

## FINDINGS

### DENSITY BONUS/AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS

1. Pursuant to Section 12.22 A.25 of the LAMC and Section 65915 of the California Government Code, the Commission shall approve a density bonus and requested incentive(s) and/or waiver(s) unless the Commission finds that:
  - a. The incentive(s) 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 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.

Based on the set-aside of 15 percent of the base density for Very Low Income households, the applicant is entitled to three incentives under both Government Code Section 65915 and the LAMC. The three requests for, increased FAR, lot coverage, and height qualify as the proposed development incentives.

**Floor Area Ratio (On-Menu).** The Ventura/Cahuenga Boulevard Corridor Specific Plan designates the subject site with the "Neighborhood and General Commercial" Plan Designation. Pursuant to the Section 6.B.3 of the Specific Plan, the maximum FAR for "Neighborhood and General Commercial" is 1:1. The net lot area of the subject property is 44,886.8 square feet and the maximum floor area of the underlying 1:1 FAR is 43,936 square feet. Qualifying density bonus projects can qualify for an on-menu Incentive of 3:1 FAR if the project site is within 1,500 feet of a rapid bus stop<sup>1</sup>. In this case, the site is located less than 100 feet from Metro Bus Route 240 (NextGen Rapid) at the corner of Arch Drive and Ventura Boulevard. The On-Menu Density Bonus Incentive to increase the maximum FAR to 3 to 1 would allow for 131,808 square feet of floor area. The proposed project has a floor area of 116,312 square feet for an FAR of 2.7:1. The additional floor area will allow the developer to expand the building envelope so the additional units can be constructed, and the overall space dedicated to residential units is increased. The additional floor area will increase the market rate rent revenue that will support the operational costs of the affordable units, allows for design efficiencies, and allows certain fixed costs of construction to be shared among more floor area thereby reducing the per-square-foot cost of the development. The additional market rate units which can be constructed within the additional floor area will offset the cost of the affordable units.

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<sup>1</sup> Qualifying density bonus projects can qualify for an on-menu Incentive of 3:1 FAR if the project site is within 1,500 feet of a rapid bus stop. This is based on the definition for Transit Stop in the Density Bonus Ordinance 12.22.25 (b) that reads: "A Metro Rapid Bus stop located along a Metro Rapid Bus route; or, for a HousingDevelopment Project consisting entirely of Restricted Affordable Units, any bus stop located along a Metro Rapid Bus route."

**Lot Coverage (On-Menu).** The Ventura/Cahuenga Boulevard Corridor Specific Plan Section 7.B limits lot coverage in Neighborhood and General Commercial Plan Designation Areas. Buildings and structures in these areas shall cover no more than 60 percent of the lot area. Qualifying density bonus projects may request an on-menu incentive to permit up to a 20% increase in lot coverage. The applicant requests, and Planning recommends approval of, an incentive to allow a maximum of 72% lot coverage in lieu of 60% lot coverage limitation pursuant to the Specific Plan. The larger building footprint will allow the developer to expand the building envelope so the additional units can be constructed within fewer floors, and the overall space dedicated to residential units is increased on each floor. The additional market rate units which can be constructed within the larger floors will offset the cost of the affordable units.

**Height (Off-Menu).** The subject C2 zoned property is within a 1VL height district which limits building height to 45 feet. Additionally, commercially zoned lots which abut R1 or less restrictive zones are subject to transitional height limitations pursuant to LAMC Section 12.21.1.A.10. Within 200 feet of an R1 zoned lot the following height restrictions apply: maximum of 25 feet within 49 feet of the R1 lot, maximum of 33 feet within 50-99 feet of the R1 lot, and maximum of 61 feet within 100-199 feet of an R1 lot. The subject property abuts the Los Angeles River which is zoned OS-1XL-RIO and thus is subject to transitional height.

The on-menu Density Bonus Incentive for height allows for an increase in 11 feet. Staff recommends granting an off-menu incentive to allow an increase in the maximum height by 30 feet for a maximum height of 75 feet (five stories) and to deviate from the transitional height requirement to instead require that the building height limit shall be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in OS Zone.

