

## FINDINGS

### Conditional Use Findings

- 1. 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 corner property is comprised of five parcels, measuring approximately 40,787 square feet (0.9 acres) with approximately 198 feet along Vine Street, and 173 feet and six (6) inches feet along Lexington Avenue. The site is currently improved with two single-story commercial buildings and a surface parking lot. The property does not contain any existing residential housing units as confirmed by the Replacement Unit Determination issued by the Los Angeles Housing Department (LAHD) on July 1, 2022.

The Conditional Use for an additional 12.5 percent density bonus (beyond the 35 percent permitted through a by-right density bonus) approved herein results in an additional 13 housing units, for a total of 151 units. In exchange, the project will set aside at least 16 percent (17 units) of the base density for Very Low Income Households for a minimum of 55 years.

The proposed building reaches a height of 87-feet, and will have a Floor Area Ratio (FAR) of 3.5:1. The project includes 3,690 square feet of commercial ground floor uses and 87 parking spaces (80 residential parking spaces and seven commercial parking spaces) within two levels of above grade parking.

The proposed building with street activating uses and landscaping will replace two (2) vacant commercial buildings and a surface parking lot thereby providing a function that is both essential and beneficial to the Hollywood Community Plan area and the City of Los Angeles by providing 151 dwelling units including 17 Very Low Income units in a region with high demand for affordable housing and housing in general.

At the hearing officer hearing held on February 14, 2023 for the proposed project, members of the surrounding community stated that the vacant buildings had recently attracted crime activity. By redeveloping the subject site with a new mixed-use residential building with active pedestrian level uses such as retail uses and pedestrian plaza, 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 151-unit development, will provide 134 new market rate and 17 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.

- 2. 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 consists of the construction of a new seven-story, 151 dwelling unit mixed-use residential development which includes 17 units set aside for Very Low Income households. The project site is currently developed with two vacant commercial buildings with surface parking which will be demolished as part of the proposed development.

The approval herein is for a Conditional Use to allow an additional 12.5 percent density bonus (for a total of a 47.5 percent density bonus from the base density) to allow for a total of 151 dwelling units, representing an increase of 13 units beyond what would otherwise be permitted through the by-right 35 percent density bonus. In order to obtain the additional requested 12.5 percent density bonus, the project must set aside at least 16 percent of the base density, equal to 17 units, for Very Low Income units. The project will provide 17 units for Very Low Income households in exchange for the requested Density Bonus. As such, the Density Bonus request results in 138 units and the Conditional Use request results in an additional 13 units for a total of 151 dwelling units with 17 affordable units.

The project is zoned C2-1D and proposes a maximum height of 87 feet. The Height District 1 allows unlimited height and stories in the C2 Zone. The proposed height of the project is allowed by-right and is thus in compliance with the permitted height requirements under the designated zone. Furthermore, the applicant is requesting an Off-Menu incentive, pursuant to Density Bonus law, to allow a FAR increase from 0.5:1 to 3.5:1 to allow 143,295 square feet in floor area. There are buildings near the subject site that are of similar size and scale to the proposed project.

The property is located within the Hollywood 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, residential, hotel, restaurant and office uses. The subject property is not adjacent to any single-family zoned properties. Rather, it is surrounded by properties zoned for Highway Oriented Commercial uses 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 Vine Street and Lexington Avenue. Well-designed landscaping and addition of pedestrian plaza at the ground level will create a pleasing transition from the pedestrian realm of the sidewalk to the façade of the building. 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 above ground on-site parking.

Given the proposed project's location within the Hollywood 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.

**3. 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, which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan was adopted in 1988 and designates the site for Highway Oriented Commercial land uses corresponding to the C Zone. The project site is zoned C2-1D and is

thus consistent with the existing land use designation. The subject property is not located within the boundaries of and is not subject to any specific plan or community design overlay.

The proposed project conforms to the following goals, objectives and policies of the Community Plan:

- Further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.
- Make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.

The Conditional Use approved herein is for a 47.5% Density Bonus which allows for the construction of a mixed-use residential development with 151 dwelling units, of which 17 units are restricted for families or persons of Very Low Income, and 3,690 square feet of commercial ground floor uses. The 35 percent by-right density bonus would allow for 138 units (equal to an increase of 36 units beyond the 102 base density) to be constructed on the project site therefore, the density bonus request results in 138 units and the Conditional Use request results in an additional 13 units for a total of 151 dwelling units with 17 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 17 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 policies 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 the intersection of Vine Street and Lexington Avenue, a major cross-street with multiple transit options. Residents will be able to utilize transit and are within walking distance to a church, various restaurants, retail stores, small businesses and government facilities.

