

## Franklin & Cahuenga Mixed-Use Project Project Description and Findings

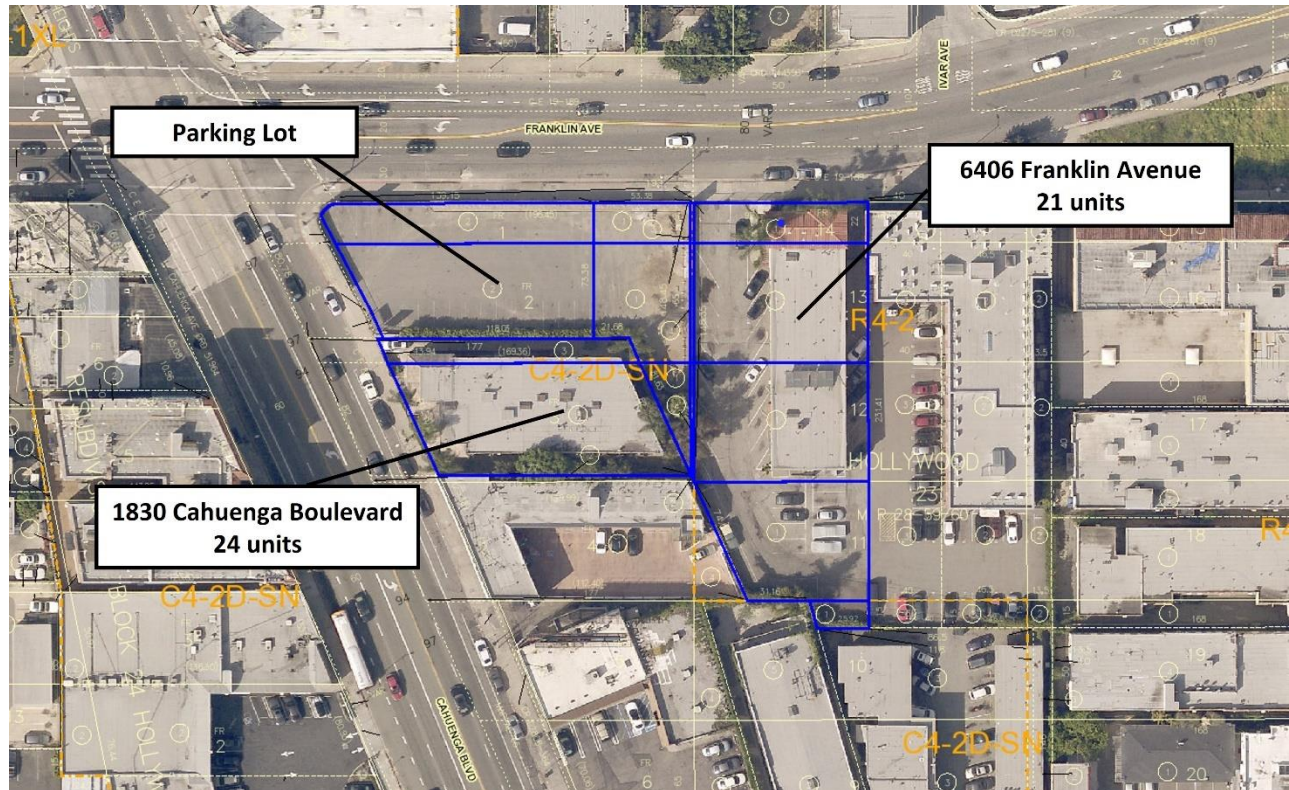
### **Requested Actions**

1. Pursuant to LAMC Section 12.22.A.25, **Density Bonus Compliance Review** for a 37.5 percent density bonus to permit 223 new dwelling units in exchange for setting aside 15 percent of the base density for 27 Very Low Income households, and the following incentives and waivers:
  - a. On-menu incentive to average the floor area, density, open space, and parking over the project site, and to permit vehicular access from a less restrictive zone to a more restrictive zone;
  - b. Off-Menu Incentive to permit an Outdoor Eating Area on the 20th floor in lieu of the ground floor;
  - c. Off-Menu Incentive to permit an Outdoor Eating Area greater than 50% of the interior dining area;
  - d. Waiver of Development Standard to waive the transitional height limits set forth in LAMC Section 12.21.1 A.10 due to the Site's proximity to an A1-1XL zone;
  - e. Waiver of Development Standard to permit a floor area increase for 266,236 square feet of floor area in lieu of 212,288 square feet of floor area;
  - f. Waiver of Development Standard to permit a 0 foot side yard in lieu of 16 feet otherwise required along the southerly property line;
  - g. Waiver of Development Standard to permit a 0 foot side yard in lieu of 16 feet otherwise required along the northern property line in the R4 zoned portion along Franklin Avenue;
  - h. Waiver of Development Standard to permit a 0 foot rear yard in lieu of 20 feet otherwise required;
  - i. Waiver of Development Standard to permit a reduced building separation between the existing building to remain at 6406 Franklin Avenue and the new building.
2. Pursuant to LAMC Section 16.05, **Site Plan Review** for a project which creates, or results in an increase of 50 or more dwelling units;
3. Pursuant to LAMC Section 12.24.W.1, a **Main Conditional Use Permit** for the onsite sale and consumption of alcoholic beverages within the Project's new commercial spaces.

## **Introduction**

CGI Plus (“Applicant”) proposes the redevelopment of the site located at 6406, 6420 West Franklin Avenue and 1830, 1832, 1838 North Caheunga Boulevard (“Site”). The Site consists of 15 adjoining parcels with approximately 45,221 square feet of lot area with 295 feet of street frontage on Franklin Avenue to the north and 160 feet of frontage on Caheunga Boulevard to the west. The Site is developed with a two-story building located at 1830 Caheunga Boulevard that contains 24 apartment units, a two-story building located at 6406 Franklin Avenue that contains 21 apartment units, and a surface parking lot located at the northwest corner of the Site.

### ***Project Site – Existing Development***



## **Project Summary**

The Applicant proposes demolition of the surface parking lot, retention of the building at 6406 Franklin Avenue, relocation of the building at 1830 Caheunga Boulevard to an offsite location at 4853-4357 Melrose Avenue, and construction of a new 20-story, 241 feet, 6 inch in height mixed-use building with 223 dwelling units, including 27 Very Low Income affordable units, 19,837 square feet of new commercial space located on the ground floor and 20th level, with 254,922 square feet of new floor area and 282 parking spaces (“Project”). Total development with existing uses to remain would be 244 units, 266,236 square feet of floor area, and 19,837 square feet of commercial space.

