

FINDINGS

(As amended by the City Planning Commission at its meeting on May 12, 2022)

Density Bonus/Affordable Housing Incentives / Waivers Compliance Findings

1. Pursuant to Section 12.22-A,25 of the LAMC and Government Code 65915, the Director shall approved a density bonus and requested incentive(s) unless the director finds that:

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

The 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.

The project provides 15% (14 units) of the base units for Very Low Income Households as a means to qualify for the 23% Density Bonus and the requested Incentives. The requested Incentives for a vehicular access across the entire site, reduction in open space, and a FAR increase will result in a building design that provides cost reductions for affordable housing. The requests will allow the developer to expand the building envelope so the additional and affordable units can be constructed, and the overall space dedicated to residential uses is increased. The increase in FAR, the reduction in open space, and vehicular access across the entire site will allow for the construction of additional units that will result in a reduction in the cost of constructing affordable housing. These Incentives support the applicant's decision to set aside 14 dwelling units for Very Low Income Households for 55 years.

- b. The incentives will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources 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.*

There is no substantial evidence in the record that the proposed incentives 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. Therefore, there is no substantial evidence that the proposed incentives will have a specific adverse impact on public health and safety.

- c. The incentives are contrary to state or federal law.*

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

Site Plan Review Findings

2. 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 policies that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to, Land Use, Housing, Transportation/Mobility, Noise, and Safety. Each of these Elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code Requirements of the Los Angeles Municipal Code. The 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. While the General Plan sets out a long-range vision and guide to future development, the 35 Community Plans provide the specific, neighborhood-level detail, relevant policies, and implementation strategies necessary to achieve the General Plan objectives. The project site is located in the Hollywood Community Plan area and is not subjected to any applicable specific plans.

Hollywood Community Plan

The subject property is located within the Hollywood Community Plan which was updated by the City Council on December 13, 1988. The Hollywood Community Plan designates the subject property for Highway Oriented Commercial and High Medium Residential land uses with corresponding zones of C1, C2, P, RAS3 and RAS4 and corresponding zone of [Q]R4 respectively. The subject property is zoned [Q]R4-1VL and C4-1-SN. The proposed project advances the following objectives of the Community Plan:

Objective 1: To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area.

To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.

Objective 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 proposed project furthers the development of Hollywood as a major center of population, employment, retail services, and entertainment by allowing for the dwelling units, including 14 units reserved for Very Low Income Households on lots zoned for commercial and residential uses. The project increases the housing stock and satisfies the needs and desires of all economic segments of the community by maximizing the opportunity for individual housing choice. Therefore, the project is consistent with the Hollywood Community Plan.

The **Framework Element** for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide

comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following goals, objectives and policies relevant to the instant request:

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable city.

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

Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram.

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

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

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.

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

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

The proposed project will result in the development of a mixed-use building that will provide 109 dwelling units, including 14 units reserved for Very Low Income Households

and 14,657 square feet of commercial space on the ground floor of the building thereby contributing toward and facilitating the City's long-term economic viability and vision for a more liveable city.

The project site is currently developed with commercial structures that front along Sunset Boulevard and associated surface parking. The development of the site will enable the City to conserve nearby existing stable residential neighborhoods and lower-intensity commercial districts by allowing controlled growth away from such neighborhoods and districts. Therefore, the proposed 109-unit mixed use building with 14,657 square feet of ground floor commercial space is consistent with the Distribution of Land Use goals, objectives and policies of the General Plan Framework Element.

The **Housing Element** is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, establishes goals, objectives, and policies to guide future housing decisions, and provides an array of programs to meet Citywide Housing Priorities, including addressing the housing shortage, advancing racial equity and access to opportunity, preventing displacement and promoting sustainability and resilience. The Housing Element includes the following objectives and policies relevant to the instant request:

Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.

Objective 1.1: Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.

Policy 1.1.2: Plan for appropriate land use designations and density to accommodate an ample supply of housing units by type, cost, and size within the City to meet housing needs, according to Citywide Housing Priorities and the City's General Plan.

Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

Policy 1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.

Policy 1.2.2: Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households.

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

Policy 1.3.1: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

Policy 1.3.2: Prioritize the development of new Affordable Housing in all communities, particularly those that currently have fewer Affordable units.

Goal 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.

Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space, and other amenities.

Objective 3.2: Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.

Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

The proposed project implements the Housing Element by increasing the housing supply consistent with the High Medium Residential and Highway Oriented Commercial land use designations. The site is currently developed with commercial structures that front along Sunset Boulevard and associated surface parking. The approval of the request would permit 109 dwelling units with 14 units set aside for Very Low Income Households. The project would achieve the production of new housing opportunities, meeting the needs of the city, while facilitating the construction of a range of different housing types (studios, one- and two -bedroom units) that address the needs of the city's diverse households. Therefore, the project is consistent with the Housing Element goals, objectives and policies of the General Plan.

