
ATTACHMENT “A”
FINDINGS & SUPPLEMENTAL INFORMATION
1419-1423 N. New Hampshire Avenue,
Los Angeles, California 90027

➤ **SITE INFORMATION:**

- Street Address: 1419-1423 N. New Hampshire Avenue, Los Angeles, CA 90027
- Lot Area: 13,509 square feet / 0.31 acre (per survey)
- APN: 5543-015-012 -013
- Base Density: 33 units

➤ **ACTIONS REQUESTED:**

- **A Transit Oriented Communities (TOC) density bonus** pursuant to Los Angeles Municipal Code (“LAMC”) Section 12.22 A.31 to permit new construction of a 7-story 62-unit apartment building, including 11% (7 units) set aside for Extremely Low Income Households, with base incentives to increase the floor area up to a 4.33:1 FAR and to provide automobile parking pursuant to the provisions of the TOC Guidelines for Tier 4, and two additional incentives as follows:
 - An on-menu incentive, pursuant to LAMC Section 12.22.A.25(g)(2), to permit a 25% reduction to the required open space and provide 6,303 SF of open space in lieu of the otherwise required 8,375 square feet;
 - An on-menu incentive, pursuant to LAMC Section 12.22.A.25(g)(2), to permit a 25% reduction to the required SNAP common open space dimensions to allow minimum dimensions of 15 feet in lieu of the otherwise required 20 feet.
- **Project Permit Compliance (SPP)** pursuant to LAMC Section 11.5.7 C, for a project located within the boundaries of the Vermont/Western Transit Oriented District Specific Plan (the “SNAP”).

➤ **BACKGROUND INFORMATION:**

SUBJECT PROPERTY

The Property is a rectangular-shaped site comprised of two legal parcels, totaling approximately 13,509 square feet (0.31 acre). The site is currently developed with a single-family dwelling and duplex, which will be demolished and the units replaced as part of the Project. The Property fronts approximately 100 feet along the westerly side of New Hampshire Avenue.

ZONING INFORMATION

The Property is zoned R4-1 and is designated for Community Commercial land uses by the Hollywood Community Plan. The site is also located within Subarea C (Community Center) of the Vermont/Western Transit Oriented District Specific Plan (Station Area Neighborhood Plan) (“SNAP”). Residential uses are permitted in the R4 zone with a base density restriction of 1 unit per 400 square feet of land area. The Property’s “1” height district permits a maximum base Floor Area Ratio (FAR) of 3:1 and unlimited height. Whereas Subarea C of the SNAP prescribes unique FAR and height limitations on commercial and mixed-use projects, because the Project is 100% residential, the underlying zoning determines the Project’s height and FAR.

SURROUNDING LAND USES

The Property is bounded by New Hampshire Avenue to the east, a commercial parking lot to the north, a 36-unit apartment building to the south, and a duplex and fourplex to the west. Adjacent properties within the immediate vicinity are developed with low to high residential densities and uses, various commercial uses, and Kaiser Permanente Medical Center to the northeast on Sunset Boulevard.

➤ RELATED CASES

- DIR-2019-3760-TOC-SPP-SPR – On August 5, 2020, the Director approved a TOC Tier 4 project for a multi-family building utilizing TOC Tier 4 incentives, consisting of 153 total units and 17 affordable units, for a project located at 4637 W. Maubert Avenue.
- DIR-2019-1224-TOC-SPP – On November 4, 2019, the Director approved a TOC Tier 4 project for a residential apartment project with 92 residential units, comprised of seven stories and 82,690 square feet, which included additional incentives for increased height and a reduction in open space, for a project located at 1317 N. New Hampshire Avenue.

➤ STREETS AND CIRCULATION

New Hampshire Avenue, adjoining the Property to the east, is a designated Local street, dedicated to a 50-foot right-of-way in width, and improved with curb, gutter, and sidewalk. A Local street requires a 60-foot right-of-way; therefore, a 5-foot dedication is anticipated on the New Hampshire Avenue frontage.

➤ **ZONING STATISTICS**

	Required/Permitted	Provided
Gross Lot Area	13,509 SF	
Buildable Area (minus yards) ¹	13,509 SF	
Floor Area Ratio	4.35:1	4.33:1
Allowable Floor Area	58,764 SF	58,540 SF
Density – 1 unit / 400 SF + 80% TOC density bonus	62 units	62 units
- Studio	-	33
- 1-bedroom	-	-
- 2-bedroom	-	-
- 3-bedroom	-	28
- 4-bedroom	-	1
Parking	0 spaces ²	6 spaces
Front Yard Setback	0 ft	1 ft
Side Yard Setbacks	0 ft	5'-6"
Rear Yard Setback	0 ft	5'-6"
Open Space		
- Total Open Space	6,281 SF	6,303 SF ³
- Common Open Space	3,141 SF	3,653 SF
- Private Open Space	-	2,650 SF
- Minimum Common Open Space Dimensions (SNAP)	20 ft	15 ft ⁴
Building Height	Unlimited	98'-4"

¹ No yards are required pursuant to SNAP Subarea C

² Based on TOC Tier 4 parking standards (zero parking required for residential uses)

³ Project includes a TOC on-menu incentive request to permit a 25% reduction to the required open space to allow the Project to provide 6,303 square feet of open space

⁴ Project includes a TOC on-menu incentive request to permit a 25% reduction to the required SNAP common open space dimensions to allow minimum dimensions of 15 feet in lieu of the otherwise required 20 feet

➤ **PROJECT DESCRIPTION**

The Applicant, 1423 New Hampshire JV, LLC, proposes to redevelop the Property with a new residential building containing 62 apartment units. The building comprises 58,540 square feet, 7 stories, and is 98 feet 4 inches high. Utilizing the TOC Affordable Housing Incentive Program, the development is taking advantage of Tier 4 base incentives for an 80% density bonus to provide 62 units, a 4.33:1 FAR, and to provide a reduced number of parking spaces. Although the Project is eligible to provide zero parking spaces, the Applicant is electing to provide 6 spaces for operational needs. The Project is also utilizing additional on-menu incentives for a 25% reduction to the Project's required open space, and a 25% reduction to the required SNAP common open space dimensions to allow minimum dimensions of 15 feet in lieu of the otherwise required 20 feet. The Project proposes to provide 6,303 square feet of open space in lieu of the otherwise required 8,375 square feet. Of the 62 proposed residential units, 11% of the total (7 units) will be designated for Extremely Low Income households.

