

FINDINGS

Density Bonus / Affordable Housing Incentives Program Findings

1. Pursuant to Government Code Section 65915 and LAMC Section 12.22 A.25(g)(2)(i)(c), the Commission 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 reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested Incentives do not result in actual and identifiable cost reductions to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for Very Low-, Low-, and Moderate-Income Households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The project substantially complies with the applicable regulations, standards, and provisions of the State Density Bonus Program. The project includes 11 percent of the project's total density as Very Low Income restricted affordable units, for a total of 12 residential units. The project represents an urban in-fill development on an existing residentially zoned lots in the C4-2D-SN and RD1.5-1XL Zones. No substantial evidence has been entered into the record indicating that the requested incentives do not result in identifiable and actual cost reductions to provide for the project's affordable housing costs (as defined in California Health and Safety Code Sections 50052.5 or 50053) and/or accommodate the restricted very low income unit rents.

Additionally, the list of On-Menu Incentives in Section 12.22 A.25 of the LAMC were preevaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the Density Bonus On-Menu Incentive does result in identifiable and actual cost reductions to provide for affordable housing costs because the incentives by their nature increase the scale of the project and thus facilitates the provision of affordable housing units.

Averaging of Floor Area, Density, Parking, Open Space, and Vehicle Access

The project site is zoned C4-2D-SN and RD1.5-1XL and is located within the jurisdiction of the Hollywood Redevelopment Plan. The two lots at the north of the site are zoned C4-2D-SN and designated for Regional Center Commercial land uses under the Hollywood Redevelopment Plan; the two lots at the south are zoned RD1.5-1XL. Of the two lots zoned RD1.5-1XL, the northernmost one is designated for Regional Center Commercial land uses under the Hollywood Redevelopment plan, which permits a maximum Floor Area Ratio of 4.5:1. The southernmost lot zoned RD1.5-1XL is designated for Low Medium 2 Residential land uses under the Hollywood Redevelopment Plan, which does not impose

a maximum FAR; therefore, the maximum FAR for this lot defaults to the 3:1 limit prescribed by LAMC Section 12.21.1 A.1.

The Applicant is requesting an On-Menu Incentive to permit averaging of floor area, density, parking, open space, and vehicle access so that the project can be designed as a unified development that accounts for the difference in standards imposed by the different zones comprising the site.

The project has a buildable area of 21,300 square feet in the portion of the site designated for Regional Center Commercial land uses (two lots zoned C4-2D-SN and one lot zoned RD1.5-1XL) under the Hollywood Redevelopment Plan and allows a maximum floor area of 95,850 square feet for these lots. The project has a buildable area of 3,426 square feet in the portion of the site designated for Low Medium 2 Residential land uses under the Hollywood Redevelopment Plan and allows a maximum floor area of 10,278 square feet for this lot. Taken together for purposes of floor area averaging, the site would therefore be permitted a maximum floor area of 106,128 square feet. The project proposes a total of 91,655 square feet, which equals a FAR of approximately 3.71:1, and is less than the total of 106,128 square feet permitted on the project site. This averaging would allow for the site to be developed in such a way that can accommodate and provide the affordable units.

As previously discussed, three (3) of the lots are designated for Regional Commercial land uses under the Hollywood Redevelopment Plan and are subject to a density ratio of one (1) dwelling unit per 200 square feet of lot area. These lots consist of 22,895.3 square feet of lot area and would permit a base density of 116 dwelling units. The remaining one (1) lot, which is zoned RD1.5-1XL, is subject to a density ratio of one (1) dwelling unit per 1,500 square feet of lot area. This lot consists of 6,024.4 square feet of lot area and would permit a base density of five (5) dwelling units. The project proposes a total of 112 dwelling units, of which 96 dwelling units will be located on the parcel zoned C4-2D-SN and 16 dwelling units will be located on the parcel zoned RD1.5-1XL. The incentive for averaging would permit the density to be averaged across the site, thereby permitting the provision of 16 dwelling units on the RD1.5 portion of the site, in lieu of the zoning density limitation of five (5) dwelling units.

The project proposes vehicle access to the ground floor and subterranean parking garages from a single driveway adjacent to Sycamore Avenue, located on the portion of the site that is in the C4-2D-SN Zone. This driveway leads to ground floor parking located in the C4-2D-SN portion of the site as well as a subterranean level that is comprised fully of parking spaces and spans both the C4-2D-SN and RD1.5-1XL Zones. The request for averaging would permit vehicular access from the less restrictive C4-2D-SN Zone to the more restrictive RD1.5-1XL Zone. Similarly, this incentive request would also permit the proposed parking to be distributed across the entire project site, regardless of the amount of parking required pursuant to the unit types located in each of the two zones. Finally, the request for averaging would also permit the required amount of Open Space to be distributed across the entire site, regardless of the amount of open space required pursuant to the unit mix within each of the two zones. Altogether, the request to average these development standards enables the development of a more uniform and more efficiently-designed project across the project site, rather than impractically limiting development on the more restrictively zoned portion of the site. The requested incentive allows an expanded building envelope that allows for the construction of the proposed affordable housing units and enables a more practical and efficient development overall,

all of which provides actual and identifiable cost reductions that provide for affordable housing costs.