The proposed increase in 30 feet and relaxed transitional height requirement allow for two additional residential levels and the construction of floor area on the upper levels; and thus the construction of that additional floor area and the rents from that additional floor area will support the units reserved for Very Low Income Households. The additional height allows for the additional market rate floor area to be constructed which will help subsidize the operational costs of the affordable units. Therefore, the incentive is supported.

- b. The incentive(s) and/or waiver(s) would 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 is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low-income and moderate-income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety (Government Code Section 65915(d)(B) and 65589.5(d)).**

There is no evidence that the proposed Incentives or waivers 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)).

There is no substantial evidence in the record that any of the Incentives 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. 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. Finally, according to ZIMAS, the project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. The project will be required to comply with all applicable regulations for development in liquefaction areas and thus will not present any specific adverse impacts upon public health or safety. Therefore, there is no substantial evidence that the proposed project, and thus the requested Incentives or 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. Based on the above, there is no basis to deny the requested Incentives or waivers.

- c. 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 15 percent of the base density for Very Low Income households is entitled to three Incentives under both Government Code Section 65915 and the LAMC and 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” as outlined by State Density Bonus law. The applicant proposes to set aside 17 units for Very Low Income households, equal to more than 15 percent of the base density of the site. As such, the requests for a deviation from compact parking limitations and commercial corner development regulations are recommended as waivers of development standards. Without the requested waivers, the existing development standards would preclude the development of the proposed density bonus units and project amenities for the reasons stated as follows.

**Compact Parking Spaces.** The project requires a minimum of 132 vehicle parking spaces (after replacing 15 spaces with bicycle parking) and is provided 145. Pursuant to LAMC Section 12.21 A.5. (c), only parking stalls in excess of one parking stall per dwelling unit may be designed as compact parking stalls to accommodate compact cars. For the subject 129 unit project, only 16 of the 145 provided parking spaces may be provided as compact stalls. The applicant is requesting a waiver to allow a larger portion of the spaces to be provided as compact. The applicant requests, and Planning recommends, that up to 43 of the parking spaces may be provided as compact parking spaces in lieu 16 spaces.

The waiver will allow the project to accommodate parking within a smaller garage area, allowing the project to build out the base and bonus unit count, and FAR incentive within the lot coverage limitations as granted in the Density Bonus Incentives. Adherence to parking space requirements would physically preclude the full build-out of the base and bonus density, and requested incentives, within the limited allowable building footprint.

**Commercial Corner Development Standards.** Although the subject project does not include commercial uses, it is subject to Commercial Corner standards based on its C2 zoning and the adjacent OS zone. Commercial Corner regulations include numerous development standards, many of which are not applicable to this project as there are no commercial uses on site. However, standards that do apply include a 45-

foot height limitation and a requirement for a five-foot landscape buffer at the property line. The applicant has already requested a deviation from height as a Density Bonus incentive. The applicant proposes yards and setback areas that comply with the Specific Plan, including an 18-inch front yard setback which precludes providing a five foot landscape buffer. The applicant also proposes a 15-foot easterly side yard to accommodate a required pedestrian path which is proposed with a combination of hardscaping and landscaping. The applicant has requested, and Planning recommends approval of a waiver of development standards to permit the multi-family development deviations from Commercial Corner Development Standards including deviations for height and landscape setbacks.

The height limit and the five foot landscape buffer (which would require the building be further setback from property lines) have the effect of limiting the building envelope, would prevent the floor area that encroaches in these areas, and thus would prevent full construction of the proposed floor area and unit count of the project. The Commercial Corner Development Standards would have the effect of physically precluding construction of a development providing 129 dwelling units, of which a minimum of 17 units will be set aside for Very Low Income households, with the incentives requested.

The waivers for compact parking and commercial corner standards enable the project to increase the overall space dedicated to residential use, thereby allowing the project to be built to its requested FAR and requested height while also observing alternative transitional height at the rear of the project. These waivers support the applicant's project at the density and with the incentives proposed.

