the surrounding community like an outdoor public living room and that transparency should exist between what is happening on the street and on the ground floor level of the buildings.

The proposed project is a 100-percent multifamily residential development without any commercial components. The project proposes a publicly accessible, partially covered

two-story pocket plaza fronting the corner of Hollywood Boulevard and St. Andrews Place. The plaza ceiling and one (1) solid wall of this space is designed to provide a potential area for a rotating series of art installations, while full-height glass walls provide views to-and-from the lobby. Prior to accessing the lobby, residents pass through the entry foyer, a glass prism that frames a view of the project's garden terraces to passersby on the sidewalk. In addition, a coworking/business center for work-from-home residents is located one (1) level above ground which provides visual activity along Hollywood Boulevard during the day. Walkability of the neighborhood is emphasized within the project with the addition of the public plaza, the walk-up townhouses along Carlton Way, and pedestrian amenities that include new street trees and landscape planting, bicycle racks, and seating areas.

gg. Building Form. The Design Guidelines encourage every building to have a clearly defined ground plane, roof expression and middle or shaft that relates the two. The ground plane of the project is defined by the entry pavilion and public plaza on Hollywood Boulevard and the walk-up townhomes units along Carlton Way. The middle base is clad with a precast concrete panel system shaped to evoke the Art-Deco context and textured with a refined herringbone pattern. As designed, the project satisfies the intent of the Building Form Design Guideline.

hh. Architectural Features. The Design Guidelines encourage courtyards, balconies, arbors, roof gardens, water features, and trellises. The Guidelines also encourage appropriate visual references to historic building forms in new construction. On Hollywood Boulevard, the neighboring historical California Bank campanile is referenced in the proportions of the project's split north elevation and the shaped façade panels that hint at the art-deco styling of the Campanile. Cladding the project is a precast concrete panel system shaped to evoke the Art-Deco context and textured with a refined herringbone pattern. The ridges and facets of these panels catch sunlight throughout the day which create different textures of tones and shades.

The ground floor features a pocket plaza fronting the corner of Hollywood Boulevard and St. Andrews Place that includes built-in bench seating which creates area for community gathering and the viewing of public art. Also located on the ground level is a garden terrace which is accessed through the main entry foyer, a glass prism that frames a view of the project's garden terrace from Hollywood Boulevard. The third level features various active areas that include a coworking space with outdoor planted roof with outdoor seating areas, a fitness studio, and yoga deck with enhanced paving and landscape plantings. The fourth level includes additional garden terraces with amphitheater style seating, enhanced paving, landscape plantings while the garden terrace is designed with a variety of intimate and social areas with seating, plantings, areas for recreation games such as a bocce court, and deck space. The eighth level features a deck and pool on the southern side of the building programmed with deck areas, lounge spaces, dining areas, movie screening and fitness areas, and BBQ's. The seventeen level includes an outdoor garden terrace and indoor lounge space. As designed, the project satisfies the intent of the Architectural Features Design Guideline.

ii. Building Color. The Design Guidelines encourage buildings be painted three colors: a dominate color, a subordinate color and a "grace note" color. Plans submitted by the applicant indicate that the building will be comprised of a white precast textured wall

system, dark bronze metal panels and aluminum wall system, and translucent glass elements. As designed, the project satisfies the Building Color Design Guideline.

jj. Signs. The Design Guidelines provide extensive guidance related to the placement, type and style of signage to be used for projects. The Guidelines indicate that signs should coordinate with the building and not dominate or obscure architectural elements; that window signs should allow for clear views into and out of tenant spaces; that awning signs should be confined to awning valences; that pedestrian oriented “hanging signs”, which are visible from the sidewalk are encouraged, as are neon signs, portable signs and hand painted lettering. The Specific Plan prohibit the use of any pole, roof or off-site sign, any sign containing flashing, mechanical or strobe lights. The plans submitted as part of this application do not identify specific sign details. The applicant will be required to provide a comprehensive signage program that demonstrates the proposed location and type of each sign for review and approval.

kk. Plant Materials on Façades. The Design Guidelines encourage façade plant materials in addition to permanent landscaping. Landscaping is provided in planters on the ground floor within the public plaza adjacent to the sidewalk, within the sidewalk parkway, and within planters along Hollywood Boulevard and Carlton Way. The Project’s open space design includes shared outdoor areas for levels 3, 4, 8, and 17 that contain a total of 91 new trees in both raised and recessed planters on-site and in the public parkway.