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 47.5% density bonus the project is able to provide 151 total units, including 17 units affordable for Very Low Income Households or individuals. 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 two vacant commercial buildings and a surface parking lot. The project will expand affordable rental housing (17 units) while utilizing the property to its full potential, resulting in a net gain of 151 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 134 market-rate units and 17 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 near the heart of Hollywood at the intersection of Vine Street and Lexington Avenue, two roadways that are well-served by transit. The proposed project will be walking distance from transit, a church, various restaurants, retail stores, small businesses and government facilities. 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 Conditional Use findings set forth in Section 12.24-E of the LAMC, the City Planning Commission shall find that:**

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

The City's Housing Element for 2021-2029 was adopted by City Council on November 24, 2021. 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.

As discussed in Finding No. 3, the project, including 134 market-rate units and 17 units reserved for Very Low Income Households, is consistent with many of the goals and objectives of the Housing Element of the General Plan.

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

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

- a. For every additional 1% set aside of Very-Low Income Units, the project is granted an additional 2.5% density increase; or**
- b. For every additional 1% set aside of Low Income Units, the project is granted an additional 1.5% density increase; or**
- c. For every additional 1% set aside of Moderate Income Units in for-sale projects, the project is granted an additional 1% density increase; or**
- d. In calculating the density increase and Restricted Affordable Units, each component of any density calculation, including base density and bonus density, resulting in fractional units shall be separately rounded up to the next whole number.**

The subject property is zoned C2-1D, which limits density to one (1) dwelling unit per 400 square feet of lot area. The subject property has a total lot area of 40,786 square feet, and as such, the permitted base density on the subject property is 102 units.<sup>1</sup> In exchange for reserving a portion of the units for affordable housing, the applicant is entitled to a maximum 35 percent density bonus by-right. The applicant is seeking an additional 12.5 percent density bonus (or a total of a 47.5 percent density bonus) through a Conditional Use to allow for the proposed 151 dwelling units to be built on the site.

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. LAMC Section 12.24-U,26, which implements this provision of State law, states, as a Conditional Use, a project may be granted 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*

<b>Very Low Income Units (Percentage of Base Density)</b>	<b>Maximum Density Bonus Permitted (Based on Base Density)</b>
5 %*	20 %*
6 %*	22.5 %*
7 %*	25 %*
8 %*	27.5 %*
9 %*	30 %*
10 %*	32.5 %*
11 %*	35 %*
15 %	45%
16 %	47.5 %

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

For the subject property, a 35 percent by-right density bonus would allow for 138 units (equal to an increase of 36 units beyond the 102 base density) to be constructed on the project site. As illustrated in Table 1 above, in order to qualify for the 35 percent by-right density bonus, the project would be required to set aside 11 percent of the base density, or 11 units, for Very Low Income Households. The applicant is seeking an additional 12.5 percent density bonus (for a total of a 47.5% density bonus from the base density) through a Conditional Use to allow for a total of 151 dwelling units, representing an increase of 13 units beyond what would otherwise be permitted through the by-right 35 percent density bonus. In order to obtain the

<sup>1</sup> Assembly Bill 2501 clarifies that density calculations that result in a fractional number are to be rounded up to the next whole number. This applies to base density, number of bonus units, and number of affordable units required to be eligible for the density bonus.

additional requested 12.5 percent density bonus, as shown in Table 1, the project must set aside at least 16 percent of the base density, equal to 17 units, for Very Low Income units. The project will provide 17 units for Very Low Income households in exchange for the requested Density Bonus. As such, the Density Bonus request results in 138 units with 11 Very Low Income units and the Conditional Use request results in an additional 13 units for a total of 151 dwelling units with 17 affordable units.

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

The project includes the demolition of two (2) one-story commercial buildings and surface parking lot. Per the SB 330 Determination Letter dated July 1, 2022, there are no existing housing units present at the site and thus the project is not required to replace any units. Therefore, the project will meet the applicable dwelling unit replacement requirements of the California Government Code Section 65915(c)(3).

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

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

The City Planning Commission approved the Affordable Housing Incentives Guidelines (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 151 new dwelling units, of which seven 17 will be reserved for Very Low Income Household occupancy and the remainder will be offered as market rate units. In order to ensure that there is equal distribution of amenities, the project has been conditioned to provide the private balconies in accordance with the requirements of the LAMC. All residents of the proposed project will have access to all common open space amenities within the building and each unit will have adequate private open space. The restricted units will comply with affordability requirements in the Guidelines set forth 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.