**d. The Incentives and/or waiver(s) are contrary to State/federal law.**

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

## **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 elements of the General Plan establish policies that provide for the regulatory environment in managing the City and for addressing concerns and issues. There are twelve elements of the General Plan. The majority of the policies derived from these elements are in the form of code requirements of the Los Angeles Municipal Code. Except for those entitlements requested herein, the project does not propose to deviate from any of the requirements of any of the requirements of the Los Angeles Municipal Code. The General Plan is divided into 35 Community Plans.

The project site is located within the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan, one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the subject property for General Commercial with corresponding zones of C1.5, C2, C4, CR, RAS3, RAS4, and P Zone, and per Footnote 2, Height District 1VL. The site is zoned C2-1VL-RIO and is therefore consistent with the General Plan Land Use Designation. The site is also within the Ventura/Cahuenga Boulevard Corridor Specific Plan, the Studio City/Cahuenga Pass Streetscape Plan, and the River Improvement Overlay District (RIO).

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

- Goal 1            A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community.
- Objective 1-2    To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.
- Policy 1-2.2     Encourage multiple residential development in commercial zones.
- Objective 1-4    To promote and ensure the provision of adequate housing for all persons regardless of income, age or ethnic background.
- Policy 2-1.2     Protect commercially planned/zoned areas outside pedestrian oriented areas from encroachment by residential only development.

The project is a new residential building with 129 residential units in a commercial zone will increase housing opportunities and will provide 17 units reserved for Very Low Income Households. The project site is located adjacent to a commercial shopping center and within close proximity to the commercial area of Vineland Avenue and Ventura Boulevard. The project is also across the street from a bus stop and is within close proximity additional bus transit lines on Ventura Boulevard and as well as less than one mile from the Universal City/Studio City Metro Red Line Station. Additionally, the project site is adjacent to the Los Angeles River, which is planned for a multimodal bike and pedestrian path and open space and recreational use via the Los Angeles County River Master Plan. As such, the project presents opportunities for a reduction in vehicular trips and is providing housing in close proximity to jobs, as wells as increasing the availability of housing for different groups and income levels. As such, the project substantially complies with the housing goals and objectives of the General and Community Plan.

The proposed project is consistent with the Goals, Objectives, and Policies of the **General Plan's Housing Element 2021 – 2029** adopted in November 2021 as described below.

*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.*

*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.*

The proposed project would result in the construction of a new five-story residential development with 129 dwelling units. The project would provide 112 market-rate units and set aside 17 units for Very Low Income households. In addition, the project would accommodate a variety of household sizes with a unit mix ranging from studio to two-bedroom units. The project's location in a walkable and bikeable area of Studio City would allow individuals to

connect to essential services and centers, including major employment centers, schools, and grocery markets. Surrounding the project site are a mix of residential and commercial uses. As such, the proposed project would complement the surrounding community while expanding housing opportunities in a multimodal, high opportunity area.

The proposed project is also consistent with the Goals, Objectives, and Policies, of the **General Plan's Mobility Element**, also known as Mobility Plan 2035, which 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.*

The project's proximity to the future Los Angeles River bicycle and pedestrian path, and public transit lines on Ventura Boulevard provides residents access to various modes of transportation. The proposed project is located in a commercial area with many nearby conveniences, necessities, and retail within walking distance. The combination of nearby commercial businesses and access to various modes of transportation provide residents and workers access to work centers, destinations, and other neighborhood services locally and across Los Angeles. Therefore, the project supports the reduction of VMT per capita, connecting individuals to public transportation infrastructure.

As detailed above, the proposed project is in substantial conformance with the purposes, intent and provisions of the Community Plan and General Plan. The project is consistent with the applicable general plan designation and policies as well as with applicable zoning designation and regulations.

- 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 arrangement of the proposed development is consistent and compatible with existing and future development in neighboring properties. The subject site is located within the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan at the corner of Ventura Boulevard and Arch Drive. Ventura Boulevard is commercially zoned and developed with commercial uses while Arch Drive is zoned for multifamily uses and is developed with two to five story multifamily buildings. The proposed project includes the construction of a residential building with 129 residential units, inclusive of 17 units set aside for Very Low Income Households.