The ground level of the new building includes 11,979 square feet of commercial space located along the Caheunga and Franklin frontages, a lobby along Franklin that provides access to the commercial space located on the 20<sup>th</sup> level, a residential lobby along Franklin that provides pedestrian access to the residential units above, seven vehicular parking spaces, and bicycle parking. Vehicular access for the proposed building would be provided from a two-way driveway on Franklin Avenue and a

two-way driveway on Cahuenga Boulevard which would provide access to two subterranean parking levels and four above grade parking levels. The 20 existing surface parking spaces that serve the units at 6406 Franklin would be replaced within the new building. Access to the existing building located offsite at 6400 Franklin would continue to be provided from the existing driveway on Franklin Avenue which would be modified to provide the minimum 20 foot required access width. The 2<sup>nd</sup> through 5<sup>th</sup> contains vehicular parking which would be architecturally screened. The 6<sup>th</sup> floor podium level includes a pool and interior resident amenity spaces, a common outdoor terrace deck overlooking Franklin Avenue, and 10 residential units that include private outdoor terraces for eight of the units. The remaining 213 residential units would be located on the 7<sup>th</sup> through 19<sup>th</sup> levels. The 20<sup>th</sup> level includes a residential roof deck and 7,858 square feet of commercial space that is anticipated to accommodate a restaurant. The commercial restaurant also includes an exterior deck with outdoor dining, lounge areas, and pool. In addition, the Project would provide 146 residential bicycle parking spaces (including 14 short-term and 132 long-term spaces) and 20 commercial bicycle parking spaces (including 10 short-term and 10 long-term) would be provided.

## **Background**

The Project Site is bounded by Franklin Avenue to the north, Cahuenga Boulevard to the west, and multi-family residential uses to the east and south of the Project Site. Primary regional access is provided by the Hollywood Freeway (US-101), located approximately 0.10 miles northeast of the Project Site. Major arterials providing regional access to the Project Site include Cahuenga Boulevard, Franklin Avenue, Yucca Street, and Vine Street. The Project Site also has convenient access to a variety of public transit options provided by the Los Angeles Metropolitan Transit Authority (Metro) and the Los Angeles Department of Transportation (LADOT). The Project Site is located approximately 0.3 miles north of the Los Angeles County Metropolitan Transportation Authority's (Metro) B Line Hollywood/Vine Station. The station serves Metro's B Line, which travels between Union Station in downtown Los Angeles and North Hollywood at 10-minute intervals throughout the day. In addition, the Project Site is served by bus lines located nearby that are operated by Metro and LADOT DASH services bus lines. Bus lines that operate in the vicinity of the Project Site include Metro Bus Lines 2, 4, 180/181, 210, 212, 217, 222, 302, 312, 704, and 780, as well as LADOT DASH Beach Canyon, Hollywood, and Hollywood/Wilshire bus lines. The Project Site is also located within a Transit Priority Area pursuant to Senate Bill 743, the Hollywood Redevelopment Project Area, and the Los Angeles State Enterprise Zone,

## ***Streets and Circulation***

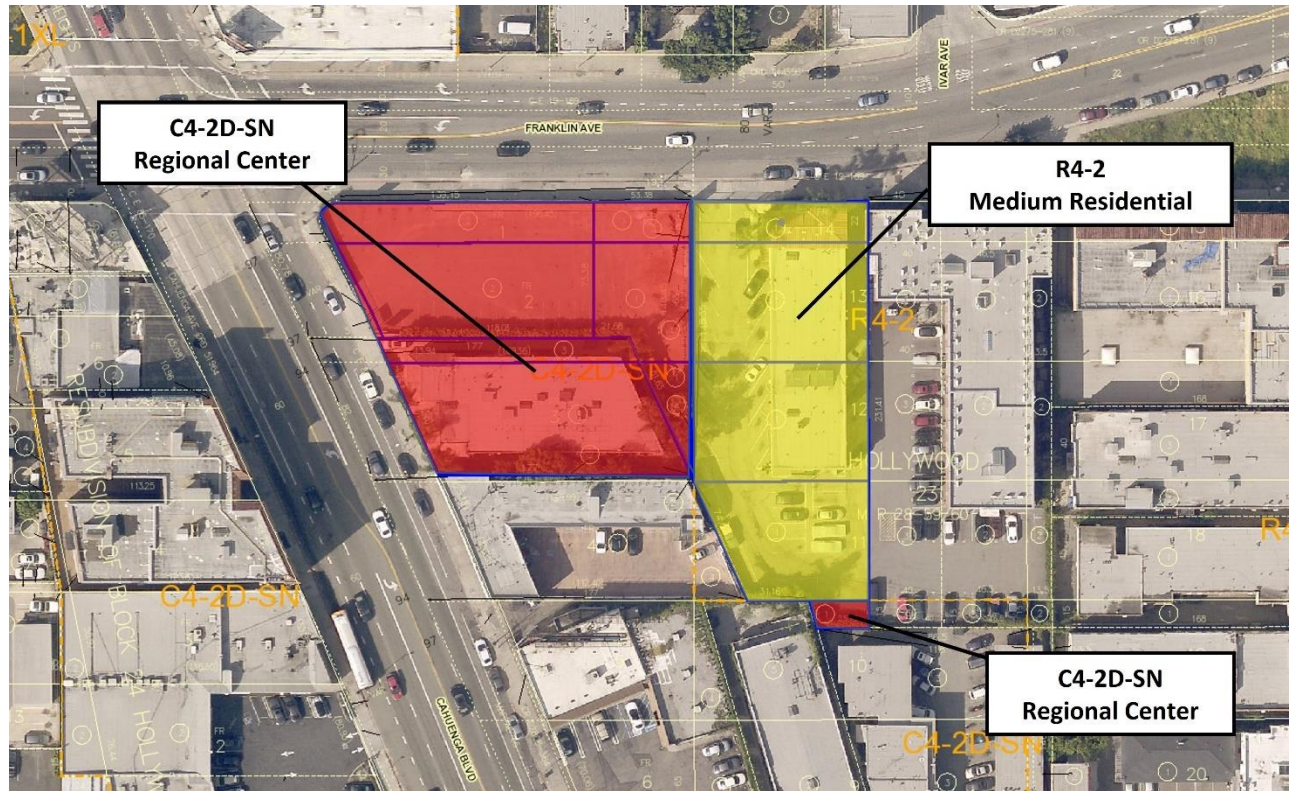
Cahuenga Boulevard: designated as Modified Avenue I with a designated Right-of-Way width of 90 feet and designated Roadway width of 70 feet. Cahuenga Boulevard currently has a 50-55 foot ½ right of way and no dedication would be required.