Reduction in the Front Yard Setback within the RD1.5-1XL Zone

The RD1.5 Zone requires a 15-foot front yard setback, a 15-foot rear yard setback, and five (5)-foot side yard setbacks (plus one additional foot for each story above the second floor). The proposed project is a seven-story unified development and includes one easterly 10-foot side yard, a 15-foot rear yard setback at the south, and one 10-foot front yard at the west in the RD1.5 Zone. LAMC Section 12.21 C.1(e) requires that any lot of less than one acre in an “R” Zone which was of record on June 1, 1946 be required to provide and maintain the original required front yard in addition to any new front yard required by any subsequent rearrangement of the lot lines. The two (2) lots zoned RD1.5-1XL were established in 1920 (Tract No. 3890) and front Sycamore Avenue, where they would be required to maintain 15-foot front yard setbacks as part of the project.

However, due to the unified design of the project, which fronts on two streets across multiple zones and lots, the portion of the site located along Sycamore Avenue functions similarly to a side yard. The Applicant is requesting an Off-Menu Incentive to reduce the required 15-foot front yard setback in the RD1.5-1XL Zone to 10 feet, which aligns with the side yard setback requirement for a seven-story building in the RD1.5-1XL Zone pursuant to LAMC 12.09.1 B.2(a). The reduction in the front yard setback would allow for a larger construction envelope to provide the affordable units.

- b. The Incentives will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety (Government Code Section 65915(d)(1)(B) and 65589.5(d)).**

There is no evidence in the record that the proposed Density Bonus Incentive(s) will have a specific adverse impact on public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A “specific adverse impact” is defined as, “a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete” (LAMC Section 12.22.A.25(b)).

The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. Accordingly, the project will not have a significant impact on any on-site resource or any resource in the surrounding area. The project is not located within any special hazard area; accordingly, the project will not have a specific adverse impact upon public health and safety or the physical environment. The property is not located on a substandard street in a Hillside area or in a Very High Fire Hazard Severity Zone, or any other special hazard area. The project is required to comply with all other pertinent regulations including those governing construction, use, and maintenance, and will not create any significant

direct impacts on public health and safety. Therefore, there is no substantial evidence that the proposed project, and thus the requested incentive, will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource.

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

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

Site Plan Review Findings

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

The elements of the General Plan establish policies that provide for the regulatory environment in managing the City and for addressing concerns and issues. The majority of the policies derived from these Elements are in the form of Code Requirements of the Los Angeles Municipal Code (LAMC). Except for the entitlement described herein, the project does not propose to deviate from any of the requirements of the LAMC.

The proposed project is consistent with the relevant goals, objectives, policies, and programs of the General Plan.

The Framework Element of the General Plan, the Hollywood Redevelopment Plan, and the Hollywood Community Plan encourage a diversity of uses that support the needs of existing and future residents, businesses, and visitors.

Framework Element

The Framework Element states:

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

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

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.

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.

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.

Objective 3.13: Provide opportunities for the development of mixed-use boulevards where existing or planned major transit facilities are located and which are characterized by low-intensity or marginally viable commercial uses with commercial development and structures that integrated commercial, housing, and/or public service uses.

Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.

Land Use Element – Hollywood Community Plan

The project site is located within the Hollywood Community Plan area. An update of the Hollywood Community Plan was adopted by City Council on May 3, 2023 and will become operative on February 11, 2025. The project was filed before January 22, 2024 as a Vesting Housing Crisis Act project and is vested to the local planning and zoning rules that were in place at the time the complete application was submitted. Therefore, the project is not subject to the new Hollywood Community Plan and its Community Plan Implementation Overlay and the Chapter 1A Processes and Procedures ordinance of the Los Angeles Municipal Code.

The intent of the Community Plan is to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the Community, within the larger framework of the City; guide the development, betterment, and change of the Community to meet existing and anticipated needs and conditions; balance growth and stability; reflect economic potentials and limits, land development and other trends; and protect investment to the extent reasonable and feasible. Additionally, the Hollywood Community Plan states:

Objective 3: To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.

Objective 4a: To promote economic well-being and public convenience through: Allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards.

The approval of the Site Plan Review will facilitate the redevelopment of this site with the proposed project, which will provide a function that is both essential and beneficial to the community. The redevelopment of the site will add needed housing (including restricted affordable units) and commercial retail uses, will provide a public convenience to residents, and will promote economic activity in the area with ground floor commercial retail floor area. Therefore, the project is in substantial conformance with the objectives of the Hollywood Community Plan.