The Project proposes 33 studio units (averaging 410 square feet), 28 three-bedroom units (averaging 1,200 square feet), and 1 four-bedroom unit (1,720 square feet). An open plan concept is employed in the common areas of the units to maximize interior space and flexibility. This unit plan layout maximizes the natural light in all common areas offering a visual connection to the outside from the living, kitchen, and dining areas. Although the Project is not required to provide yards, pursuant to SNAP Subarea C, the Project will provide a 1-foot front yard, 5'-6" rear yard, and 5'-6" side yards in order to maximize outdoor space and minimize its overall building footprint.

As the Property is located within a TOC Tier 4 incentive area, the Project is not required to provide any automobile parking. However, for operational purposes, the project provides 6 parking spaces. Required to provide a minimum of one-half bicycle parking space per unit, the Project will provide 31 bicycle parking spaces.

The proposed unit mix would typically require a minimum open space area of 8,375 square feet. However, with the requested additional incentive for a 25% reduction in open space, the Project is required to provide 6,281 square feet. The Project proposes a total of 6,303 square feet of open space, including two ground-floor recreation rooms totaling 1,570 square feet, two 7th floor sky decks totaling 2,083 square feet, and 2,650 square feet of private resident balconies. A minimum of 25% of the total outdoor common open space will be landscaped with a variety of drought-tolerant plant species. Also, in excess of landscaping requirements requiring 1 tree for every 4 units, the Project will provide 17 on-site 24-inch box trees. The proposed landscaping plan provides a mix of ground cover and trees to complement the architecture. Plant material has been selected for temperature hardiness and low water use.

The building will be sustainably designed to meet and/or exceed all City of Los Angeles current building code and Title 24 requirements. As such, the Project will incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving/low flow fixtures, non-VOC paints/adhesives, drought tolerant planting, and high-performance building envelopment.

TOC – ADDITIONAL FINDINGS

Under its various zoning designations, the Property's base density is 33 units. Because the Property is located within a TOC Tier 4 Incentive Area, the Applicant is entitled to an 80% density bonus, for a total of 62 units, of which the Applicant will set aside 11% (7 units) of the total for Extremely Low Income housing units. As permitted by the TOC Affordable Housing Incentive Program, the Applicant is also requesting base incentives to increase the floor area up to a 4.33:1 FAR and to provide parking pursuant to TOC Tier 4 which requires no parking for residential units. Nonetheless, the Project proposes six parking spaces for operational purposes. The Applicant is also requesting the following two additional on-menu incentives:

- To permit a 25% reduction to the required open space and provide 6,303 SF of open space in lieu of the otherwise required 8,375 square feet
- To permit a 25% reduction to the required SNAP common open space dimensions to allow minimum dimensions of 15 feet in lieu of the otherwise required 20 feet

Density Bonus Compliance Findings. The proposed development substantially complies with all applicable provisions of LAMC Section 12.22.A.31 (and the required findings of 12.22.A.25(g)) as follows.

The Director shall approve a Density Bonus and requested Incentive(s) unless the Director finds that:

- 1. The Incentive is not required in order 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; or***

In order for the Project to be economically feasible for the developer, a TOC Tier 4 FAR bonus and two additional on-menu incentives for 25% reductions to the Project's open space area and common open space dimensions are required in order to incorporate the highest-quality new housing in this neighborhood, while being able to provide 11% of the proposed units with restricted rents at the Extremely Low Income level. The requested incentives are necessary to support the goals and policies of the Hollywood Community Plan.

The proposed development complies with all applicable provisions of LAMC Section 12.22.A.31. By setting aside 11% of the units for Extremely Low Income households, the Project qualifies for TOC Tier 4 incentives, including a FAR bonus and reduced parking requirements. Additionally, LAMC Section 12.25 A.31 grants projects providing a minimum number of affordable units on-menu incentives, including open space reductions, which the City has previously determined are needed to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053.

The Project is pursuing two additional on-menu incentives as follows:

- **Reduced Open Space Area.** Pursuant to the California Government Code and LAMC, a reduction in open space area is allowable as an on-menu incentive to help alleviate the costs of providing affordable housing, which will permit a 25% reduction to the Project's required open space.
- **Reduced Open Space Dimensions.** Pursuant to the California Government Code and LAMC, a reduction in open space dimensions is allowable as an on-menu incentive to help alleviate the costs of providing affordable housing, which will permit a 25% reduction to the Project's required common open space dimensions, as prescribed by the SNAP.

The Project proposes to set-aside 11% of its units for Extremely Low Income households, and is thereby eligible, pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines, for up to three additional incentives to grant relief from various development standards, as identified above. Nonetheless, the Project is only requesting two additional incentives as follows.

The Project includes an additional incentive request to permit a 25% reduction to the open space area requirement. The request would allow the Project to reduce its required open space area from 8,375 square feet to 6,303 square feet. Nonetheless, the Project succeeds in providing ample open space for resident use, including 2,083 square feet of sky decks, 1,570 square feet of ground-floor recreation rooms, and 2,650 square feet of private resident balconies for its qualifying open space. The incentive is necessary to provide the building layout needed for the Applicant to incorporate 11% of its units (7 units) for Extremely Low Income households.