Franklin Avenue: designated as Modified Avenue II with a designated Right-of-Way width of 90 feet and designated Roadway width of 70 feet. Adjacent to the Project Site, Franklin Avenue currently has a 40 foot ½ right of way and a 5 foot street dedication would be required to complete a 45 foot ½ right of way.



## **Zoning and Land Use Designations**

The Project Site is located in the Hollywood Community Plan area which designates the Project Site as Regional Center Commercial and Medium Residential. The Project Site is comprised of two zoning designations as shown on the below table and aerial photo map.



**Zoning Designations & Lot Areas**

Zoning	Lot Area (SF)
[Q]C4-2D-SN	26,131
R4-2D	19,090
<b>Total</b>	<b>45,221 SF</b>

## **Hollywood Redevelopment Plan**

The Site is located within the boundaries of the Hollywood Redevelopment Project Area which designates the Site as Regional Center (correspondence to the portion of the Site zoned C4) and High Residential (correspondence to the portion of the Site zoned R4). The Regional Center land use designation permits multi-family residential and commercial uses, and the High Residential land use designation permits multi-family residential uses. The Redevelopment Permit permits a base 4.5 FAR in the Regional Center. Residential density is not regulated by the Redevelopment Plan in the Regional Center. The High Residential land use category permits a residential density of 80 units per gross acre which includes  $\frac{1}{2}$  of the area of abutting Franklin Avenue. Floor area is not regulated by the Redevelopment Plan in the residential land use designations.

### **State Density Bonus Law (AB2345)**

Assembly Bill (AB) 2345, which amended State Density Bonus Law, increased the maximum by-right density bonus under State Density Bonus Law from 35 percent to 50 percent. AB 2345 provides that a local agency that adopted an ordinance that allows for density bonuses that exceed the density bonuses required by the Density Bonus Law effective through December 31, 2020 (i.e., 35 percent), is not required to amend or otherwise update its Density Bonus ordinance to comply with AB 2345. The City has such an ordinance – LAMC Section 12.24.U.26 allows a density bonus greater than 35 percent with approval of a CUP. However, the court decision in *AIDS Healthcare Foundation vs. City of Los Angeles* has rendered LAMC Section 12.24.U.26 inapplicable to the Hollywood Redevelopment Plan. Therefore, the exemption from AB 2345 does not apply in these areas, and projects therein that provide the required number of affordable units are entitled to a 50 percent density bonus under AB 2345.

### **Zoning Compliance Summary**

**Permitted Uses.** The C4 zone permits multi-family residential and a broad array of commercial uses. The R4 zone permits multi-family residential uses. The Project's proposed new commercial floor area would be located within the [Q]C4-2D-SN zoned portion of the Site. No commercial uses would be located within the R4-2D zoned portion of the Site.

**Density.** Permitted density for a mixed-use project in the C4 zone is one unit per 200 square feet of lot area (LAMC 12.22.A.18) which permits 131 units in the C4 zoned portion. The Hollywood Redevelopment Plan does not regulate density in the C4-2D zoned portion of the Site. In the R4 zoned portion, permitted density under the LAMC is one dwelling unit per 400 square feet of lot area which permits 48 units. The Redevelopment Plan limits density in the R4 zoned portion to 80 dwelling units per gross acre (which includes ½ area of the abutting Franklin Avenue) which permits 43 units. However, Assembly Bill 2334, which became effective on January 1, 2023, amended State Density Bonus law, and included changes to the definition of “maximum allowable residential density” to mean the maximum number of units allowed under the zoning ordinance (i.e., LAMC), specific plan (i.e., SNAP), Redevelopment Plan, or general plan land use designation, whichever allows for greater density. Here, the LAMC allows for greater density of 48 units in the R4 zoned portion compared to the Redevelopment Plan. Thus, 48 base units are permitted in the R4 zoned portion. As shown in the below table, 178 base units are permitted on the Site. The Project would utilize State Density Bonus law for a by-right 37.5 percent density bonus to achieve 244 total units on the Site (223 new units plus 21 existing units to remain) which would require that 12 percent of base density be reserved for Very-Low Income units. As discussed further below, the Applicant would reserve 15 percent of base density for Very-Low Income units (27 units) in order to be eligible for three density bonus incentives. The Project would utilize one of these incentives to average density across the Project Site's two zones.

<b>Zoning</b>	<b>Lot Area (SF)</b>	<b>Density Ratio</b>	<b>Base Density</b>
[Q]C4-2D-SN	26,131	1 per 200 SF	131 units
R4-2D	19,090	1 per 400 SF	48 units
<b>Total</b>	<b>45,221 SF</b>	<b>-----</b>	<b>178 units</b>

**Yards/Setbacks.** The Department of Building and Safety has determined that Caheunga Boulevard is the front yard, the opposite easterly property line is the rear yard, and Franklin Avenue and the remaining property lines are side yards.

**Front Yard.** No yard is required for the portion of the Site on Caheunga Boulevard which is located in the C4 zone.

**Side Yards.** No side yard is required along Franklin Street for the ground floor commercial use in the C4 zoned portion. In addition, no side yard is required along Franklin Avenue in the C4 zone for the residential uses on the upper levels pursuant to LAMC 12.22.A.18.B.3 which provides that no yards apply to the residential portions of mixed-use buildings in the C4 zone that abut a street provided that the first floor is used for commercial uses and for access to the residential portions of such buildings located above the ground floor. The R4 zoned portion along Franklin Avenue and the other side yards would require 16 foot side yards. The Project requests a Density Bonus waiver to permit 0 foot side yard setbacks in lieu of 16 feet otherwise required for a 20-story building.

**Rear Yard.** A 20-foot rear yard is required along the easterly property line. The Project requests a Density Bonus waiver to permit a 0 foot side yard setback in lieu of 20 feet otherwise required for a 20-story building.

**Floor Area.** In the C4-2D-SN zone, FAR is limited to 2.0 times the buildable area pursuant to Ordinance No. 165659 effective May 9, 1990. The Hollywood Redevelopment Plan permits a 4.5 FAR in the C4-2D-SN which is designated Regional Center under the Redevelopment Plan. Pursuant to LAMC Section 11.5.14.B.2, the Redevelopment Plan development controls supersede over similar provisions in the LAMC. Thus, a base 4.5 FAR is permitted in the C4-2D zoned portion. A 6.0 FAR is permitted in the R4-2 zoned portion of the Site under the LAMC. The Redevelopment Plan does not regulate floor area in the residential designated areas. The Project requests a Density Bonus waiver to permit 266,236 square feet of floor area (blended 5.88 FAR) in lieu of 212,288 square feet of floor area (blended 4.69 FAR). In addition, the Project requests a Density Bonus incentive to average floor area across the Project Site.

