

FINDINGS

Density Bonus/Affordable Housing Incentives Compliance Findings

1. Pursuant to Section 12.22 of the LAMC and Section 65915 of the California Government Code, the City shall approve a density bonus and requested incentive(s) unless it finds that:

- a. *The Incentive(s) does 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 Director to make a finding that the requested incentives do not result in identifiable and actual cost reductions 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 substantially complies with the applicable regulations, standards, and provisions of the State Density Bonus Program. The project includes 22 percent of the project's base density as Very Low Income restricted affordable units, for a total 19 residential units. No substantial evidence has been entered into the record indicating that any of the requested Off-Menu Incentives do not result in identifiable and actual cost reductions to provide for the project's affordable housing costs (as defined in California Health and Safety Code Sections 50052.5 or 50053) and/or accommodate the restricted very low income unit rents.

In exchange for providing at least 15 percent of the base density for Very Low Income Households, the applicant is entitled to three (3) incentives under both Government Code Section 65915 and the LAMC. The request for FAR increase, waive transitional height requirements, and averaging of FAR and density and allowing vehicular access from a less restrictive zone to a more restrictive zone qualify as requested Incentives. The remaining requests to allow for reduction in side yard setbacks and waived loading space requirements are waivers of development.

Averaging of FAR and Density and Vehicular Access

The subject property is zoned C4-1-CA and [Q]R3-1 with two different FAR and density requirements as well as vehicular access limitations. Thus, pursuant to LAMC Section 12.22.A, the applicant is requesting an On-Menu Incentive to allow the averaging of FAR and density across two zones and permit vehicular access from a less restrictive zone to a more restrictive zone. Granting of the incentive would result in a building design and construction efficiencies that provide for or reduce affordable housing costs; it enables the developer to expand the building envelope so that additional affordable units can be constructed, and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. This Incentive supports the applicant's decision to set aside a minimum 19 dwelling units for Very Low Income Households for 55 years.

Therefore, the On-Menu incentive to allow averaging of FAR and density and allow vehicular access across two zones is necessary to provide for affordable housing costs.

Floor Area Ratio

The subject property is zoned C4-1-CA and [Q]R3-1. The C4 Zone limits the FAR of the property to 1.5 to 1 and the R3 Zone limits the property to an FAR of 3 to 1. Thus, pursuant to LAMC Section 12.22-A,25 the applicant is requesting an Off-Menu incentive to allow a FAR increase from 1.5:1 and 3:1 to 3.84:1 to allow 123,918 square feet in floor area.

The requested increase in FAR will allow for the construction of affordable units in addition to larger-sized dwelling units and retail space at the ground level. Granting of the incentive would result in a building design and construction efficiencies that provide for affordable housing costs; it enables the developer to expand the building envelope so that additional affordable units can be constructed, and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. The increased floor area allows certain fixed development costs to be spread out over more floor area resulting in a lower per-square-foot development cost. In addition, the additional floor area allows the construction of additional market rate floor area whose rents will support the operational costs of the affordable units. This Incentive supports the applicant's decision to set aside a minimum 19 dwelling units for Very Low Income Households for 55 years.

Waived Transitional Height

The subject property is zoned C4-1-CA and [Q]R3-1 within 100 feet from an A1 Zone. Pursuant to LAMC Section 12.21.1.A.10 the project is required to comply with transitional height requirements due to its proximity to the A1 zone. The transitional height requirements set forth in LAMC Section 12.21.1.A.10 limit the proposed project to a maximum height of 61 feet. Thus, pursuant to LAMC Section 12.22-A,25 the applicant is requesting an Off-Menu Incentive to waive the transitional height requirements and allow a maximum height of 78 feet and six (6) inches in lieu of the otherwise required 61 feet.

The requested incentive to allow waived transitional height requirements will allow for the construction of affordable units and retail space within a zone that allows for such uses. Granting of the incentive would result in a building design and construction efficiencies that provide for affordable housing costs ; it enables the developer to be able to utilize the sites full potential so that additional affordable units can be constructed and the overall space dedicated to residential uses is increased through the increased height from 61 maximum feet to 78 feet and six (6) inches in height. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. This Incentive supports the applicant's decision to set aside a minimum 19 dwelling units for Very Low Income Households for 55 years.

b. The waiver[s] or reduction[s] of development standards will not have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)

A project that provides at least 5 percent of its base density for Very Low Income Households may request other "waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)).