Hollywood Redevelopment Plan

The project site is located within the Hollywood Redevelopment Plan area; accordingly, the project has been reviewed for consistency and compliance with Hollywood Redevelopment Plan.

The project is consistent with the goals of the Redevelopment Plan, which seeks to preserve and increase employment, and business and investment opportunities through redevelopment programs and, to the greatest extent feasible, promote these opportunities for men and women and promote a balanced community meeting the needs of the residential, commercial, industrial, arts, and entertainment sectors, provide housing choices and increase the supply and improve the quality of housing for all income and age groups, especially for persons with low and moderate incomes. Specifically, the project is also consistent with the relevant land use and development regulation of the Redevelopment Plan.

Pursuant to Section 300, the Redevelopment Plan sets forth 16 goals. The Redevelopment Plan goals applicable to the project include:

Goal 2 Preserve and increase employment, and business and investment opportunities through redevelopment programs and, to the greatest extent feasible, promote these opportunities for minorities and women.

Goal 3: Promote a balanced community meeting the needs of the residential, commercial, industrial, arts and entertainment sectors.

Goal 9: Provide housing choices and increase the supply and improve the quality of housing for all income and age groups, especially for persons with low and moderate incomes; and to provide home ownership opportunities and other housing choices which meet the needs of the resident population.

Goal 10: Promote the development of sound residential neighborhoods through mechanisms such as land use, density and design standards, public improvements, property rehabilitation, sensitive in-fill housing, traffic and circulation programming, development of open spaces and other support services necessary to enable residents to live and work in Hollywood.

Therefore, as proposed, the project complies with Section 300 of the Redevelopment Plan.

Pursuant to Section 502 of the Hollywood Redevelopment Plan, the proposed use is permitted according to the C4-2D-SN and RD1.5-1XL Zones. Furthermore, the Redevelopment Plan Map designates the project site for Regional Center Commercial and Low Medium 2 land uses. A mixed-use building containing residential and commercial uses is a permitted use in the Regional Center Commercial and Low Medium 2 Residential areas of the Hollywood Redevelopment Plan. Therefore, as proposed, the project complies with Section 502 of the Redevelopment Plan.

Section 505 of the Hollywood Redevelopment Plan specifies that areas shown as residential on the map shall be maintained and developed at or below the housing densities listed in the Plan. According to the Redevelopment Plan Referral Form, the project, as proposed, utilizing State Density Bonus provisions, complies with the residential density requirements of the Redevelopment Plan.

Sections 506, 506.2, 506.2.3, and 506.3 of the Hollywood Redevelopment Plan address commercial land uses. A maximum average Floor Area Ratio (FAR) of 4.5:1 is permitted on Regional Center Commercial lands. The project complies with this limitation, as it proposes an FAR of only 3.74:1 for portions of the land with the Regional Center designation. Furthermore, Section 506.3 encourages residential uses within the Regional Center Commercial designation. Therefore, the project, as proposed, complies with Sections 506, 506.2, 506.2.3, and 506.3 of the Hollywood Redevelopment Plan.

Housing Element

The City's Housing Element for 2021-2029 was adopted by City Council on November 24, 2021. The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides an array of programs the City intends to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element aims to provide affordable housing and amenity-rich, sustainable neighborhoods for its residents, answering the variety of housing needs of its growing population. Specifically, the Housing Element encourages units to accommodate all income groups.

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.

The proposed project will replace two existing commercial and institutional buildings with a seven (7)-story mixed-use building with 112 residential units, which reserves 11 percent of total units, that is 12 units, for Very Low Income Households. The project will provide 91,665 square feet of residential floor area and 2,875 square feet of commercial floor area, with a maximum FAR of 3.71:1. The project is proposing to utilize density bonus incentives to the development of additional affordable housing units. The project will provide needed housing in close proximity to job opportunities and an area well-served by public transportation including the Metro B Line, Metro Bus Route 2, and Metro Bus Route 212. The project conserves the scale and character of the surrounding commercial and residential neighborhoods. The project is compatible with existing development patterns adjacent to the project site, which are characterized by a variety of commercial and multifamily residential uses. As such, the proposed project substantially conforms to the purpose of the Housing Element of the General Plan.

Noise Element

The City's Noise Element lays out noise mitigation regulations, strategies, and programs and sets forth noise management goals, objectives, policies, and programs of the City of Los Angeles. The Noise Element prioritizes noise management across the City and highlights the role of land use in ensuring that noise-sensitive uses are protected from the effects of development and changes in land use.