**Height.** Height in the C4-2 and R4-2 zones is unlimited; however, the portion of the Site zoned C4 is subject to the transitional height limits in LAMC Section 12.21.A.10 due to a 2,300 square foot triangular shaped landscape parcel located in the center of the street where Cahuenga and Wilcox Avenue split that is zoned A1-1XL. The Project requests a Density Bonus waiver to waive the 61 foot transitional height limit otherwise required.

**Open Space.** LAMC Section 12.21.G requires all multi-family developments with six or more units to provide on-site open space for passive and/or active recreational use. Useable open space may consist of private and/or common areas as defined in the City regulations. The LAMC requires 100 square feet of open space per dwelling unit for units with less than three habitable rooms, 125 square feet of open space per dwelling unit for units with three habitable rooms, and 175 square feet of open space per dwelling unit for units with more than three habitable rooms. Based on the proposed unit mix, 23,025 square feet of open space is required, and the Project provides 23,073 square feet of open space comprised of 11,050 square feet of private balcony space, 5,733 square feet of interior common resident amenities on Level 6, a 2,026 square foot outdoor resident terrace and pool deck on Level 6, and a 4,264 square feet resident roof deck on Level 20. Pursuant to LAMC Section 12.21-G.2, a minimum of 25 percent of outdoor common open space must be landscaped. Therefore, approximately 2,884 square feet of landscaped area is required and will be provided. A 24-inch box tree is also required for every four residential dwelling units; therefore, 56 trees are required and will be provided as part of the Project.

**Parking.** The Project Site is located approximately 0.30 miles) from the Los Angeles County Metropolitan Transit Authority (Metro) B (Red) Line Hollywood/Vine Station which is classified as a Major Transit Stop. Pursuant to recently adopted AB 2097, no parking is required for residential and

commercial uses for sites located within a 0.5 mile of a Major Transit Stop. The Project would provide 262 parking spaces for the new uses in addition to 20 replacement parking spaces for 6406 Franklin. In compliance with LAMC Section 12.21.A.16, the Project would provide 146 residential bicycle parking spaces (including 14 short-term and 132 long-term spaces) and 20 commercial bicycle parking spaces (including 10 short-term and 10 long-term) would be provided.

## **ENTILEMENT FINDINGS**

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

Based on the set-aside of 15 percent of proposed news units for Very Low Income households, the applicant is entitled to three (3) Incentives under both the Government Code and LAMC. Following is a delineation of the findings related to the request for one (1) on-meu incentive which is by-right under State Law, two (2) Off-Menu Incentives, pursuant to LAMC Section 12.22 A.25(g) and Government Code Section 65915. In addition, the Project proposes six (6) Waiver of Development Standards.

- 1. Pursuant to Section 12.22 A.25(g)(2)(i)(c) of the LAMC and Section 65915(e) of the California Government Code, the decision-maker shall approve a density bonus and requested incentive(s) unless the Commission finds that:**

- a. The incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.***

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

Based on the set-aside of 15 percent of the proposed density for Very Low Income Households, the applicant is entitled to three (3) incentives under both Government Code Section 65915 and the LAMC. The request to (1) average the floor area, density, open space, and parking over the project site, and permit vehicular access from a less restrictive zone to a more restrictive zone; (2) to permit an Outdoor Eating Area on the 20th floor in lieu of the ground floor; and 3) to permit an Outdoor Eating Area greater than 50% the area of interior dining area are the Project's requested Incentives. The remaining requests to allow increased floor area, waive transitional height limits, and reduction in setbacks, and reduction in building separation are waivers of development.

#### **Averaging.**

The Applicant requests an incentive to average the floor area, density, open space, and parking over the project site, and permit vehicular access from a less restrictive zone to a more restrictive zone. The averaging will permit density, floor area, vehicular access, parking to be distributed across the entire Project site which would result in building design and construction efficiencies that provide for affordable housing costs.

### Outdoor Eating Area

The Applicant requests incentives to permit an Outdoor Eating Area on the 20th floor in lieu of the ground floor and to permit an Outdoor Eating Area greater than 50% the area of interior dining area. The economic benefit and associated revenue generated from the outdoor rooftop dining would help to offset and defray the cost of providing the project's 27 Very-Low income affordable housing. Therefore, the incentive results in an identifiable and actual cost reduction to provide for affordable housing costs.

- b. The waiver[s] or reduction[s] of development standards will not have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]” (Government Code Section 65915(e)(1).***

### Floor Area Ratio

The additional FAR allows for a larger building envelope and provides which enables a larger building envelope so that the proposed residential units are of sufficient size, configuration, and quality, and will result in building design and construction efficiencies that facilitate affordable housing costs. Compliance with the base permitted floor area would require the removal of a significant amount of floor area that could otherwise be dedicated to the number, configuration, and livability of affordable housing units; and would similarly reduce the buildings footprint within which the Project could be built, the arrangement of amenities provided for the residential units proposed, and configuration of amenities that will be accessible to all of the residents within the housing development. The increase in overall space that would be dedicated to residential uses facilitates the creation of more residential floor area, and overall space that can be devoted to affordable and market-rate units. As such, compliance with the based permitted floor area would physically preclude construction of the Project at the proposed density and with the incentives requested.

### Transitional Height

The Project is subject to the transitional height limits set forth in LAMC Section 12.21.1 A.10 due to the Site's proximity to a 2,300 square foot triangular shaped landscape parcel located in the center of the street where Cahuenga and Wilcox Avenue split that is zoned A1-1XL which would limit the height of proposed building to 61 feet for the portion located within 199 feet of the A1-1XL zoned parcel. Compliance with the transitional height would require that the building be terraced back in height which would result in the loss of residential units, including affordable units and would physically preclude construction of the Project at the proposed density and with the incentives requested.

### Side Yard Setbacks

The Project requests a Waiver of Development Standard to permit a 0 foot side yards in lieu of 16 feet otherwise required. Strict compliance with the rear yard requirement would physically preclude the development by substantially reducing the footprint and floor area of the building that could otherwise be dedicated to the number, configuration, and livability of the units including the affordable housing units. By waiving this development standard, the applicant will not be physically precluded from constructing the proposed development at the proposed density and with the incentives requested.