The **Mobility Element** of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein. Sunset Boulevard, designated as an Avenue I, is dedicated to a width of 100 feet and is improved with paved roadway, and concrete curb, gutter, and sidewalks. Gordon Street is a Local Street - Standard, dedicated to a width of 60 feet and is improved with paved roadway, and concrete curb, gutter, and sidewalks. La Baig Avenue is a Local Street - Standard dedicated to a width of 60 feet and is improved with paved roadway, and concrete curb, gutter, and sidewalks.

The project as designed will support the development of these Networks and meets the following goals and objectives of Mobility Plan 2035:

Policy 2.3: Recognize walking as a component of every trip and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Vehicular access to the project site will be provided via two (2) driveways off Gordon Street and La Baig Avenue. All commercial parking spaces would be accessed via the Gordon Street driveway and residential parking spaces would be accessed via the La Baig Avenue driveway. A total of 196 off-street automobile parking spaces will be provided within the parking garage. Pedestrian access will be via Sunset Boulevard, La Baig Avenue and Gordon Street.

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 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.

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

The project will provide a total of 138 long-term bicycle parking spaces will be provided in a bicycle storage room at the basement level and second and third level in storage rooms located within the parking garages to provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities. Short-term bicycle racks will be provided along La Baig Avenue.

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

As conditioned, all electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of the LAMC. Additionally, as volunteered by the applicant, the project will include an additional 110 vehicular parking spaces that are equipped with the required conduit to facilitate future EV parking spaces.

Therefore, the project is consistent with Mobility Plan 2035 goals, objectives, and policies of the General Plan.

The **Air Quality Element** of the General Plan will be implemented by the recommended action herein. The Air Quality Element sets forth the goals, objectives and policies which will guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element recognizes that air quality strategies must be integrated into land use decisions and represent the City's effort to achieve consistency with regional Air Quality, Growth Management, Mobility and Congestion Management Plans. The Air Quality Element includes the following Goal and Objective relevant to the instant request:

Goal 5 Energy efficiency through land use and transportation planning, the use of renewable resources and less polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.

Objective 5.1 It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.

As conditioned, the project shall comply with Sections 99.05.211.1 and 99.04.211 of the LAMC. Additionally, as volunteered by the applicant, the project will include an additional 110 vehicular parking spaces that are equipped with the required conduit to facilitate future EV parking spaces. Therefore, the project is in conformance with the goals and policies of the Air Quality Element.

Therefore, the project is in substantial conformance with the purposes, intent and provisions of the General Plan and does not conflict with any applicable regulations or standards.

3. **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 subject property is a flat, rectangular, 38,063 square-foot (0.874 acre) lot comprised of five (5) contiguous parcels with 210 feet along Sunset Boulevard, a frontage of 134 feet along La Baig Avenue and a frontage of 212 feet along Gordon Street. The property is developed with commercial structures that front along Sunset Boulevard and associated surface parking.

The land use and zoning within proximity of the property site consists of a mix of commercial and multi-family uses. The properties to the north abutting the site are zoned [Q]R4-1VL and are improved with multi-family residential structures. The property to the east, across Gordon Street, is zoned (T)(Q)C2-2D and (T)(Q)C2-2D-SN and is developed with a 23-story mixed-use building. The properties to the south, across Sunset Boulevard, are zoned (T)[Q]C4-2D and M1-1 and are developed with Emerson College and a music recording studio. The property to the west, across La Baig Avenue, is zoned C4-1-SN and is improved with a motel.

The proposed 102,224 square foot (3:1 FAR), seven-story mixed-use building located on a 38,063 square foot property is compatible with the existing and future surrounding developments. The table below includes a list of existing or approved developments within close proximity to the subject site.

Address	Floor Area	FAR	Height
<i>Proposed Project</i>	<i>102,224 sq. ft.</i>	<i>3:1</i>	<i>7 stories</i>
5929 West Sunset Boulevard	324,693sq. ft.	4.5:1	22 stories
5831-5841 West Sunset Boulevard	83,500sq. ft.	2.59:1	5 stories

The proposed project is the construction, use, and maintenance of a new, seven-story, 102,224 square-foot mixed-use building with 109 dwelling units, including 14 dwelling units set aside for Very Low Income Households. The project would provide a total of 196 automobile parking spaces within one (1) subterranean and three (3) above ground level of parking and a total of 148 bicycle spaces.

The project includes 30 studio units, 40 one-bedroom units and 39 two-bedroom units, 14,657 square feet of ground floor commercial space and a total of 9,384 square feet of open space for residents. Therefore, pursuant to LAMC Section 12.21-G, the project as proposed is required to provide 11,875 square feet of open space. The project proposes to provide approximately 9,384 square feet total of open space, which includes a 3,875 square-foot pool deck on the fourth floor, a 600 square-foot club room, a 966 square-foot recreation room, a 2,541 square foot courtyard and a 403 square-foot courtyard. The project also includes 1,000 square feet of private balconies.