In addition to the Noise Element, Los Angeles Municipal Code Section 112.05 regulates noise as follows:

Between the hours of 7:00 a.m. and 10:00 p.m., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any

powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

(a) 75dB(A) for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

(b) 75dB(A) for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;

(c) 65dB(A) for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors;

The noise limits for particular equipment listed above in (a), (b) and (c) shall be deemed to be superseded and replaced by noise limits for such equipment from and after their establishment by final regulations adopted by the Federal Environmental Protection Agency and published in the Federal Register.

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

Chapter 3 of the Noise Element outlines the Goals, Objectives, and Policies related to noise management within the City, including the following goal, objective, and policy, related to the proposed project:

GOAL *A city where noise does not reduce the quality of urban life*

Objective 2 (Nonairport) *Reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive uses.*

Policy 2.2 *Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.*

Objective 3 (Land Use Development) *Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.*

Policy 3.1 *Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.*

The proposed project involves the demolition of two existing buildings and the construction of a new mixed-use residential and commercial building consisting of 112 dwelling units and 2,875 square feet of commercial floor area. Conditions of approval related to noise shielding

and muffling, driven pile systems, enclosure of outdoor mechanical equipment, location of construction staging areas, and temporary walls have been recommended as means of ensuring conformance with the Noise Element; furthermore, the proposed project is also required to comply with the City's Noise Ordinance. As such, the project conforms to the purpose of the Noise Element of the General Plan.

Mobility Element

The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities. The Mobility Element sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. Among other objectives and policies, the Mobility Plan aims to support ways to reduce vehicle miles traveled (VMT) per capita by increasing the availability of affordable housing options with proximity to transit stations and major bus stops and offering more non-vehicle alternatives, including transit, walking and bicycling.

In the Mobility Plan 2035, Chapter 3 entitled "Access for All Angelinos" includes the discussion topic "A transportation system is only useful insofar as it accessible and convenient."

Policy 3.3 Land Use Access and Mix: 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 Transit Services: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.

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

In the Mobility Plan 2035, Chapter 5 entitled "Clean Environments & Healthy Communities" includes the discussion topic "Transportation is deeply implicated in the health of both human beings and natural systems. Mobility directly impacts human health and wellness, both physical and mental. Active transportation modes such as bicycling and walking can significantly improve personal fitness and create new opportunities for social interaction, while lessening impacts on the environment."

Policy 5.1 Sustainable Transportation: Encourage the development of a sustainable transportation system that promotes environmental and public health.

Policy 5.2 Vehicle Miles Traveled (VMT): Support ways to reduce vehicle miles traveled (VMT) per capita.

The proposed mixed-use building is a pedestrian-oriented development that provides 12 affordable units within one-half mile of the Metro B Line Hollywood and Highland, Metro Bus Route 2, and Metro Bus Route 212 transit stops. The transit services located adjacent to the project site will provide access to employment centers and jobs, local and regional destinations, and other neighborhood services for project residents. Additionally, neighborhood-serving retail is present in the area surrounding the project site and can be accessed by biking and walking.

The proposed project will also allow for the reduction of vehicle trips by providing a high-density mixed-use development within proximity to public transit. The availability of the transit options within walking distance creates a lesser need for the use of personal vehicles. The project will provide 60 vehicular parking spaces. Additionally, the project will provide a total of 83 long-term and 10 short-term bicycle parking spaces on site. As such, the project conforms to the purpose of the Mobility Element of the General Plan.

Plan for a Healthy Los Angeles and Conservation Elements

The Plan for Healthy LA was adopted in 2015 and includes goals, objectives, policies, and programs that relate to the health of the city. The Conservation Element primarily addresses the conservation of the open spaces.

The Vision contained in this plan calls for “ample green and open space, including a robust tree canopy in all neighborhoods and opportunities for urban agriculture.” The Action Plan calls for, among other directives, “energy efficiencies, weatherization, proper positioning of trees to shade buildings, alternative energy and solar generation systems, explore the feasibility of building designs that incorporate facile systems to charge electric vehicles, and use of rainwater, storm water, gray water and recycled water.”

The Conservation Element was adopted in 2001 and primarily addresses the conservation aspects of the open spaces:

It is important to conserve natural open space lands and enhance urban open spaces. “Open space” is a broad term that can include virtually anything from a sidewalk or lawn to the mountains and ocean. It is defined by the California general plan law (Government Code Section 65560) as “any parcel or area of land or water that essentially is unimproved and devoted to an open-space use,” whether for preservation and protection of natural resources or for human activity.

The proposed mixed use multi-family residential and commercial building is a pedestrian-oriented development that preserves two (2) existing street trees adjacent to the project site. The trees located in the public right-of-way will prevent the heat island effect and provide passive cooling opportunities for the enjoyment of the public. As such, the project conforms to the purpose of the Plan for a Healthy Los Angeles and Conservation Elements of the General Plan.