Easterly Side Yard Setbacks

Pursuant to LAMC Section 12.11-C,3 the project is required to provide 10-foot side yard setbacks. The project has requested to provide a zero-foot easterly side yard. The additional 10 feet of building depth allows the project to accommodate the requested density of 139 dwelling units with 19 units set aside for Very Low Income Households and the requested floor area. Adherence to the 10-foot side yard setback would physically preclude the construction of the floor area granted in the incentives and prevent the construction of the units and floor area that currently encroach into the yard. Thus, waiver supports the applicant's decision to provide 19 units as affordable housing units reserved for Very Low Income Households.

Westerly Side Yard Setbacks

Pursuant to LAMC Section 12.11-C,3 the project is required to provide 10-foot side yard setbacks. The project has requested to provide a five (5)-foot westerly side yard. The additional 10 feet of building depth allows the project to accommodate the requested density of 139 dwelling units with 19 units set aside for Very Low Income Households and the requested floor area. Adherence to the 10-foot side yard setback would physically preclude the construction of the the floor area granted in the incentives and prevent the construction of the units and floor area that currently encroach into the yard. Thus, waiver supports the applicant's decision to provide 19 units as affordable housing units reserved for Very Low Income Households.

Waived Loading Space

Pursuant to LAMC Section 12.21.C.6 the project is required to provide a 800 square foot loading space. The project has requested to waive the imposed loading space requirements. The proposed project will provide 2,855 square feet of commercial ground floor space which does not anticipate needing a loading space as the goods could be handled through other access points in the proposed building. Additionally, adherence to the 800 square foot loading space requirement would physically preclude the construction of the project as proposed with the floor area granted in the incentives and affect the quantity of affordable households supplied by the applicant. Provision of the loading space would preclude the construction of the units and floor area that currently are proposed in that space. Thus, waiver supports the applicant's decision to provide 19 units as affordable housing units reserved for Very Low Income Households

c. The Incentive(s) and/or Waivers will have a Specific Adverse Impact upon public health and safety or the physical environment or any real property that is listed in the California Register of Historical Resources and for which there is 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 general plan land use designation shall not constitute a specific adverse impact upon the public health or safety.

There is no evidence that the proposed incentives and waivers will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. Accordingly, the project will not have a significant impact on any on-site resource or any resource in the surrounding area. The property is not located on a substandard street in a Hillside area or in a Very High Fire Hazard Severity Zone, Methane Zone, or any other special hazard area; accordingly, the project will not have a specific

adverse impact upon public health and safety or the physical environment. The project is required to comply with all other pertinent regulations including those governing construction, use, and maintenance, and will not create any significant direct impacts on public health and safety. Therefore, there is no substantial evidence that the proposed project, and thus the requested incentives and waivers, will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource.

d. The Incentive(s) and/or Waivers is/are contrary to State/federal law.

There is no substantial evidence in the record indicating that the requested Incentives and Waivers are contrary to any State or federal laws.

Conditional Use Permit Findings

3. That 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 subject property is a rectangular-shaped site comprised of four (4) parcels, totaling 33,953 square feet. The property has street frontages of approximately 275 feet along Vineland Avenue, 109 feet along Hesby Street, and 109 feet and seven (7) inches along Morrison Street. The site is currently improved with a truck rental facility and an auto repair shop. The property does not contain any existing residential housing units.

The Conditional Use for an additional 27.5 percent density bonus (beyond the 35 percent permitted through a by-right density bonus, resulting in a total density bonus of 62.5 percent) approved herein results in an additional 22 housing units, for a total of 139 units. In exchange, the project will set aside at least 22 percent (19 units) of the base density for Very Low Income Households for a minimum of 55 years.

The proposed building reaches a height of 78-feet, and will have a Floor Area Ratio (FAR) of 3.84:1. The project includes 2,855 square feet of commercial ground floor uses and 126 parking spaces (114 residential parking spaces and 12 commercial parking spaces) within one subterranean and one at-grade parking level.

The proposed building will replace an existing truck rental facility and an auto repair shop thereby providing a function that is both essential and beneficial to the North Hollywood – Valley Village Community Plan area and the City of Los Angeles by providing 139 dwelling units including 19 Very Low Income units in a region with high demand for affordable housing and housing in general.

The proposed building will serve an essential function by providing housing including low income housing and separately that will enhance the environment by replacing an existing auto repair shop and truck rental facility with a new and modern building with street façade transparency, active uses, and landscaping.

By redeveloping the subject site with a new mixed-use residential building with active pedestrian level uses such as retail uses and residential amenities, the project will contribute to increased eyes on the street and resident activity. Therefore, the proposed project will add a function that is beneficial to the community by providing retail amenities to the surrounding community and by increasing pedestrian safety.