The project would provide a total of 196 automobile parking spaces within one (1) subterranean and three (3) above ground level of parking and a total of 148 bicycle spaces.

Vehicular access to the project site will be provided via two (2) driveways off Gordon Street and La Baig Avenue. All commercial parking spaces would be accessed via the Gordon Street driveway and residential parking spaces would be accessed via the La Baig Avenue driveway. Pedestrian access will be via Sunset Boulevard, La Baig Avenue and Gordon Street.

Height, Bulk, and Setbacks

The project is zoned C4-1-SN and [Q]R4-1VL and proposes a maximum height of 86 feet. The C4 zone does not have a maximum height limit. Height District 1VL has a maximum

height of 45 feet and three (3) stories. The portion of the building located in the R4 zone will observe the underlying height and stories requirements.

The project has a maximum FAR of 3:1. The subject property is zoned [Q]R4-1VL and C4-1-SN. The Hollywood Redevelopment Plan limits the FAR of 1.5 to 1 in the C4 zone with the provision of providing 15% of the base density or 14 units for Very Low Income Households in conjunction with the requested density bonus the project will comply with the FAR.

There are no requests to deviate from the required yards/setbacks. The proposed project will provide a 0-foot front yard, 10-foot side yards. As such, the project complies with the required setbacks.

The height, bulk, and setbacks of the subject project are consistent with the existing development in the immediate surrounding area and with the underlying C4-1-SN and [Q]R4-1VL Zones. The surrounding area consists of multi-story studios and high-rise commercial buildings. Additionally, adjacent to the project site is a 22-story mixed-use building. Therefore, in consideration of other development in the area, the project is consistent with the surrounding.

Parking

The project will provide a total of 196 parking spaces and 138 long-term bicycle parking spaces. Short-term bicycle racks will be provided along La Baig Avenue.

The proposed parking is located within the building and therefore will not be visible from the public right-of-way. Pedestrian access will be located on Sunset Boulevard, an Avenue I, Gordon Street, is a Local Street – Standard and La Baig Avenue is a Local Street - Standard. All ingress and egress for the parking will be located on Gordon Street, is a Local Street – Standard and La Baig Avenue is a Local Street – Standard. Therefore, the parking facilities will be compatible with the existing and future developments in the neighborhoods.

Lighting

Lighting is required to be provided per LAMC requirements. The project proposes security lighting will be provided to illuminate building, entrances, walkways and parking areas. The project is required to provide outdoor lighting with shielding, so that the light source cannot be seen from adjacent residential properties. There, the lighting will be compatible with the existing and future developments in the neighborhood.

On-Site Landscaping

The project proposes to provide approximately 9,384 square feet total of open space, which includes a 3,875 square-foot pool deck on the fourth floor, a 600 square-foot club room, a 966 square-foot recreation room, a 2,541 square foot courtyard and a 403 square-foot courtyard. The project also includes 1,000 square feet of private balconies. Additionally, the project includes landscaped area distributed throughout the project and is conditioned so that all open areas not used for buildings, driveways, parking areas, recreational facilities or walks will be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect. The planting of any required trees and street trees will be selected and installed per the Bureau of Street Services, Urban Forestry Divisions'

requirements. Therefore, the on-site landscaping will be compatible with the existing and future developments in the neighborhood.

Loading/Trash Area

The development is not required to provide a loading area pursuant to LAMC Section 12.21-C.6. Waiting areas and drop areas will be on the ground level. Tenants moving in or out of the building will be able to park moving trucks on the street level adjacent to the parking entrance and the lobby.

The project will include on-site trash collection for both refuse and recyclable materials, in conformance with the LAMC. Compliance with these regulations will allow the project to be compatible with existing and future development. The service area for trash and recycling collection will be conditioned to be located at grade level and accessible from the parking area. Additionally, service area for trash collection is to be located on all upper floors. Therefore, as proposed, and conditioned, the project is compatible with existing and future development on neighboring properties.

As described above and as depicted within the plans and elevations submitted with the instant application, the project consists of a seven-story, mixed-use building, with parking on-site for residents and commercial parking spaces, lighting, landscaping, trash collection, and other pertinent improvements, that is compatible with existing and future development in the surrounding area.

4. Any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The project proposes provide a variety of unit types which includes: 30 studio units, 40 one-bedroom units and 39 two-bedroom units. Pursuant to LAMC section 12.21-G, the project would be required to provide 11,875 square feet of open space. As conditioned, the project is permitted a 22 percent reduction in the required open space and will provide open space for residents which includes a 3,875 square-foot pool deck on the fourth floor, a 600 square-foot club room, a 966 square-foot recreation room, a 2,541 square foot courtyard and a 403 square-foot courtyard. The proposed project also includes 1000 square feet of private balconies.