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**DIRECTOR'S DETERMINATION  
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM**

December 9, 2020

**Applicant/Owner**

Daniel Taban  
SkyView Sunset, LLC  
888 South Figueroa Street, Unit #1900  
Los Angeles, CA 90017

**Representative**

Jonathan Yang  
Irvine & Associates, Inc.  
660 South Figueroa Street, Unit #1780

**Case No.** DIR-2020-3348-TOC-SPR-  
HCA

**CEQA:** ENV-2020-3349-CE

**Location:** 7901-7907 Sunset  
Boulevard, 1501-1513  
Fairfax Avenue

**Council District:** 4 – Ryu

**Neighborhood Council:** Hollywood Hills West

**Community Plan Area:** Hollywood

**Land Use Designations:** Neighborhood Office  
Commercial

**Zone:** C4-1D

**Legal Description:** Lots FR 46-48, TF 1607,  
147B177 998

**Last Day to File an Appeal:** December 24, 2020

**TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM**

Pursuant to the Los Angeles Municipal Code (LAMC) Section 12.22 A.31, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

1. **DETERMINED** based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to CEQA Guidelines, Section, 15332, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.
2. **Approve with Conditions** a 17 percent increase in density consistent with the provisions of the Transit Oriented Communities Affordable Housing Incentive Program along with the following incentives for a qualifying Tier 3 project electing Tier 1 incentives totaling 62 dwelling units, reserving 5 units as affordable housing units for Extremely Low Income (ELI) Household occupancy for a period of 55 years;

- a. **Residential Density.** A 17 percent increase in density for a total of 62 dwelling units in lieu of the maximum 53 dwelling units otherwise permitted in the C4-1D Zone;
- b. **Floor Area Ratio (FAR).** A Floor Area Ratio (FAR) of 2.75 to 1 in lieu of the permitted 1 to 1 FAR;
- c. **Parking.** A maximum of 0.5 parking spaces per bedroom for the residential use of the project and a 10% reduction for the commercial use;
- d. **Yards/Setbacks.** Utilization of the westerly rear and northerly side yard requirements of the RAS3 Zone for a project in a commercial zone; and
- e. **Transitional Height.** Utilization of Tier 1 Transitional Height requirements in which the project's building height limit shall be stepped-back at a 45 degree angle as measured from a horizontal plane originating 15 feet above grade at the property line of the adjoining lot in the RW1 or more restrictive residential zone.

**3. Adopt** the attached findings and Conditions of Approval.

The approval is subject to the following terms and conditions:

**CONDITIONS OF APPROVAL**

Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 A.31, the following conditions are hereby imposed upon the use of the subject property:

- 1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions. Changes beyond minor deviations required by other City Departments or the LAMC may not be made without prior review by the Department of City Planning, Expedited Processing Section, and written approval by the Director of Planning. Each change shall be identified and justified in writing.
- 2. **Residential Density.** The project shall be limited to a maximum density of 62 residential units, including on-site Restricted Affordable Units.
- 3. **On-site Restricted Affordable Units.** Five (5) dwelling units, or equal to 8 percent of the project's total proposed density, shall be reserved for Extremely Low Income Households, as defined by the Los Angeles Housing and Community Investment Department (HCIDLA) and California Government Code Section 65915(c)(2).
- 4. **Changes in On-site Restricted Units.** Deviations that increase the number of On-site Restricted Units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.31.
- 5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the HCIDLA to make **5 units** available to **Extremely Low Income Households** or equal to **8 percent** of the project's total proposed residential

density allowed, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22 A.31, to the satisfaction of HCIDLA, and in consideration of the project's SB 330 Determination. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Transit Oriented Communities Affordable Housing Incentive Program Background section of this determination.

6. **Base Incentives.**

- a. **Floor Area Ratio.** The project is limited to a maximum FAR of 2.75 to 1 in lieu of the 1 to 1 floor area limitation established by the 1D height district.
- b. **Residential Density.** The project shall be limited to a maximum density of 62 dwelling units; a density increase of 17%.
- c. **Parking.**
  - i. **Automotive Parking.** Residential automobile parking shall be provided consistent with LAMC Section 12.22 A.31, which permits a maximum of 0.5 parking space per bedroom for a Tier 3 Project utilizing Tier 1 Base Incentives. The project will provide 47 residential parking stalls for residents. Similarly, commercial automobile parking shall permit a 10% reduction for ground floor commercial use utilizing Tier 1 Base Incentives. Thirty-five commercial parking stalls will be designated for the commercial use of the project.
  - ii. **Bicycle Parking.** The project shall provide a minimum of 56 long-term bicycle parking spaces and 11 short-term bicycle parking spaces. Short-term bicycle parking shall be located outside the building along the Fairfax Avenue frontage. Placement of bicycle racks in the public right of way is subject to review and approval by the Bureau of Engineering. In the event that the number of On-Site Restricted Affordable Units should increase or the composition of such units should change, then no modification of this determination shall be necessary and the number of bicycle parking spaces shall be re-calculated consistent with LAMC Section 12.21-A.16.
  - iii. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by HCIDLA.
  - iv. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

7. **Additional Incentives.**

- a. **Yards/Setbacks.** Utilization of RAS3 Zone setbacks to permit a minimum rear yard of 5 feet in lieu of 19 feet, and a minimum side yard (northern yard) of 5 feet in lieu of 10

feet otherwise required for the residential use of the project. The project will provide a rear yard and side yard of 5 feet.

- b. **Transitional Height.** Utilization of Tier 1 Transitional Height requirements in which the project's building height limit shall be stepped-back at a 45 degree angle as measured from a horizontal plane originating 15 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive residential zone. The maximum transitional height will be limited to 106 feet and 2 inches. The project will rise to a maximum height of 97 feet and 6 inches in lieu of the 33 feet otherwise permitted for a commercial zoned property located 50 – 99 feet away from the R1 Zone.

### Site Plan Review Conditions

8. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
9. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer(s), if located at-grade and facing the public right-of-way, shall be screened with landscaping or a green wall.
10. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, walkways, common open space and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
11. **Landscaping.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The landscape plan shall indicate landscape points for the project equivalent to 10% more than otherwise required by LAMC 12.40 and Landscape Ordinance Guidelines.
12. **Materials.** A variety of high quality exterior building materials, consistent with the approved Exhibit "A" plans, shall be used. Substitutes of an equal quality shall be permitted to the satisfaction of the Department of City planning.
13. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above night skies.
14. **Parking.** With the exception of vehicle and pedestrian entrances and/or fresh air intake grilles, all vehicle parking shall be completely enclosed along all sides of the building.
15. **Trash.** All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.
16. **Parking / Driveway Plan.** Prior to the issuance of any building permit, the applicant shall submit a parking and driveway plan to the Department of Transportation for approval.
17. **Solar Panels.** Solar panels shall be installed on the project's rooftop space to be connected to the building's electrical system. A minimum 15% of the available roof area shall be reserved for the installation of a solar photovoltaic system, to be installed prior to

the issuance of a certificate of occupancy, in substantial conformance with the plans stamped "Exhibit A".

18. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.
19. During the construction phase of the Project, noise attenuation features such as mufflers, temporary noise barriers, and the warming up of stage equipment away from sensitive land uses are required to reduce noise impacts on adjacent properties.

### **Administrative Conditions**

20. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building & Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building & Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building & Safety shall be stamped by Department of City Planning staff "Final Plans." A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
21. **Notations on Plans.** Plans submitted to the Department of Building & Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
22. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
23. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
24. **Department of Building & Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building & Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building & Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
25. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for

additional review and sign-off prior to the issuance of any permit in connection with those plans.

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

Applicant shall do all of the following:

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

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

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

For purposes of this condition, the following definitions apply:

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

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

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

## **PROJECT BACKGROUND**

The subject property is an approximately 20,815 square-foot (0.478 acres), level, corner site consisting of 3 lots with a combined frontage of approximately 149 feet on the north side of Sunset Boulevard and 140 feet on the west side of Fairfax Avenue in Hollywood. The site is zoned C4-1D and is located within the Hollywood Community Plan with a General Plan Land Use Designation of Neighborhood Office Commercial.

The site is located within the Transit Priority Area in the City of Los Angeles (ZI-2452), Tier 3 TOC, an Urban Agriculture Incentive Zone, Fire District No. 1, and is within 0.28 kilometers of the nearest known fault (Hollywood Fault). The site is not subject to any additional land use specific plan, community design overlay, or interim control ordinances.

The subject property is currently developed with a gas station and mini-market. The property site is located in an urbanized neighborhood bound by Fairfax Avenue to the east, Sunset Boulevard to the south, a two-story commercial-office building to the west, and a three-story multi-family residential building to the north.

The proposed project involves the demolition of existing structures and construction, use, and maintenance of a seven-story, 62-unit mixed-use commercial-residential building. Seven stories will be constructed above grade and one level below grade. The proposed building will encompass approximately 57,241 square-feet of floor area, resulting in a FAR of 2.75 to 1. The building will rise to a maximum height of 97 feet and 6 inches. The project's residential dwelling units will inhabit the top five stories of the building and include five (5) units reserved for Extremely

Low Income households. The residential unit mix includes 19 studio units, 28 one-bedroom units, and 15 two-bedroom units. Parking will be located within the subterranean, first, and second floor levels of the structure. Parking accommodations include 82 automobile parking spaces; 47 parking spaces will be dedicated to the residential use of the project and will be located on the subterranean and first floors while 35 parking spaces will be dedicated to the commercial use of the project on the second floor. The Project will be served by two, two-way driveways along Sunset Boulevard and Fairfax Avenue, respectively. The driveway located along Sunset Boulevard will provide access to commercial parking stalls on the second floor. The driveway located along Fairfax Avenue will provide access to residential parking stalls on the first and subterranean levels. The Project will also provide 11 short-term bicycle parking stalls and 56 long-term bicycle parking stalls. The Project will provide 10,319 square-feet of open space (6,575 square-feet credited, 3,744 square-feet non-credited) which includes 62 private balconies, a recreation room, a courtyard on the third floor, and a roof deck.