Therefore, the proposed 139-unit development, will provide 120 new market rate and 19 new Very Low Income affordable housing units, and thus is performing a function, the provision of adequate

housing that is affordable to households of various income levels, that is essential and beneficial to the city and the region.

4. **That 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 proposed project involves the demolition of a truck rental facility and an auto repair shop and the construction of a new approximately 123,918 square foot, seven-story, 78 feet and six (6) inches in height, mixed-use residential building containing 139 residential units, including 19 units set aside for Very Low Income Households, as well as approximately 2,855 square feet of commercial space on the ground floor. The project will provide 126 vehicle parking spaces within one subterranean and one at-grade parking level. The project will also provide 96 long-term and 11 short-term bicycle parking spaces

The approval herein is for a Conditional Use to allow an additional 27.5 percent density bonus (for a total of a 62.5 percent density bonus from the base density) to allow for a total of 139 dwelling units, representing an increase of 22 units beyond what would otherwise be permitted through the by-right 35 percent density bonus. In order to obtain the additional requested 27.5 percent density bonus, the project must set aside at least 22 percent of the base density, equal to 19 units, for Very Low Income units. The project will provide 19 units for Very Low Income households in exchange for the requested Density Bonus. As such, the Density Bonus request results in 139 units and the Conditional Use request results in an additional 22 units for a total of 139 dwelling units with 19 affordable units.

The subject property is zoned C4-1-CA and [Q]R3-1. The C4 Zone limits the FAR of the property to 1.5 to 1 and the R3 Zone limits the property to an FAR of 3 to 1. Thus, Pursuant to LAMC Section 12.22-A,25 the applicant is requesting an Off-Menu incentive to allow a FAR increase from 1.5:1 and 3:1 to 3.84:1 to allow 123,918 square feet in floor area. The surrounding area primarily consists of Medium Residential uses including multi-story mixed-use residential buildings and apartment complexes. Therefore, there are buildings near the subject site that are of similar size and scale to the proposed project.

The property is located within the North Hollywood – Valley Village Community Plan, a densely populated portion of the City of Los Angeles. The project site is located in an urbanized area surrounded by medium residential and commercial zones that are generally developed with a combination of commercial and residential. The subject property is not adjacent to any single-family zoned properties. Rather, it is surrounded by properties zoned for Community Commercial and Medium Residential uses. Therefore, construction of the housing development with a retail component will serve to benefit the neighborhood rather than degrade it. The façades are well-articulated and feature a prominent ground design that distinguishes it from the upper levels. The residential lobby and retail component at the ground level engage pedestrians along Vineland Avenue. Therefore, the project is compatible with the surrounding neighborhood and will not adversely affect nor degrade adjacent properties, surrounding neighborhood, or the public health, safety, or welfare.

With the exception of the requests herein, the proposed project is otherwise entirely consistent with the requirements of the underlying zone. The project's significant features, including the proposed building's use, density, height, and FAR, are permitted by the underlying zone and the provisions of Density Bonus law. The project has been thoughtfully designed to include landscaping and on-site parking.

Given the proposed project's location within the North Hollywood – Valley Village Community Plan area, along with the existing development in the immediate vicinity of the subject property and its

proximity to commercial thoroughfares, the project's location, size, height, operations, and other significant features will be compatible with and will not adversely affect adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

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

The project site is located within the Hollywood Community Plan (adopted in 1988), which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the site for Community Commercial land uses with corresponding zones of CR, C1, C1.5, C2, C4, RAS3, RAS4, P and PB. The project site is zoned C4-1-CA and [Q]R3-1 and is thus consistent with the existing land use designation, as shown in the following zoning map of the property.

The proposed project is consistent with the following goals, objectives and policies of the Community Plan:

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

Objective 3a: To encourage the preservation and enhancement of the of the varied and distinctive residential character of the community, and to preserve the stable single-family residential neighborhoods.

The proposed project protects the surrounding residential neighborhoods from encroachment by higher density residential uses by allowing for the development of a 139-unit (including 19 units reserved for Very Low Income Households), mixed-use residential building within a commercially zoned property various multi story residential buildings and close proximity to commercial 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 with the provision of affordable units.

The Conditional Use approved herein is for a 62.5 percent Density Bonus which allows for the construction of a mixed-use residential development with 139 dwelling units, of which 19 units are restricted for families or persons of Very Low Income, and 2,855 square feet of commercial ground floor uses. The 35 percent by-right density bonus would allow for 117 units (equal to an increase of 31 units beyond the 86 unit base density) to be constructed on the project site therefore, the density bonus request results in 117 units and the Conditional Use request results in an additional 22 units for a total of 139 dwelling units with 19 affordable units. The project's Very Low Income and market rate units satisfy both the needs of affordable housing as well as the City's need for more housing overall. The project will result in the net addition of 19 covenanted affordable dwelling units in a community in-need of more affordable housing.

