



LOS ANGELES CITY PLANNING COMMISSION

200 North Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300

www.planning.lacity.org

LETTER OF DETERMINATION

MAILING DATE: OCTOBER 31, 2023

Case No. DIR-2022-6485-TOC-SPR-VHCA-1A

Council District: 2 – Krekorian

CEQA: ENV-2022-6486-CE

Plan Area: North Hollywood – Valley Village

Project Site: 5240 North Lankershim Boulevard

Applicant: Lankershim Los Angeles Apartments, LLC
Representative: Jessica Pakdaman, Rosenheim & Associates

Appellant: Supporters Alliance for Environmental Responsibility (SAFER)
Representative: Amalia Bowley Fuentes, Lozeau Drury LLP

At its meeting of **September 28, 2023**, the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following Project:

Construction, use and maintenance of a new seven-story (92-foot tall), 128-unit, mixed-use building with 13 dwelling units set aside as affordable for Extremely Low Income Households, and up to 5,000 square feet of ground floor commercial uses. The Project will provide 71 automobile parking spaces and 101 bicycle parking spaces.

1. **Determined**, based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. **Denied** the appeal and **sustained** the Planning Director's Determination dated April 28, 2023;
3. **Approved with Conditions**, pursuant to Section 16.05 of the Los Angeles Municipal Code (LAMC), a Site Plan Review for a development project creating 50 or more residential dwelling units, in conjunction with a Transit Oriented Communities (TOC) Housing Development project with a total of 128 dwelling units, including 13 units reserved for Extremely Low Income (ELI) Household occupancy for a period of 55 years, along with the following Tier 3 Base and Additional Incentives:

Base Incentives:

- a. Density. A 70 percent increase in density; and
- b. Parking. Provide 0.5 space per unit, and up to a 30 percent reduction in the required nonresidential parking;

Additional Incentives:

- c. Yards. Utilization of the RAS3 Zone setbacks; and
 - d. Open Space. Up to a 25 percent decrease in required open space;
4. **Adopted** the attached Conditions of Approval; and
 5. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved: Choe
Second: Noonan
Ayes: Lawshe, Millman, Zamora
Recuse: Gold
Absent: Cabildo, Leung, Mack

Vote: 5 – 0 – 1



Cecilia Lamas, Commission Executive Assistant II
Los Angeles City Planning Commission

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

Effective Date/Appeals: The decision of the Los Angeles City Planning Commission is final and effective upon the mailing of this determination letter and not further appealable.

Notice: An appeal of the CEQA clearance for the Project pursuant to Public Resources Code Section 21151(c) is only available if the Determination of the non-elected decision-making body (e.g., ZA, AA, APC, CPC) **is not further appealable** and the decision is final. The applicant is advised that any work undertaken while the CEQA clearance is on appeal is at his/her/its own risk and if the appeal is granted, it may result in (1) voiding and rescission of the CEQA clearance, the Determination, and any permits issued in reliance on the Determination and (2) the use by the City of any and all remedies to return the subject property to the condition it was in prior to issuance of the Determination.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Conditions of Approval, Findings, Appeal Filing Procedure (CEQA)

c: Heather Bleemers, Senior City Planner
More Song, City Planner

CONDITIONS OF APPROVAL

Pursuant to LAMC Sections 12.22-A,31 and 16.05, the following conditions are hereby imposed upon the use of the subject property:

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the project conditions. Changes beyond minor deviations required by other City Departments or the LAMC may not be made without prior review by the Department of City Planning, Expedited Processing Section, and written approval by the Director of City Planning. Each change shall be identified and justified in writing.
2. **Base Incentives.**
 - a. **Residential Density.** The project shall be limited to a maximum density of 128 residential dwelling units, including On-site Restricted Affordable Units.
 - b. **Parking.**
 - i. **Automobile Parking.**
 - 1) Residential. A minimum of 0.5 parking space per unit.
 - 2) Commercial. Up to a 30% reduction in the required commercial parking.
 - ii. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21-A,16.
 - iii. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth pursuant to LAMC Section 12.22-A,25.
 - iv. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by the Los Angeles Housing Department (LAHD).
3. **Additional Incentives.**
 - a. **Yards.** Utilization of the RAS3 Zone setbacks.
 - b. **Open Space.** Up to a 25% decrease in required open space, provided that the landscaping for the Housing Development Project is sufficient to qualify for the number of landscape points equivalent to 10% more than otherwise required by Section 12.40 of this Code and Landscape Ordinance Guidelines "O." All open space shall be provided in compliance with the Municipal Code and to the satisfaction of the Department of Building and Safety, except as otherwise granted herein.