### Rear Yard Setback

The Project requests a Waiver of Development Standard to permit a 0 foot rear yard in lieu of 20 feet otherwise required along the easterly property line. Strict compliance with the rear yard requirement would physically preclude the development by substantially reducing the footprint and floor area of the building that could otherwise be dedicated to the number, configuration, and livability of the units including the affordable housing units. By waiving this development standard, the applicant will not be physically precluded from constructing the proposed development at the proposed density and with the incentives requested.

### Building Separation

The Project requests a Waiver of Development Standard to permit a reduced building separation between the existing building to remain and the new building. Strict compliance with the building separation requirements would physically preclude the development by substantially reducing the footprint and floor area of the new building that could otherwise be dedicated to the number, configuration, and livability of the units including the affordable housing units. By waiving this development standard, the applicant will not be physically precluded from constructing the proposed development at the proposed density and with the incentives requested.

- c. 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 the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.**

There is no substantial evidence in the record that the proposed incentive(s) 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)). As required by Section 12.22 A.25 (e)(2), the project meets the eligibility criterion that is required for density bonus projects. The project also does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. Therefore, there is no substantial evidence that the proposed incentive(s) will have a specific adverse impact on public health and safety.

- d. The incentive(s) are contrary to state or federal law.**

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

### Site Plan Review Findings

- 1. That the project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.**

The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State mandated elements, including, but not limited to: Land Use, Transportation, Noise, Safety, Housing

and Conservation. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. The Project is in compliance with the following Elements of the General Plan: Framework Element, Housing Element, Mobility Element, Health and Wellness Element and the Land Use Element– Hollywood Community Plan.

### Framework Element

The Framework Element was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. It establishes the City's long-range comprehensive growth strategy and provides guidance on citywide policies, objectives, and goals regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Proposed Project would be in conformance with following goals of the Framework as described below.

### Chapter 3: Land Use

The Land Use Chapter of the Framework Element identifies objectives and supporting policies relevant to the Project Site. Those objectives and policies seek, in part, to encourage the development of residential uses and structures that integrate housing units with commercial uses. The Project supports and will be generally consistent with the General Plan Framework Land Use Chapter as it accommodates development of residential and commercial uses in accordance with the applicable policies of the Hollywood Community Plan. Specifically, the Project would comply with the following goals, objective, and policies, as set forth in the General Plan Framework Land Use Chapter:

**Goal 3A:** *A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.*

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

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

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

**Policy 3.2.3:** *Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.*

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

**Objective 3.7:** *Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.*

**Objective 3.15:** *Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land-uses.*

**Policy 3.15.3:** *Increase the density generally within on quarter mile of transit stations, determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations funded.*

**Objective 3.16:** *Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.*

The Framework Element establishes land use categories whose locations are depicted on the Long-Range Land Use Diagram. These categories are broadly described by ranges of intensity, density, height, and use. The Project Site is designated for Regional Commercial land uses which allows for the development of multi-family residential and commercial uses and also Medium Residential which permits high density multi-family residential uses.

The Project proposes the development of a new mixed-use building that includes 223 dwelling units, of which fifteen (15) percent (27 units) of the proposed density would be set aside for Very Low Income Households, and up to 19,837 square feet of commercial space. The proposed uses would be located within a 20-story building with a maximum building height of approximately 342 feet. The Project includes active ground floor uses, as well as materials allowing for high visibility at the ground floor along Cahuenga and Franklin, thereby activating the pedestrian realm within walking distance to the Metro Station located approximately 0.30 miles from the Site.

The area is characterized by varied uses, including low, medium- to high-density residential, commercial, and office uses, as well as specialized uses supporting the entertainment industry. The area surrounding is characterized by medium-to-high density mixed-use developments and pedestrian infrastructure. The surrounding area includes numerous amenities within walking distance, such as retail, restaurants, entertainment venues, and historic theaters. The Project, as proposed, is consistent with uses, scales, and intensities in the surrounding area, and provides pedestrian-oriented design features that further facilitate the walkability of the surrounding area. In addition, the Project would provide additional needed housing, including that for Very Low Income Households, with different unit configurations to serve current and future housing needs. Lastly, the Project proposes neighborhood-serving commercial uses, which would contribute additional options to Hollywood for residents, workers, visitors, and tourists, while encouraging non-automobile trips.

The Project Site also has convenient access to a variety of public transit options provided by the Los Angeles Metropolitan Transit Authority (Metro) and the Los Angeles Department of

Transportation (LADOT). The Project Site is located approximately 0.3 miles north of the Los Angeles County Metropolitan Transportation Authority's (Metro) B Line Hollywood/Vine Station. The station serves Metro's B Line, which travels between Union Station in downtown Los Angeles and North Hollywood at 10-minute intervals throughout the day. In addition, the Project Site is served by bus lines in Hollywood that are operated by Metro and LADOT DASH services bus lines which include Metro Bus Lines 2, 4, 180/181, 210, 212, 217, 222, 302, 312, 704, and 780, as well as LADOT DASH Beach Canyon, Hollywood, and Hollywood/Wilshire bus lines.

The Project would reduce vehicle trips and vehicle miles traveled due to the Project's pedestrian-orientated design, bicycle access and infrastructure, and proximity to rail and bus transit, commercial uses, entertainment uses, amenities, and jobs. The Project design, mix of uses, and intensity will also contribute to the intended character of Hollywood, while locating new residents and jobs within an established urban area respecting nearby established neighborhoods. The Project's mix of uses, neighborhood-serving commercial space, location within a regional center well served by transit, and the provision of housing would contribute to the appropriate distribution of land as described by the Land Use Chapter.

#### Housing Element 2021 - 2029

The proposed project also conforms with the applicable policies of the Housing Element, including:

**Goal 1:** *A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.*

Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

*Policy 1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.*

*Policy 1.3.1: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.*

**Goal 3:** A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.

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

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

The Project proposes a new mixed-used project that includes 223 residential units, comprised of studio, one-bedroom, and two-bedroom units. Of the 223 residential units proposed, 27 units would be reserved for Very Low Income households. The Housing Element encourages more housing units to accommodate the City's projected growth and also envisions a variety of unit types and

sizes and amenities that can satisfy the needs and demand of people of all income levels, races, and ages. The Housing Element indicates that not only are more housing units needed to accommodate the City's growth, but that these units need to be a broader array of typologies to meet evolving household types and sizes. The Project will offer a range of residential unit types and sizes, with a mix of one and two-bedroom units, and to ensure the livability of these housing units, the Project includes a variety of open space and amenities for residents, including shared outdoor spaces. In addition, the Project includes private balconies for the majority of the proposed units. Therefore, the Project would be consistent with the Housing Element.