Projects in the C4 Zone can typically build to an unlimited height. However, since the proposed project is within 50 – 99 feet from an RW1 or more restrictive residential zone, the maximum height allowed by the LAMC is 33 feet. In addition, the project site is located in a 1D height district as identified in the Hollywood Community Plan. Projects in this height district are limited to a FAR of 1:1. With the proposed project, the applicant requests the following discretionary actions:

## **SURROUNDING PROPERTIES**

Surrounding properties are developed with commercial, office, and residential developments. Properties to the west are zoned C4-1D and are developed with a two-story commercial-office building and a car wash. Properties to the south are zoned C4-1D and are developed with a one-story commercial building with a drug store, restaurant, and shoe repair shop as well as the multi-story Directors Guild of America office building. Properties to the east are zoned C4-1VL and are developed with a gas station and grocery market. Properties to the north are zoned R1-1, RD-1.5-1, and R3-1XL, and are developed with single-family and multi-family residential buildings.

## **STREETS**

Sunset Boulevard, adjoining the subject property to the south, is a designated Avenue I, with a roadway width of 70 feet and a right-of-way width of 100 feet improved with asphalt roadway, concrete curb, gutter, and sidewalk.

Fairfax Avenue, adjoining the subject property to the east, is a designated Avenue II, with a roadway width of 56 feet and a right-of-way width of 86 feet improved with asphalt roadway, concrete curb, gutter, and sidewalk.

## **TRANSIT ORIENTED COMMUNITIES**

The subject property is located within 250 feet from the intersection of one Metro Rapid Bus Line and two Metro Local Bus Lines. The subject property is therefore located in Tier 3 of the Transit Oriented Communities Affordable Housing Incentive Program and is eligible for Tier 3 incentives. However, the applicant is electing a lower tier as is permissible, for Tier I incentives. Per Section IV of the Transit Oriented Communities Guidelines, Tier 1 projects are eligible for the base incentives as well as up to two additional incentives as the project reserves at least 7 percent of the base units for Extremely Low Income Households.

Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the project is eligible for Base Incentives and up to two (2) additional incentives.



As base incentives, the project is eligible to (1) increase the maximum allowable number of dwelling units permitted by 50 percent, (2) increase the maximum allowable floor area ratio to 2.75 to 1, and (3) provide 0.5 parking space per residential unit and a 10% reduction in commercial parking spaces. The project is requesting two additional incentives as follows: (1) the utilization of the rear and side yard requirements of the RAS3 Zone for a westerly rear yard and northerly side yard of a minimum of 5 feet, and; (2) the utilization of Tier 1 Transitional Height requirements in which the project's building height limit shall be stepped at a 45 degree angle as measured from a horizontal plane originating 15 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive residential zone.

With an existing lot area of 20,815 square-feet, the property is permitted to construct up to 52 units by-right. By setting aside 8% of the project's 53-unit base density for Extremely Low Income Households, the project is eligible for a density increase to a maximum of 80 total units. The project proposes 62 units with five (5) units set aside. The Project will have a FAR of 2.75 to 1, resulting in a total floor area of 57,241 square-feet, and will observe a height of 97 feet and 6 inches and seven stories (one level of subterranean parking and two levels of above-grade parking). Upon completion the gross building area would be approximately 108,409 square-feet.

### **HOUSING REPLACEMENT (AB 2556 DETERMINATION)**

Pursuant to LAMC Section 12.22 A.31(b)(1), a Housing Development located within a Transit Oriented Communities (TOC) Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets any applicable replacement requirements of California Government Code Section 65915(c)(3) (California State Density Bonus Law).

Assembly Bill 2222 (AB 2222) amended the State Density Bonus Law to require applicants of density bonus projects filed as of January 1, 2015 to demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households.

On September 28, 2016, the Governor signed Assembly Bill 2556 (AB 2556) which further amended the State Density Bonus Law. The amendments took effect on January 1, 2017. AB 2556 clarifies the implementation of the required replacement of affordable units in Density Bonus projects, first introduced by AB 2222. AB 2556 further defines "equivalent size" to mean that as a whole, the new units must contain at least the same total number of bedrooms as the units being replaced.

In addition to the requirements of California State Density Bonus Law, on October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2015. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units. The Department of Housing and Community Investment (HCIDLA) has determined, per the Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination, dated **April 1, 2020**, that

there are no units subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330).

As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Sections 65915©(3) (State Density Bonus Law) and 66300 (Housing Crisis Act of 2019).

## **TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS**

To be an eligible Transit Oriented Communities (TOC) Housing Development, a project must meet the Eligibility criteria set forth in Section IV of the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines). A Housing Development located within a TOC Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets all of the following requirements, which it does:

1. **On-Site Restricted Affordable Units.** *In each Tier, a Housing Development shall provide On-Site Restricted Affordable Units at a rate of at least the minimum percentages described below. The minimum number of On-Site Restricted Affordable Units shall be calculated based upon the total number of units in the final project.*
  - a. *Tier 1 - 8% of the total number of dwelling units shall be affordable to Extremely Low Income (ELI) income households, 11% of the total number of dwelling units shall be affordable to Very Low (VL) income households, or 20% of the total number of dwelling units shall be affordable to Lower Income households.*
  - b. *Tier 2 - 9% ELI, 12% VL or 21% Lower.*
  - c. *Tier 3 - 10% ELI, 14% VL or 23% Lower.*
  - d. *Tier 4 - 11% ELI, 15% VL or 25% Lower.*

The project site is located within a Tier 3 Transit Oriented Communities (TOC) Affordable Housing Incentive Area. The applicant has elected a lower tier (Tier 1), as permitted by TOC Guidelines, and will provide the percentage of On-Site Restricted Affordable Units required for that tier. As part of the proposed development, the project is required to reserve a total of five (5) on-site dwelling units for Extremely Low Income Households, which equates to 8 percent of the 62 total dwelling units proposed as part of the Housing Development. Therefore, the project meets the eligibility requirement for On-Site Restricted Affordable Units.

2. **Major Transit Stop.** *A Housing Development shall be located on a lot, any portion of which must be located within 2,640 feet of a Major Transit Stop, as defined in Section II and according to the procedures in Section III.2 of the TOC Guidelines.*

As defined in the TOC Guidelines, a Major Transit Stop is defined as a site with an existing rail transit station or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The subject property is located within 250 feet from a street intersection with three major bus routes (Metro Local Bus Lines 2 and 217, and Metro Rapid Bus Line 780). As such, the project meets the eligibility requirement for proximity to a Major Transit Stop.

3. **Housing Replacement.** *A Housing Development must meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified*

*by the Department of Housing and Community Investment (HCIDLA) prior to the issuance of any building permit. Replacement housing units required per this section may also count towards other On-Site Restricted Affordable Units requirements.*

Pursuant to the SB 330 Determination made by the Housing and Community Investment Department (HCIDLA) dated April 1, 2020, the proposed project is not required to provide any replacement affordable housing units. Therefore, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Section 65915(c)(3).

4. **Other Density or Development Bonus Provisions.** *A Housing Development shall not seek and receive a density or development bonus under the provisions of California Government Code Section 65915 (state Density Bonus law) or any other State or local program that provides development bonuses. This includes any development bonus or other incentive granting additional residential units or floor area provided through a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Plan Implementation Overlay (CPIO), Specific Plan, or overlay district.*

The project is not seeking any additional density or development bonuses under the provisions of the State Density Bonus Law or any other State or local program that provides development bonuses, including, but not limited to a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Implementation Overlay (CPIO), Specific Plan, or overlay district. The project will redevelop an existing gas station and mini-market with a seven-story mixed-use development with 62 dwelling units and commercial tenant space on the ground floor. The TOC Incentives are applied throughout the entirety of the site and no development bonuses under any other state or local program will be utilized. The total project will reserve five (5) units for Extremely Low Income households and provide 57 market rate units. As such, the project meets this eligibility requirement.

5. **Base Incentives and Additional Incentives.** *All Eligible Housing Developments are eligible to receive the Base Incentives listed in Section VI of the TOC Guidelines. Up to three Additional Incentives listed in Section VII of the TOC Guidelines may be granted based upon the affordability requirements described below. For the purposes of this section below “base units” refers to the maximum allowable density allowed by the zoning, prior to any density increase provided through these Guidelines. The affordable housing units required per this section may also count towards the On-Site Restricted Affordable Units requirement in Section IV.1 above (except Moderate Income units).*
  - a. *One Additional Incentive may be granted for projects that include at least 4% of the base units for Extremely Low Income Households, at least 5% of the base units for Very Low Income Households, at least 10% of the base units for Lower Income Households, or at least 10% of the base units for persons and families of Moderate Income in a common interest development.*
  - b. *Two Additional Incentives may be granted for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units for Very Low Income Households, at least 20% of the base units for Lower Income Households, or at least 20% of the base units for persons and families of Moderate Income in a common interest development.*

- c. *Three Additional Incentives may be granted for projects that include at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units for Very Low Income Households, at least 30% of the base units for Lower Income Households, or at least 30% of the base units for persons and families of Moderate Income in a common interest development.*

As an eligible housing development, the project is qualified to receive the Base Incentives listed in the TOC Guidelines. The project is seeking two (2) Additional Incentives: 1) the utilization of the northern side setback and western rear setback requirements of the RAS3 Zone for a project in a commercial zone, and 2) the utilization of the Tier 1 Transitional Height requirements in which the project's building height limit shall be stepped-back at a 45 degree angle as measured from a horizontal plane originating 15 feet above grade at the property line of the adjoining lot in the RW1 or more restrictive residential zone. The project will set aside at least 7 percent of the 53 base units for Extremely Low Income Households. Of the 62 units proposed, 8 percent (5 units) will be set aside for Extremely Low Income Households. As such, the project meets the eligibility requirement for Base and Additional Incentives.