In regard to the Citywide Design Guidelines, the project is required to comply with the guidelines, as they apply to all new developments that seek a discretionary action for which the Department of City Planning has design authority. The project is consistent with the following Design Guidelines:

Guideline 1: Promote a safe, comfortable and accessible pedestrian experience for all.

Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.

Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.

Guideline 4: Organize and shape projects to recognize and respect surrounding context.

The project complies with all four of these goals. The site features a prominent pedestrian entry on adjacent to a Local Street (Sycamore Avenue) and includes only one two-way vehicle driveway along Sycamore Avenue for the parking garage. The commercial floor area is located along Sunset Boulevard and the entry to this space is located at a prominent corner, at the intersection of Sunset Boulevard and Sycamore Avenue. Long-term and short-term bicycle parking is provided for both the residential and commercial uses. The portion of the site located in the RD1.5-1XL zone is limited to two (2) stories and respects the context of the restricted density residential land uses abutting the site to the south. The two (2) existing Street Trees adjacent to the site are also proposed for preservation.

The architectural design of the building includes references to two prominent styles associated with Hollywood, including Art Deco/Streamline Moderne and courtyard apartment buildings. The project is located at a prominent intersection and includes a curved corner along Sunset Boulevard and Sycamore Avenue, soft colors and finishes (linen white and desert green smooth cement plaster), bronze wire mesh screening, ceramic wall tiles, and bronze railings; thereby creating a consistent architectural design along all facades. Additionally, a series of projecting and recessed balconies span all facades of the proposed project.

In conclusion, the proposed project is in substantial conformance with the objectives of the General Plan, Hollywood Community Plan, and Citywide Design Guidelines, demonstrating alignment with the purposes, intent, and provisions of applicable community and specific plans.

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

The project site consists of four rectangular lots with a frontage of approximately 120 feet along Sunset Boulevard to the north and 240 feet along Sycamore Avenue to the west; and a lot area of approximately 28,919 square-feet. The site is currently improved with a 6,690-square-foot commercial building built in 1963, a 6,633-square-foot institutional building built in 1932, and an associated surface parking lot. The project site is located within the Hollywood Community Plan area. The current Community Plan designates the two lots zoned C4-2D-SN (fronting Sunset Boulevard) for Regional Center Commercial land uses and the two lots zoned RD1.5-1XL (fronting Sycamore Avenue) for Low Medium II Residential land uses. The portion of the site in the C4-2D-SN zone is not limited as to height or stories; the portion of the site in the RD1.5-1XL zone is limited to a height of 30 feet, but unlimited as to stories, given that the project only proposes residential uses on this portion of the site.

The project site is also located within the jurisdiction of the Hollywood Redevelopment Plan. The two lots at the north of the site zoned C4-2D-SN are designated for Regional Center Commercial land uses under the Hollywood Redevelopment Plan. The two lots at the south are zoned RD1.5-1XL; of these two lots, the northernmost one is designated for Regional Center Commercial land uses under the Hollywood Redevelopment plan, which permits a maximum Floor Area Ratio of 4.5:1. The southernmost lot zoned RD1.5-1XL is designated for Low Medium 2 Residential land uses under the Hollywood Redevelopment Plan, which does

not impose a maximum FAR; therefore, the maximum FAR for this lot defaults to the 3:1 limit prescribed by LAMC Section 12.21.1 A.1.

The site is partially located within the Hollywood Signage Supplemental Use District (Media District) overlay, the Hollywood Signage Supplemental Use District (CRA Area) overlay, the Adaptive Reuse Incentive Areas Specific Plan overlay, the Hollywood Redevelopment Project Area, Local Emergency Temporary Regulations – Time Limits and Parking Relief area, a Transit Priority Area in the City of Los Angeles, Los Angeles State Enterprise Zone, Al Fresco Ordinance within Planning Overlay, Urban Agriculture Incentive Zone, Fire District No. 1, and an Opportunity Zone.

The project site is located in an urbanized area surrounded by various uses. The lots directly to the north of the site across Sunset Boulevard are zoned C4-2D-SN and are improved with an In-N-Out Burger restaurant and surface parking lot, a two-story hotel consisting of 74 guest rooms, and a three-story office building. The lots directly to the west of the site, across Sycamore Avenue, are zoned C4-2D-SN and are improved with a surface parking lot and one-story commercial building. The lots abutting the site to the east are zoned C4-2D-SN and RD1.5-1XL and are improved with a one-story commercial building and surface parking lot. The lots abutting the site to the south are zoned RD1.5-1XL and are improved with a one-story childcare facility and two three-story single-family dwellings.