#### Height, Bulk, Setbacks

The subject property within the 1VL height district allows for a maximum height of 45 feet (within three stories for buildings with commercial uses). However, the proposed project's off-menu density bonus incentive to increase its maximum height by 30 feet, as such, the project proposes a maximum height of 75 feet within five stories. Additionally, the project abuts an OS zone and thus is subject to transitional height requirements. However, the proposed

project's off-menu density bonus incentive includes an alternative transitional height metric similar to what is offered for Tier 2 TOC projects.

The Specific Plan allows for a maximum FAR of 1:1; however, as permitted through the Density Bonus program and LAMC Section 12.22-A,25, Housing Developments may qualify for an FAR of up to 3:1 in exchange for setting aside a portion of the proposed residential units toward affordable housing. The project's total floor area ratio approximately 2.7:1, equating to approximately 131,808 square feet of floor area.

The proposed building is providing the required setbacks pursuant to the Specific Plan which requires an 18 inch front yard setback for landscaping and the required rear and side yards. The project will maintain more than the required 8 foot side yard and will provide an 18 foot rear yard.

The site has been designed to locate a 15-foot wide publicly accessible path along the eastern property edge which allows for both a wider setback area between the proposed building at the neighboring multifamily bundling and for the retention of many mature perimeter trees which buffer and provide privacy between the two residential buildings. As viewed from the street frontage and river's side, there is varied articulation due to the design, thus the relatively flat facades and massing occurs along the east and west sides of the project adjacent to an existing commercial shopping center and apartment building. The preservation of mature trees along the east and north property line as conditioned, will help to provide a natural screening for the adjacent apartment building as well as help to reduce the visual mass and bulk of the project. The rear of the building also includes building step backs and articulation due to open courtyard areas in between the building segments, which also helps to break up building mass and height. As noted, the building has a varied front yard setback.

#### Off-Street Parking Facilities

The project is required to provide a minimum of 132 parking spaces consistent with Density Bonus provisions. The project includes a total of 145 parking spaces (43 of which will be compact spaces as part of a Density Bonus Waiver). The project provides 90 bicycle parking spaces consistent with the requirements of the LAMC. All parking is located underground, within a partially subterranean garage, and will not be visible from the street or from adjacent properties. One ingress and egress driveway along Arch Drive is provided. Therefore, for the reasons stated above, the off-street parking facilities will be compatible with the existing and future developments in the neighborhood.

#### Lighting

Lighting for the proposed project has been conditioned to be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above. Therefore, the lighting will be compatible with the existing and future developments in the neighborhood.

#### On-Site Landscaping

The project includes landscaping and hardscaping at both the front and rear of the property, within a central pool deck courtyard and within the side yards and along the provided pathway connecting Arch Drive to the Los Angeles River. The applicant has elected to maintain 16 of the total 41 on-site trees and all 10 of the nearby off-site trees located along the Los Angeles River path. Landscaping will provide a buffer between the proposed budding and the existing lower scale multi family residential use to the east. Landscaping and hardscaping will provide scenic community amenities for residents to enjoy. The project as proposed in Exhibit A and

conditioned meets the landscape requirements of the LAMC, the Specific Plan, and the River Improvement Overlay zone (RIO). The Specific Plan requires an 18-inch landscaped front yard with additional landscaping required for any front yard of greater depth and the project has been proposed and conditioned to comply with this requirement. The RIO requires a 10-foot landscape buffer abutting the Los Angeles River area and requires that 75% of provided landscaped area be compatible with plant palettes identified in the Los Angeles River Master Plan. The project as proposed and conditioned meets the RIO landscaping requirements. Therefore, as designed and conditioned, the on-site landscaping of the proposed project will be compatible with the existing and future developments in the neighborhood.

#### Trash Collection

The project will include centralized 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, all trash and recycling areas are conditioned to be enclosed and not visible to the public. Trash collection will occur within trash rooms on the ground floor and basement level. The trash rooms are not visible from the public right-of-way. Therefore, as proposed and conditioned, the project is compatible with existing and future development on neighboring properties.

As described above, 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 will be compatible with existing and future development on adjacent and neighboring properties.