The project is further consistent with other elements of the General Plan, including the Framework Element, the Housing Element, and the Mobility Element. The 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 polices regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services.

The project supports the following goal and objective of the Framework Element:

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

Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

The project enhances the quality of life for the City's existing residents by providing a modern and upgraded residential structure in an area that needs new housing supply. The increased density is compatible with the nearby surrounding area. The project is located on three streets; Vineland Avenue, Hesby Street and Morrison Street, with multiple transit options. Residents will be able to utilize transit and are within walking distance to retail, restaurants, bars, offices, hotels, fast food, and entertainment uses

The Housing Element of the General Plan (2021-2029) will be implemented by the recommended action herein. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. 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.

Policy 1.1.6: Allocate citywide housing targets across Community Plan areas in a way that seeks to address patterns of racial and economic segregation, promote jobs/ housing balance, provide ample housing opportunities, and affirmatively further fair housing

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

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.

Goal 2: A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.

Objective 2.3: Preserve, conserve and improve the quality of housing.

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

Objective 3.1: Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.

Policy 3.1.5: Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.

Policy 3.1.6: Establish plans and development standards that promote positive health outcomes for the most vulnerable communities and populations.

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 3.2.1: Promote the integration of housing with other compatible land uses at both the building and neighborhood level.

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.

With the approval of the Conditional Use for a 62.5 percent density bonus the project is able to provide 139 total units, including 19 units affordable for Very Low Income Households. The additional market rate and affordable units that are allowed with the approval of the Conditional Use promote the objectives of the Housing Element by adding to the City's housing stock and contributing to the need for mixed-income housing. The project site is currently developed with a truck rental facility and an auto repair shop. The project will expand affordable rental housing (19 units) while utilizing the property to its full potential, resulting in a net gain of 139 units to the City's housing stock. It is within close proximity to various major employment and retail centers, along with several major transportation lines, thereby connecting residents to jobs, amenities, services, and transit.

The project's proposed 139 market-rate units and 19 Very Low Income units fulfill the Community Plan, Framework Element, and Housing Element goals and objectives of providing quality housing for all persons in the community, including those who otherwise might not be housed. The project utilizes development incentives to provide a higher number of residential units than would otherwise be permitted, thereby facilitating the creation of a higher number of affordable units and addressing the need for affordable housing in the City.

The Mobility Element of the General Plan, also known as Mobility Plan 2035, adopted in 2016, provides policies with the ultimate goal of developing a balanced transportation network for all users. The project supports the following policies of the Mobility Element:

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 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.

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

Additionally, the project's location is one block east of Lankershim Boulevard, a commercial corridor with many commercial uses including retail, restaurants, bars, offices, hotels, fast food, and entertainment uses that are all walking distance from the proposed project. The proposed project will be walking distance from. Thus, the project will contribute towards the creation of sustainable neighborhoods and a reduction in vehicle trips and VMT.

In addition, the project has been conditioned to comply with the electric vehicle requirements of state law. The project has also been conditioned to provide solar infrastructure. Together, these conditions further support applicable policies in the Health and Wellness Element, Air Quality Element, and Mobility Element of the General Plan by reducing the level of pollution/greenhouse gas emissions, ensuring new development is compatible with alternative fuel vehicles, and encouraging the adoption of low emission fuel sources and supporting infrastructure. These conditions also support good planning practice by promoting overall sustainability and providing additional benefits and conveniences for residents, workers, and visitors.

The project contributes to and furthers several applicable goals, objectives, and policies of the plans that govern land use and development in the City. Therefore, the project substantially conforms with the purpose, intent, and provisions of the General Plan and the Hollywood Los Angeles Community Plan.

In addition to the above findings set forth in Section 12.24 E of the LAMC, the City Planning Commission shall find that:

6. 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 the City Council on December 3, 2013 and is the City's blueprint for meeting housing and growth challenges. The Housing Element identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of City programs to create sustainable, mixed- income neighborhoods across the City. The project supports the following goals and objectives of the Housing Element:

Goal 1: "HOUSING PRODUCTION AND PRESERVATION."

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

Goal 2: "SAFE, LIVEABLE, AND SUSTAINABLE NEIGHBORHOODS."