### **Density Bonus/Affordable Housing Incentives Compliance Findings**

9. Pursuant to Section 12.22 A.25(g)(2)(i)(c) of the LAMC and Section 65915(e) of the California Government Code, the decision-maker shall approve a density bonus and requested incentive(s) unless the Commission finds that:
- a. *The Incentives do not result in identifiable and actual cost to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.*

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested incentives do not result in identifiable and actual cost to provide for affordable housing costs per State Law. The California Health and 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 depending on affordability levels.

Based on the set-aside of 16 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, reduction in rear yard setback and reduction in side yard setback are requested as Incentives.

#### **Floor Area Ratio**

Height District 1 in commercial zones has no limit on height or stories. Projects subject to Commercial Corner development standards are limited to 45 feet in height, however mixed-use projects are exempt from Commercial Corner standards and are allowed unlimited height and stories. Height District 1 allows for a maximum base FAR of 1.5:1. However, the "D" Limitation on the Property restricts the site to an FAR to 0.5:1 which is equal to a maximum of 20,393 square feet of total building area. The applicant is requesting an off-menu incentive for a maximum FAR of 3.5:1 to 1 to allow 143,295 square feet of 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. This Incentives supports the applicant's decision to set aside a minimum of 17 dwelling units for Very Low Income Households for 55 years.

#### **Rear Yard Setback**

The subject property is zoned C2-1D, which requires a 20 foot rear yard along the northerly property line. Per LAMC Section 12.22-A,25, the applicant is requesting an Off-Menu incentive to permit a 10 foot rear yard setback in lieu of the otherwise required 20 foot rear yard setback. The proposed seven-story residential building has a 10 foot

proposed rear yard setback. The project has requested to reduce the rear yard by 50 percent to allow for a 10-foot rear yard setback. This additional 10 feet of building depth allows the project to accommodate the requested density of 151 units (with 17 units set aside for Very Low Income) and the requested floor area.

The requested reduction in rear yard setback 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 reduced yard creates a larger floor plate that allows more habitable floor area and more units to be built on each floor, thus avoiding a taller development that is more expensive to build. This construction cost savings is then passed on to each of the units in the project, including the affordable units. This Incentives supports the applicant's decision to set aside a minimum of 17 dwelling units for Very Low Income Households for 55 years.

Side Yard Setback (Westerly)

The subject property is zoned C2-1D, which requires a 10 foot side yard along Vine Street. Per LAMC Section 12.22-A,25, the applicant is requesting an Off-Menu incentive to permit zero (0) side yard setback in lieu of the otherwise required 10 foot side yard setback. The proposed seven-story residential building has no side yard setback along Vine Street. This additional 10 feet of building depth allows the project to accommodate the requested density of 151 units (with 17 units set aside for Very Low Income) and the requested floor area.

The requested reduction in side yard setback 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 reduced yard creates a larger floor plate that allows more habitable floor area and more units to be built on each floor, thus avoiding a taller development that is more expensive to build. This construction cost savings is then passed on to each of the units in the project, including the affordable units. This Incentives supports the applicant's decision to set aside a minimum of 17 dwelling units for Very Low Income Households for 55 years.

- b. *The Incentive 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 density bonus incentives 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. The project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. There is no evidence in the record which identifies a written objective health and safety standard that has been exceeded or violated. Based on the above, there is no basis to deny the requested incentives. Therefore, there is no substantial evidence that the project's proposed incentives will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources.

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

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

### **Site Plan Review Findings**

**10. 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.

### **Hollywood 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 Highway Oriented Commercial land uses with corresponding zones of C1, C2, P, RAS3 and RAS4. The project site is zoned C2-1D 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:

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

- Make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice. The proposed project protects the surrounding residential neighborhoods from encroachment by higher density residential uses by allowing for the development of a 151-unit (including 17 units reserved for Very Low Income Households), mixed-use residential building within a commercially zoned property near the center of Hollywood. 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 151 dwelling units, including 17 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.