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

The project includes a generous amount of common open space, on-site amenities, as well as private open space for many of the dwelling units. The project is providing a total of 13,800 square feet of open space equivalent to the minimum required for the project. A central interior courtyard (open to the sky) with a pool deck faces the Los Angeles River and is buffered from abutting uses as it is located between the two building wings. Private balconies and indoor community amenity areas (recreation room, fitness room, co-working spaces) are also provided at the rear of the building at the front southwest corner of the building nearest the abutting commercial uses. Trees provide a buffer between private patios and the abutting residential uses. The onsite amenities would provide residents a space for gathering, socialization, recreation, and relaxation without impacting neighboring properties. Lastly, the project includes public and private access to the Los Angeles River, which will further enhance accessibility to future outdoor recreation, such as walking along the river side, thus reducing the need to have to drive somewhere for outdoor recreation and exercise.

The project would also accommodate off-street parking within a partially subterranean parking area. Long-term and short-term bicycle parking would also be accommodated within the project's enclosed bike storage rooms and on the sidewalk fronting. Residents would have access to a bike workstation.

The project is located in a commercial area (Ventura Boulevard in Studio City) with many businesses and multimodal amenities including local bus and rail lines and future planned bike infrastructure. In order to improve pedestrian safety in front of the site, the applicant has elected to provide funding for a traffic calming measure for the Arch Drive crosswalk at Ventura Boulevard. Funding for traffic calming will support pedestrian safety for residents and neighbors alike.

Therefore, as proposed, and conditioned, the project provides a variety of recreational and service amenities to improve habitability for the residents while minimizing impacts on neighboring properties.

**PROJECT PERMIT COMPLIANCE REVIEW FINDINGS FOR THE VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN FINDINGS**

- 5. The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review, which would mitigate the negative environmental effects of the project, to the extent physically feasible.**

Mitigation measures are not necessary for the subject project, and there are no potentially significant negative environmental effects associated with the project. It has been determined the project is Categorically Exempt from the environmental review pursuant to State CEQA Guidelines Section 15332 Class 32. There is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

- 6. The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan, as follows:**

**Section 5.C:** Uses. The proposed use of residential, is not restricted in this area of the Specific Plan, and thus are allowed.

**Section 6.B.:** Floor Area Ratio (FAR). The project is located in a Neighborhood and General Commercial Land Use Designation of the Specific Plan which restricts the FAR to 1:1. The Specific Plan specifies in Section 4 that the FAR is based on the buildable area of the lot (area after required setbacks). The project is being granted a FAR increase from 1:1 to 3:1 pursuant Density Bonus LAMC Section 12.22 A.25 for setting aside 15 units for Very Low Income Households, which would allow a total cumulative square footage of 105,863.

**Section 7.A.:** Yards. Specific Plan Section 7.A.1.a. designates Ventura Boulevard (and Arch Drive) as the front yard. The project is providing a minimum 18-inch landscaped setback as required. The the front building segments are staggered due to the building design and curved frontage, resulting in a varied setback for each building segment providing additional space for landscaping and an open space area at the southwestern corner of the site. Per Section 7.A.1.d., owners of all lots adjacent to the Los Angeles River are required to make provisions for public access to the river when the bike path and any open space along the river is built. Additionally, a 10-foot landscape buffer is required for all rear yards adjacent to the river's edge. In this case, the project includes a dedicated 15-foot wide public access walkway along the east property line from Arch Drive to the river and a 10-foot rear landscape buffer as required.

**Section 7.B.:** Lot Coverage. The Specific Plan Section 7.B.2 limits lot coverage onsite to 60 percent. The project is proposing a lot coverage of approximately 72 percent as an On-Menu Density Bonus incentive.

**Section 7C:** Driveways. The project will include one two-way driveway, located approximately in the center of the Arch Drive frontage. Any existing driveway access will be removed. As such, the project does not propose multiple driveways where the linear frontage of the lot is less than 250 feet.