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

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

The project proposes a new mixed-use residential and commercial development with 139 housing units, with 19 units set aside for Very Low Income households. Accordingly, the project fulfills the Housing Element goal of providing quality housing for all persons in the community. The project utilizes development incentives to provide a higher number of residential units than would otherwise be permitted, thereby facilitating the creation of a higher number of affordable units and addressing the need for affordable housing in the City. By providing housing in general and also affordable housing for Very Low Income households, the project directly supports the goals, objectives, and policies of the Housing Element that relate to the provision of affordable housing. Therefore, the project is consistent with and implements the affordable housing provisions of the Housing Element of the General Plan.

7. 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.

The subject property is zoned C4-1-CA and [Q]R3-1 with approximately 33,653 square feet of buildable area including half of the existing alleyway in the C4-1-CA zone and 825 square feet in the [Q]R3-1 zone. The C4-1-CA zone limits the project's density to one (1) dwelling unit per 400 square feet of lot area and the [Q]R3-1 limits the density to one (1) dwelling unit per 800 square feet of lot area. The subject property has a total lot area of 33,953 square feet and as such, the permitted base density on the subject property is 86 unit

Pursuant to the LAMC and California Government Code Section 65915, a Housing Development Project that sets aside a certain percentage of units as affordable, either in rental or for-sale units, shall be granted a corresponding density bonus, up to a maximum of 35 percent. While these provisions are limited to 35 percent, Government Code Section 65915(f) states that “the amount of density bonus to which an applicant is entitled shall vary according to the amount by which the percentage of affordable housing units exceeds the percentage established.” As such, in instances where a project is seeking a density bonus increase that is more than 35 percent, the amount of required units that are set aside as affordable shall vary depending on the requested amount of density bonus. Therefore, it is appropriate that any project that requests a density bonus increase beyond 35 percent would extend the existing set-aside charts located in Section 12.22 A.25 of the LAMC. Section 12.24 U.26 of the LAMC, which implements this provision of State law, states that a project may be granted a Conditional Use Permit for additional density increases beyond the 35 percent maximum by providing additional affordable housing units. Consistent with this Section, Table 1 below illustrates how the maximum allowable Density Bonus increases for every unit set aside for Very Low Income Households (2.5 percent density increase for every additional one [1] percent of Very Low Income units provided), based on the base density and the chart prescribed in LAMC Section 12.22 A.25.

Table 1: Density Bonus Percentages

Very Low Income Units (Percentage of Base Density)	Maximum Density Bonus Permitted (Based on Base Density)
5 %*	20 %*
6 %*	22.5 %*
7 %*	25 %*
8 %*	27.5 %*
9 %*	30 %*
10 %*	32.5 %*
11 %*	35 %*
19%	55%
20%	57.5%
21%	60%
22%	62.5%
23%	65%

*Existing set-aside chart as listed in Section 12.22 A.25 of the LAMC

The project proposes to develop 139 units, equal to an increase of 22 units and a density bonus of 62.5 percent based on the base density on 86 units. Therefore, in order to obtain a 62.5 percent density bonus, the proposed project must set aside at least 22 percent of the base density, equal to 19 units, for Very Low Income Households. Accordingly, the project proposes to set aside 19 units for Very Low Income Households in exchange for the requested Density Bonus.

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

The project proposes the demolition of an existing truck rental facility and an auto repair shop. Pursuant to the Los Angeles Housing Department Determination letter dated July 27, 2023, a single family house existed on the site in the past five (5) years and was demolished in 2020. There were no found income records found for this previous property, therefore the applicant is conditioned to provide one (1) replacement unit pursuant to LAHD requirements.

9. 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 LAMC.

The proposed project has been conditioned to record a covenant for affordability restriction of a period of 55 years from the issuance of the Certificate of Occupancy, to the satisfaction of the Housing and Community Investment Department, and subject to fees as set forth in Section 19.14 of the LAMC.

10. 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 (under Case No. CPC-2005-1101-CA) on June 9, 2005. The Guidelines were subsequently approved by the City Council 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. LAHD utilizes these Guidelines in the preparation of Housing Covenants for Affordable Housing Projects. The Guidelines prescribe

that the design and location of affordable units be comparable to the market rate units, the equal distribution of amenities, LAHD monitoring requirements, affordability levels, and procedures for obtaining LAHD sign-offs for building permits.

The project will result in 139 new dwelling units, with 19 units set aside as affordable units for Very Low Income households. All residents of the proposed project will have access to all common and open space amenities within the building. The restricted units will comply with affordability requirements in the Guidelines set for the by LAHD in conformance with US Department of Housing and Urban Development (HUD). Additionally, as part of the building permit process, the applicant will execute a covenant to the satisfaction of LAHD who will ensure compliance with the Guidelines. Therefore, the project will address the policies and standards contained in the Guidelines.

Site Plan Review Findings

2. 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 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.