The Project also includes an additional incentive request to permit a 25% reduction to the common open space dimensions requirement, as prescribed by the SNAP, to allow a minimum 15-foot dimension in lieu of the otherwise required 20-foot dimension. The request would allow the Project to qualify certain interior and exterior common open space areas, that would otherwise not meet the minimum dimensions to count as common open space. The SNAP's 20-foot minimum dimension for common open space areas is stricter than the LAMC's 15-foot minimum dimension, and the granting of this request would allow the Project to provide qualifying common open space consistent with LAMC standards in its proposed recreation rooms and sky decks. The incentive is necessary to provide the building envelope and layout needed for the Applicant to incorporate 11% of its units (7 units) for Extremely Low Income households.

Therefore, for the reasons stated above, the additional on-menu incentives requested are necessary to provide for affordable housing costs for rents for the affordable units, and support the goals and policies of the Hollywood Community Plan.

- 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 is no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to Very Low, Low, and Moderate Income households. Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.***

The Project is surrounded entirely by urban uses, including a mix of commercial, residential, and institutional uses. The Project is situated in an established, fully-developed mixed-use corridor, proximate to a large boulevard, and multiple nearby employment centers. The Project site has no value as a habitat for endangered, rare or threatened species. The Project is not located within a designated Historic Preservation Overlay Zone, nor does it involve a property that is designated as a City Historic-Cultural Monument. Therefore, the Project will not have a Specific Adverse Impact upon public health and safety or the physical environment.

PROJECT PERMIT COMPLIANCE – FINDINGS

The Director shall grant a Project Permit Compliance upon written findings that the project satisfies each of the following requirements:

- (a) *That the project substantially complies with the applicable regulations, findings, standards and provisions of the specific plan.***

The Project substantially complies with the applicable regulations, standards and provisions of the Vermont/Western Transit Oriented District Specific Plan (Station Neighborhood Area Plan). See Project Permit Compliance with the SNAP discussion below.

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

Pursuant to the requirements of the California Environmental Quality Act (CEQA), the Project will comply with the environmental clearance issued by the City of Los Angeles. Mitigation measures will be included that address the physical impacts of the Project, if required as a result of any project impacts. The Project site is presently developed with commercial structures and does not provide a natural habitat for either fish or wildlife.

The Project features many sustainable design features and strives to obtain LEED equivalence. Each of the units will maximize the indoor environmental quality with the inclusion of Energy Star air conditioning with fresh air intake, natural cross ventilation, exhausting kitchen hood and fans, no VOC paints, green label carpeting and formaldehyde free cabinetry, counters and shelving. All bathroom and plumbing fixtures will be water-conserving fixtures. Overall energy efficiency will be maximized with energy star rated appliances, advanced lighting, dual glazed windows with low-e coating and energy efficient thermal building envelope.

The proposed landscape plan provides a mix of ground cover and trees to complement the architecture. Plant material has been selected for temperature hardiness and low water use. Overall water consumption will be minimized with the inclusion of water efficient appliances and fixtures throughout the development.

COMPLIANCE WITH THE STATION NEIGHBORHOOD AREA PLAN

That the project substantially complies with the following applicable regulations, standards and provisions of the specific plan:

Section 6. LAND USE REGULATIONS AND DESIGNATION OF SUBAREAS

A. *Designation of Subarea.* The Project is located in Subarea C (Community Center) of the Specific Plan.

B – E. **Not applicable.**

F. *Parks First Program and Park Fees.* The Project will comply with this subsection.

G-H. **Not applicable.**

I. *Sidewalk Cafes.* The Project will comply with this subsection, if applicable based on future uses.

J. *Public Street Improvements.* The Project will comply with this subsection.

K-O. **Not applicable.**

Section 7. SUBAREA A – NEIGHBORHOOD CONVERSION

Not applicable.

Section 8. SUBAREA B – MIXED USE BOULEVARDS

Not applicable.

Section 9. SUBAREA C – COMMUNITY CENTER

A. *Use*

1. Commercial Uses. Commercial uses in a Mixed-Use Project shall be limited to the ground floor.

Not applicable. The Project is 100% residential.

2. Enclosed Activities. With the exception of outdoor merchandise displays during sidewalk sales, outdoor eating areas and newsstands, all commercial activities, including storage, shall be conducted wholly within an enclosed building.

Not applicable. The Project is 100% residential.

3. Mixed Use Regulations. Projects shall comply with the Mixed Use development standards of Section 13.09 F of the Code and the Pedestrian Orientation development standards of Section 13.07 E of the Code:

Not applicable. The Project is 100% residential.

B. Height and Floor Area. Mixed-Use Project. The maximum height of any building for a Mixed-Use Project shall not exceed 75 feet, provided, however, that roofs and roof structures for the purposes specified in Section 12.21.1 B 3 of the Code, may be erected up to ten feet above the prescribed height limit established in this section, provided that the structures and features are set back a minimum of ten feet from the roof perimeter and screened from view at street level by a parapet or a sloping roof. The maximum permitted FAR for a Mixed-Use Project shall be 3.0.

Not applicable. The Project is 100% residential.

C. Transitional Height

1. Height Limits. Notwithstanding any provisions of Sections 12.21.1 A 10 of the Code to the contrary, portions of buildings on a lot located within the Subarea shall not exceed the transitional height limits set forth below when located within the distances specified therein from a lot within the Subarea A.

Not applicable. The Property is located more than 500 feet from any property located in Subarea A; therefore, the transitional height requirement is not applicable to this Project. Nevertheless, the site complies with transitional height requirements prescribed by LAMC Section 12.21.1.A.10.

D. Usable Open Space. Notwithstanding any provisions of Sections 12.21 G of the Code to the contrary, Projects constituting a Mixed-Use Project containing two or more residential units or a Project comprised exclusively of residential uses containing two or more residential units shall contain usable open space in accordance with the standards of Section 12.21 G 2 of the Code, with the following exceptions:

- 1. Above Grade. Up to 75% of the common or private open space, regardless of the underlying zone, may be located above the grade level or first habitable room level;*
- 2. Roof decks. Roof Decks, regardless of the underlying zone, may be used in their entirety as common or private open space, excluding that portion of the roof within 20 feet of the roof perimeter.*

Complies. The Project contains 1,570 square feet of common open space at the first habitable room level, including two recreation rooms. In addition, the Project will provide two 7th floor sky decks which include 2,083 square feet of qualifying open space, for a total of 3,653 square feet of common open space. Therefore, only 57% of the Project's open space is located above the first habitable room level. Further, the two sky decks are not located on the roof level, and therefore is not subject to the SNAP's roof deck provisions.