The project site is located within 1,250 feet from the intersection of Gower Street & Santa Monica Boulevard which qualifies as a Major Transit Stop and is served by numerous bus lines, primarily along Vine Street that are operated by the Los Angeles Metropolitan Transportation Authority (Metro) including Metro Lines 210 (Vine/Lexington) and 4 (Santa Monica/Vine). 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 vacant commercial uses and a surface parking lot. 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 151-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 151 units as well as ground floor commercial uses that will help supply the diverse economic and physical needs of residents in the Hollywood 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 limiting the project to two (2) driveways. The driveway along Vine Street will have a width of 26 feet and five (5) inches and the driveway along Lexington Avenue will have a width of 32 feet. Therefore, the project is consistent with the Hollywood 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 vacant commercial uses and surface parking lot. The approval of the request permits 151 units with 17 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. Vine Street, adjoining the Property to the west, is a designated Avenue II, dedicated to approximately 92.5 feet in width at this location with a 50-foot half roadway. Vine Street is required to have a 86-foot total public right-of-way dedication, or a 43-foot half roadway. Lexington Street, adjoining the Property to the south, is a designated Local Street - Standard, dedicated to approximately 60 feet in width at this location. Lexington Street is required to have a 60-foot total public right-of-way dedication, or a 30-foot half roadway.

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.

Vehicular access to the site is provided by two ingress/egress driveways located along Vine Street and Lexington Avenue with access to the two parking levels (at grade and above grade). Pedestrian access to the building is also provided from Vine Street and Lexington Avenue.

Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.

Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

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

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

The project site is located within 0.25 miles of a Major Transit Stop, which is defined in Section 21064.3 of the Public Resources Code (PRC) as an existing, under construction, or planned rail station or intersection of two or more bus routes with service intervals of 15 minutes or less during the morning and afternoon commuter peak periods. Therefore, the subject site is located within a Transit Priority Area (TPA), which is defined in Section 21099(a) of the PRC as an area within 0.50 miles of a major transit stop that is existing or planned. The subject site is located within 1,250 feet from the intersection of Gower Street & Santa Monica Boulevard which qualifies as a Major Transit Stop. Additionally, the Project Site is served by numerous bus lines, primarily along Vine Street that are operated by the Los Angeles County Metropolitan Transportation Authority (Metro) and the LADOT Downtown Area Short Hop (DASH). 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 80 parking spaces in two (2) levels of above grade parking. The project will also provide bicycle parking including 103 long term and 12 short term for a total of 115 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 Property is comprised of five parcels, measuring approximately 40,787 square feet. The property site is located in an urbanized neighborhood bound by Vine Street to the west and Lexington Avenue to the south. The Property fronts approximately 198 feet along Vine Street, and 173 feet and six (6) inches feet along Lexington Avenue. The site is currently improved with two commercial buildings and a surface parking lot.

The subject property is zoned C2-1D within the Hollywood Community Plan with a Highway Oriented Commercial land use designation. The surrounding area consists of multi-story medium residential housing developments and commercial uses. Properties to the north, abutting the subject property, are zoned C2-1D with a land use designation of Highway Oriented Commercial and developed with a two-story medical facility (Hollywood Mental Health Center). Properties to the east, abutting the subject property, are zoned RD1-5-1XL with a land use designation of Low Medium II Residential and developed with two and three-story medium residential buildings. Properties to the south, across Lexington Avenue, are zoned C2-1D and RD1-5-1XL with land use designations Highway Oriented Commercial and Low Medium II Residential and developed with a fast food restaurant and two-story apartment building. Properties to the west, across Vine Street, are zoned C2-1D with a land use designation of Highway Oriented Commercial and developed with a church (St. John Armenian Church) as well as a vacant dirt lot located at the northwest corner of Lexington Avenue and Vine Street.

The proposed project includes the demolition of existing structures for the construction of a new seven-story mixed-use residential building containing 151 dwelling units with 17 units set aside for Very Low Income Households. The building will reach a height of 87 feet and have a Floor Area Ratio (FAR) of 3.5:1 with a total of 143,295 square feet of floor area. The project includes 3,690 square feet of commercial ground floor uses and 87 parking spaces (80 residential parking spaces and seven commercial parking spaces) within two (2) levels of parking (one ground level and one above grade). The project will also provide bicycle parking including 103 long term and 12 short term for a total of 115 bicycle parking spaces.

The Project's unit mix includes 16 studios, 95 one-bedroom units, and 40 two-bedroom units. Floors two through seven each propose a combination of studio, one-bedroom, and two-bedroom units oriented around a central open to the air courtyard.