The project proposes the demolition of an existing 6,690-square-foot commercial building, an existing 6,633-square-foot institutional building, and an associated surface parking lot, and the construction of a new seven-story mixed-use residential and commercial building consisting of 112 dwelling units and 2,875 square-feet of commercial retail uses; resulting in a total floor area of 91,665 square-feet. The project will have a height of 86 feet, 6 inches and a floor area ratio (FAR) of 3.71:1. The project proposes 60 automobile parking spaces on-site at ground level and within one (1) subterranean level; and 93 bicycle parking spaces (83 long-term and 10 short-term) on-site at ground level. The project will provide reduced vehicular parking in accordance with the provisions of Assembly Bill 2097 (AB 2097) and proposes 60 parking spaces (121 spaces would otherwise have been required by the Municipal Code).

The project will include 112 dwelling units, including 12 dwelling units set aside for Very Low Income Households and one (1) Manager's Unit. The proposed unit mix consists of 42 studio units, 61 one-bedroom units, and 9 two-bedroom units. The project also includes 2,475 square-feet of commercial retail uses on the ground floor and 400 square-feet of commercial retail uses on the second floor. The subterranean level will include 43 residential parking spaces and eight (8) commercial parking spaces, along with mechanical rooms and bike storage space. The ground level will consist of the lobby, the leasing office, retail space, nine (9) vehicle parking spaces, trash/recycling rooms, 93 bicycle parking spaces, and eight (8) dwelling units. The remaining 104 dwelling units will be located within the second through seventh floors of the proposed building.

There are two (2) existing Street Trees in the public right-of-way adjacent to the project site. The project will retain both existing Street Trees and plant an additional 29 trees on-site. There are four (4) non-protected trees on-site proposed for removal and no existing Protected Trees on-site. Development of the Project would require the cut and export of approximately 11,000 cubic yards (cy) of soil. No import or fill is proposed.

The project is required to provide 11,425 square-feet of open space and is voluntarily providing a total of 15,064 square feet of open space. The project proposes 11,514 square

feet of outdoor common open space consisting of landscaping and seating areas, located across the ground floor, second floor, third floor, and roof deck. Within this outdoor common open space, 3,105 square-feet of landscaped open space will be provided. The project also proposes 1,900 square-feet of indoor common open space, consisting of two (2) recreation rooms located on the first and second floors. The project will provide 1,650 square-feet of private open space across 33 residential balconies and patios.

Height

The project site is split zoned. The two lots at the north, adjacent to Sunset Boulevard and Sycamore Avenue, are zoned C4-2D-SN and the two lots to the south, adjacent to Sycamore Avenue, are zoned RD1.5-1XL. Height District No. 2 does not limit height or stories in the C4 Zone and the proposed project will reach a maximum height of 86 feet, 6 inches across seven (7) stories on the lots located in the C4-2D-SN Zone. Height District 1XL limits height to 30 feet and two (2) stories in the RD1.5 Zone and the proposed project will reach a maximum height of 28 feet, 10 inches across two (2) stories on the lots located in the RD1.5-1XL Zone. Therefore, the proposed project is within the allowable maximum height of the subject zones.

Bulk/Massing

The project site is zoned C4-2D-SN and RD1.5-1XL and is located within the jurisdiction of the Hollywood Redevelopment Plan. The two lots at the north of the site are zoned C4-2D-SN and designated for Regional Center Commercial land uses under the Hollywood Redevelopment Plan; the two lots at the south are zoned RD1.5-1XL. Of the two lots zoned RD1.5-1XL, the northernmost one is designated for Regional Center Commercial land uses under the Hollywood Redevelopment plan, which permits a maximum Floor Area Ratio of 4.5:1. The southernmost lot zoned RD1.5-1XL is designated for Low Medium 2 Residential land uses under the Hollywood Redevelopment Plan, which does not impose a maximum FAR; therefore, the maximum FAR for this lot defaults to the 3:1 limit prescribed by LAMC Section 12.21.1 A.1.

The Applicant is requesting an On-Menu Incentive to permit averaging of floor area, density, parking, open space, and vehicle access so that the project can be designed as a unified development that accounts for the difference in standards imposed by the different zones comprising the site.

The project has a buildable area of 21,300 square feet in the portion of the site designated for Regional Center Commercial land uses (two lots zoned C4-2D-SN and one lot zoned RD1.5-1XL) under the Hollywood Redevelopment Plan and allows a maximum floor area of 95,850 square feet for these lots. The project has a buildable area of 3,426 square feet in the portion of the site designated for Low Medium 2 Residential land uses under the Hollywood Redevelopment Plan and allows a maximum floor area of 10,278 square feet for this lot. Taken together for purposes of floor area averaging, the site would therefore be permitted a maximum floor area of 106,128 square feet. The project proposes a total of 91,655 square feet, which equals a FAR of approximately 3.71:1, and is less than the total of 106,128 square feet permitted on the project site. The proposed project has a base density of 121 units and is setting aside 12 units for Very Low Income Households, which allows for up to 164 dwelling units. The project is proposing 112 dwelling units, which is within the maximum density. The project is in compliance with FAR and density.