E. Project Parking Requirements

1. Residential

a. Minimum Standards. Notwithstanding the contrary provisions of Section 12.21 A 4 (a) of the Code and regardless of the underlying zone, the minimum number of parking spaces required shall be provided at the following ratios: at least one parking space for each dwelling unit having fewer than three habitable rooms, and at least one and one-half parking spaces for each dwelling unit having more than three habitable rooms, in addition to at least one-quarter parking space for each dwelling unit as guest parking.

b. Maximum Standards. Notwithstanding the contrary provisions of Section 12.21 A 4 (a) of the Code and regardless of the underlying zone, the maximum number of parking spaces provided shall be limited to the following ratios: a maximum of one parking space for each dwelling unit having fewer than three habitable rooms, a maximum of one and one-half parking spaces for each dwelling unit having three habitable rooms, a maximum of two parking spaces for each dwelling unit having more than three habitable rooms, and a maximum of one-half parking space for each dwelling unit as guest parking.

c. Guest Parking. Notwithstanding the contrary provisions of Section 12.21 A 4 of the Code, guest parking spaces for residential uses in Mixed-Use Projects, as set forth above, shall be provided through shared use of required commercial parking spaces.

Complies. The Project is located within a TOC Tier 4 incentive Area, which permits projects to provide zero parking spaces for residential uses. Therefore, only the SNAP maximum parking standards apply, which would limit the maximum number of spaces that the Project could provide to 107 spaces. Nevertheless, the Project is electing to provide six parking spaces for operational purposes and due to its proximity to the Metro Red Line Vermont Station, located approximately 400 feet from the Property, which provides transit service and connections across the city.

2. Bicycles. Notwithstanding the contrary provisions of Section VERMONT/WESTERN TRANSIT ORIENTED DISTRICT 27 12.21 A 16 of the Code and regardless of the underlying zone, for Projects with two or more dwelling units, off-street parking spaces for bicycles shall be provided at a ratio of one-half parking space per dwelling unit, and for Projects with non-residential uses, regardless of the underlying zone, off-street parking spaces for bicycles shall be provided at a ratio of one parking space for every 1,000 square feet of non-residential floor area for the first 10,000 square feet of floor area, and one bicycle parking space for every additional 10,000 square feet of floor area. Bicycle parking spaces shall conform to the standards set forth in Section 12.21 A 16 (c) through (h) of the Code, and the Guidelines.

Complies. The Project provides 31 bicycle parking spaces, as required by the SNAP.

3. Commercial. Notwithstanding the contrary provisions of Section 12.21 A 4 of the Code and regardless of the underlying zone, the following parking standards shall apply to Projects with commercial uses, other than Hospital and Medical Uses: (i) the maximum number of off-street parking spaces which may be provided shall be limited to two parking spaces for each 1,000 square feet of combined floor area of commercial uses contained within all buildings on a lot; (ii) a maximum of 50% of the required non-residential parking spaces may be provided off-site, but within 1,500 feet of the lot for which they are provided.

Not applicable. The Project is 100% residential.

4. Hospital and Medical Uses

Not applicable.

5. Existing Buildings

Not applicable.

F. Conversion Requirements

Not applicable.

G. Pedestrian Throughways

Not applicable.

H. Yards. Notwithstanding any contrary provisions of the Code, no front, side or back yards shall be required for the development of any commercial or residential Project on any lot located within Subarea C.

Complies. While the SNAP does not require the Project to provide any setbacks, the Project includes a 1-foot front yard, 5'-6" rear yard, and 5'-6" side yards, providing a buffer from adjacent properties.

I. Development Standards. Projects shall be in substantial conformance with the Guidelines.

Complies. The Project is in substantial conformance with the Guidelines, as described below.

SNAP DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

Section V. Subarea B (Mixed Use Boulevards and Subarea C (Community Center))

Development Standards

1. Landscape Plan. All open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by shrubs, trees, clinging vines, ground cover, lawns,

planter boxes, flowers, fountains, and any practicable combination so that it is dust free and allows convenient outdoor activities, especially for children in mixed use or residential projects. Indigenous plantings are preferred, especially those that can support native species of butterflies and other small insects or animals. All landscaped areas shall be landscaped in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or licensed landscape contractor.

Complies. The landscape design for the Project takes into consideration the needs of future residents. All plant materials have low or moderate water usage, and offer variety in terms of form, color, and fragrance.

On the ground floor, the Project incorporates shade trees in both the front and rear yards. The building is voluntarily pushed back from the front property line, creating a front yard that can be utilized by residents. The building is also voluntarily partially set back in the rear, which will function as an outdoor amenity area that residents can enjoy in privacy, away from the public realm.

The proposed 7th floor sky decks are also substantially landscaped with various local and low water usage plantings. Amenity spaces are carved out with comfortable furniture barbecue equipment, a fire pit, and dining table, which will enable residents to truly enjoy the comfort of the outdoors without having to leave the building.

2. Usable Open Space. No portion of the required usable open space shall have a slope exceeding 10%. Up to 75% of the usable open space may be provided above the ground floor regardless of the underlying Zone.

Complies. The entirety of the usable open space provided is relatively flat, with no portion exceeding 10% in slope. The recreation rooms at the first habitable room level combine for more than 25% of the usable open space provided for the Project.

Common Usable Open Space. No portion of the required common usable open space shall have a dimension of less than 20 feet or be less than 400 square feet for projects under 10 dwelling units and 600 square feet for projects 10 dwelling units or more.

Additional Incentive Requested. The Project is requesting a TOC additional incentive to permit a 25% reduction to the required SNAP common open space dimensions to allow minimum dimensions of 15 feet in lieu of the otherwise required 20 feet. Further, as shown on the Project's open space data table (Sheet No. A.07 of the Project plans) each common open space area is larger than 600 square feet.