Vehicular access to the site is provided by two (2) ingress/egress driveways with one located along Vine Street and one on Lexington Avenue. Pedestrian access to the building is also located off of Vine Street and Lexington Avenue. There are two (2) separate residential lobbies with access from the street located along Vine Street and Lexington Avenue. Access to the commercial uses is provided via storefront entrances facing the street.

Height

The project is zoned C2-1D. The Height District 1 allows unlimited height and stories in the C2 Zone. The proposed height of 87 feet is allowed by-right and 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 C2-1D. Height District 1 in commercial zones has a maximum base Floor Area Ratio (FAR) of 1.5:1. However, the "D" Limitation on the Property restricts the FAR to 0.5:1. Pursuant to Density Bonus provisions of LAMC Section 12.22-A,25 the applicant is requesting an Off-Menu incentive to allow a FAR increase from 0.5:1 to 3.5:1 to allow 143,295 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 C2-1D Zone. 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

The subject property is zoned C2-1D, which requires a 20 foot rear yard. Pursuant to the Density Bonus provisions of LAMC Section 12.22-A,25, the applicant is requesting an Off-Menu incentive to permit a 10 foot northerly rear yard setback in lieu of the otherwise required 20 foot rear yard setback.

Additionally, the C2-1D zone requires the project to have a 10 foot side yard. Per LAMC Section 12.22-A,25(f), the applicant has requested a second Off-Menu incentive to allow a reduction in side yard setbacks along Vine Street to allow zero feet in lieu of the otherwise required 10 feet side yard setback.

The project has been granted a reduction in the required rear and side yard setbacks as permitted through the Density Bonus Off-Menu incentives and LAMC. As such, the project complies with the required setbacks.

Furthermore, the project will comply with the setback requirements for the easterly side yard which requires a 10 foot setback and the front yard setback on Lexington Avenue which requires a zero yard setback. As such, the project is in compliance with the C2-1D Zone.

The setbacks of the subject project are consistent with the existing development in the immediate surrounding area and with the underlying C2-1D Zone. 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

As an Eligible Housing Development, the project is eligible for Assembly Bill 2345 to allow parking at a ratio of 0.5 parking spaces per residential unit. Pursuant to AB 2345, the project is required to provide 76 parking spaces for the proposed 151 residential units. The project provides 80 residential parking spaces and thus complies with the required parking provision. The project is also providing all required commercial parking spaces (seven commercial parking spaces) and all required bicycle parking (103 long term and 12 short term).

Parking is provided within two levels of above grade parking. Vehicular access is provided by two (2) driveways, one (1) driveway is located along Vine Street and the second driveway is located along Lexington Avenue. Both driveways are located at the far end of both Vine Street and Lexington Avenue, and therefore they are not interrupting the commercial uses, lobby

amenities, and pedestrian plaza 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 151 total dwelling units including six 16 studio, 95 one-bedroom, and 40 two-bedroom units. Floors two through seven are oriented around a central open to the air courtyard.

The project provides a total of 19,065 square feet of open space, including indoor and outdoor amenities for residents of which 5,961 square feet of space will be landscaped, which exceeds the minimum required 2,248 square feet of landscaping for the outdoor common open space areas. A total of 38 new on-site trees to be accommodated throughout the project, meeting the LAMC requirement of one tree per 4 dwelling units.

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 development is not required to provide a loading area pursuant to LAMC Section 12.21-C.6. Nonetheless, the project will provide a loading parking space and drop off zone within the at grade parking level. Tenants moving in or out of the building will be able to park moving trucks in the loading zone located at the ground floor parking level.

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 151 total dwelling units including 16 studio, 95 one-bedroom, and 40 two-bedroom units, therefore pursuant to LAMC the project is required to provide 16,100 square feet of open space and exceeds this requirement by providing 19,065 square feet of open space. The project provides a 1,200 square foot publicly accessible pedestrian plaza along Lexington Avenue. Open space accessible to residents includes a 5,970 square foot courtyard on the third floor, as well as two open-air roof decks on the seventh floor containing 1,200 square feet and 620 square feet. The project also includes 6,050 square feet of private deck space and 4,025 square feet of indoor amenity space.

The project's floor area will include 3,660 square feet of lobby and leasing space, a 1,220 square foot fitness room, a 1,100 square foot club room, 5,970 square feet of podium open courtyard, 1,200 square feet of roof deck space and 4,015 square feet of other amenities.

The project will also provide a 1,200 square foot publicly accessible pedestrian plaza along Lexington Avenue to complement the commercial uses at the ground level and integrate the project at the street level.

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 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.

**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.