#### Chapter 7: Economic Development Chapter

The Project would comply with the following goals, objective, and policies, as set forth in the General Plan Framework Economic Development Chapter:

**Goal 7G:** *A range of housing opportunities in the City.*

**Objective 7.9:** *Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's workforce to both live and work in the city.*

**Policy 7.9.1:** *Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental to the City's fiscal structure.*

**Policy 7.9.2:** *Concentrate future residential development along mixed-use corridors, transit corridors, and other development nodes identified in the General Plan Framework Element to "optimize the impact of City capital expenditures on infrastructure improvements."*

As previously mentioned, the Project would provide new housing that is near the Hollywood/Vine Metro Station and several bus lines. The housing would include units set aside for Very Low Income Households, as well as studio, one-bedroom, and two-bedroom units, providing additional housing options for the area. By enabling the construction of a supply of housing in proximity to existing jobs and services, the Project would be consistent with the above listed goals, objectives, and policies of the Framework Element.

#### Mobility Element

The Mobility Element 2035 (Mobility Element), adopted in September 2016, guides development of a citywide transportation system with the goal of ensuring the efficient movement of people and goods and recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reduction of vehicle trips, and focused growth in proximity to public transit. The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities and sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. The Proposed Project would be in conformance with following objectives and policies of the Mobility Element as described below.



## Chapter 2: World Class Infrastructure

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

The Project would provide an inviting pedestrian environment for residents that includes enhanced streetscape amenities that includes new street trees, bicycle racks, and landscape plantings. The Project is also required to improve both adjoining streets with full-width concrete sidewalks, and upgrades as necessary to comply with American's With Disabilities Act (ADA) requirements. The landscaping for the Project Site would include both native and adaptive native plant materials. Thus, the Project would enhance the pedestrian experience, resulting in a safe and comfortable walking environment for area residents and visitors.

## Chapter 3: Access for All Angelenos

**Objective:** *Ensure that 90 percent of households have access within one mile to the Transit Enhanced Network by 2035.*

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

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

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

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

## Chapter 5: Clean Environments and Healthy Communities

**Objective:** *Decrease VMT per capita by 5% every five years, to 20% by 2035.*

The Project is a pedestrian-oriented development that provides affordable and market-rate housing in proximity to several transit options. As previously mentioned, the Project Site is located near the Metro Hollywood/Vine B Line (Red Line) Station with connecting service to various rail lines, including the Metro L (Gold), E (Expo), and D (Purple) Lines, Amtrak passenger rail, and Metrolink commuter rail; and several Metro Bus lines. These transit stations will provide access to employment centers and jobs, local and regional destinations, and other neighborhood services for Project residents. The Project will allow for reduction of vehicle trips by placing high density residential and commercial uses and providing easy access to work opportunities and essential services within proximity to public transit, as well as existing retail and amenities in the Hollywood area. The availability of many transit options creates greater mobility and reduces the need for use

of personal vehicles. Furthermore, the location of the ground floor commercial uses will facilitate a pedestrian-oriented environment by providing transparency at the street level and activating the streets with greater pedestrian activity. In addition, the Mobility Plan incorporates the complete streets principles to accommodate all modes of transportation including foot traffic and bicyclists. The Project provides bicycle parking spaces within a convenient, secure, and easily accessible parking facilities including controlled-access long-term bike parking within the building and short-term bike parking outside along with sidewalk. As such, the Project conforms to the goals, objectives, and policies of the Mobility Element.

### Health and Wellness Element

Adopted in March 2015, the Plan for a Healthy Los Angeles lays the foundation to create healthier communities for all Angelenos. As the Health and Wellness Element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. Through a new focus on public health from the perspective of the built environment and City services, the City of Los Angeles will strive to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. The Proposed Project is consistent with the following goals, objectives, and policies:

#### Chapter 2: A City Built for Health

***Policy 2.2:*** Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.

The Project would provide street trees, ground floor neighborhood serving commercial storefronts, and bicycle parking thereby activating the streetscape to support an inviting and pedestrian-oriented environment. The Project would be LEED Certified equivalent and required by the California Building Code to use materials in construction which would reduce health impacts such as, low volatile organic compound (VOC) paints, low VOC carpeting, and low VOC exterior materials.

#### Chapter 5: An Environment Where Life Thrives

***Policy 5.1:*** Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.

***Policy 5.7:*** Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and other susceptible to respiratory diseases.

The Project would result in the creation of new housing near the Hollywood/Vine Metro Station and several nearby bus lines. Future visitors and residents of this Project will be able to take advantage of the Project's proximity to transit to serve their daily needs. The numerous transit options around the Project would encourage residents and visitors to use public transportation or walk, thus reducing air pollution and greenhouse gas emissions that would otherwise be caused by vehicle trips.

## Land Use Element – Hollywood Community Plan

The Hollywood Community Plan was adopted by the City Council on December 13, 1988. The Community Plan's purpose is to "promote an arrangement of land use, circulation, and services which all encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the Community." The Project's proposed high density residential and commercial uses are consistent with the and in substantial conformance with the intent and provisions of the General Plan as reflected in the adopted Community Plan.

**General Plan Text.** The Hollywood Community Plan, a part of the Land Use Element of the City's General Plan, states the following objectives that are relevant to the Project:

***Objective No. 1:*** *To further the development of Hollywood as a major center of population, employment, retail service and entertainment.*

***Standards and Criteria:*** *New apartments should be soundproofed and provided with adequate usable open space at a minimum ratio of 100 square feet per dwelling unit excluding parking areas, driveways and the required front yard setback.*

***Objective No. 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 Community Plan Map designates the subject property for Regional Center and Medium Residential land uses. The Project proposes to develop a mixed-use project located near the Hollywood/Vine Metro Station. The Project includes 223 residential units, of which 27 units would be reserved for Very Low Income Households. In addition, the Project includes 19,837 square feet of neighborhood serving commercial space.

The Project would allow the development of residential and commercial uses at a scale and intensity consistent with surrounding development that meets the intent and provisions of the Hollywood Community Plan, which designates the surrounding area as Regional Center Commercial and Medium Residential. The uses and intensity would support the Hollywood area economically by introducing new residents, services, and activity located near the Hollywood/Vine Metro Station. The Project includes uses appropriate and consistent with Hollywood, and the proposed scale and intensity of development is compatible with similar mixed-use developments in Hollywood. The new commercial spaces would create additional destinations within the Hollywood, while providing existing residents with neighborhood-serving uses within walking distance to several transit options.