**Section 7A and 7D:** Landscaping. As per the Conditions of Approval, the project is providing a minimum 18-inch landscaped setback as required per Section 7.A.3 as well as additional

60 percent of landscaping in excess of the front yard minimum per Section 7.D.3. As conditioned, the project complies with the landscaping requirements.

**Section 7E:** Height. Specific Plan Section 7.E.1.a.3. limits the height to 45 feet which includes any rooftop projections that would otherwise be permitted per LAMC 12.21.1. The C2-1VL zone permits a building height up to 45 feet, not including rooftop projections. The project is proposing a 75-foot height to the parapet of the roof, as an Off-Menu incentive.

**Section 7F:** Parking. The Specific Plan does not regulate residential parking requirements.

**Section 8:** Signs. No signs are being requested as part of this grant. Any future sign request must comply with the requirements of the Ventura/Cahuenga Specific Plan as conditioned.

**Section 14:** Studio City Streetscape Plan. The project is conditioned to comply with the Studio City (Media Sub-District) Streetscape Plan (and Section 9.A.of the Specific Plan), such as with regard to street maintenance, sidewalk paving patterns, and any proposed street furniture. Additionally, in order to improve pedestrian safety in front of the site, the applicant has elected to provide funding for a traffic calming measure for the Arch Drive crosswalk at Ventura Boulevard. Funding for traffic calming will support pedestrian safety for residents and neighbors alike and implements the intent of the Streetscape Plan.

## **WAIVER OF DEDICATION AND IMPROVEMENT FINDINGS**

### **7. The dedication is not necessary to meet the City's mobility needs for the next 20 years based on guidelines the Streets Standards Committee has established; or the dedication or improvement requirement is physically impractical.**

A five-foot dedication is required for Arch Drive in order to complete a 30-foot half right-of-way (in accordance with Local Street standards) to widen the existing 15-foot half roadway by 3-feet to provide an 18-foot wide half roadway and widen the existing 10-foot wide sidewalk by 2-feet to provide a 12-foot sidewalk. The applicant has requested to waive the 3-foot portion of the dedication related to the widening of the roadway and proposes instead to dedicate 2-feet of private property to widen only the sidewalk from 10 to 12 feet.

Arch Drive is an approximately 0.3 mile street segment which serves only to provide local access to approximately 30 multifamily residential buildings on the block north of Ventura. Arch drive does not connect to other streets or right of way. As such, a roadway widening is not needed to meet vehicle mobility needs of the future. The current 15-foot half roadway width provides for a travel lane, street parking. However, the dedication of two (2) additional feet in order to construct a wider sidewalk is necessary to meet pedestrian mobility goals.

The dedication requirement for Ventura Boulevard (Boulevard II) is five feet to complete a 55-foot half right-of-way and a 20-foot radius property line return at the intersection with Arch Drive. The applicant requests a waiver of dedication to provide a 2-foot dedication in lieu of the full 5-foot dedication to align with the requested dedication along Arch Drive. The majority of the project fronts Arch Drive and the curved corner of the site fronts Ventura Boulevard. The nature of the lot and corner configuration that make the dedication on Ventura Boulevard impractical. The request to waive 3-feet of the 5-foot dedication in order to allow conformity to the Arch Drive street segment is warranted and does not prohibit the achievement of the city's mobility goals.

Of additional note, the applicant added the above request to waive portions of the required dedications in response to the Studio City Neighborhood Council's suggestion to maintain the curb alignment as it is today. The intent of the request is to waive the portion of the dedication

related to widening the roadway along Arch Drive and provide only the portion of the dedication needed to bring the sidewalk up to standard dimensions. The applicant proposes to implement all required improvements to the sidewalk and roadway such as bringing roadway and sidewalk surfacing into good repair, constructing a landscaped parkway on Arch Drive to match the adjacent sidewalk and parkway to the east, and constructing an access ramp at the intersection with Ventura Boulevard to comply with ADA requirements. As such the waiver of a portion of the dedication required on Arch Drive and Ventura Boulevard is appropriate.

### **ENVIRONMENTAL FINDINGS**

- 8. Flood Hazard Findings.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C, areas determined to be outside of a flood zone.
- 9. CEQA Findings.** 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 30, 2021 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.