North Hollywood - Valley Village Community Plan

The project site is located within the Hollywood Community Plan (adopted in 1988), which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the site for Community Commercial land uses with corresponding zones of CR, C1, C1.5, C2, C4, RAS3, RAS4, P and PB. The project site is zoned C4-1-CA and [Q]R3-1 and is thus consistent with the existing land use designation, as shown in the following zoning map of the property.

The proposed project is consistent with the following goals, objectives and policies of the Community Plan:

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

Objective 3a: To encourage the preservation and enhancement of the of the varied and distinctive residential character of the community, and to preserve the stable single-family residential neighborhoods.

The proposed project protects the surrounding residential neighborhoods from encroachment by higher density residential uses by allowing for the development of a 139-unit (including 19 units reserved for Very Low Income Households), mixed-use residential building within a commercially zoned property various multi story residential buildings and close proximity to commercial 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 with the provision of affordable units.

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 residential building that will provide 139 dwelling units, including 19 units reserved for Very Low Income Households, thereby contributing toward and facilitating the City's long-term housing demands and vision for a more liveable city.

Additionally, the project site is located within close proximity to multiple transit options including the following bus lines: Lankershim Boulevard and Hesby Street Metro Bus Line 224 located within 0.2 miles from the project, Lankershim Boulevard and Vineland Avenue Metro Bus Lines 501 and 224 located within 0.3 miles from the project and the Magnolia Boulevard and Vineland Avenue Metro Bus Line 94 located within 0.3 miles from the project. The numerous transit options in the area will allow future residents to reduce their single-occupancy vehicular trips.

The project site is currently occupied by a truck rental facility and an auto repair shop. 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 139-unit residential building is consistent with the Distribution of Land Use goals, objectives and policies of the General Plan Framework Element.

The proposed mixed-use residential development increases the current housing stock with a residential building that will provide 139 units as well as ground floor commercial uses that will help supply the diverse economic and physical needs of residents in the North Hollywood – Valley Village Community Plan area. The project will also enhance the appearance of the surrounding neighborhood as it implements good urban design practices and aligns with the Citywide Design Guidelines such as landscaping that is visible from the street, commercial ground floor uses and street trees. The project's architecture will enhance the visual appearance of the community and it has been designed and conditioned to enhance the public realm with conditions regulating landscaping and street trees and provide a safe environment for pedestrians by enabling increased eyes on the street through the commercial uses proposed along the frontage of the property. The two driveways along Hesby Street will have a width of 19 feet and 16 feet and the driveway along Morrison will have a width of 16 feet. Therefore, the project is consistent with the North Hollywood – Valley Village Community Plan.

The **Housing Element** of the General Plan (2021-2019) is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. 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.

Policy 1.1.6: Allocate citywide housing targets across Community Plan areas in a way that seeks to address patterns of racial and economic segregation, promote jobs/ housing balance, provide ample housing opportunities, and affirmatively further fair housing

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

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.

Goal 2: A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.

Objective 2.3: Preserve, conserve and improve the quality of housing.

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

Objective 3.1: Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.

Policy 3.1.5: Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.

Policy 3.1.6: Establish plans and development standards that promote positive health outcomes for the most vulnerable communities and populations.

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 3.2.1: Promote the integration of housing with other compatible land uses at both the building and neighborhood level.

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

The proposed project implements the Housing Element by increasing the housing supply consistent with the Community Commercial land use designation. The subject site consists of auto uses and surface parking lot space. The approval of the request permits 139 units with 19 units set aside for Very Low Income Households. As such, the project would achieve the production of new housing opportunities, meeting the needs of the city, while ensuring a range of different housing types (studio, one- and two-bedroom rental units) that address the needs of the city's 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) will not be affected by the recommended action herein. Vineland Avenue, adjoining the Property to the west, is a designated Boulevard II, dedicated with an approximately 110 foot right-of-way. Hesby Street, adjoining the property to the north, is designated as a Local Street - Standard, dedicated with a 60 foot right-of-way. Morrison Street, adjoining the property to the south, is designated as a Collector street, dedicated with a 66 foot right-of-way. The project as designed will support the development of these Networks and meets the following policy 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.

The building includes parking within one subterranean parking garage and one at grade parking garage. Parking can be accessed from an egress driveway along Hesby Street for the ground level parking garage and an additional ingress/egress driveway along Hesby for the subterranean parking garage. Additionally, the egress driveway for the ground level parking garage is located along Morrison 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.