6. **Projects Adhering to Labor Standards.** *Projects that adhere to the labor standards required in LAMC 11.5.11 may be granted two Additional Incentives from the menu in Section VII of these Guidelines (for a total of up to five Additional Incentives).*

The project is not seeking Additional Incentives beyond the two permitted in exchange for reserving at least 7 percent of the base units for Extremely Low Income Households. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11; this eligibility requirement does not apply.

7. **Multiple Lots.** *A building that crosses one or more lots may request the TOC Incentives that correspond to the lot with the highest Tier permitted by Section III above.*

The proposed building is located on three lots, all of which are designated within a Tier 3 TOC Affordable Housing Incentive Area. Although the Project is eligible for Tier 3 the applicant has elected to utilize Tier 1 as is permitted in the TOC Guidelines. By electing Tier I, the Project must provide the minimum number of On-site Restricted Affordable Housing Units for the lower tier based on the total number of units in the final project. . With 62 dwelling units proposed, the Project will provide 8 percent (5 units) for Extremely Low Income Households.

8. **Request for a Lower Tier.** *Even though an applicant may be eligible for a certain Tier, they may choose to select a Lower Tier by providing the percentage of On-Site Restricted Affordable Housing units required for any lower Tier and be limited to the Incentives available for the lower Tier.*

The applicant is eligible for Tier 3, but has elected to utilize Tier 1. The Project will provide the percentage of On-Site Restricted Affordable Housing Units for the lower Tier. It will provide 8% of the total 62 dwelling units for Extremely Low Income households.

9. **100% Affordable Housing Projects.** *Buildings that are Eligible Housing Developments that consist of 100% On-Site Restricted Affordable units, exclusive of a building manager's*

*unit or units shall, for purposes of these Guidelines, be eligible for one increase in Tier than otherwise would be provided.*

The project does not consist of 100% On-Site Restricted Affordable units. It is not eligible for or seeking an increase in Tier. As such, this eligibility requirement does not apply.

- 10. Design Conformance.** *Projects seeking to obtain Additional Incentives shall be subject to any applicable design guidelines, including any Community Plan design guidelines, Specific Plan design guidelines and/or Citywide Design Guidelines and may be subject to conditions to meet design performance. The conditions shall not preclude the ability to construct the building with the residential density permitted by Section VI.*

The project as proposed and as conditioned, meets the intent of the Citywide Design Guidelines (adopted by City Planning Commission October 24, 2019).

**GUIDELINE 1: PROMOTE A SAFE, COMFORTABLE AND ACCESSIBLE PEDESTRIAN EXPERIENCE FOR ALL.**

Street-level commercial tenants face Sunset Boulevard and wrap around a portion of Fairfax Avenue, with aluminum framed storefront windows providing natural light into these spaces during the day. This contributes to the visibility and accessibility of the project among pedestrians. In addition, residential amenities are also accessible from the street. A dedicated entryway into the residential lobby, elevators, and mail room are located on Fairfax Avenue for residents to utilize.

**GUIDELINE 2: CAREFULLY INCORPORATE VEHICULAR ACCESS SUCH THAT IT DOES NOT DISCOURAGE AND/OR INHIBIT THE PEDESTRIAN EXPERIENCE.**

Vehicular access into the building is located at two, two-way driveways furthest from the intersection of Sunset Boulevard and Fairfax Avenue. The driveway located on Sunset Boulevard provides access to commercial parking stalls on the second level of the building. The driveway located on Fairfax Avenue provides access to residential parking stalls on the first and basement level of the building. Each driveway provides ample space for vehicles to queue in and out of the building, mitigating interference with the sidewalk.

**GUIDELINE 3: DESIGN PROJECTS TO ACTIVELY ENGAGE WITH STREETS AND PUBLIC SPACE AND MAINTAIN HUMAN SCALE.**

Street-level commercial tenants and the pedestrian entryway into the residential lobby face Sunset Boulevard and Fairfax Avenue and are accessible from the sidewalk. Storefront glazing of these spaces provide visibility into the building, allowing visual interaction and observation between building occupants and pedestrians. The façade of the building includes various colored vinyl-glass panels and fiber cement sidings which lends to the aesthetic of the project while also adding visual interest from the street. These design components will be complemented by the installation of a mural on the west-facing wall of the building, closest to Sunset Boulevard, for pedestrians and drivers to view. In addition, residential windows and outdoor patios facing the street also provide a sense of safety and engagement between public and private space users.

Metal awnings along the exterior of the building facing Sunset Boulevard and Fairfax Avenue provide minimal coverage for pedestrians from sunlight and weather conditions.

Street trees placed along Fairfax Avenue provide a similar function, providing shade for pedestrians.

#### GUIDELINE 4: ORGANIZE AND SHAPE PROJECTS TO RECOGNIZE AND RESPECT SURROUNDING CONTEXT.

The placement and orientation of the building's third floor residential courtyard on the western side of the property acknowledges the surrounding residential and commercial uses adjacent to the project site. The courtyard space mitigates the project's visual impact on the residents residing north and northwest while also providing the building's residents semi-private open space for recreation, socialization, and relaxation. The courtyard extends to southern edge of the project along Sunset Boulevard, allowing residents to observe the pedestrian and commercial activities below.

Commercial tenant spaces are designated to the ground-floor, facing Sunset Boulevard and Fairfax Avenue. Storefront glazing and street-level entry contribute to the accessibility of the project and the activation of the street frontages. This is consistent with the commercial character of the neighborhood.

#### GUIDELINE 5: EXPRESS A CLEAR AND COHERENT ARCHITECTURAL IDEA.

The project evokes a modern-contemporary design and mimics the topography surrounding the Hollywood neighborhood. The design and height of the roof mimic the terrain of the hills and mountains north of the project site. The choice of color and utilization of concrete cladding, metal wall panels, vinyl window, and cement plastering with wooden accents along the exterior of the building help produce a cohesive look and distinguish the commercial and residential portions of the project. The residential patio spaces, third-floor courtyard, and roof deck, in conjunction with the Project's Landscape Plan, provide a balance between the built and natural environment. These features break up the massing of the building while providing visual interest, air and light ventilation, and openness to the surrounding neighborhood. Street-facing commercial tenants with storefront glazing are consistent with the architecture of the building, allowing for visibility and activation of the street frontages.

#### GUIDELINE 6: PROVIDE AMENITIES THAT SUPPORT COMMUNITY BUILDING AND PROVIDE AN INVITING, COMFORTABLE USER EXPERIENCE.

The project provides adequate short-term and long-term bicycle parking stalls for its residential and commercial users. The third-floor courtyard and sky deck function as semi-private gathering spaces for relaxation and social interaction. These spaces also provide residents a connection to the surrounding environment with views of the streets below and of Los Angeles. The built-in spa on the roof deck will further enhance residents' comfort.

#### GUIDELINE 7: CAREFULLY ARRANGE DESIGN ELEMENTS AND USES TO PROTECT SITE USERS

The Project organizes the commercial and residential use of the proposed building with dedicated entryways, driveways, and parking stalls to protect site users.

Access to the residential lobby can only be made through an entryway adjacent to and visible from the Leasing and Property Management Offices on the eastern side of the building. This entryway is located along Fairfax Avenue, away from the commercial

activities that would predominately occur along the southern portion of the property and Sunset Boulevard. Residential parking will also be accessible from a driveway along Fairfax Avenue, which would lead to residential-only parking stalls on the ground and subterranean levels. Entry into the Project's garages and residential lobby will be locked after business hours, otherwise individuals must use a key card or utilize the visitor call box to obtain entry.

With commercial businesses fronting Sunset Boulevard, customers arriving by foot will have ease of access to these spaces from the commercial corridor. Customers parking at the Project will utilize the driveway along Sunset Boulevard to access commercial parking stalls on the second floor. Commercial tenants and customers would utilize a dedicated elevator to access the Project's street-level businesses and would not have access to the dwelling units located above.

The third-floor residential courtyard is located on the western portion of the project site, mitigating noise and air quality impacts attributed to street traffic along Fairfax Avenue and Sunset Boulevard. Additional open space is found on the roof deck, creating additional semi-private space for tenants.

#### **GUIDELINE 8: PROTECT THE SITE'S UNIQUE NATURAL RESOURCES AND FEATURES.**

The project preserves the site's natural topography and the existing draining courses. The project also proposes the use of a plant palette that is native to the State of California.

#### **GUIDELINE 9: CONFIGURE THE SITE LAYOUT, BUILDING MASSING AND ORIENTATION TO LOWER ENERGY DEMAND AND INCREASE COMFORT AND WELL-BEING OF USERS.**

The project's orientation and its utilization of natural light, air ventilation, and shading were taken account in the design of the building. The ground-floor commercial spaces utilize storefront glazing to maximize natural light and visibility into the building during the day. The parking garage of the building, located on the ground and second floors of the building, will be open to light and air ventilation. Colored panels and landscaping will be used to hide the parked cars from public view. The project's residential units are designed to face towards the third-floor courtyard on the northwestern portion of the project site, and towards the north, east, and south directions. This minimizes sun exposure from the west, thereby reducing energy consumption associated with the building's HVAC system. The building's windows are designed to be slightly inset from the building's face to regulate direct sunlight. Lastly, the building's rooftop will utilize a coating with high thermal emittance and solar reflectance to regulate heat absorption.

#### **GUIDELINE 10: ENHANCE GREEN FEATURES TO INCREASE OPPORTUNITIES TO CAPTURE STORMWATER AND PROMOTE HABITAT.**

The project will utilize native, drought tolerant landscaping throughout the project site. These plants will reduce the project's consumption of water while also allowing the capture of stormwater runoff.

### **TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM /AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS**

Pursuant to Section 12.22 A.31(e) of the LAMC, the Director shall review a Transit Oriented Communities Affordable Housing Incentive Program project application in accordance with the procedures outlined in LAMC Section 12.22 A.25(g).