The project has been designed as an integrated single structure with articulation and variation consistent with applicable City design guidance. The project seeks to reflect the commercial and residential context in the area by placing its commercial spaces toward Sunset Boulevard, with community spaces located on roof decks and in the interior of the building further to the south from Sunset Boulevard. Parking within the building (subterranean and ground levels), commercial spaces, and residential units located within the building have been integrated into the overall architectural theme of the project. Vehicular access is located at the west of the site to limit vehicle activity along Sunset Boulevard, enhancing the pedestrian experience along the commercial spaces of the building. The vast majority of parking is located in the subterranean level, which enables the building to increase the visual interest of the project by placing residences and commercial spaces on much of the ground floor.

The building creates variation through its use of various materials, placement of balconies, and roof decks that are located at the third level in the RD1.5 Zone and at the roof in the C4 Zone. Residential units are located on the first through seventh floors, with first floor residences limited to the RD1.5 Zone, providing a buffer from the commercial and pedestrian activity on the ground level in the C4 Zone. Ground floor commercial uses will enhance the pedestrian experience along Sunset Boulevard, further activating the street with pedestrian activity. The project as articulated in stamped "Exhibit A" is consistent with the Citywide Design Guidelines.

Setbacks

The C4 Zone does not require yards for commercial portions of buildings on the first floor. The proposed project contains first floor retail uses, along with parking, and a residential lobby area, but no dwelling units, and is therefore not providing any setbacks at the ground level in the C4 portion of the project site. However, the C4 Zone does require side yard and rear yard setbacks at the lowest residential story, in alignment with the requirements for the R4 Zone. LAMC 12.22 A.18(c)(3) permits zero yards on mixed-use buildings when abutting a street. As the project is mixed-use and abuts Sycamore Avenue to the west, it is not required to have a westerly side yard at the 2nd floor (the first residential story) in the C4 Zone. The project is providing the required 10-foot easterly side yard setback at the 2nd floor in the C4 Zone. There is no rear yard in the C4 portion of the site, as the project is proposed as a unified development spanning multiple lots and zones, and the site's rear yard is located in the portion zoned RD1.5.

The RD1.5 Zone requires a 15-foot front yard setback, a 15-foot rear yard setback, and five (5)-foot side yard setbacks (plus one additional foot for each story above the second floor). The proposed project is a seven-story unified development and includes one easterly 10-foot side yard, a 15-foot rear yard setback at the south, and one 10-foot front yard at the west in the RD1.5 Zone. LAMC Section 12.21 C.1(e) requires that any lot of less than one acre in an "R" Zone which was of record on June 1, 1946 be required to provide and maintain the original required front yard in addition to any new front yard required by any subsequent rearrangement of the lot lines. The two (2) lots zoned RD1.5-1XL were established in 1920 (Tract No. 3890) and front Sycamore Avenue, where they would be required to maintain 15-foot front yard setbacks as part of the project. However, due to the unified design of the project, which fronts on two streets across multiple zones and lots, the portion of the site located along Sycamore Avenue functions similarly to a side yard. The Applicant is requesting an Off-Menu Incentive to reduce the required 15-foot front yard setback in the RD1.5-1XL Zone to 10 feet, which aligns with the side yard setback requirement for a seven-story building in the RD1.5-1XL Zone pursuant to LAMC 12.09.1 B.2(a).

Parking/Loading

Vehicular access to the project site will be provided via one (1) driveway along Sycamore Avenue. This driveway will provide access to both the ground level parking and the subterranean level parking garages. The project proposes to provide 60 vehicle parking spaces located in a ground floor and subterranean level garage, including 47 spaces designated for residential uses and 13 spaces designated for commercial uses.

Pursuant to Assembly Bill 2097 (AB 2097) (California Government Code Section 65863.2), no minimum parking requirement shall be enforced for the proposed residential and commercial uses on the project site if it is located within one-half mile of a Major Transit Stop. As the project site is located within one-half mile of a Major Transit Stop, the project proposes to provide parking that is less than the 121 parking spaces otherwise required under the Los Angeles Municipal Code. The applicant has provided a written request for parking reductions and a date stamped ZIMAS AB 2097 Eligibility map pursuant to the requirements of the City's AB 2097 Implementation Memo. As such, the City is not able to require any parking minimums for commercial or residential use for the project.

In accordance with LAMC Section 12.21 A, the project is required to provide a minimum of eight (8) short-term and 81 long-term bicycle parking spaces for residential uses. Additionally, the project is required to provide a minimum of two (2) short-term and two (2) long-term commercial bicycle spaces. Two (2) of the short-term bicycle parking spaces are located adjacent to the commercial retail entrance; the remaining eight (8) short-term spaces are located adjacent to the residential entrance. The project will provide the minimum required bicycle parking spaces.