4. **On-site Restricted Affordable Units.** Prior to issuance of a building permit, the owner shall execute a covenant, to the satisfaction of LAHD, to designate 10% of the total number of dwelling units (or 13 units) for Extremely Low Income Households, as defined by the LAHD and California Government Code Section 65915(c)(2), for sale or rental as determined to be affordable to such households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with the Transit Oriented Communities (TOC) Affordable Housing Incentive Program Guidelines (TOC Guidelines), to the satisfaction of LAHD. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD. Refer to the Density Bonus Legislation Background section of this determination.
5. **Changes in On-site Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with the TOC Guidelines.
6. **Housing Replacement.** No replacement units are required.

Site Plan Review Conditions

7. **Commercial Floor Area.**
 - a. The project shall provide between 1,500 and 5,000 square feet of ground floor commercial space.
 - b. A minimum of 1,500 square feet of the 5,000 square feet of commercial space shall be reserved for art, performing art and/or theatre related uses, including, but not limited to: art galleries; art, ceramic, dance, drama, drawing, filmmaking, music, painting, photography and sculpting studios; art classes; and other similar artcraft uses and activities as identified in LAMC Section 13.06 E(1-4) and as determined by Los Angeles City Planning.
8. **Landscaping.**
 - a. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.
 - b. All planters containing trees, including those located on the rooftop area or above a parking garage, shall have a minimum depth and volume of soil consistent with the Urban Design Studio, Design Resource 2, Soil Depths.
9. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer, if located in the front yard, shall be screened with landscaping.
10. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above skies.

11. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, walkways, common open space, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
12. **Electric Vehicle Parking.** All vehicular parking shall provide electric vehicle charging spaces and electric vehicle charging stations in compliance with the regulations outlined in Sections 99.04.106 and 99.05.106 of the LAMC.
13. **Solar Energy Panels.** The project shall comply with Sections 99.04.211.1 and 99.05.211.1 of the LAMC.

Administrative Conditions

14. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building & Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building & Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building & Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
15. **Notations on Plans.** Plans submitted to the Department of Building & Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet and shall include any modifications or notations required herein.
16. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
17. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
18. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns. The agreement shall be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
19. **Department of Building & Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the LAMC, Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building & Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building & Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
20. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made

subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

21. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
22. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
23. **Expedited Processing Section Fee.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
24. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, of the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim,

action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the applicant otherwise created by this condition.

FINDINGS

SITE PLAN REVIEW FINDINGS

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

There are eleven elements of the General Plan. Each of these Elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code Requirements of the Los Angeles Municipal Code. Except for those entitlements described herein, the project does not propose to deviate from any of the requirements of the Los Angeles Municipal Code.

The Land Use Element of the City's General Plan divides the City into 35 Community Plans. The subject property is located within the North Hollywood – Valley Village Community Plan which designates the property for Community Commercial land uses with corresponding zones of CR, C1, C1.5, C2, C4, RAS 3, RAS4, P, and. The subject property is zoned C4-2D-CA. The project is not located within any Specific Plan.

The proposed mixed-use development is consistent with the following goals and objectives of the North Hollywood – Valley Village 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 is a 128-unit mixed-use development. The project is located along Lankershim Boulevard, a primary commercial corridor in this North Hollywood neighborhood. 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. Additionally, the subject property is located less than a ½-mile from the North Hollywood Metro Red Line Rail Station, thereby reducing vehicular trips to and from the project site and congestion around the site.

Therefore, the project is consistent with the North Hollywood – Valley Village Community Plan.

The **Framework Element** for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following goals, objectives and policies relevant to the instant request:

- Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of

economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable city.

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

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

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

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

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

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

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

Goal 3F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region.

Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

Policy 3.10.1: Accommodate land uses that serve a regional market in areas designated as "Regional Center". Retail uses and services that support and are integrated with the primary uses shall be permitted. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.

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

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

Policy 5.2.2: Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale, and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime. Additionally, develop these areas so that they are compatible with surrounding neighborhoods.

Policy 5.2.3: Encourage the development of housing surrounding or adjacent to centers and along designated corridors, at sufficient densities to support the centers, corridors, and the transit system.