Private Usable Open Space. Once the standards for the common usable open space referenced in the paragraph above have been met, Projects may provide private usable open space, such as balconies or patios, with a minimum dimension of six feet for balconies and ten feet for patios, thereby reducing the required usable open space directly commensurate with the amount of private open space provided.

Complies. The Project provides 2,650 square feet of private resident balconies, all of which have dimensions of at least 6 feet.

3. Streetscape Elements. Any project along Vermont Avenue, Virgil Avenue, Hollywood Boulevard between the Hollywood Freeway and Western, or referred to in the Barnsdall Park Master Plan, shall conform to the standards and design intentions for improvement of the public right of way contained in the Streetscape Plans and other documents prepared for these areas and referenced in Chapter II of these Guidelines. Where those 16 documents are silent, and for projects along other major and secondary highways without streetscape or landscaping plans, the following provisions shall prevail. Note that virtually all street furniture requires the issuance of a revocable permit from the Bureau of Street Services in the Department of Public Works, prior to placement in the public right of way. Some variation in the design of the tree well covers, bike racks, street trees, trash receptacles or public benches may be authorized by the Director of Planning or his /her representative, for aesthetic, consistency or practical purposes. Changes may be made for practical purposes as long as the aesthetic values are maintained.

Complies. The Project's proposed streetscape elements are compliant with the Streetscape Plans and as referenced in the Barnsdall Park Master Plan Guidelines.

4. Pedestrian/Vehicular Circulation. All structures shall be oriented toward the main commercial street where the parcel is located and shall avoid pedestrian/vehicular conflicts by adhering to the following standards:

Parking Lot Location. Surface parking shall be located to the rear of all structures if vehicular access is available to the rear of the parcel either via an alley or a public street. Where no vehicular access is available from the rear of any lot, parking shall be provided to the rear of a lot via a "flag" parking layout.

Complies. The Project does not propose a surface parking lot. Six parking spaces are proposed within the footprint of the proposed building at the ground floor.

Curb cuts. Whenever a project must take its access from a major or secondary street, only one curb cut shall be permitted for every 150 feet of street frontage on the main commercial street. Such curb cuts shall be a maximum width of 20 feet, unless otherwise required by the Departments of Public Works, Transportation or Building and Safety.

Complies. The Project proposes one 16-foot curb cut on New Hampshire Avenue.

Pedestrian Entrance. All buildings that front on a major or secondary highway or main commercial street, including parking structures, shall provide a pedestrian entrance at the front of the building, even when rear public entrances are provided. Maximum spacing of entries along commercial frontages for shops, lobbies or arcades is fifty feet.

Not applicable. The Project does not front on a major or secondary highway or main commercial street.

Design of Entrances. Pedestrian Walkways, mid-block throughways, arcades or entrances shall be located in the center of the facade, or symmetrically spaced if there are more than one, or at the corner if in a corner building. Entrances shall be accented by architectural elements such as columns, overhanging roofs, awnings, etc.

Complies. The Project provides a symmetrically designed building entrance along the New Hampshire Avenue frontage.

Inner Block Pedestrian Walkway. Projects shall provide one pedestrian access, walkway or path for every 250 feet of street frontage. An arcade or through interior pedestrian path or throughway shall be provided from the rear property line or from the parking lot or public alley or street if located to the rear of the project, to the front property line. The building facade facing the pedestrian walkway shall provide windows, doors and signs at ground level oriented to pedestrian traffic. The pedestrian walkway shall be accessible to the public and have a minimum vertical clearance of twelve feet, and a minimum horizontal clearance of ten feet.

Not applicable. The Project site does not consist of any frontages that measure 250 feet.

Speed Bumps. Whenever a pedestrian walkway and a driveway share the same path for more than 50 lineal feet, speed bumps shall be provided on the driveway at a distance of no more than 20 feet apart.

Not applicable. The Project does not propose any overlapping pedestrian walkways and driveways.

5. Utilities. When new utility service is installed in conjunction with new development or extensive remodeling, all proposed utilities on the project site shall be placed underground. If underground service is not currently available, then provisions shall be made for future underground service.

Complies. The Project proposes the installation of a new transformer within the front yard.

6. Building Design. The purpose of the following provisions is to ensure that a project avoids large blank expanses of building walls, is designed in harmony with the surrounding neighborhood, and contributes to a lively pedestrian friendly atmosphere. Accordingly, the following standards shall be met:

Stepbacks. No portion of any structure located in Subareas B or C shall exceed more than 30 feet in height within 15 feet of the front property line. All buildings with a property line fronting on a major highway, including Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard and Vermont Avenue, shall set the second floor back from the first floor frontage at least ten feet.

Complies. The proposed building provides a 15'-6" stepback beginning at the third floor at the 30-foot height line.

Transparent Building Elements. Transparent building elements such as windows and doors shall occupy at least fifty percent of the exterior wall surface of the ground floor facades for the front and side elevations. (See Figure 2) Transparent building elements shall occupy at least twenty percent of the surface area of the rear elevation of the ground floor portion of any building which has surface parking located to the rear of the structure.

Complies. The front elevation along New Hampshire Avenue consists of 52% transparency, as shown on Sheet No. A.24 of the Project plans. There is no surface parking located at the rear of the structure.

Facade Relief. All exterior building walls shall provide a break in the plane, or a change in material every 20 feet in horizontal length and every 30 feet in vertical length, created by an articulation or architectural detail such as: a change in plane of at least six inches for a distance of not more than 20 feet; recessed entry ways, recessed windows, or pop-out windows; porticos, awnings, terraces, balconies, or trellises; building overhangs, projections or cantilevered designs; horizontal moldings; cornice lines; or other features or building materials that create a visual break. Aluminum framed window or doors that are flush with the plane of the building shall not be included as a change in material or as a break in the plane. Materials such as wood, glass block, brick, adobe and tile are encouraged. Architectural treatments on the building front elevation shall be continued on the sides and back of buildings.