SITE PLAN REVIEW FINDINGS

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

The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, Land Use, Transportation, Noise, Safety, Housing and Conservation. The City’s Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City.

The General Plan is a long-range document determining how a community will grow, reflecting community priorities and values while shaping the future. Policies and programs set forth in the General Plan are subjective in nature, as the General Plan serves as a constitution for development and foundation for land use decisions. As such, there are no objective zoning or design review standards relevant to this finding other than those objective standards, as defined by Government Code Section 65913.4(a), that the project has already been determined to be consistent with.

To the extent this finding requires further analysis, the project substantially conforms with the following purposes and objectives of the General Plan Elements: Framework Element, Housing Element, Mobility Element and the Land Use Element – Hollywood Community Plan, the Hollywood Redevelopment Plan, and the Vermont/Western Station Neighborhood Area Plan Specific Plan (SNAP).

Framework Element

The Framework Element is a strategy for long-term growth which sets a citywide context to guide the update of the Community Plan and Citywide Elements. The Framework Element is a comprehensive, long range document containing purposes, policies and programs for the development of the City of Los Angeles. The Citywide General Plan Framework text 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 primary objectives of the policies in the Framework Element's Land Use Chapter are to support the viability of the City's residential neighborhoods and commercial districts, and when growth occurs, to encourage sustainable growth in a number of higher-intensity commercial and mixed-use districts, centers and boulevards and industrial districts particularly in proximity to transportation corridors and transit stations.

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.*

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 3.2.2 *Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.*

Policy 3.2.3: *Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.*

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

The Project proposes the development of a new residential building that includes 200 dwelling units, of which 43-percent, that is 40 units, of the base density would be set aside for Very Low Income Households. The proposed residential uses would be located within a 17-story building with a maximum building height of 200 feet. One block to the east is Metro's B (Red) Line station stop at Hollywood and Western and the project site is served by several transit lines within walking distance. The proximity and access to transit and

commercial uses along Hollywood Boulevard will provide residents with ample options for trips to be taken by walking or transit.

The project would further reduce vehicle trips and vehicle miles traveled due to the project's pedestrian-orientated design and bicycle access and infrastructure. The design and intensity will also contribute to the intended character of the area and the provision of housing would contribute to the appropriate distribution of land as described by the Land Use Chapter.

The Project would comply with the following goals, objectives and policies, as set forth in the General Plan Framework Housing Chapter:

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

Objective 4.1: *Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010.*

Objective 4.2: *Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.*

Policy 4.2.1 *Offer incentives to include housing for very low- and low-income households in mixed-use developments.*

The project would improve the site with a project that includes 200 residential units, comprised of studio, one-bedroom, and two-bedroom units. Of the 200 residential units proposed, 40 units would be reserved for Very Low Income households. In addition, the project site is located within 0.25 miles from the Hollywood/Western Metro B (Red) Line Station, and served by several bus lines, with connections and access to jobs, entertainment, and amenities within Hollywood, West Hollywood, North Hollywood, Century City, Koreatown, Downtown and the Greater Los Angeles region.

The Project would comply with the following goals, objective and policies, as set forth in the General Plan Framework Economic Development Chapter:

Goal 7G: *A range of housing opportunities in the City.*

Objective 7.9: *Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's workforce to both live and work in the city.*

Policy 7.9.1: *Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental to the City's fiscal structure.*

Policy 7.9.2: *Concentrate future residential development along mixed-use corridors, transit corridors, and other development nodes identified in the General Plan Framework Element to “optimize the impact of City capital expenditures on infrastructure improvements.”*

As previously mentioned, the project would provide new housing that is within a 0.25 miles of the Hollywood/Western Metro B (Red) Line Station and several bus lines. The housing would include units set aside for Very Low Income Households, and contain studio, one-bedroom, and two-bedroom units, providing additional housing options for the area. By enabling the construction of a supply of housing in proximity to existing jobs and services, the project would be consistent with the above listed goals, objectives and policies of the Framework Element.