The proposed mixed-use project allows for the development of 128 dwelling units and 5,000 square feet of ground floor commercial floor area, thereby contributing toward and facilitating the City's long-term economic viability and vision for a more livable city. In addition, the retail and restaurant use, will help to activate daytime and nighttime use of the site and surrounding community, all within ¼-mile of existing regional transit services.

The project is proper given its Regional Center Commercial designation within the General Plan Framework Element, its proximity to major thoroughfares (Lankershim, Magnolia and Burbank Boulevards), and its proximity to rail and bus transit stations and corridors (Metro G and B [Orange and Red] Line Stations). The mixed-use development allows for an intensification of the site, while **minimizing vehicular trips to and from the project, vehicle miles traveled, and air pollution.**

Additionally, **the project's location on a commercially zoned property enables 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 mixed-use development is consistent with the Land Use, Regional Centers, and Urban Form and Neighborhood Design goals, objectives and policies of the General Plan Framework Element.

The **Housing Element** of the General Plan 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: 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.

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 3.1.4: Site buildings and orient building features to maximize benefit of nearby amenities and minimize exposure to features that may result in negative health or environmental impacts.

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

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

The proposed mixed-use development implements the Housing Element through the construction of 128 new dwelling units, including 13 dwelling units reserved for Extremely Low Income Households. The project is oriented to the street and provides convenient access to the various businesses and resources within the North Hollywood Arts District. The project is also less than 1,000 feet from the Metro G and B (Orange and Red) Line Stations, thereby creating a better jobs-housing balance, helping to shorten commutes, and reduce greenhouse gas emissions.

The **Mobility Element** of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein. Lankershim Boulevard, abutting the property to the west, designated as a Boulevard II, is dedicated to a width of 102 feet and improved with roadway, curb, gutter and sidewalk.

The project meets the following goals and objectives of Mobility Plan 2035:

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

The proposed project has been designed to minimize curb cuts for residents and patrons of the site by utilizing existing curb cuts along Lankerhsim Boulevard for vehicular access.

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 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.

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

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

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

The project's proximity to existing regional transit services (Metro G and B [Orange and Red] Line Stations) will **reduce vehicular trips to and from the project, vehicle miles traveled, and will contribute to the improvement of air quality.** The adjacency of the regional transit services along with the creation of 128 dwelling units and 5,000 square feet of ground floor commercial floor area ties the proposed project into a regional network of transit and housing.

In addition, the proposed project is required to provide a total of 101 bicycle parking spaces, as is provided, including 10 short-term spaces and 91 long-term spaces. A bicycle room is located at the ground floor level and includes a workspace to allow bicyclists to maintain their bicycles.

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

As conditioned, the project will install electric vehicle infrastructure, as required by the LAMC.

Lastly, the Department of Transportation determined that the project would not result in any significant impacts to traffic or circulation.

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 has been conditioned to install a solar-ready roof as required by the LAMC.

Therefore, the project is in substantial conformance with the purpose, intent and provisions of the General Plan and the applicable community plan.

2. The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development on neighboring properties.

The subject property is a flat, irregular-shaped, 29,639 square-foot double corner lot with a 256-foot frontage along the east side of Lankershim boulevard. The property is currently improved with a two-story commercial building with a total floor area of approximately 32,995 square feet, including a 25,127-square foot seven-plex movie theater with 1,100 seats.

The proposed project is the demolition of the existing improvements and the construction of a new seven-story, mixed-use building consisting of 128 dwelling units, of which 13 dwelling units (10% of the total units) will be restricted affordable at the Extremely Low Income level, and up to 5,000 square feet of ground floor commercial uses for a total floor area of approximately 129,192 square feet.

The 1st floor will contain the residential lobby, a residential amenity room, a bicycle room, and commercial spaces, including a minimum of 1,500 square feet reserved for art, performing art and/or theatre related uses. The 2nd floor will contain residential units, a residential amenity, courtyard and pool area. The 7th floor includes two (2) sky decks.

The proposed project includes 23 studios, 66 one-bedroom units and 39 two-bedroom units. The project would provide 71 parking spaces within one (1) at-grade parking level and one (1) subterranean parking level, and a total of 101 bicycle parking spaces. The project includes 10,332 square feet of open space with 8,332 square feet of common open space and 2,000 square feet of private open space in the form of private balconies.

Surrounding properties are primarily a mix of commercial retail/restaurant and offices uses. The properties to the north, east and south are zoned C4-2D-CA, and are developed with multi-story office buildings. The properties to the west, across Lankershim Boulevard, are zoned C4-2D-CA, and are developed with retail, restaurant and arts uses.