**1. The incentives are not required to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.**

The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary 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, moderate, and extreme 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 list of base and additional incentives in the Transit Oriented Communities Guidelines were pre-evaluated at the time the Transit Oriented Communities Affordable Housing Incentive Program Ordinance was adopted to include relief mechanisms that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

**Density.** The requested incentive for an increase in density is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. Subject to LAMC, the subject project is required to provide 400 square feet of lot area per residential unit. With a lot size of 20,815 square feet, the base density of the project is 53 units. However, TOC projects are eligible for a density bonus based on their qualified Tier or lower Tier. Although the proposed project qualifies for Tier 3, the applicant is electing to utilize the Tier 1 density bonus incentive for a maximum increase of 50%. The project requests a percent density increase of 17% with 62 units proposed. The increase in density allows for more units reserved for Extremely Low Income Households. This incentive supports the applicant's proposal to reserve five (5) units for Extremely Low Income Households and rent 57 units as market-rate units.

**Floor Area Ratio.** The requested incentive for an increase in floor area ratio is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. The subject property is zoned C4-1D in the Hollywood Community Plan which allows for a maximum FAR of 1 to 1, or 20,815 square-feet. The proposed project is eligible for Tier 1 incentives which allows for a maximum FAR of 2.75 to 1. The project will utilize the maximum FAR with a proposed floor area of 57,241 square-feet. The increase in floor area will allow for more residential units which support the inclusion of units reserved for Extremely Low Income Households. This incentive supports the applicant's proposal to reserve five (5) units for Extremely Low Income Households and rent 57 units as market-rate units, for a total of 62 units.

**Parking.** The requested incentive for a reduction in the number of automobile parking spaces required is expressed in the Menu of Incentives in the Transit Oriented Communities



Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. Per LAMC, the proposed project is required to provide a total of 130 automobile parking spaces (91 residential, 39 commercial). However, eligible TOC projects can utilize an automobile parking reduction incentive based on their qualified Tier or a lower Tier. The proposed project will utilize the Tier 1 parking reduction incentive which allows for projects to provide 0.5 parking spaces per bedroom and a 10% reduction in commercial parking spaces. With the incentive, the project will provide a total of 82 automobile parking spaces (47 residential, 35 commercial), a net decrease of 48 parking spaces otherwise required. The requested incentive allows the developer to reduce parking requirements so that affordable housing units reserved for Extremely Low Income Households can be constructed and the overall space dedicated to residential uses is increased. These incentives support the applicant's decision to reserve five units as affordable housing units reserved for Extremely Low Income Households.

***Yards/Setbacks.*** The requested incentive for reduced yards is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. The applicant has requested to utilize the setback requirements of the RAS3 Zone. The applicant proposes a westerly rear yard of 5 feet in lieu of 19 feet required by zoning and a northerly side yard of 5 feet in lieu of 10 feet. The requested incentive will allow the developer to increase the buildable area of the site. This increase allows for additional square footage to be allocated to residential units which supports the inclusion of units reserved for Extremely Low Income Households. This incentive supports the applicant's proposal to reserve five (5) units for Extremely Low Income Households and rent 57 units as market-rate units, for a total of 62 units.

***Transitional Height.*** The requested incentive for an increase in transitional height is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. Per LAMC, projects developed in a commercial zone with portions of buildings within 50 – 99 feet of a RW1 or more restrictive Zone shall not exceed 33 feet in height. The project is located approximately 91 feet from an R1 Zone, across Fairfax Avenue, and therefore would be subject to this requirement. However, the applicant has requested to utilize the Transitional Height requirements for TOC projects in their qualified Tier or lower. The applicant is electing to utilize Tier 1 Transitional Height requirements which allows the building height limit to be stepped-back at a 45 degree angle measured from the horizontal plane originating 15 feet above grade at the property line of the adjoining lot in the R1 Zone across Fairfax Avenue. The maximum height established by the transitional height incentive is 106 feet and 2 inches. The maximum proposed height of the project will be 97 feet and 6 inches, encompassing seven stories. This increase in transitional height supports the inclusion of units reserved for Extremely Low Income Households with the addition of residential levels. The incentive supports the applicant's proposal to reserve five (5) units for Extremely Low Income Households and rent 57 units as market-rate units, for a total of 62 units.

- 2. The Incentive 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.**

There is no evidence that the proposed incentive will have a specific adverse impact. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). The proposed Project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the State's CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed Project reach or exceed those thresholds. Analysis of the proposed Project determined that it is Categorical Exempt from environmental review pursuant to Article 19, Class 32 of the CEQA Guidelines.

The Class 32 Exemption is intended to promote infill development within urbanized areas. The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "Infill Projects" as further described in the analysis for Case No. ENV-2020-3349-CE. The five conditions which the project must meet in order to qualify for the Class 32 Categorical Exemption are as follows: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services. The project, as proposed, was determined to meet all five conditions. Furthermore, planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed ordinance listed in "CEQA Guidelines" Section 15300.2 and determined that none of the exceptions apply to the proposed project.

Therefore, there is no substantial evidence that the proposed Project 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.

## **SITE PLAN REVIEW FINDINGS**

- 1. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and does not conflict with any applicable regulations, standards, and any applicable specific plan.*

The proposed project is consistent with applicable general plan designation, applicable policies, and applicable zoning designations. The Hollywood Community Plan Map designates the property for Neighborhood Office Commercial land uses with corresponding zones C1, C2, C4, P, RAS3, and RAS4. The site is zoned C4-1D, which permits one dwelling unit per 400 square feet of lot area thereby allowing up to 53 dwelling units based on the size of the site (20,815 square feet). The subject Transit Oriented Communities ("TOC") density bonus allows for the proposed 62 units with 5 units set aside for Extremely Low-Income residents.

The proposed project is consistent with the Goals, Objectives, and Policies, of the Hollywood Community Plan as described below.

*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.*

The project site is designated for Neighborhood Office Commercial uses and is zoned C4-1D which allows for residential and commercial uses. The site is currently underutilized as it is developed with a gas station and mini-market. The applicant proposes to demolish the existing infrastructure and construct a seven-story mixed-use project with 62 apartment units and commercial tenant space on the ground floor fronting Fairfax Avenue and Sunset Boulevard. The Project will provide a unit mix of 17 single, 31 one-bedroom, and 14 two-bedroom dwelling units, allocating 8% of the proposed dwelling units (5 units) for households that meet the Extremely Low Income criteria. The mix of market rate and restricted affordable units provides greater individual choice in housing. Furthermore, the Project is consistent with the Community Plan's policy to "provide adequate multifamily residential development" by redeveloping underutilized land and proposing a more intense and efficient use of the site with an increase of 62 units in the community.

*Housing Criteria 1 The intensity of residential land use and the density of the population shall be accommodated by the existing and assured circulation and public transportation systems within the area.*

The proposed mixed-use project will be located in a transit priority area (TPA) within 250 feet from two Major Transit Stops serviced by three Metro Local Bus Lines. The three bus lines provide public transit commuters access to communities across Los Angeles County. Bus service and operation close to the project site addresses the Community Plan's housing criteria of providing adequate public transportation options for local residents. In addition, based on the Project Trip Generation Assessment conducted for the proposed project, the Project is not expected to result in a significant impact to the surrounding transportation given that fewer daily trips are anticipated compared to the existing land use. As a result, the Los Angeles Department of Transportation (LADOT) concluded that a traffic impact analysis was not required for this project.

The proposed project is consistent with the Goals, Objectives, and Policies, of the General Plan's Housing Element as described below.

*Objective 1.1 Produce an adequate supply of rental and ownership housing in order to meet current and projected needs;*

*Policy 1.1.1 Expand opportunities for residential development, particularly in designated centers, Transit Oriented Districts, and along mixed-use boulevards.*

The project site is currently underutilized as it is developed with a gas station and mini-market. The applicant proposes to demolish the existing improvements and construct a seven-story mixed-use development with 62 apartment units and 6,452 square-feet of ground floor commercial tenant space. This will contribute to a net increase in 62 dwelling units in the community, including 5 units reserved for Extremely Low Income households. The Project will be developed in a transit priority area, adjacent to two major transit stops in the Hollywood neighborhood. The project site is surrounded by commercial, office, and

residential uses. The residential and commercial use of the proposed project will complement the surrounding land uses.

*Objective 2.2 Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit;*

*Policy 2.2.1 Provide incentives to encourage integration of housing with other compatible land uses.*

The proposed project will dedicate 8% of its total units (5 units) for Extremely Low Income households in exchange for utilizing TOC Base and On-Menu Incentives. As a result, the Project will offer mixed-income housing within a seven-story, commercial-residential building with restaurant and retail tenants located on the ground-floor and dwelling units located on the second to seventh floors. Not only does the Project accommodate various tenant types and income levels, the project site is also surrounded by numerous commercial businesses and offices, further integrating the housing component with multiple land uses in the neighborhood. Three Metro Bus Lines service the project vicinity along the intersection of Fairfax Avenue and Sunset Boulevard, promoting the accessibility and sustainable development of the neighborhood. Local residents and workers can utilize the existing public transit service to connect to communities across Los Angeles County.

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

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

The project site consists of three contiguous lots encompassing approximately 20,815 square-feet (0.478 acres) of lot area. The subject property is rectangular-shaped and located on the corner northwest corner of Sunset Boulevard and Fairfax Avenue. The project site has a street frontage of approximately 149 feet along the north side of Sunset Boulevard and a frontage of approximately 140 feet along the west side of Fairfax Avenue. The site is zoned C4-1D and is located within the Hollywood Community Plan Area with a General Land Use Designation of Neighborhood Office Commercial. Currently, the subject property is developed with gas station and mini-market. The proposed project involves the demolition of the existing structures and the construction, use, and maintenance of a new seven-story, mixed-use residential-commercial development with 62 dwelling units and ground-floor commercial tenant space.