Housing Element

The City’s Housing Element for 2013-2021 was adopted by City Council on December 3, 2013. The Housing Element identifies the City’s housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City’s housing and growth strategy, and provides an array of programs the City intends to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element aims to provide affordable housing and amenity-rich, sustainable neighborhoods for its residents, answering the variety of housing needs of its growing population. Specifically, the Housing Element encourages affordable units to accommodate all income groups that need assistance. The proposed project would be in conformance with the objectives and policies of the Housing Element as described below.

Goal 1: *A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.*

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

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

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

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 project consists of a new residential building which includes 200 dwelling units. Of the 200 dwelling units, 40 units are set aside for Very Low Income Households. The project accommodates various income levels (Very Low Income and Market Rate) and unit types (a mix of studio, one-bedroom and two-bedrooms), within a major mixed-use commercial

area and within 0.25 miles of the Hollywood/Western Metro Station, which is served by the Metro B (Red) Line and within walking distance to several bus lines. These transit lines provide access to connections to West Hollywood, Century City, Santa Monica, South LA, Koreatown, Echo Park, Downtown Los Angeles, and throughout the region.

Goal 2: *A City in which housing helps to create safe, livable and sustainable neighborhoods.*

Objective 2.1: *Promote safety and health within neighborhoods.*

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

Policy 2.2.3: *Promote and facilitate a jobs/housing balance at a citywide level.*

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

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

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

Policy 2.5.1: *Target housing resources, policies and incentives to include affordable housing in residential development, particularly in mixed-use development, Transit Oriented Districts and designated Centers.*

Policy 2.5.2: *Foster the development of new affordable housing units citywide and within each Community Plan area.*

The design of the proposed development employs character-defining features to reflect a consistent architectural style, including unobstructed building entrances and architectural variations, and follows urban design principles that improve the appearance and quality of housing in the area. The project enhances livability of the area by upgrading the quality of development and creating a pedestrian-friendly, landscaped public right-of-way. Lastly, the project provides housing at various income levels (Very Low Income and Market Rate) that would be transit and pedestrian accessible. Residents would have the option of walking or taking transit to the numerous commercial uses within Hollywood and the surrounding area. Transit service would also reach the West Hollywood, Century City, and Santa Monica job, retail, and entertainment centers. DASH service provides connections to recreation and entertainment options in Griffith Park area. The Metro B (Red) Line Hollywood/Wester Station located within 0.25 miles from the project site further facilitate connections to North Hollywood, Koreatown, Downtown, and Union Station, which has rail connections throughout the region. By locating high density residential uses in an area well served by transit, the project allows future residents to utilize alternative means of transportation in their commutes.

Mobility Element

The Mobility Element 2035 (Mobility Element), adopted in September 2016, guides development of a citywide transportation system with the goal of ensuring the efficient movement of people and goods and recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reduction of vehicle trips, and focused growth in proximity to public transit. The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities and sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. Among other objectives and policies, the Mobility Plan aims to support ways to reduce vehicle miles traveled (VMT) per capita by increasing the availability of affordable housing options with proximity to transit stations and major bus stops and offering more non-vehicle alternatives, including transit, walking and bicycling. The project would be in conformance with following objectives and policies of the Mobility Element as described below.

Chapter 2: World Class Infrastructure

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.

The project provides an inviting pedestrian environment for residents that includes enhanced streetscape amenities including new street trees, bicycle racks, landscape plantings, and a publicly accessible plaza at the corner of Hollywood Boulevard and St. Andrews Place. The project is also required to improve both adjoining streets with full-width concrete sidewalks, and upgrades as necessary to comply with American's With Disabilities Act (ADA) requirements. The landscaping for the project site would include both native and adaptive native plant materials. Thus, the project would enhance the pedestrian experience, resulting in a safe and comfortable walking environment for area residents and visitors.

Chapter 3: Access for All Angelenos

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 3.5: Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.

Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The project provides access for all modes of travel, focusing on pedestrians and cyclists. Pedestrian entrances are prominently featured along Hollywood Boulevard. A total of 13

short-term bicycle parking spaces and 100 long-term bicycle parking spaces are provided within the building adjacent to the entrance lobby and resident garden terrace that provides direct access to the public sidewalk on Hollywood Boulevard. The project site is located within 0.25 miles from the Hollywood/Western Metro Station, served by the B (Red) Line; and the surrounding area is served by two (2) major transportation corridors (Hollywood Boulevard and Sunset Boulevard) that provide public transit opportunities and facilities, including Metro and LADOT bus lines. Thus, the project's location, and pedestrian and bicyclist orientation, will promote alternative forms of travel, and support first-mile, last-mile solutions.

Chapter 5: Clean Environments and Healthy Communities

Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

The Project will comply with the City's recently adopted Electric Vehicle Charging Ordinance, Ordinance No. 186,485, which includes electric vehicle ready and electric vehicle charging requirements that exceed current State standards. The Ordinance requires 30-percent of the total number of parking spaces provided shall be electric vehicle charging spaces (EV spaces) capable of supporting future electric vehicle supply equipment (EVSE). The number of Electric Vehicle Charging Stations shall be 10-percent of the total number of parking spaces provided for all new multifamily dwelling units. The project is providing 265 parking spaces, of which 30 are designated as electric charging spaces. As such the project supports the clean environments policy.

Health and Wellness Element

Adopted in March 2015, the Plan for a Healthy Los Angeles lays the foundation to create healthier communities for all Angelenos. As the Health and Wellness Element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. Through a new focus on public health from the perspective of the built environment and City services, the City of Los Angeles will strive to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. The Proposed Project is consistent with the following goals, objectives and policies:

Chapter 2: A City Built for Health

Policy 2.2: Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.

The project provides street trees, a floor-to-ceiling glass storefront lobby entrance along the ground floor on Hollywood Boulevard, and a publicly accessible plaza with seating areas, thereby activating the streetscape to support an inviting and pedestrian-oriented environment. In addition, the project provides repaired and upgraded sidewalks along with Americans with Disabilities Act (ADA) improvements where required. The project would be Leadership in Energy and Environmental Design (LEED) Certified equivalent and

required by the California Building Code to use materials in construction which would reduce health impacts such as, low volatile organic compound (VOC) paints, low VOC carpeting, and low VOC exterior materials.

Chapter 5: An Environment Where Life Thrives

Policy 5.1: Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.

Policy 5.7: Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and other susceptible to respiratory diseases.

The Project would result in the creation of new housing within 0.25 miles of the Hollywood/Western Metro Station and several nearby bus lines. Future visitors and residents of this Project will be able to take advantage of the Project's proximity to transit to serve their daily needs. The numerous transit options around the Project would encourage residents and visitors to use public transportation or walk, thus reducing air pollution and greenhouse gas emissions that would otherwise be caused by vehicle trips.

Land Use Element – Hollywood Community Plan

On June 19, 2012, the updated Hollywood Community Plan became effective. The 2012 Plan was rescinded on April 2, 2014 by the City Council, reverting the zoning designations and policies, goals, and objectives to the 1988 Hollywood Community Plan.

The Hollywood Community Plan designates the site for High Residential land uses with corresponding zones of R4 and R5. The three parcels with frontage on Hollywood Boulevard are zoned [Q]R5-2 and the two parcels with frontage on Carlton Way are zoned R4-2, which limits the density of the subject site to the R4 Zone requirements. The project is located within the Vermont/Western Station Neighborhood Area Plan Specific Plan (SNAP), which designates the project site as within Subarea C, Community Center. Subarea C allows residential uses permitted in the R4 Zone by Section 12.11 of the Code. Use, height and floor area are not defined for 100-percent residential project within the SNAP Subarea C. The use, height and floor area are regulated by the underlying [Q]R5-2 and R4-2 Zones pursuant to LAMC Sections 12.11 and 12.21.1 which allow for residential uses, unlimited height, and a floor area ratio of 6:1 FAR.