Lighting

The project is conditioned so that all pedestrian walkways and vehicle access points will be well-lit with lighting fixtures that are harmonious with the building design. As conditioned, all outdoor lighting provided on-site will be shielded to prevent excessive illumination and spillage onto adjacent public rights-of-way, adjacent properties, and the night sky.

Landscaping

The project proposes 11,514 square feet of outdoor common open space consisting of landscaping and seating areas, located across the ground floor, second floor, third floor, and roof deck. Within this outdoor common open space, 3,105 square-feet of landscaped open space will be provided.

The project proposes a mix of plants and trees that include Japanese Maple Trees, Maidenhair Trees, Purple-leaf Plum trees, Sweet Hakea Trees, Myers Asparagus Ferns, Royal Trumpet Vines, Lime Rickey Coral Bells, Otto Quast Spanish Lavender, Gulf Stream Heavenly Bamboo, Little Ollie Olive, New Zealand Flax, Bird of Paradise, Chinese Star Jasmine, Flowering Maple, Purple Tree Aeonium, Silver Falls Dichondra, Afterglow Echeveria, Razzleberri Fringe Flower, Purple Spiderwort, Coast Rosemary, Sticks on Fire Pencil Tree, Ghost Plants, Paddle Plants, New Gold Lantanas, Jester Conebush, Foxtail Agave, Purple Hopseed Bush, and Scarlet Sprite Grevillea.

The project proposes 29 trees in addition to two (2) existing street trees. 17 trees are proposed for the ground level, four (4) trees are proposed for the second level, and eight (8) trees are proposed for the third level. Additionally, the project will preserve two (2) existing street trees in the public right-of-way, including one (1) Mexican Fan Palm Tree on Sunset Boulevard and one (1) Camphor Tree on Sycamore Avenue.

The project is conditioned to include an automatic irrigation system, and for the landscaping to be maintained in accordance with a landscape plan prepared by a licensed landscape architect or architect and submitted for approval to the Department of City Planning, Development Services Center.

Trash Collection

Trash storage and collection are proposed to be enclosed in the parking garage on the interior of the building and are therefore not visible from the drive aisle or public view. Trash collection can only be accessed from the garage and shall not interfere with traffic on any public street, as conditioned. Therefore, service providers will be required to access the trash area from the driveway, to avoid effects to circulation along the drive aisle.

Building Materials

The project is located at a prominent intersection and includes a curved corner along Sunset Boulevard and Sycamore Avenue, soft colors and finishes (linen white and desert green smooth cement plaster), bronze wire mesh screening, ceramic wall tiles, and bronze railings; thereby creating a consistent architectural design along all facades. Additionally, a series of projecting and recessed balconies span all facades of the proposed project. The proposed design provides articulation to create visual interest along the façade. The building has a prominent pedestrian entrance for the commercial portion of the project at the corner of Sunset Boulevard and Sycamore Avenue. Additionally, the building activates Sunset Boulevard with a glazed storefront that will provide visual interest to pedestrians. The pedestrian entrance for the residential portion of the building is located to the south, along Sycamore Avenue, beyond the vehicle driveway for the commercial and residential parking spaces.

Landscaping is provided along the ground floor perimeter of the project to the south, west, and east, mainly along the boundary of the two-story portion of the building located in the RD1.5-1XL Zone; this landscaping provides a buffer for residents in this part of the building and for residents/users of the property abutting the project site to the south. Landscaping is also proposed in a ground floor courtyard, two second floor courtyards, and separate roof decks for the RD1.5-1XL and C4-2D-SN portions of the site. The variety of building materials and articulation as shown on the stamped "Exhibit A" is consistent with the Citywide Design Guidelines, the Urban Design Studio's Design Review meeting on February 14, 2023, and the Professional Volunteer Program meeting on March 5, 2024.

Electric Vehicle Charging Stations

The project is conditioned to provide electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) per the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC, to the satisfaction of the Department of Building and Safety.

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

The project is required to provide 11,425 square-feet of open space and is voluntarily providing a total of 15,064 square feet of open space. The project proposes 11,514 square feet of outdoor common open space consisting of landscaping and seating areas, located across the ground floor, second floor, third floor, and roof deck. Within this outdoor common open space, 3,105 square-feet of landscaped open space will be provided, along with a swimming pool. The project also proposes 1,900 square-feet of indoor common open space, consisting of two (2) recreation rooms located on the first and second floors. The project will provide 1,650 square-feet of private open space across 33 residential balconies and patios. As such, the project will provide recreation and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

ADDITIONAL MANDATORY FINDINGS

5. Environmental Finding. It has been determined based on the whole of the administrative record that the project is exempt from CEQA pursuant to State CEQA Guidelines, 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.

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 and its five established qualifiers and if it is not subject to an Exception that would disqualify it. The Categorical Exception document found in Case No. ENV-2024-481-CE 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.

6. 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.