Additionally, the project site is located within close proximity to multiple transit options including the following bus lines: Lankershim Boulevard and Hesby Street Metro Bus Line 224 located within 0.2 miles from the project, Lankershim Boulevard and Vineland Avenue Metro Bus Lines 501 and 224 located within 0.3 miles from the project and the Magnolia Boulevard and Vineland Avenue Metro Bus Line 94 located within 0.3 miles from the project. The numerous transit options in the area will allow future residents to reduce their single-occupancy vehicular trips. The proposed project is located within close proximity to public transit which will reduce vehicular trips to and from the project, vehicle miles traveled, and will contribute to the improvement of the air quality.

In addition, the project will provide a total of 126 parking spaces in one (1) subterranean parking garage and one (1) at grade parking garage. The project will also provide bicycle parking including 94 long term and nine (9) short term residential bicycle parking as well as two (2) long term and two (2) short term commercial bicycle parking spaces.

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 Section 99.04.106 of Article 9, Chapter IX of the LAMC to immediately accommodate electric vehicles within the parking areas.

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 provide a solar-ready roof in compliance with the Los Angeles Municipal Green Building Code, Section 99.04.211.1. 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.

11. 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 rectangular-shaped site comprised of four (4) parcels, measuring 33,953 square feet. The property fronts approximately 275 feet along Vineland Avenue, feet along Hesby Street and 109 feet and seven (7) inches along Morrison Street and Hesby Street. The site is currently improved with a truck rental facility and an auto repair shop (see Figure X below). The property does not contain any existing residential housing units.

The subject property is zoned C4-1-CA and [Q]R3-1 within the North Hollywood - Valley Village Community Plan with a Community Commercial land use designation. The surrounding area consists of multi-story medium residential housing developments and commercial uses. Properties to the north, across Hesby Street, are zoned C4-1-CA with a land use designation of Community Commercial and developed with a one and two-story commercial uses including a pet store and a doggie daycare facility. Properties to the east, abutting the subject, are zoned

[Q]R3-1 with a land use designation of Medium Residential and developed with medium residential housing including a multi-story apartment building abutting the subject property. Properties to the south, across Morrison Street, are zoned C4-1-CA with a land use designation of Community Commercial and developed with one and two story commercial uses and one-story residential structures. Properties to the west, across Vineland Avenue, are zoned R4-1VL with a land use designation of High Medium Residential and developed with multiple multi-story apartment complexes.

The proposed project involves the removal of a truck rental facility and an auto repair shop and the construction of a new approximately 123,918 square foot, seven-story, 78 feet and six (6) inches in height with an FAR of 3.84:1, mixed-use residential building containing 139 residential units with 19 units set aside for Very Low Income Households. The project will also provide 2,855 square feet of commercial space on the ground floor and 126 parking spaces within one subterranean and one at-grade parking level. Bicycle parking?

The project's unit mix includes 16 studios, 82 one-bedroom units, and 41 two-bedroom units. Floors four through seven each propose a combination of studio, one-bedroom, and two-bedroom units.

The project provides 126 total parking spaces, with 114 residential spaces and 12 commercial spaces. The building includes parking within one subterranean parking garage and one at grade parking garage. Parking can be accessed from an egress driveway along Hesby Street for the ground level parking garage and an additional ingress/egress driveway along Hesby for the subterranean parking garage. Additionally, the egress driveway for the ground level parking garage is located along Morrison Street.

Height

The project is zoned C4-1-CA and [Q]R3-1. The Height District 1 allows unlimited height and stories in the C4 and R3 Zones. However, the subject property is located within 100 feet from an A1 Zone. Pursuant to LAMC Section 12.21.1.A.10 the project is required to comply with transitional height requirements due to its proximity to the A1 zone. The transitional height requirements set forth in LAMC Section 12.21.1.A.10 limit the proposed project to a maximum height of 61 feet. Thus, pursuant to LAMC Section 12.22-A,25 the applicant is requesting an Off-Menu Incentive to waive the transitional height requirements and allow a maximum height of 78 feet and six (6) inches in lieu of the otherwise required 61 feet. The proposed height of 78 feet and six (6) inches is in compliance with the permitted height requirements under the designated zone. The building height is compatible with the existing development in the immediate surrounding area and the zoning for the surrounding area. Therefore, in conjunction with the density bonus, conditional use, and site plan review requests, and consideration of other development in the area, the project is consistent with the surrounding area.

Bulk

The subject property is zoned C4-1-CA and [Q]R3-1. The C4 Zone limits the FAR of the property to 1.5 to 1 and the R3 Zone limits the property to an FAR of 3 to 1. Thus, Pursuant to LAMC Section 12.22-A,25 the applicant is requesting an Off-Menu incentive to allow a FAR increase from 1.5:1 and 3:1 to 3.84:1 to allow 123,918 square feet in floor area. As such, the project complies with the required FAR.