The project site contains approximately 37,135 square feet of buildable area and is permitted a base density of 93 units. The project utilizes the State Density Bonus Law (California Government Code Section 65915) and the City's Ordinance No. 179,681 (Density Bonus Ordinance), codified in LAMC Section 12.22 A.25, and Ordinance No. 185,373 (Value Capture Ordinance), codified in LAMC Section 12.24 U.26 (Conditional Use Section of LAMC) to increase the maximum density from 93 to 200 dwelling units, 40 of which will be set aside for Very Low Income Households. The project is also close to various bus and rail routes, connecting the project site to other regional and local destinations. The project will contribute to the Hollywood area as a medium- to high-density multifamily development that provides a variety of housing income opportunities.

The Hollywood Community Plan, a part of the Land Use Element of the City's General Plan, states the following objectives that are relevant to the Project:

Objective No. 1: *To further the development of Hollywood as a major center of population, employment, retail service and entertainment.*

Objective No. 3: *To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the community, maximizing the opportunity for individual choice.*

The project proposes to improve the site with a residential building within 0.25 miles to the Hollywood/Western Metro B (red) Line Station. The Project includes 200 residential units, of which 40 units would be reserved for Very Low Income Households. The project would allow the development of residential uses at a scale and intensity consistent with surrounding development that meets the intent and provisions of the Hollywood Community Plan, which designates the surrounding area as High Residential. The project includes studio, one-bedroom, and two-bedroom configurations and the mix of market-rate and restricted affordable units, as well as unit type would provide needed housing and support individual choice within Hollywood. As such, the project's proposed high density residential uses are consistent with the and in substantial conformance with the intent and provisions of the General Plan as reflected in the adopted Hollywood Community Plan.

Hollywood Redevelopment Plan

The project site is located within the Hollywood Redevelopment Project Area, and subject to the land use provisions contained in Section V Land Uses Permitted in the Project Area, Sections 501-521, of the Hollywood Redevelopment Plan (Redevelopment Plan). The project site is currently designated as High Residential by the Redevelopment Plan. The proposed building is 17-story, 200 feet tall, with two (2) subterranean and three (3) above ground parking levels. The building will contain a total of 222,234 square feet of floor area with a floor area ratio (FAR) of 6.0:1. The project contains 200 residential units, 40 of which are restricted to Very Low Income Households. On June 12, 2020, the City Planning Redevelopment Plan Unit determined the project meets the land use provisions of the Redevelopment Plan and that no adjustments are required pursuant to the Redevelopment Project Area – Hollywood Administrative Review and Referral form. Additionally, the Redevelopment Plan Unit determined that the Project is outside of the Regional Center Commercial area and therefore Section 506.2 of the Hollywood Redevelopment Plan is not applicable to the Project. As such, the Project is in conformance with the Hollywood Redevelopment Plan.

Vermont/Western Station Neighborhood Area Plan Specific Plan (SNAP)

The Specific Plan was adopted by the City Council on January 23, 2001 (Ordinance No. 173,749) and became effective on March 1, 2001. As part of the Specific Plan, Development Standards and Design Guidelines have also been adopted by the City Planning Commission on August 10, 2000. As found in Project Permit Compliance Review Findings above (Finding Number 12), the proposed project is in substantial conformance with all applicable regulations in the Specific Plan and the Development Standards and Design Guidelines in conjunction with the approval of Off-Menu Incentives under the Density Bonus Ordinance.

14. **The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting,**

landscaping, trash collection, and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties.

The project proposes the construction, use, and maintenance of a 17-story, 200-foot tall, 222,234 square-foot development comprised of 200 residential units, including 40 units reserved for Very Low Income Households. The project is located within the boundaries of the Vermont/Western Station Neighborhood Area Plan Specific Plan (SNAP) within Subarea C, Community Center, one (1) block west of the Metro B (Red) Line station stop at Hollywood and Western.

The project site is approximately 37,135 square feet and comprises five (5) adjacent parcels with frontage on Hollywood Boulevard to the north, St. Andrews Place to the east, and Carlton Way to the south. Hollywood Boulevard is developed with a mix of commercial and multifamily residential uses. Adjacent properties to the west of the site are developed with auto-related uses fronting Hollywood Boulevard and multifamily residential uses fronting Carlton Way. To the east of the project site, across St. Andrews Place, is a recently built six-story multifamily building. Uses south of Carlton Way are developed with lower density multifamily housing and Grant Elementary School.