The Project would provide 223 residential units, of which 27 units would be reserved for Very Low Income Households, and would include studio, one-bedroom, and two-bedroom configurations. The mix of market-rate and restricted affordable units, as well as unit type would provide needed housing and support individual choice.

The Project would provide mixed-income housing and commercial space within an established urban center and proximity to transit. The mix of uses, scale, intensity, form and design are consistent with the surrounding area and the intent of the prevailing surrounding Regional Center Commercial designation. As demonstrated, the Project substantially conforms with the purpose, intent and provisions of the General Plan and the Hollywood Community Plan.

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

The Project proposes a mixed-use building, including 223 dwelling units of which fifteen (15) percent of the proposed density would be set aside for Very Low Income Households, and up to 19,837 square feet of commercial space.

Building Design. The Project would be designed to relate contextually to its immediate neighborhood as well as Hollywood as a whole. The contextually sensitive design would be achieved by limiting construction primarily to an existing surface parking lot at the intersection of Franklin and Caheunga, combining density into a singular tower, locating commercial and other active spaces along Caheunga and Franklin in the C4 zoned portion of the Site. Locating the main building mass on the northwestern portion of the Site would help to minimize shadows on neighboring structures. The building design employs a modern interpretation of the Art Deco style prevalent in the area and in Los Angeles as a whole. through the use of symmetry, layering of vertical and geometric lines, as well as repeated patterns.

Height/Bulk. The immediate area surrounding the Project Site is developed primarily with a mix of low-rise commercial development and mid-size multi-family residential buildings. The broader Hollywood area including just south of the Site including along Hollywood and Sunset Boulevards are developed with a variety of urban land uses that include retail, restaurants, office, entertainment venues, and multi-family residential building located within walking distance to regionally serving transit service. The Project's bulk and massing is consistent with multiple mid-rise commercial and mixed-use developments located in Hollywood's commercial and entertainment core. Densification of the Hollywood has long been planned for and encouraged given its close proximity to public transit and major employers, and the Project would fit within the existing neighborhood context and pattern of development. In addition, the building design includes a consistent streetwall and a building façade that is articulated with changes in materials, planes, and balconies, which create rhythm and visual interest, and reduce the perceived bulk of the building. Window patterns, changes in material, arrangement of balconies, and fenestration prevent a monolithic character. Through architectural design and site planning, the Project's perceived height and bulk are reduced.

Off-Street Parking and Driveways. Vehicular access for the proposed building would be provided from a two-way driveway on Franklin Avenue and a two-way driveway on Cahuenga Boulevard which would provide access to two subterranean parking levels and four above grade parking levels which contain 282 spaces to serve the new uses plus existing units at 6406 Franklin Avenue to remain. Loading and services such as trash will also use these two vehicular entrances.

Building Signage and Lighting. Project signage would comply with the provisions of the Hollywood Signage Supplemental Use District, and no off-site signage is proposed as part of the Project. Wayfinding signs will be located at parking garage entrances, elevator lobbies, retail entrances, and residential entrances. In addition, any illuminated signs would be required to comply with the Hollywood Signage Supplemental Use District illumination screening regulations. The Project would include architectural lighting, lighting at entrances and exits, pedestrian lighting along the right-of-way, and interior lighting. All on-site lighting will comply with regulatory requirements, including the requirements that are set forth by CalGreen and Title 24 that stipulate the use of high performance lights with color and glare control. All on-site exterior lighting will be automatically controlled to illuminate according to the time of day or conditions. In addition, design elements will

be incorporated to limit the direct view of the light source surface for all exterior light fixtures and to ensure that the light source cannot be seen from adjacent residential properties or the public right-of-way. Finally, all new street and pedestrian lighting within the public right-of-way will comply with applicable City regulations and would be approved by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties.

Landscaping and Open Space. The Project enhances livability of the area by upgrading the quality of development and creating a pedestrian-friendly, landscaped public right-of-way. The Project provides an inviting pedestrian environment for residents that includes streetscape amenities such as new street trees, bicycle racks, and landscape plantings along Franklin and Caheunga. The landscaping for the Project Site includes both native and adaptive native plant materials. Thus, the Project would enhance the pedestrian experience, resulting in a safe and comfortable walking environment for area residents and visitors. The Project provides 23,073 square feet of open space comprised of 11,050 square feet of private balcony space, 5,733 square feet of interior common resident amenities on Level 6, a 2,026 square foot outdoor resident terrace and pool deck on Level 6, and a 4,264 square feet resident roof deck on Level 20.

Trash Collection and Loading Areas. The trash areas are located in enclosed trash rooms within the building and are not visible from the public right-of-way. Residential trash rooms are located on all floors. Commercial trash rooms are located on the ground floor and fully enclosed and not visible from the public right-of-way.

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

LAMC Section 12.21.G requires all multi-family developments with six or more units to provide on-site open space for passive and/or active recreational use. Useable open space may consist of private and/or common areas as defined in the City regulations. The LAMC requires 100 square feet of open space per dwelling unit for units with less than three habitable rooms, 125 square feet of open space per dwelling unit for units with three habitable rooms, and 175 square feet of open space per dwelling unit for units with more than three habitable rooms. Based on the proposed unit mix, 23,025 square feet of open space is required, and the Project provides 23,073 square feet of open space comprised of 11,050 square feet of private balcony space, 5,733 square feet of interior common resident amenities on Level 6, a 2,026 square foot outdoor resident terrace and pool deck on Level 6, and a 4,264 square feet resident roof deck on Level 20. Pursuant to LAMC Section 12.21-G.2, a minimum of 25 percent of outdoor common open space must be landscaped. Therefore, approximately 2,884 square feet of landscaped area is required and will be provided. A 24-inch box tree is also required for every four residential dwelling units; therefore, 56 trees are required and will be provided as part of the Project.

### **Conditional Use Beverage Findings**

The following are the findings and the application of the relevant facts as related to the request for a Master Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption within the Project's 19,837 square feet of new retail space. In order for the Master Conditional Use Permit to be granted, all of the legally mandated findings delineated in LAMC Sections 12.24. E and 12.24 W.1 must be made in the affirmative:



**1. That the project will enhance the built environment in the surrounding neighborhood or will perform a function to provide a service that is essential or beneficial to the community, city, or region.**

The Project proposes the development of a new mixed-use building comprised of 223 dwelling units, and up to 19,837 square feet of commercial space located along Caheunga Boulevard and Franklin Avenue and on the 20<sup>th</sup> level. The Project requests a Main Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption at future restaurants within the proposed commercial spaces.