The proposed building would encompass approximately 57,241 square-feet in total floor area, resulting in a FAR of 2.75 to 1. Upon completion the gross building area would be approximately 108,409 square-feet. The Project would provide a unit mix of 19 single, 28 one-bedroom, and 15 two-bedroom dwelling units, allocating 8% of the proposed dwelling units (5 units) for households that meet the Extremely Low Income criteria. The project will provide 82 automobile parking spaces (47 residential, 35 commercial) in addition to 56 long-term bicycle parking spaces and 11 short-term bicycle parking spaces. A total of

10,319 square-feet of open space will be provided, divided among the residential courtyard, sky deck, recreation room, and outdoor balconies.

The project site is located in a highly urbanized area with a mix of land uses including commercial, office, single- and multi-family residential uses. Properties to the west are zoned C4-1D and are developed with a two-story commercial-office building and a car wash. Properties to the south are zoned C4-1D and are developed with a one-story commercial building with a drug store, restaurant, and shoe repair shop as well as the multi-story Directors Guild of America office building. Properties to the east are zoned C4-1VL and are developed with a gas station and grocery market. Properties to the north are zoned R1-1, RD-1.5-1, and R3-1XL, and are developed with single-family and multi-family residential buildings.

As a Tier 3 designated property under the TOC Guidelines, the project site is intended for higher intensity development as the site is commercially zoned and within close proximity to two Major Transit Stops with three Metro Rapid and Local Bus Lines. The project has been conditioned and designed to comply with the TOC Guidelines and, as such, the project is compatible with the adjacent land uses and is consistent with the General Plan and Hollywood Community Plan.

#### Height, Bulk, and Setbacks

Properties zoned for commercial use with a height district of 1 normally allow for unlimited height and stories. However, projects in a commercial zone located within a certain distance from a RW1 or more restrictive zone shall not exceed a specified height limit. The proposed project is located approximately 91 feet from a R1 Zone across Fairfax Avenue, and therefore would be restricted to a height limit of 33 feet in accordance with LAMC Section 12.21.1 A.10. As permitted through the TOC Incentive Program and LAMC Section 12.22 A.31, Housing Developments in Tier 3-designated commercial zones may request the use of an Additional Incentive to allow for a building's height to be stepped-back at a 45 degree angle measured from the horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive zone. However, the applicant is electing to utilize Tier 1 Incentives, as is permissible in the TOC Guidelines, to provide a building height that shall be stepped-back at a 45 degree angle measured from the horizontal plane originating 15 feet above grade at the property line of the adjoining lot in the R1 Zone across Fairfax Avenue. The proposed maximum height of the project will be 97 feet and 6 inches, encompassing seven stories.

The C4-1D zoning of the project site allows a maximum FAR of 1 to 1. As permitted through the TOC Incentive Program and LAMC Section 12.22 A.31, Housing Developments utilizing Tier 1 Base Incentives qualify for a FAR increase of up to 2.75 to 1 in a commercial zone in exchange for setting aside a portion of the proposed residential units toward affordable housing. The project's total FAR is approximately 2.75 to 1, resulting in a total floor area of 57,241 square-feet.

Also in accordance with the TOC Incentive Program, the Project is requesting an Additional Incentive to utilize setback requirements of the RAS3 Zone in exchange for the provision of affordable housing units. The applicant proposes a reduction to the project's westerly rear yard and northerly side yard. The development will have for a westerly rear yard of 5 feet in lieu of 19 feet required by zoning and a northerly side yard reduction of 5 feet in lieu of 10 feet.

The bulk and massing of the proposed mixed-use development would be tempered by multiple design features which relate to the project's open space, landscaping, building materials, and orientation in relation to the surrounding built environment. The building includes an open-air courtyard on the third floor oriented toward the residential structures north and northwest of the project site. The utilization of this space as a courtyard rather than for massing and bulking, reduces the project's visual impact on the adjacent residential uses. Additionally, the project incorporates street-facing balconies on the residential floors of the building, windows, and breaks in the façade (both vertically and horizontally) to reduce the bulk and massing of the building. The building would incorporate a variety of building materials including concrete cladding, glass panels, vinyl windows, and plastering with wooden accents to produce a balanced and cohesive look that distinguishes the commercial and residential portions of the project. Commercial tenant spaces located on the ground floor facing Sunset Boulevard will utilize street front glazing to match the modern design aesthetic of the project. Landscaping would be utilized in a thoughtful manner to create an attractive third-floor courtyard and roof deck, as well as along the perimeter of the project site as a buffer between the adjacent residential properties and the roadway.

The height, bulk, and setbacks of the Project are thus consistent with the existing development in the immediate surrounding area and with the underlying C4 Zone. Therefore, the project will be compatible with the existing and future developments in the neighborhood.

### Parking

Per LAMC, the Project would be required to provide 130 automobile parking spaces (91 residential, 39 commercial). However, the project qualifies for TOC Tier 3 and will utilize the Tier 1 automobile parking reduction incentive in exchange for dwelling units reserved for Extremely Low Income household. With the Tier 1 incentive, projects can provide 0.5 spaces per bedroom and a 10% reduction in commercial parking. The 62-unit project will provide a total of 82 parking spaces, 47 designated to the residential use of the project and 35 designated the commercial use. The Project would provide 44 residential parking spaces and four (4) commercial parking spaces less than what is required by zoning. Automobile parking will be provided in three levels; residential parking spaces are designated to the subterranean and first floors, and commercial parking spaces are designated to the second-floor podium. The parking areas would be accessible from two, two-way driveways located on Fairfax Avenue (residential parking access) and Sunset Boulevard commercial parking access). The off-street parking will be fully enclosed and screened by glass panels with color vinyl, cement plastering, or architectural treatment so that it is not visible from the public right-of-way.

In addition, the Project would also provide 56 long-term bicycle parking spaces and 11 short-term bicycle parking spaces located on the subterranean and ground floors, respectively.

### Lighting

Lighting is required to be provided per LAMC requirements. The Project would provide security lighting on exterior areas to illuminate the building entrances, walkways, and parking areas. The Project is required to provide outdoor lighting with shielding, so that the light source cannot be seen from adjacent residential properties. This condition has

also been included in the subject approval. Therefore, the lighting will be compatible with the existing and future developments in the neighborhood.

### On-Site Landscaping

A total of 10,319 square-feet of open space (6,575 credited, 3,744 uncredited) would be provided, divided among a courtyard, roof deck, private patio decks, and lobby lounge. A total of 1,506 square-feet of landscaped area will also be provided on-site. 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. The planting of any required trees and street trees will be selected and installed per the Bureau of Street Services, Urban Forestry Division's requirements. Therefore, the on-site landscaping will be compatible with the existing the 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. However, the Project would provide a loading area within the interior of the building located adjacent to residential lobby and trash area, and accessible from the driveway along Fairfax Avenue. Tenants moving in and out of the building will be able to park their moving trucks in this area. Additionally service trucks (i.e. utility, waste, maintenance) and USPS carriers can also utilize this space during regular business hours.

The Project would include on-site trash collection for both refuse and recyclable materials, in conformance with LAMC. The main trash and recycling collection area would be located in an enclosed room adjacent to the parking area on the ground floor. It will be accessible from the driveway located on the eastern side of the project site along Fairfax Avenue. Residents of the building can dispose of their trash through the trash rooms located on each residential floor, which feed into the main trash and recycling collection area. Compliance with these regulations would allow the Project to be compatible with existing and future development.

As described above, the project consists of an arrangement of buildings and structure (including height, bulk, and setbacks), off-street parking facilities, lighting, landscaping, trash collection, and other such pertinent improvements that will be compatible with existing and future development on neighboring properties.

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

The project will provide 10,319 square feet of open space, including a 3,845 square-foot courtyard, 1,741 square-foot roof deck, 439 square-foot lobby lounge, and a total of 4,294 square-feet of private, outdoor patio space. The project's amenities would include a pool and spa on the roof deck and lounging space in courtyard, all of which are attractively landscaped. These amenities would provide residents a space for gathering, socialization, recreation, and relaxation.

The Project would also accommodate off-street parking within three parking levels (the subterranean and ground floors are designated for residential use, the second floor is designated for commercial use) at an amount that is more than required. In addition, the

subject property is located in a commercial zone near various amenities nearby and less than 250 feet from two Major Transit Stops with three Metro Rapid and Local Bus Lines for transit-dependent residents. Therefore, as proposed, the project provides a variety of recreational and service amenities in order to improve habitability for the residents while minimizing impacts on neighboring properties.

## ADDITIONAL MANDATORY FINDINGS

4. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located outside the flood zone.
5. A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following five applicable conditions: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

*(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations:*

The proposed project is consistent with applicable general plan designation, applicable policies, and applicable zoning designations. The Hollywood Community Plan Map designates the property for Neighborhood Office Commercial land uses with corresponding zones C1, C2, C4, P, RAS3, and RAS4. The site is zoned C4-1D, which permits one dwelling unit per 400 square feet of lot area thereby allowing up to 53 dwelling units based on the size of the site (20,815 square feet). The subject Transit Oriented Communities (“TOC”) density bonus allows for the proposed 62 units with 5 units set aside for Extremely Low-Income residents.

The proposed project is consistent with the Goals, Objectives, and Policies, of the Hollywood Community Plan as described below.

*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.*

The project site is designated for Neighborhood Office Commercial uses and is zoned C4-1D which allows for residential and commercial uses. The site is currently underutilized as it is developed with a gas station and mini-market. The applicant proposes to demolish the existing infrastructure and construct a seven-story mixed-use project with 62 apartment units and commercial tenant space on the ground floor fronting Fairfax Avenue and Sunset Boulevard. The Project will provide a unit mix of 17 single, 31 one-bedroom, and 14 two-bedroom dwelling units, allocating 8% of the proposed dwelling units (5 units) for households that meet the Extremely Low Income criteria. The mix of market rate and restricted affordable units provides greater



individual choice in housing. Furthermore, the Project is consistent with the Community Plan's policy to "provide adequate multifamily residential development" by redeveloping underutilized land and proposing a more intense and efficient use of the site with an increase of 62 units in the community.