The project site is located within the Hollywood Community Plan, which designates the site for High Density Residential land uses that correspond to the R4 and R5 Zones. The site is zoned [Q]R5-2 and R4-2, and therefore is consistent with the General Plan Land Use Designation. Ordinance Number 165,668 established the Qualified [Q] designating properties within the [Q]R5-2 Zone to be limited to residential uses permitted in the R4 Zone thereby allowing a Floor Area Ratio of 6:1 with no height or story limits.

The project site is located within Subarea C (Community Center) of the Vermont/Western Transit Orient District Station Neighborhood Area Plan Specific Plan (SNAP). The site is in the Hollywood Redevelopment Project Area, City's Transit Priority Area, Transit Oriented Communities (TOC) Tier 4, Adaptive Reuse Incentive Area, Los Angeles State Enterprise Zone, Promise Zone, Opportunity Zone and Historically Underutilized Business Zone (HUBZone). The site is located within 500 feet of Grant Elementary School and Grant Early Education Center. The site is also within the Freeway Adjacent Advisory Notice Area based on the distance of approximately 1,000 feet from the U.S. Route 101 (Hollywood Freeway). The site is located over mile from the Hollywood Fault.

The proposed project consists of residential tower oriented toward a main commercial corridor, off-street parking, lighting, landscaping and trash collection that is compatible with existing and future development on the neighboring properties:

Height and Bulk

The proposed building is 17-stories, 200 feet tall. Although the proposed building is taller than the general heights of buildings found in the immediate neighborhood. The building design incorporates a series of height transitions and massing elements to reconcile the contrasting intensity found along Hollywood Boulevard, a busy major corridor, and Carlton Way, a quieter lower scale residential area.

The building is lower for those areas fronting Carlton Way and then steps up in height as the bulk of the structure transitions toward the Hollywood Boulevard frontage which is along a major commercial thoroughfare. Along Carlton Way, the project is designed with

a height element of seven stories which is compatible with surroundings residential uses and the design includes two-story volume walk-up townhome style units at the ground level. At the fourth level, there is an outdoor garden terrace along the western edge of the site for approximately half the building length which provides a break in massing for the properties to the west. At the eighth story facing the Carlton Way frontage, the project includes a large outdoor amenity deck, pool and indoor lounge and fitness center as the building height steps up in height moving towards Hollywood Boulevard. The height further steps up again towards Hollywood Boulevard at the thirteen level which includes a planted roof element. As a result, the building's tiered height approach responds to the site's unique frontages and characteristics while creating greater architectural interest and variety on each of the three (3) frontages.

The Design Guidelines encourage every building to have a clearly defined ground plane, roof expression and middle or shaft that relates the two. The ground plane of the project is defined by the entry pavilion and public plaza on Hollywood Boulevard and the walk-up townhomes units along Carlton Way. The middle base is clad with a precast concrete panel system shaped to evoke the Art-Deco context and textured with a refined herringbone pattern. Furthermore, the Guidelines encourage courtyards, balconies, arbors, roof gardens, water features, and trellises. The Guidelines also encourage appropriate visual references to historic building forms in new construction. On Hollywood Boulevard, the neighboring historical California Bank campanile is referenced in the proportions of the project's split north elevation and the shaped façade panels that hint at the art-deco styling of the Campanile. Cladding the project is a precast concrete panel system shaped to evoke the Art-Deco context and textured with a refined herringbone pattern. The ridges and facets of these panels catch sunlight throughout the day which create different textures of tones and shades. These features aid the building and has the building blend in with the neighboring structures.