Complies. The building frontage utilizes resident balconies and recessed windows to provide façade relief along New Hampshire Avenue and around the sides and back of the building. Such relief creates a modulated design to produce visual interest and break up planes, and alternates building materials and colors to provide architectural variety.

Building Materials. All buildings shall apply at least two types of complementary building materials to exterior building facades such as adobe, wood, brick, stone or tile. Transparent building elements shall not be included as a change in material towards this requirement.

Complies. The Project provides alternating building materials including fiber cement siding, stucco, and aluminum metal panels, creating a visually appealing and high-quality design for the neighborhood.

Surface Mechanical Equipment. All surface or ground mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets shall be screened from public view and treated to match the materials and colors of the building which they serve.

Complies. The Project proposes a transformer within the front yard, which will be substantially screened from public view by dense landscaping.

Roof Lines. All roof lines in excess of forty feet must be broken up through the use of gables, dormers, plant-ons, cutouts or other appropriate means.

Complies. The roof line is broken up through a series of purposeful architectural design decisions. First, the building is recessed in multiple places to provide recessed balconies. In addition, there is a 15'-6" stepback at the 3rd floor where a deck is proposed to provide additional exterior common open space for resident use beyond the Project's open space requirement. The 7th floor sky deck at the front of the building provides even more break in the building's massing, and further opens up the building to the street below. Additionally, varying parapet heights are used to provide even more roof line break and distinction.

7. Rooftop Appurtenances. All rooftop equipment and building appurtenances shall be screened from public view or architecturally integrated into the design of the building as follows:

Flat Roofs. Building equipment and ducts shall be screened from view from any street, public right of way or adjacent property. The screening shall be solid and match the exterior materials, design and color of the building.

Pitched Roofs. Building equipment and ducts on pitched roofs shall be screened from view from any street, public right of way or adjacent property. The pitched roof shall be designed and constructed to accommodate roof-mounted equipment. A platform shall be constructed and recessed into the roof such that one side of the equipment shall be below the pitch of the roof. The remainder of the equipment and ducts which are above the roof pitch shall be screened from view. The screening shall be solid and match the exterior materials, design and color of the building.

Parapet Roofs. The parapet roof shall be designed and constructed to accommodate roof-mounted equipment. Any portions of the equipment or ducts which are above the parapet shall be screened from view from any street, public right of way or adjacent property. The screening shall be solid and match the exterior building material, design and color.

Complies. The Project provides sufficient screening of all rooftop equipment, as shown on the elevation sheets of the Project plans.

8. Trash and Recycling Areas. Trash storage bins shall be located within a gated, covered enclosure constructed of materials identical to the exterior wall materials of the building. The trash enclosure shall be minimum six feet high, and shall have a separate area for recyclable materials.

Complies. The Project includes a ground-floor trash and recycling room for the residential units, as shown on Sheet No. A.08 of the Project plans.

9. Pavement. Paved areas, excluding parking and driveway areas, shall consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile, and/or brick pavers.

Complies. All paved areas will comply with this requirement.

10. Freestanding Walls. All freestanding walls shall contain an architectural element at intervals of no more than 20 feet. All freestanding walls shall be setback from the property line adjacent to a public street with a landscaped buffer. Chain-link, barbed and concertina fences are not permitted.

Not applicable. No freestanding walls are proposed.

11. Parking Structures-Required Commercial Frontage. All of the building frontage along major or secondary highways, for a parking structure shall be for commercial, community facilities, or other non-residential uses to a minimum depth of 25 feet.

Not applicable. There are no commercial parking structures.

12. Parking Structures-Facade treatments. The exterior elevations of all parking structures shall be designed to match the style, materials and color of the main building they serve so there is no notable differentiation between the parking and non-parking structure. If the parking structure is not architecturally associated with any one building, the wall at ground level shall be screened by a landscaped buffer.

Complies. The ground-floor parking area fits seamlessly into the footprint and overall design of the building.

13. Parking Structures Across from Residential Uses. Wherever a parking structure abuts or is directly across an alley or public street from any residential use or zone, the facade facing such residential use or zone shall conform to the following standards: a landscaped buffer in front of a decorative perimeter wall at least three feet six inches in height shall be provided along the sides of any structure which faces any residential use or zone, so that light is blocked and noise deflected; a maximum of 40% of the building facade shall be for openings that allow for natural ventilation; solid panels a minimum of three feet six inches tall shall be installed at the ramps of the structure which are adjacent to residential uses or zones so as to minimize headlight glare; light standards on any uncovered above ground level areas of the structure shall not be higher than the adjacent perimeter walls; and garage floors and ramps shall be constructed with textured surfaces to minimize tire squeal noises.

Complies. The Project provides a 6-foot high masonry wall along the south side of the Property, which abuts an apartment building to the south.

14. Surface Parking lots. Surface parking lots and driveways shall be paved with Portland cement concrete, pervious cement, grass-crete or any other porous surface acceptable to the Department of Building and safety, that reduces heat radiation and/or increases surface absorption. A landscape plan prepared by a licensed landscape architect, licensed architect or licensed landscape contractor shall be required. At least ten percent of a surface parking lot shall be landscaped in accordance with the following standards: One 24-inch box shade tree for every four parking spaces, spaced evenly to create an orchard-like effect; a landscaped buffer around the property line; and a three and a half foot solid decorative masonry wall shall be provided behind the three foot landscaped

buffer. Shade producing trees as identified in the Street Tree List of the Bureau of Street Maintenance shall be planted. The trees shall be located so that an overhead canopy effect is anticipated to cover at least 50 percent of the parking area after ten years of growth.

Not applicable. The Project does not propose a surface parking lot.

15. Surface Parking Abutting Residential. Whenever a surface parking lot abuts or is directly across an alley from a residential use or zone, a decorative wall at least six feet in height shall be erected along the perimeter of the parking area facing such residential lot or use, and a landscaped buffer shall be installed along this wall with one 24-inch box shade tree planted for every 20 feet of landscaped buffer around the property line. A landscape plan prepared by a landscape architect, licensed architect, or licensed landscape contractor is required.