*Housing Criteria 1: The intensity of residential land use and the density of the population shall be accommodated by the existing and assured circulation and public transportation systems within the area.*

The proposed mixed-use project will be located in a transit priority area (TPA) within 250 feet from two Major Transit Stops serviced by three Metro Local Bus Lines. The three bus lines provide public transit commuters access to communities across Los Angeles County. Bus service and operation close to the project site addresses the Community Plan's housing criteria of providing adequate public transportation options for local residents. In addition, based on the Project Trip Generation Assessment conducted for the proposed project, the Project is not expected to result in a significant impact to the surrounding transportation given that fewer daily trips are anticipated compared to the existing land use. As a result, the Los Angeles Department of Transportation (LADOT) concluded that a traffic impact analysis was not required for this project.

The proposed project is consistent with the Goals, Objectives, and Policies, of the General Plan's Housing Element as described below.

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

*Policy 1.1.1: Expand opportunities for residential development, particularly in designated centers, Transit Oriented Districts, and along mixed-use boulevards.*

The project site is currently underutilized as it is developed with a gas station and mini-market. The applicant proposes to demolish the existing improvements and construct a seven-story mixed-use development with 62 apartment units and 6,452 square-feet of ground floor commercial tenant space. This will contribute to a net increase in 62 dwelling units in the community, including 5 units reserved for Extremely Low Income households. The Project will be developed in a transit priority area, adjacent to two major transit stops in the Hollywood neighborhood. The project site is surrounded by commercial, office, and residential uses. The residential and commercial use of the proposed project will complement the surrounding land uses.

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

*Policy 2.2.1: Provide incentives to encourage integration of housing with other compatible land uses.*

The proposed project will dedicate 8% of its total units (5 units) for Extremely Low Income households in exchange for utilizing TOC Base and On-Menu Incentives. As a result, the Project will offer mixed-income housing within a seven-story, commercial-residential building with restaurant and retail tenants located on the ground-floor and dwelling units located on the second to seventh floors. Not only does the Project

accommodate various tenant types and income levels, the project site is also surrounded by numerous commercial businesses and offices, further integrating the housing component with multiple land uses in the neighborhood. Three Metro Bus Lines service the project vicinity along the intersection of Fairfax Avenue and Sunset Boulevard, promoting the accessibility and sustainable development of the neighborhood. Local residents and workers can utilize the existing public transit service to connect to communities across Los Angeles County.

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

- (b) *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*

The proposed development is wholly within the City of Los Angeles and is on a 0.478 acre site (i.e., less than five acres). The project site is surrounded by urban uses within an urban area; and not located in a farmland or agricultural designated area. The neighborhood is fully built out with a variety of development including transit, commercial, office, and residential uses. The proposed project will be consistent with the developments in the area, in compliance with subsection b.

- (c) *The project site has no value as habitat for endangered, rare or threatened species:*

The project site is located within an established, highly urbanized area with a mix of uses, located in the Hollywood Community Plan area. The subject property is currently developed with a gas station and mini-market. There are no protected trees on-site. Three non-protected trees located on-site will be removed as part of the proposed project. The project site is not identified as a biological resource area, nor is it within or near a designated Significant Ecological Area. Therefore, the project site has no value as habitat for endangered species, rare, or threatened species.

- (d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality:*

Traffic:

A significant traffic/transportation impact may occur if a project conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. On June 11, 2020, LADOT completed its review of a Trip Generation Assessment report conducted by Crain & Associates and determined that the Project would not result in significant impacts to the surrounding transportation system.

The Project consists of the demolition of the existing gas station and mini-market, and the construction and operation of a seven-story mixed-use building with commercial and residential uses. Vehicular access to the project site will be provided by two, two-way access driveways along the west side of Fairfax Avenue and the north side of Sunset Boulevard. The Project would replace the existing gas station and mini-market

with ground-floor restaurant and retail space, three levels of parking on the subterranean, first, and second floors, and 62 residential dwelling units on the third to seventh floors. Two screening criteria were utilized to ensure the Project's compliance with CEQA Guidelines regarding transportation impacts. These criteria include daily vehicle trip generation and net vehicle miles traveled (VMT). The Trip Generation Assessment determined that the Project would generate a net decrease of 257 daily trips, falling below the threshold of a net increase of 250 daily trips. As a result, a Transportation Assessment or VMT analysis was not prepared as the Project would produce fewer trips than the existing use of the project site. On June 11, 2020, LADOT concurred with the Trip Generation Assessment's conclusion and did not require the preparation of further traffic studies for the Project.

#### Noise:

A significant noise impact may occur if the proposed project would result in exposure of persons to or generation of noise levels in excess of standards established in the General plan, Noise Ordinance, of applicable standards of other agencies. In June 2020, a Noise Analysis studying project-related construction and operation noise impacts was completed by Eco Tierra Environmental Consulting, Inc.. The study evaluated noise impacts from five locations adjacent to sensitive land uses using the thresholds from the State CEQA Thresholds Guidelines and determined that the Project would comply with the City's existing noise regulations. The study concluded that construction and operation noise impacts associated with the proposed project would be less than significant.

Construction noise would be temporary and intermittent during the construction phase of the Project. The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. The Project would comply with the City's existing noise regulations, including the noise attenuation techniques required by LAMC 41.40 and 112.05, to ensure construction noise impacts would be less than significant. These codes regulate hours for construction activity and the maximum allowable noise level of powered equipment, respectively. Compliance requires the applicant to incorporate all feasible noise attenuation features such as noise mufflers and barriers. The Project would employ the construction techniques and best management practices such as utilizing mufflers, erecting temporary noise barriers, and warming up stage equipment away from sensitive land uses, as conditioned, to reduce noise impacts onto adjacent properties on the northern and western boundaries of the project site.

Upon completion and operation of the Project, on-site operational noise would be generated by heating, ventilation, air conditioning equipment, parking, traffic, residential and commercial activities. In addition, noise generated by occupants entering and leaving the building, and utilizing the outdoor patio area will also contribute to on-site operational noise. These sources of noise are not expected to disturb the surrounding land uses including the nearby residential structures. Noise levels generated by mechanical equipment such as air conditioners, fans, generators, pumps, filters and related equipment are anticipated to be below the threshold established in LAMC Section 112.02 with the use of appropriate noise control devices, such as sound attenuators, acoustics louvers, or sound screen/parapet walls and thus will be in compliance with this regulation. Noise associated with the parking areas of the Project, including cars entering and exiting, engines accelerating, car alarms, and other activities will contribute to noise levels that are less than significant throughout

the Project's design and will comply with existing LAMC regulations. As determined in the Noise Analysis, neither the commercial or residential uses located on-site will generate noise impacts that will exceed any thresholds of significance, especially in residential open area spaces where live or amplified music are prohibited. Based on the Trip Generation Assessment reviewed by LADOT, the proposed project is expected to reduce traffic given the net decrease in daily trips associated with the proposed project and not result in a doubling of the existing traffic volume on streets in the project's vicinity. Therefore, traffic noise impacts pertaining to the Project are reported to be less than significant.

By complying with all existing regulations governing both construction and operational noise, project-specific impacts would be less than significant.

#### Air Quality:

An Air Quality Analysis evaluating the Project for potential air quality impacts was prepared by Eco Tierra Environmental Consulting, Inc. in June 2020. The study evaluated the proposed project using South Coast Air Quality Management District (SCAQMD) methodologies and thresholds, as well as federal and state air quality standards established by the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS). Regional and localized thresholds analyzed include regulated pollutants (i.e VOCs, NOX, SOX, CO, PM10, and PM2.5), toxic air contaminants, and odors. The study concluded that air quality impacts associated with the Project will have a less than significant impact on the project site and the surrounding area, with no mitigation measures required. The following five potential impacts were evaluated:

*(1) Regional and localized emissions associated with construction activities -- less than significant.*

The South Coast Air Quality Management District (SCAQMD) develops significance thresholds for regulated pollutants (VOCs, NOX, SOX, CO, PM10, and PM2.5) using emissions data quantified by CalEEMod (Version 2016.3.2) software. The SCAQMD also regulates fugitive dust emissions as they are not amenable to collection and discharge through a controlled source.

The emission of pollutants and dust are expected from the following construction activities: demolition, grading, paving, building construction, and architectural coating. Based on the on-site and off-site emissions involved in the construction of the Project, emissions will not exceed SCAQMD's regional significance thresholds for criteria pollutants. In compliance with SCAQMD's Rule 403 regarding fugitive dust emissions, the Project will incorporate the best available dust control measures (BACMs) as they are considered standard regulatory requirements. These measures include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes and the use of water trucks during all phases of construction where earth moving operations would occur. As such, the Air Quality Analysis concluded that construction-related regional pollutant emissions would impose a less than significant impact with no mitigation measures required.

In addition to reviewing the Project's regional emissions impact, the Air Quality Analysis also evaluated the significance of localized emissions and their potential

to contribute to exceedances of federal and state ambient air quality standards. For this project, localized significant thresholds, or LSTs, are used as an indicator of significance and are based on the nearest residence, or sensitive receptor. As dictated by the LST Methodology, any receptors located closer than 25 meters to a project shall be based on the 25 meter thresholds established in SCAQMD's Mass Rate Look-Up Table. With multiple sensitive receptors located in close proximity to the project site, particularly the two-story multi-family residential structure abutting the project site to the north, LSTs for a one-acre site with receptors located within 25 meters were used to address the potential impact of localized NOx, CO, PM10, and PM2.5 emissions related to construction activities. Based on the local construction emissions calculated by CalEEMod software, none of the analyzed criteria pollutants are projected to exceed local emissions thresholds at the nearest sensitive receptors. Therefore, construction-related localized pollutant emissions in conjunction with the proposed Project will have a less than significant impact with no mitigation measures required.