The project's design engages the adjacent streets and public space and maintains human scale by incorporating a partially covered, publicly accessible two-story volume pocket plaza fronting the corner of Hollywood Boulevard and St. Andrews Place that includes built-in bench seating, landscape planters, and enhanced paving. The plaza ceiling along with one solid wall of the plaza interior may provide a canvas for a rotating series of art installations or murals and includes full-height glass walls with provide views to-and-from the entrance lobby on Hollywood Boulevard. Before accessing the lobby, residents pass through the entry foyer, a glass prism that frames a view of the project's garden terraces to passerby on the sidewalk. The project does not contain any retail or commercial uses, however a coworking/business center and deck for work-from-home residents is located one level above the main pedestrian entrance which provides visual activity along Hollywood Boulevard during the day. Additionally, the walk-up townhomes with their gated front porches that front Carlton Way reduce the sense of bulk and mass by introducing street level residential units that are similar to those existing along Carlton Way.

Additionally, at least 600 square feet of the ground level elevation along Hollywood Boulevard façade, 573 square feet of the ground level elevation along Carlton Way façade, and 1,140 square feet of the ground level elevation along St. Andrews Place façade have been conditioned to be transparent building materials for the project located thereby adding inviting pedestrian features at street level. The project also includes improvements on the ground level to enhance the pedestrian realm in compliance with the SNAP including new street trees, bicycle racks, public benches, trash receptacles, and landscaping.

Setbacks

Section 9.H. of the Specific Plan specifies that no front, side or rear yard setbacks shall be required for the development of any project within Subarea C. The proposed building has a zero-foot front yard setback along ground floor. The Development Standards require that no portion of any structure exceed more than 30 feet in height within 15 feet of the front property line. The Development Standards also require the second floor of a building to be setback from the first floor frontage by at least ten feet when the project fronts onto a Major Highway. The Hollywood Community Plan classifies Hollywood Boulevard as an Avenue I (Secondary). As shown on the Elevations in Exhibit "A," the includes a 15-foot stepback along Hollywood Boulevard where the height of the façade exceeds 30 feet.

Off-street parking

Parking for the project is provided within the building and either wrapped by active uses or architecturally integrated into the overall building design. There are two (2) subterranean parking levels and three (3) above-grade parking levels with spaces for 265 vehicles. Access to the parking is from a single driveway along St. Andrews Place which is the desired location as opposed to interrupting the urban streetscape on Hollywood Boulevard or from quieter Carlton Way. Since the above-grade parking is enclosed within the building, the parking and headlights are not visible from off-site.

The project will also provide 100 long term bicycle parking spaces in the second above grade level parking garage, at grade with the Hollywood Boulevard street frontage. The project will provide 13 short term bicycle parking spaces at the pedestrian entrance along Hollywood Boulevard and in the parkway along St. Andrews Place.

Landscaping

The project enhances livability of the area by upgrading the quality of development and creating a pedestrian-friendly, landscaped public right-of-way. The project provides an inviting pedestrian environment for residents that includes enhanced streetscape amenities including new street trees, bicycle racks, landscape plantings, and a publicly accessible plaza at the corner of Hollywood Boulevard and St. Andrews Place. The landscaping for the project site includes both native and adaptive native plant materials. Thus, the project would enhance the pedestrian experience, resulting in a safe and comfortable walking environment for area residents and visitors.

The Development Standards require that all open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by lawns and other ground coverings. The project site is used for the proposed residential development and has zero-foot setbacks.

The applicant has been conditioned to provide a final landscape plan prepared by a licensed landscape architect showing enhanced paving such as stamped concrete, permeable paved surfaces, tile and/or brick within paved areas in front, side and rear yards. The landscape plan is conditioned to indicate landscape points for the project equivalent to 10 percent more than otherwise required by LAMC 12.40 and Landscape Ordinance Guidelines "O". All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. Additionally, all landscaped areas, trees, shrubs and ground

cover must be maintained as healthy and vigorous at all times; irrigation systems shall be continuously maintained pursuant to LAMC Section 12.41 B.5.