The Project would improve the ground floor pedestrian environment by providing direct entrances from the street into the restaurant establishments. The Project Site is located within walking distance to transit, retail, restaurant, entertainment, theaters, hotels, and services within the Hollywood Center just to the south of the Site. The proposed uses would add additional options for residents, visitors, and tourists.

The availability of alcoholic beverages in commercial uses is a customary and incidental component of restaurants. For example, restaurant patrons expect the ability to order alcoholic beverages in conjunction with food service. In addition, the ability to offer alcoholic beverages to patrons is essential in attracting top quality dining establishments. Alcohol sales for restaurant uses will improve the economic viability of either use, allowing for a neighborhood-serving commercial use. The Project's commercial uses will serve as an attraction for visitors, tourists and neighbors in the area and will reduce the need for local residents to travel to other areas for dining experiences. Therefore, as conditioned, permitting the sale and dispensing of a full line of alcoholic beverages for on-site consumption will enhance the built environment in the surrounding neighborhood and provide a service that is beneficial to the community, city, or region.

**2. That the project's location, size, height, operations, and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.**

All establishments serving alcohol will be carefully controlled and monitored through the imposition conditions related to site maintenance, loitering, specialized training programs for employees, and consultation with LAPD. As a condition of this grant, each individual venue seeking to utilize a permit to sell alcoholic beverages for on-site or off-site consumption as a part of this Main Conditional Use must apply for a Plan Approval. The Plan Approval process will allow the Department of City Planning to tailor conditions to each individual Applicant and establishment and create measures which will minimize any impact that might be generated by each individual establishment seeking to sell alcoholic beverage. Thus, as conditioned, the Project's location, size, height, operations, and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

**3. That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.**

The elements of the General Plan establish policies that provide for the regulatory environment in managing the City and for addressing concerns and issues. The majority of the policies derived from these Elements are in the form of Code Requirements of the LAMC. The Land Use Element of the City's General Plan divides the city into 35 Community Plans. The location of the proposed alcohol establishments on the Project Site has a land use designation of Regional Center Commercial. The project is consistent with the Regional Center land use designation, which is intended to provide for commercial uses, including residential uses. The Hollywood Community

Plan text is silent with regards to alcohol sales. In such cases, the decision-maker must interpret the intent of the plan. The sale of a full line of alcoholic beverages in conjunction with restaurants uses would be consistent with the following objectives of the Community Plan:

***Objective No. 1:*** *To further the development of Hollywood as a major center of population, employment, retail service and entertainment.*

***Objective No. 4:*** *To promote economic well-being and public convenience through allocating and distributing commercial lands for retail service and office facilities in quantities and patterns based on accepted planning principles and standards.*

The Community Plan encourages new uses, which strengthen the economic well-being and promote development of Hollywood as a major center of population, employment, retail service and entertainment. Nearby attractions include the Hollywood & Highland complex, the Hollywood Walk of Fame, TCL Chinese Theatre, Dolby Theatre, Pantages Theater, Palladium Theater, etc., promoting visitors to the area for business, entertainment events such as the Academy Awards and tourism. The Project would provide commercial uses and restaurants with alcohol to further the existing activity within the Hollywood thus promoting the development of Hollywood as a major center of population, employment, retail service and entertainment, and economic well-being and public convenience through the allocation and distribution commercial lands for retail service.

#### **4. The proposed use will not adversely affect the welfare of the pertinent community.**

Hollywood is an urban mixed-use area that includes various commercial, hotel, tourist attractions and entertainment uses. Multi-family residential is also located in the vicinity of the Project Site. A variety of commercial uses are an intrinsic part of the service amenities necessary for the conservation, development, and success of a vibrant neighborhood. The surrounding area is characterized by various alcohol related uses and the introduction of another such establishment would not create an adverse or unique condition. As conditioned, the sale of a full line of alcoholic beverages for on-site consumption in conjunction with the operation of new commercial establishments located on the Project Site will not adversely affect the welfare of the pertinent community. Negative impacts commonly associated with the sale of alcoholic beverages, such as criminal activity, public drunkenness, and loitering are mitigated by the imposition of conditions requiring deterrents against loitering and responsible management.

As part of the Plan Approval process, each individual restaurant will have additional conditions imposed and tailored towards the specific use. Such impositions of conditions will make the use a more compatible and accountable neighbor to the surrounding uses, as conditions are intended to integrate the use into the community as well as protect community members from potential adverse impacts associated with alcohol sales. Furthermore, employees are required to undergo training on the sale of alcohol including training provided by the LAPD Standardized Training for Alcohol Retailers (STAR) Program. Other conditions related to litter, graffiti, loitering, and a requirement to consult with LAPD before attaining a license will safeguard the residential community. Therefore, with the imposition of such conditions the sale of a full line of alcoholic beverages for on-site and/or off-site consumption at this location will further support and augment the Hollywood Center, and not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

5. **The granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.**

According to the State of California Department of Alcoholic Beverage Control (ABC) licensing criteria, three (3) on-sale are allocated to Census Tract No. 1902.01. There are currently a total of 29 on-site licenses in this Census Tract. Concentration can be undue when the addition of a license will negatively impact a neighborhood. Concentration is not undue when the approval of a license does not negatively impact an area, but rather such a license benefits the public welfare and convenience. Any concerns associated with an individual venue can be addressed in more detail through the required Plan Approval, providing an opportunity to consider more specific operational characteristics as a tenant is identified and the details of each venue are identified. Security plans, floor plans, seating limitations and other recommended conditions, as well as the mode and character of the operation, will be addressed and assured through site specific conditions at that time. Therefore, approval for the sales and service of a full line of alcoholic beverages for on-site and off-site consumption would not result in an undue concentration.

6. **The proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.**

The portion of the Project Site where the proposed restaurants are located is zoned for commercial uses. Potential effects of excessive noise or disruptive behavior would be addressed by the imposition of Conditions of Approval, including but not limited to restrictions on loitering, sales or consumption off of the premises, after hour events and a requirement for employee training related to alcohol sales. Conditions related to noise reduction typically include restrictions on amplified sound, restrictions on loitering, hours of operations restrictions, and alcohol sale restrictions which limit the sale of alcohol to an ancillary part of the restaurant, retail, or grocery use in lieu of uses such as pool halls or lounges. The proposed neighborhood serving commercial uses would contribute to the neighborhood and serve the residents, local employees, and visitors. Therefore, as conditioned, the Project would protect the health, safety and welfare of the surrounding neighbors, and will not detrimentally affect residentially zoned properties or any other sensitive uses in the area.