*(2) Regional and localized impacts associated with operational activities -- less than significant.*

Similar to how criteria pollutants were measured using SCAQMD's CalEEMod software, the emission of VOCs, NOX, SOX, CO, PM10, and PM2.5 associated with the operational activities of the existing commercial use of the project site (gas station and mini-market) and the proposed project were evaluated in the Air Quality Analysis report. Operational emissions are expected from the following primary sources: area source emissions, energy source emissions, and mobile source emissions.

Area source emissions can be contributed from the use of architectural coatings, consumer projects, fireplaces, and landscape maintenance equipment. Energy source emissions can be contributed from combustion emissions associated with natural gas and electricity usage. Source emissions can be contributed from daily vehicle trip generation, peak hour traffic volumes and traffic operations in the project vicinity, and fugitive dust related to vehicular travel. Regarding potential vehicular emission impacts, a Trip Generation Assessment concluded that the Project would contribute to a negative net number of peak-hour and daily trips compared to the existing commercial uses on the site. As a result, preparation of a Transportation Assessment and Vehicle Miles Traveled (VMT) analysis were not required by LADOT. Based on the regional operational pollutant emissions calculated by CalEEMod software, as it pertains to the area source, energy source, and mobile source emissions, none of the analyzed criteria pollutants would exceed SCAQMD's regional thresholds. Therefore, a less than significant impact would occur from the operation of the Project and no mitigation measures would be required.

While operational emissions from area source emissions, energy source emissions, and mobile source emissions may have a less than significant impact on a regional scale (South Coast Air Basin (SCAB)), they can potentially exceed state and federal air quality standards in the project vicinity. As with evaluating the localized impact of pollutants from construction activity using the nearest sensitive receptors and LSTs, the same methodology was used for assessing localized, stationary source and mobile source emissions. Energy source emissions were excluded in the analysis as such emissions would occur at an electrical and natural

gas facility located off-site. Due to the lack of on-site stationary source emissions associated with the proposed project, no long-term localized threshold analysis was conducted. As explained above, the Project would contribute to a net decrease in daily vehicle trips and peak-hour trips, warranting no preparation of a Transportation Assessment and VMT analysis by LADOT. Criteria pollutant emissions related to the operational use of the Project will therefore have a less than significant localized impact on the project site with no mitigation measures required.

*(3) Regional and localized impacts associated with toxic air contaminants (TACs) -- less than significant.*

Construction activities associated with the development of a project are subject to the toxic air pollutant regulations established by the applicable regional, state, and federal levels which protect sensitive populations from substantial concentration of the emission. Toxic air contaminants have a disproportionate effect on vulnerable populations including children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and individuals who engage in frequent exercise. Houses or places that accommodate these groups of people are defined as “sensitive receptors”. The proposed project is nearby two sensitive receptors: the assisted living facility and multi-family residential structures located adjacent to the southern boundary of the project site.

The greatest potential for TAC emissions resulting from the construction of the Project involve diesel particulate emissions from trucks and heavy equipment. With an estimate construction schedule of 18 months, the Project would not result in a long-term exposure to TAC emissions. Given the temporary and short-term construction schedule, construction-based particulate matter will not exceed local and regional thresholds. The Project would comply with the applicable Air Quality Management Plan (AQMP), the California Air Resources Board’s (CARB) Air Toxics Control Measure, the CARB In-use Off-Road Diesel Vehicle Regulation, and the requirements of SCAQMD Rule 1403.

Carbon monoxide (CO) emitted along roadways is a major contributor to localized toxic air contaminant emissions as its most notable source comes from motorized vehicles. As a result, CO is used as an indicator in the Air Quality Analysis for assessing potential local air quality impacts. The relative impact on local air quality is evaluated by comparing CO concentrations with and without the proposed project to state and federal standards. To determine any exceedances, a sensitivity analysis was conducted to identify potential CO hotspots at various intersections in the project vicinity. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) indicates that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day or more would constitute as a hot spot.

Based on the Trip Generation Assessment analysis, the proposed project will generate no more than 250 daily vehicle trips. Peak hour roadway volumes along the segment of Sunset Boulevard west of Fairfax Avenue were measured at approximately 1,517. Given that the addition of project-related traffic volumes to existing traffic volumes falls below the 100,000 vehicles per day necessary to create a CO hotspot, no CO hot spot was identified. Therefore, the Project will impose no significant long-term air quality impacts on the project site due to its

operational use. The Project will not exceed the localized TACs thresholds nor will any of the sensitive receptors be significantly impacted by these emissions.

*(4) Objectionable Odors from construction and operational activities-- less than significant.*

Objectionable odors are typically associated with the use of chemicals, solvents, petroleum products, and other odorous materials. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. Given that the proposed project involves the development of a new commercial-residential structure, the potential impacts associated with objectionable odors will be less than significant and will require no mitigation measures.

The construction and operational activities associated with the development of a seven-story mixed-use project with five-stories of residential dwelling units, commercial tenant space on the ground floor, and three floors of parking is unlikely to trigger odor complaints. Potential sources of odor emittance during construction include asphalt pavement, diesel exhaust, and the use of volatile organic chemicals (VOCs), however emission of these sources is short-term and dispersed rapidly. As a result, they are unlikely to reach an objectionable level at the nearest sensitive receptor. In terms of operational activities, no long-term objectionable odors are anticipated as the site will be designated for residential and commercial use. Any odors coming from the retail and restaurant use of the property will be temporary and directed away from the adjacent residential uses. Trash and recyclable materials disposed by residential and commercial tenants will be collected in an enclosed room on the ground floor as shown on the project's site and first floor plans. Residents will have the capability of disposing their trash and recyclable materials through a collector chute on the third to seventh floors which will drop down to the ground-floor trash and recycle room.

*(5) Project consistency with the Air Quality Management Plan (AQMP), NAAQS, CAAQS, and the growth projections in the City's General Plan -- impact less than significant and in compliance*

The project site is within the South Coast Air Basin and the South Coast Air Quality Management District (SCAQMD). It is subject to the standards and thresholds laid out by the Air Quality Management Plan (AQMP) as well as those established on the state and federal level, i.e. CAAQS and NAAQS. Based on the findings reported in the Air Quality Analysis, the Project will not exceed any regional and localized significance thresholds during the construction and operation of the Project for criteria pollutants, TACs, and odors.

Similarly, the development of the Project will be consistent with the regional growth projections outlined in the City's General Plan and is therefore consistent with the AQMP. The Project will have a less than significant impact on air quality.

Water:

In regards to groundwater quality, a significant impact would occur if the potable water levels are sufficiently changed to: 1) reduce the ability of a water utility to use the groundwater basin, 2) reduce yields of adjacent wells or well fields, 3) adversely change the rate or direction of flow of groundwater, or 4) result in demonstrable and sustained reduction in groundwater recharge capacity. The proposed project does not involve the extraction of groundwater nor will it reduce the aquifer volume and lower the local groundwater table. In addition, the operation of the Project will not interfere with any groundwater recharge activities within the site. Therefore, impacts to groundwater are expected to be less than significant.

A significant impact on surface water quality would occur if a project creates pollution, contamination, or nuisances as defined by Section 13050 of the California Water Code, or violates regulatory standards established by the National Pollution Discharge Elimination System (NPDES) and Water Quality Control Plan. Significant impacts would also occur if projects do not comply with the standards that regulate surface water quality and water discharge into stormwater drainage systems, including those established by the State Water Resources Control Board (SWRCB) and the Standard Urban Storm Water Mitigation Plan (SUSMP).

Construction activities associated with the Project can potentially degrade water quality through the exposure of surface runoff to exposed soils, dust, and other debris, as well as runoff from construction equipment. The Project will comply with the requirements set forth by the Los Angeles Regional Water Quality Control Board (LARWQCB), NPDES, and the Waste Discharge Requirements for Municipal Separate Storm Sewer System Discharges within the Coastal Watersheds of Los Angeles County (MS4 Permit). It will implement Best Management Practices (BMPs) that will meet or exceed local, state, and federal guidelines, especially those for stormwater treatment. By complying with the water quality regulations and implementing BMPs where needed, the potential impacts during construction of the Project would be less than significant.

Similarly, surface water quality impacts associated with the operational use of the project will be regulated through the project's adherence to the Los Angeles County MS4 Permit and SUSMP. Adherence to these guidelines and the implementation of BMPs would ensure that potential impacts are less than significant. In addition, the Project is subject to the City's Low Impact Development (LID) ordinance which offers design practices aimed at mitigating the impacts of increases in runoff and stormwater pollution. These practices include on-site filtration, the capture and reuse of stormwater runoff, and biofiltration/bioretention. Given that the existing commercial use of the project site is approximately 100 percent impervious and that the proposed project will decrease the area of impervious surfaces with exterior landscaping, less runoff volume will be directed to the storm drain system. The operational use of the Project will reduce the impact of runoff and stormwater pollution, therefore project-related impacts to the storm drain system would be less than significant.

*(e) The site can be adequately served by all required utilities and public services:*

The proposed project has been reviewed by City staff and can be adequately served by all required utilities and public services. The project site will be adequately served by all required public utilities and services given that the site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California (SoCal) Gas Company, the Los Angeles Police



Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. In addition, the City's existing regulatory compliance measures and landscaping ordinance (Ordinance No. 170,978) requires projects to meet stringent efficiency standards for both water and power, such as the use of high-efficiency appliances and irrigation methods that promote water conservation. As a result of these regulations, which are required of all projects, it can be anticipated that the proposed project will not create any impact on existing utilities and public services through the addition of 62 residential dwelling units and commercial tenant space. Based on the facts herein, it can be found that the Project meets the qualifications of the Class 32 Exemption.

### EXCEPTIONS TO THE USE OF CATEGORICAL EXEMPTIONS

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed project listed in "CEQA Guidelines" Section 15300.2 and determined that none of the exceptions apply to the proposed project as described below:

- (a) Location. *Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. A project that is ordinarily insignificant in its effect on the environment may in a particularly sensitive environment be significant. Therefore, these classes may not be utilized where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

As the proposed project is not defined as a Class 3, 4, 5, 6 or 11 project, this exception is non-applicable. The project site is in an urbanized area in the City of Los Angeles. The project site is not located in a particularly sensitive environment and would not be located on a site containing wetlands, endangered species, or wildlife habitats; therefore, this exception is not applicable.