A total of 22,897 square feet of usable open space will be provided as part of the project including 8,300 square feet of private balconies, a 880 square foot coworking deck, a 5,163 square foot garden terrace, a 2,145 square foot social terrace, a 2,773 square foot pool deck, and 6,220 square feet of indoor open space amenities such as a fitness center, lounge, coworking space, and a screening room. The project is providing 2,371 square feet of landscaping for the tenants. The project will provide 75 new on-site trees and 16 new street trees, as well as other streetscape elements such as tree well covers, benches, trash receptacles, and short term bicycle racks. A landscape plan was submitted for the project that shows 2,371 square feet of landscaping. The plan shows the addition of 91 trees to be planted on-site and in the public parkway as well as many native shrubs and other decorative plants to be used throughout the project site. Additionally, the landscape plans show the various hydrozones including a green roof on the thirteenth floor.

Loading Areas. Lighting and Trash Collections

Exhibit "A" does not illustrate the construction of any loading spaces on site and none are required in a residential zone. As conditioned, the project will provide lighting consistent with the requirements of SNAP Development Standards and Design Guidelines. Additionally, the trash and recycling areas are conditioned and are provided within the parking garage on Level 1 and are consistent with the Development Standards and Design Guidelines.

Based on the above, the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

15. Any residential project provides recreation and service amenities to improve habitability for its residents and minimizes the impacts on neighborhood properties.

The project incorporates 22,897 square feet of usable open space for residential uses, which is consistent with the requirements of LAMC Section 12.21 G.2. The ground floor features a pocket plaza fronting the corner of Hollywood Boulevard and St. Andrews Place that includes built-in bench seating which creates area for community gathering and the viewing of public art. Also located on the ground level is a garden terrace which is accessed through the main entry foyer, a glass prism that frames a view of the project's garden terrace from Hollywood Boulevard. The usable open space includes: 8,300 square feet of private balconies; an 880 square-foot outdoor coworking deck, a 2,922 square-foot indoor coworking space, and a 718 square-foot screen room on Level 3; a 5,163 square-foot garden terrace on Level 4; a 2,145 square-foot social terrace, 2,773 square-foot pool deck, 1,806 square-foot fitness room, and a 774 square-foot lounge on Level 8. The third level features various active areas that include a coworking space with outdoor planted roof with outdoor seating areas, a fitness studio, and yoga deck with enhanced paving and landscape plantings. The fourth level includes additional garden terraces with amphitheater style seating, enhanced paving, and landscape plantings while the garden terrace is designed with a variety of intimate and social areas with seating, plantings, areas for recreation games such as a bocce court, and deck space. The eighth level features a social deck and pool on the southern side of the building programmed with deck areas, lounge spaces, dining areas, movie screening and fitness areas, and BBQ's and the

seventeen level feature an outdoor garden terrace and indoor lounge. The project is providing 2,371 square feet of total landscaping for the required open space including 91 trees on-site and in the public right-of-way. In addition to the usable open space, the project is providing a roof top garden terrace for use by the residents on Level 17 and a planted roof on Level 13.

ENVIRONMENTAL FINDINGS

Pursuant to Senate Bill (SB) 375 and Public Resources Code (PRC) Section 21155.1, a project that qualifies as a Transit Priority Project and is declared by a legislative body to be a Sustainable Communities Project is statutorily exempt from the California Environmental Quality Act (CEQA). These SB 375 clearances are intended to meet the goals of the Sustainable Communities Strategy to encourage higher density, infill development located near transit.

In order to qualify as a Transit Priority Project, the project must be consistent with general land use policies of an adopted Sustainable Communities Strategy per PRC Section 21155(a) and meet the criteria in PRC Section 21155(b) related to minimum density, residential uses, and distance from a major transit stop or high-quality transit corridor. In order to qualify as a Sustainable Communities Project, the project must meet all environmental criteria in PRC Section 21155.1(a), all land use criteria in PRC Section 21155.1(b), and one public benefit criteria in PRC Section 21155.1(c). A public hearing must be held by City Council prior to declaring a project to be a Sustainable Communities Project and the City Council is required to find the necessary criteria are met in Subsections (a), (b) and (c) of PRC Section 21155.1. Unlike other CEQA clearances, the SCP Exemption must be approved by the City Council, even if the initial decision-maker or appellate body is a lower decision-making body or officer. The City Council determined at its June 29, 2021, hearing that the project is exempt from CEQA pursuant to PRC 21155.1 as a Transit Priority Project and Sustainable Communities Project, Council File Number 21-0383.