Not applicable. The Project does not propose a surface parking lot.

16. On-Site Lighting. On-site lighting shall be installed along all vehicular access ways and pedestrian walkways. Parking areas shall have a minimum of 3/4 foot-candle of flood lighting measured at the pavement. All on-site lighting shall be directed away from adjacent properties. This condition shall not preclude the installation of low-level security lighting.

Lighting Shielded. Sources of illumination shall be shielded from casting light higher than fifteen degrees (15) below the horizontal plane as measured from the light source. They shall not cast light directly into adjacent residential windows.

Light Mounting Height. A maximum mounting height of light sources for ground level illumination shall be fourteen feet, measured from the finished grade of the area to be lit.

Lamp Color. Color corrected ("white") high pressure sodium (HPS), color corrected fluorescent (2,700-3,000 degrees K), metal halide, or incandescent lamps shall be used for ground level illumination. Standard "peach" high pressure sodium, low pressure sodium, standard mercury vapor, and cool white fluorescent shall not be used for ground floor illumination.

Will comply. The Project will comply with on-site lighting standards when a lighting consultant is brought on board during the construction permit submittal process.

17. Security Devices. Security devices shall be screened from public view. Alternative methods such as interior electronic security and fire alarm systems are encouraged. If metal security grills are used, grilles which recess into pockets or overhead cylinders, completely concealed and retractable shall be used and shall be integrated into the design of the building, using the space behind signage to house the gate if possible. Vertical or horizontally folding accordion grills in front of a building are prohibited. All security window bars shall be installed on the inside of the building.

Will comply. The Project will comply with security device standards when a security contractor is brought on board during the construction permit submittal process.

18. Privacy. Buildings shall be arranged to avoid windows facing windows across property lines, or the private open space of other residential units.

Complies. As shown on the privacy diagram on Sheet No. A.23 of the Project plans, the proposed building has been arranged to avoid windows facing windows of the existing apartment building located to the south of the Property.

19. Hours of operation. Parking lot cleaning and sweeping, trash collections and deliveries to or from a building shall occur no earlier than 7AM and no later than 8PM, Monday through Friday, and no earlier than 10AM and no later than 4PM on Saturdays and Sundays.

Will comply. The Project will comply with this provision.

20. Noise Control. Any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley, shall be constructed so as to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition. The developer, as an alternative, may retain an acoustical engineer to submit evidence, along with the application of a building permit, specifying any alternative means of sound insulation sufficient to reduce interior noise levels below 45dBA in any habitable room.

Will comply. The Project will comply with this provision.

21. Required Ground Floor Uses. For Subarea B, any residential, community facility or commercial use permitted by the Specific Plan Ordinance is allowed on the ground floor. For Subareas C, one hundred percent (100 %) of the street level floor, excluding entrances to upper floors, must be for commercial uses or community facilities up to a depth of 25 feet.

Not applicable. This provision is not applicable to 100% residential projects.

Design Guidelines

1. Urban Form. Implementation of the Plan, Ordinance and Guidelines will begin to transform these commercial streets away from a highway oriented, suburban format into a distinctly urban, pedestrian oriented and enlivened atmosphere. Outdoor eating areas, and informal gatherings of chairs and benches are encouraged. These streets should begin to function for the surrounding community like an outdoor public living room. Transparency should exist between what is happening on the street and on the ground floor level of the buildings. Mid-block pedestrian walkways and access through buildings is encouraged.

Complies. The Project is not located on a commercial street, and is a 100% residential project. Nonetheless, the Project provides enhanced transparency along the ground-floor street frontage, in excess of the transparency amounts required by the SNAP.

2. Building Form. Generally, every building is encouraged to have a clearly defined ground plane, roof expression and middle or shaft that relates the two.

Complies. The Project is designed with a clearly defined ground plane consisting of long vertical windows and entrances to the ground floor common residential space. The middle of the building consists of partially recessed, modulated residential floors. The top of the building is stepped back to provide the proposed sky decks, thereby providing an aesthetically pleasing and balanced façade that maximizes interaction with the street and provides consistency with the pedestrian-oriented character of the neighborhood.

3. Architectural Features. The recommendations for Subareas B and C are similar to the recommendations for Subarea A. Courtyards, balconies, arbors, roof gardens, water features, and trellises are all encouraged. Appropriate visual references to historic building forms -especially Mediterranean traditions-are strongly encouraged in new construction.

Complies. The Project includes common open space features such as the 7th floor sky decks, with seating areas designed for either resident interaction or relaxation. The sky decks provide views of Sunset Boulevard and the neighborhood to the northwest. Additionally, many of the units include private balconies facing Sunset Boulevard, which contribute to resident engagement with their urban surroundings.

4. Building Color. It is recommended, but not required that building color be simple and limited to three colors: Dominant color, subordinate color and “grace note” color. For example, the main color can be used for the building walls, the secondary color for window and door trim, and the accent color for awnings and signs. Light color paints, roof and building materials are encouraged to reflect more of the sun’s energy there by reducing the surface temperature of the walls and roofs. Retention of building materials in their original or natural state, particularly brick, terra cotta and stone is strongly encouraged.

Complies. The Project incorporates neutral “earth tone” colors ranging on a scale from white to brown. The building walls are mainly a shade of white, while window and balcony trims are a lighter brown, and parts of the façade are a light brown simulated wood siding. The building colors transition smoothly and the building’s modulation give it a modern look and a clean and energizing appearance.