- (b) Cumulative Impact. *The exception applies when, although a particular project may not have a significant impact, the impact of successive projects, of the same type, in the same place, over time is significant.*

This exception does not apply to the proposed project. The Project involves demolition of existing structures and the construction, use, and maintenance of a mixed-use building containing multi-family residential dwelling units and commercial tenant space. The project site is surrounded by commercial, office, and residential developments. The Project is entirely consistent with the existing General Plan designation and zoning, which accounts for the impacts of developments which are within their parameters, and as permitted by the Transit Oriented Communities Affordable Housing Incentive Program. With 62 residential units proposed, the project's density and use are permitted by the underlying zone and land use designation and through the Transit Oriented Communities Affordable Housing Incentive Program. Any successive projects of the same type and nature would reflect a development that is consistent with the underlying land use designation and the LAMC, and thus would be subject to the same regulations and requirements, including development standards and environmental impacts.

The impacts of each subsequent project will be mitigated if necessary, and thus will not result in a cumulative impact.

The Project will not result in a cumulatively considerable contribution to traffic, noise, air quality, or water quality impacts. The threshold of significance for a cumulatively considerable contribution to a traffic impact is the same as the threshold of significance for a project impact. As concluded in the Trip Generation Assessment for the proposed project and concurred in LADOT's review of the assessment, the Project would generate a net decrease in daily vehicle trips and therefore would not contribute to a net increase of 250 daily trips that would exceed the threshold. Given this determination, a Transportation Assessment and VMT Analysis were not conducted and the Project would have neither a project-specific significant impact nor the potential to result in a cumulatively considerable contribution to a significant traffic impact. In regard to the Project's impact on air quality thresholds of significance, the Project does not have the potential to result in a project-specific significant air quality impact from both the construction and operational use of the Project. The Project's emission of criteria pollutants, dust, toxic air contaminant, and odors are expected to fall below any thresholds of significance with the Project's compliance with state and regional regulations. The same conclusion was made regarding the Project's impact on groundwater and surface water. Therefore, the Project does not have the potential to result in a cumulatively considerable contribution to a significant air and water quality impact.

Regulatory Compliance Measures (RCMs) in the City of Los Angeles and California state guidelines regulate impacts related to Transportation/Traffic, Construction and Operational Noise, Air Quality, and Water Quality. Numerous Los Angeles Municipal Code Sections provide requirements for construction and operation activities, and ensure impacts related to noise and water quality are less than significant. LAMC Sections 41.40 and 114 regulate noise thresholds from project-specific construction activities and operational uses by regulating the time which construction can occur and recommending the necessary noise attenuation measures that will mitigate noise impacts relative a project's proximity to sensitive land uses. Landscape Ordinance, No. 170,978, imposes water conservation measures in landscaping, installation, and maintenance. In addition, the California Environmental Quality Act (CEQA) Guidelines Section 15064.3 evaluates traffic impact by screening the number of vehicle trips and vehicle miles traveled (VMT) generated by the project. The Air Quality Management Plan regulates air pollutant emissions from construction activity and transportation uses. There is insufficient evidence to conclude that significant impacts will occur based on past project approvals or in progress entitlement applications and that the proposed project will have adverse impacts on the cumulative in the area surrounding the project site. Thus, this exception does not apply.

- (c) Significant Effect Due To Unusual Circumstances. *This exception applies when, although the project may otherwise be exempt, there is a reasonable possibility that the project will have a significant effect due to unusual circumstances.*

The Project proposes the construction of a seven-story mixed-use building with 62 multi-family residential dwelling units and commercial tenant space on the ground floor in an area zoned and designated for commercial development. The project site is located in an urbanized area in the City of Los Angeles with neighboring properties developed with commercial, single- and multi-family residential, and office uses. The mixed-use development of the site will be compatible with the surrounding land uses and will be consistent with the underlying zone. The proposed height and density of the Project are permitted by the Zone through the Transit Oriented Communities Affordable Housing Incentive Program. There are no special districts or other known circumstances that indicate a special or sensitive surrounding environment. The Project imposes no significant impacts regarding traffic, noise, air quality, and water quality. Thus, there are no unusual circumstances which may lead to a significant effect on the environment. Therefore, this exception does not apply.

- (d) Scenic Highways. *This exception applies when, although the project may otherwise be exempt, there may be damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.*

Based on a review of the California Scenic Highway Mapping System, the project site is not located along a State Scenic Highway, nor are there any designated State Scenic Highways located near the project site. Based on this, the proposed project will not result in damage to scenic resources including trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway, and this exception does not apply.

- (e) Hazardous Waste Sites. *Projects located on a site or facility listed pursuant to California Government Code 65962.5.*

Based on a review of the California Department of Toxic Substances Control "Envirostor Database", the project site is not listed as a hazardous waste site nor is it on any list pursuant to California Government Code 65962.5. Phase I and II Environmental Site Assessments (ESAs) were conducted by Citadel Environmental Service, Inc. in 2018 to identify any existing or potential recognized environmental conditions affecting the project site. Since 1948, the project site has operated as a gasoline service station. With its operation, the project site has been considered a REC with the presence of hazardous substances or petroleum products. In addition the project site was identified as a RCRA Small Quantity Generator (SCG) and on the HAZNET database between 1993 and 2016 for generating organic solids, hydrocarbon solvents, aqueous solution with total organic residues, oil/water separation sludge, tank bottom waste, and/or unspecified organic liquid mixture, with no violations reported. The site currently contains a clarifier, four underground hydraulic hoists, three underground storage tanks (UST), and one aboveground storage tank (AST). In 1993, a leak in one of the USTs was identified affecting the soil. Several investigations and remediation work were conducted between 1993 and 1996, with the case being completed and closed by LAFD in 1996. In 2006 and 2018 additional subsurface investigations

analyzed soil samples for contaminants and concluded the detection of no contaminants of concern on the project site. With the proposed excavation activities on the project site, a Soil Management Plan would be prepared to address any unknown concerns if encountered during the demolition process. Therefore, construction and operation of the Project would not impose an environmental hazard to surrounding sensitive uses or the environment in regard to the siting of the Project on a known hazardous waste site and a less than significant impact would occur.

- (f) Historical Resources. *Projects that may cause a substantial adverse change in the significance of an historical resource.*

The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or the Los Angeles Historic-Cultural Monuments Register. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

In conclusion, since the project meets all of the requirements of the categorical exemption set forth at CEQA Guidelines, Section 15300.2 and none of the applicable exceptions to the use of the exemption apply to the project, it is appropriate to determine this project is categorically exempt from the requirements of CEQA.

## **TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND**

Measure JJJ was adopted by the Los Angeles City Council on December 13, 2016. Section 6 of the Measure instructed the Department of City Planning to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, a transit-based affordable housing incentive program. The measure required that the Department adopt a set of TOC Guidelines, which establish incentives for residential or mixed use projects located within ½ mile of a major transit stop. Major transit stops are defined under existing State law.

The TOC Guidelines, adopted September 22, 2017 and amended on February 26, 2018 with Technical Clarifications, establish a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

## **TIME LIMIT – OBSERVANCE OF CONDITIONS**

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. Pursuant to LAMC Section 12.25-A,2, the instant authorization is further conditional upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code, or the approval may be revoked.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles, West Los Angeles Development Services Center, or the Marvin Braude Constituent Service Center in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either by calling (213) 482-7077, (310) 231-2901, (818) 374-5050, or through the Department of City Planning website at <http://planning.lacity.org>. The applicant is further advised to notify any consultant representing you of this requirement as well.

Section 11.00 of the LAMC states in part (m): "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction. Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

## **TRANSFERABILITY**

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

## **APPEAL PERIOD - EFFECTIVE DATE**

**The Determination in this matter will become effective after December 24, 2020** unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at [www.planning.lacity.org](http://www.planning.lacity.org).

Planning Department public offices are located at:

**Downtown**  
Figueroa Plaza  
201 North Figueroa Street,  
4th Floor  
Los Angeles, CA 90012  
(213) 482-7077

**San Fernando Valley**  
Marvin Braude San Fernando  
Valley Constituent Service Center  
6262 Van Nuys Boulevard,  
Room 251  
Van Nuys, CA 91401  
(818) 374-5050

**West Los Angeles**  
West Los Angeles Development  
Services Center  
1828 Sawtelle Boulevard, 2nd Floor  
Los Angeles, CA 90025  
(310) 231-2598

**Pursuant to LAMC Section 12.22 A.25(f), only abutting property owners and tenants can appeal the Transit Oriented Communities Affordable Housing Incentive Program portion of this determination.** Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Section 12.22 A.25 of the LAMC, appeals of Density Bonus Compliance Review cases are heard by the City Planning Commission.

**The applicant or any person aggrieved by the Site Plan Review may appeal the decision to the City Planning Commission.**

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

**Note of Instruction Regarding the Notice of Exemption:** Applicant is hereby advised to file the Notice of Exemption for the associated categorical exemption after the issuance of this letter. If filed, the form shall be filed with the County of Los Angeles, 12400 Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). More information on the associated fees can be found online here: <https://www.lavote.net/home/county-clerk/environmental-notices-fees>. The best practice is to go in person and photograph the posted notice in order to ensure compliance. Pursuant to Public Resources Code Section 21167 (d), the filing of this notice of exemption starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations, **and the possibility of a CEQA appeal**, being extended to 180 days.

VINCENT P. BERTONI, AICP  
Director of Planning

Approved by:



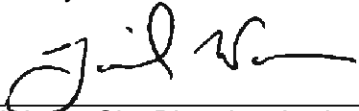
Heather Bleemers, Senior City Planner

Reviewed by:



JoJo Pewsawang, City Planner

Prepared by:



David Woon, City Planning Assistant

Attachments:  
Exhibit A: Architectural Plans & Landscape Plans