Height, Bulk and Setbacks

The building height will be approximately 88 feet, five (5) inches (88'-5") within seven (7) stories over one (1) level of subterranean parking. The project will comply with the Height District 2 regulations, which permit unlimited height.

The existing Height District No. 2 permits the 6 to 1 FAR. The project proposes an FAR of 4.36 to 1.

The mixed-use project has set aside 7% of the base units for Extremely Low Income Households and is eligible for two (2) Additional Incentives under the Transit Oriented Communities Affordable Housing Incentive Program. In this case, the project will utilize the Additional Incentive to allow utilization of the RAS3 setbacks for the side and rear yards.

Off-Street Parking Facilities

The project would provide 71 parking spaces within one (1) at-grade parking level and one (1) subterranean parking level, and a total of 101 bicycle parking spaces. The proposed project has been designed to minimize curb cuts for residents and patrons of the site by utilizing existing curb cuts along Lankerhsim Boulevard for vehicular access.

Open Space

The project includes 10,332 square feet of open space with 8,332 square feet of common open space and 2,000 square feet of private open space in the form of private balconies. Common open space provided include residential amenity rooms at the ground and 2nd floors, a bike room at the ground floor, a courtyard and pool at the 2nd floor, and two (2) sky decks on the 7th floor.

Load areas, Lighting, Landscaping and Trash Collections

The project would provide attractive, convenient recycling bins and trash enclosures for the multi-family residential and non-residential development. Lighting, landscaping and trash collection areas are provided consistent with Code requirements for a residential building, including 2,083 square feet of landscaped area and 32 trees.

The project would include low to moderate levels of interior and exterior lighting for security, parking, and architectural highlighting. Compliance with City and State energy conservation measures currently in place would limit the amount of unnecessary interior illumination during evening and nighttime hours.

All trash, recycling and deliveries will be serviced from the existing curb cuts along Lankershim Boulevard and accessed at the rear of the building. The project has been conditioned to ensure that trash and recycling facilities will not be visible from the public right-of-way. Compliance with this condition will result in a project that is compatible with existing and future development.

Therefore, the 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 neighboring properties.

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

The project includes 10,332 square feet of open space with 8,332 square feet of common open space and 2,000 square feet of private open space in the form of private balconies. Common open space provided includes a residential amenity room and a bike room at the ground floor; a pool deck and lanai room, with a pool, built-in barbeque, daybeds and lounge furnishings on the 2nd floor; and two (2) sky decks with lounge furnishings, a fire pit and a TV on the 7th floor.

In addition, the project includes 5,000 square feet of ground floor commercial space, including a minimum of 1,500 square feet reserved for art, performing art and/or theatre related uses.

ADDITIONAL MANDATORY FINDINGS

4. 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, outside the flood zone.



LOS ANGELES CITY PLANNING APPEAL FILING PROCEDURES

Entitlement and CEQA appeals may be filed using either the Online Application System (OAS) or in person Drop Off at DSC (Development Services Center).

Online Application System: The OAS (<https://planning.lacity.org/oas>) allows appeals to be submitted entirely electronically online; fee payment is by credit card or e-check.

Drop off at DSC: Appeals of this determination can be submitted in person at the Metro or Van Nuys DSC locations, and payment can be made by credit card or check. City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal applications; alternatively, appeal applications can be filed with staff at DSC public counters. Appeal applications must be on the prescribed forms, and accompanied by the required fee and a copy of the determination letter. Appeal applications shall be received by the DSC public counter and paid for on or before the above date or the appeal will not be accepted.

Forms are available online at <http://planning.lacity.org/development-services/forms>. Public offices are located at:

Metro DSC

(213) 482-7077
201 N. Figueroa Street
Los Angeles, CA 90012

Van Nuys DSC

(818) 374-5050
6262 Van Nuys Boulevard
Van Nuys, CA 91401

West Los Angeles DSC

(CURRENTLY CLOSED)
(310) 231-2901
1828 Sawtelle Boulevard
West Los Angeles, CA 90025

City Planning staff may follow up with the appellant via email and/or phone if there are any questions or missing materials in the appeal submission, to ensure that the appeal package is complete and meets the applicable Los Angeles Municipal Code provisions.

An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure that DSC staff members have adequate time to review and accept the documents, and to allow appellants time to submit payment.



QR Code to Online
Appeal Filing



QR Code to Forms
for In-Person Filing