The bulk of the subject project is consistent with the existing development in the immediate surrounding area and with the underlying C4 and R3 Zones. Therefore, in conjunction with the density bonus, conditional use, and site plan review requests, and consideration of other development in the area, the project is consistent with the surrounding area.

Setbacks

Pursuant to LAMC Section 12.11-C,3 the project is required to provide 10-foot side yard setbacks. The project has requested a waiver of development standard to provide a zero-foot easterly side yard. The additional 10 feet of building depth allows the project to accommodate the requested density of 139 dwelling units with 19 units set aside for Very Low Income Households and the requested floor area.

Additionally, the project is required to provide 10-foot side yard setbacks. The project has requested an additional waiver of development standard to provide a five (5)-foot westerly side yard. The additional 10 feet of building depth allows the project to accommodate the requested density of 139 dwelling units with 19 units set aside for Very Low Income Households and the requested floor area.

The project has been granted a reduction in the required side yard setbacks as permitted through the Density Bonus Waivers of Development Standards and LAMC. As such, the project complies with the required setbacks.

Furthermore, the project will comply with the setback requirements for the front and rear yard setbacks which requires a five (5) foot front yard for the R3 Zone, a zero front yard for the C4 Zone and a zero foot rear yard for the C4 Zone. As such, the project is in compliance with the C4 and R3 Zones.

The setbacks of the subject project are consistent with the existing development in the immediate surrounding area and with the underlying C4 and R3 Zones. Therefore, in conjunction with the density bonus, conditional use, and site plan review requests, and consideration of other development in the area, the project is consistent with the surrounding area.

Parking

Pursuant to LAMC Section 12.22-A,25(d), Parking Option 2, the proposed project would be required 128 parking spaces. Furthermore, the applicant is requesting to utilize Parking Option 2 pursuant to LAMC Section 12.21-A,4(a), reduced parking requirements for restricted affordable units and up to 40% of required parking for restricted affordable units may be compact stalls, or for the project 128 parking spaces for the 139 dwelling units. The minimum requirement of 173 parking spaces alone would limit the ability to construct the residential dwelling units and the Restricted Affordable Units of a sufficient size.

In addition, the project will provide a total of 126 parking spaces in one (1) subterranean parking garage and one (1) at grade parking garage. The project will also provide bicycle parking including 94 long term and nine (9) short term residential bicycle parking as well as two (2) long term and two (2) short term commercial bicycle parking spaces.

The project provides 126 total parking spaces, with 114 residential spaces and 12 commercial spaces. The building includes parking within one subterranean parking garage and one at grade parking garage. Parking can be accessed from an egress driveway along Hesby Street for the ground level parking garage and an additional ingress/egress driveway along Hesby for the subterranean parking garage. Additionally, the egress driveway for the ground level parking garage is located along Morrison Street. The proposed driveways will not interrupting the commercial uses, lobby amenities, and pedestrian entrances to the building along the facade of the project. Therefore, the parking will be compatible with the existing and future developments in the area.

Lighting

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

On-Site Landscaping

The project consists of 139 total dwelling units including six 16 studio, 82 one-bedroom, and 41 two-bedroom units. The project provides a total of 15,891 square feet of open space, including indoor and outdoor amenities for residents of which 2,888 square feet of space will be landscaped, which exceeds the minimum required 773 square feet of landscaping for the outdoor common open space areas. A total of 41 new on-site trees to be accommodated throughout the project, meeting the LAMC requirement.

The project has been 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 project has requested relief from providing the required 800 square feet of loading space area. Residents of the building will be able to utilize the various access points to load items into the building.

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. Additionally, the service area for trash collection is to be located in the parking garage at the ground level. 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 is a seven-story mixed-use residential development, 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.

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

The project consists of 139 total dwelling units including 16 studio, 82 one-bedroom, and 41 two-bedroom units, therefore pursuant to LAMC the project is required to provide 15,175 square feet of open space and exceeds this requirement by providing 15,981 square feet of open space. The project provides a total of 15,981 square feet of open space, including indoor and outdoor amenities for residents. The project provides 3,350 square feet of private balconies, 1,625 square feet of covered pool house, 600 square feet of gym space, and approximately 10,010 square feet of common open space including a 4,750 square foot open to sky roof deck. Additionally, the project will provide a total of 44 trees throughout the project which is 10 trees more than the required 34 trees.

As such, the project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

Environmental Findings

- 13. Class 32 CEQA Exemption.** The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of “In-fill Projects”. The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting five established conditions and if it is not subject to an Exception that would disqualify it. The Categorical Exception document dated November 2023 and attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption.

- 14. Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located outside of a flood zone.