5. Signs. Appropriate signs include: wall signs; small projecting hanging signs; awnings or canopy signs; small directory signs; and permanent window signs. When a building contains two or more businesses, signs should complement one another in color and shape and be located in the same relative position on each storefront. Signs should be designed to coordinate with the building and not dominate or obscure the architectural elements of the building facades, roofs or landscaped areas. Signs may be lighted but the source of illumination should be hidden from view. 5. Window Signs. Open and non-obtrusive views into stores are encouraged. A clear view into the store will provide added security for merchants and attract shoppers into stores. Temporary banner signs create visual clutter and are discouraged. Permanently painted signs or lettering on the inside of windows is encouraged provided it takes up less than ten percent of the total glass surface. Clerestory windows are also encouraged. They are horizontal panels of glass between the ground

floor and the second story. They are a traditional main street element, especially in historical buildings. They are good locations for neon or painted window signs.

Not applicable. The Project does not propose any signage other than building numbering, consistent with LAMC signage requirements.

6. Pole Signs, Off-site Signs, and Roof Signs. Pole signs, off-site signs, or roof signs are not permitted. Individual lettering on the building, or painted lettering on the building are preferred.

Not applicable. No pole signs, off-site signs, or roof signs are proposed.

7. Awning Signs. Fabric awnings and awning signs are encouraged. Lettering should occur only on the awning valences and not exceed 10 inches. Awning signs above the first floor are not desirable.

Not applicable. The Project does not propose any signage.

8. Painted Lettering. This type of sign is strongly encouraged. Painted murals on the building facade are encouraged provided the lettering is not overly large and is compatible with surrounding signs.

Not applicable. The Project does not propose any signage.

9. Pedestrian Oriented Signs. Hanging signs and permanent banners are readable by pedestrians walking by the facade. They are visible from the sidewalk in both directions and help pedestrians to recognize locations quickly without having to stand back and read signs flat against the building. Hanging signs should be located so they protrude from the top of the first floor, are at least seven feet above the finished grade, and extend no more than four feet from the wall. Hanging signs should be no more than twelve square feet in surface area.

Not applicable. The Project does not propose any signage.

10. Directory signs or kiosks. These are strongly encouraged. Directory signs should be considered for mounting on buildings at sidewalk locations and near arcades, access ways or passages.

Not applicable. The Project does not propose any signage.

11. Portable signs. Portable signs such as menu boards for restaurants are encouraged provided they do not project into the public sidewalk more than 30 inches, are less than 10 square feet in surface area, and are stored indoors after hours of operation.

Not applicable. The Project does not propose any signage.

12. Figurative Signs. Figurative signs shaped to reflect the silhouette of a particular object (e.g. a key, a coffee cup, etc.) are encouraged. These may be portable, wall-mounted or projecting.

Not applicable. The Project does not propose any signage.

13. Canned Signs. Canned signs should not be used. They are internally illuminated plastic panels within a sheet metal box enclosure. They use a limited range of colors and lettering types and tend to have no relationship to the architectural character of the building.

Not applicable. No canned signs are proposed.

14. Custom-made Neon. Custom-made neon signs are encouraged. They may be either exterior-mounted on a signboard or metal support frame or enclosure, or interior-mounted behind clerestory or display windows.

Not applicable. The Project does not propose any signage.

15. Plant Materials on Facades. Facade plant materials are in addition to permanent landscaping. They should be arranged to express individuality and create a welcoming environment for pedestrians. Plants can be arranged in planters, containers, hanging baskets, flower boxes, etc. They need to be properly maintained so they are fresh and healthy. Drought tolerant, especially indigenous or native California plants are highly recommended. Facade planting should be considered for both first and second floors of a building. Minimum sidewalk width for placement of planter boxes is 12 feet. Facade plant materials should not extend into the public right of way or sidewalk more than three feet. Planters should not be more than three feet high. All planters should be secured to the ground-except window boxes-and provide proper drainage. Other furnishings such as tables, chairs and umbrellas may be provided in the pedestrian and open space. Note that virtually all street furniture requires the issuance of a revocable permit from the Bureau of Street Services in the Department of Public Works, prior to placement in the public right of way.

Complies. The Project includes planters in the front, side, and rear yards, and on the 7th floor sky deck. All planters will be designed to be consistent with the above guidelines.

CEQA CATEGORICAL EXEMPTION
CLASS 32 – INFILL DEVELOPMENT – FINDINGS

The Class 32 exemption (Section 15332 of the State CEQA Guidelines) is intended to promote infill development within urbanized areas. Class 32 consists of projects characterized as in-fill development meeting the following conditions:

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 Property is zoned R4-1 and is designated for Community Commercial land uses by the Hollywood Community Plan. The proposed Project will be consistent with all applicable land use designation and policies and zoning designation and regulations of the General Plan, Community Plan, SNAP, and the LAMC.

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

The Property consists of two legal parcels, totaling 13,509 gross square feet or 0.31 acre, located wholly within the City of Los Angeles. It is surrounded entirely by urban uses, including a mix of commercial, residential, and institutional uses.

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

The Project is situated in an established, fully-developed residential neighborhood, proximate to a large boulevard, and multiple nearby employment centers. The Project site has no value as a 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:

The Project is required to comply with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, storm water mitigations; and Best Management Practices for storm water runoff.

The Project will be assessed by LADTO to determine whether a traffic study will be required. According to a preliminary transportation evaluation conducted by Overland Traffic Consultants, the household VMT impact of removing 1 single family home and 2 duplex units and constructing a 7-story building with 62 multi-family residential units is not significant. Although not required to reduce impacts, the Project will provide the following Transportation Demand Management (TDM) Project Design Features: reduced parking supply and increased bike parking per SNAP.

Upon conclusion of the preliminary evaluation and subject to confirmation by LADOT, the proposed project is not required to perform VMT analysis given that the Project will have

less residential units compared to existing residential units and is within one-half mile of a fixed-rail station, the net increase in daily trips is fewer than 250 trips (221 total trips), and the proposed project does not consist of any retail land uses that would further contribute to VMT.

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

The site is currently being served adequately by the City's Department of Water and Power, the City's Bureau of Sanitation, the SoCal Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, and many others public services. The utilities and public services have been servicing the neighborhood continuously for over 50 years. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, LED lighting, etc. The Project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting the five conditions listed above.