

APPEAL TRANSMITTAL TO CITY COUNCIL

Case No. CPC-2006-6519-ZC-ZV-HD-ZAA-SPR-2A	Planning Staff Name(s) and Contact No. Madhu Kumar, 213-978-1162	C.D. No. 13
Related Case No(s). VTT-66997-2A	Last Day to Appeal February 27, 2008	

Location of Project (Include project titles, if any.)
5663-5647 W. Melrose and 5742-5766 W. Camerford Avenue

Applicant(s) and Representative(s) Name(s) and Contact Information, if available.
Watt Genton (310)314-2521
Michael Gonzales, (213) 955-5578 (Representative)

Appellant(s) and Representative(s) Name(s) and Contact Information, including phone numbers, if available.
Same as applicant

Final Project Description

At its meeting on December 13, 2007, the following action was taken by the City Planning Commission:

Approved and Recommended that the City Council adopt a **Zone and Height District Change** from C4-1D (Commercial Zone with development limitation of a FAR of 1:1) to (T)(Q)RAS3-1 with a height limit of 45 feet (on the Melrose parcels only).

Denied a Variance, pursuant to Section 12.27 of the Municipal Code, to permit 54 residential units on the R3-1XL zoned portion of the project fronting Camerford Avenue in lieu of the otherwise permitted 33units; (or one unit per 500 square feet of lot area in lieu of the otherwise permitted one unit per 800 square feet of lot area) in order to provide an equal distribution of all 96 units over the entire site.

Denied a Variance, pursuant to Section 12.27 of the Municipal Code to permit the lot area used in calculating residential density on the recommended RAS3-1 zoned portion of the project fronting Melrose Avenue to include the area required for a 15 foot street dedication resulting in 33 units in lieu of 29 units.

Approved a Variance, pursuant to Section 12.27 of the Municipal Code to permit a maximum building height of 45 feet in lieu of the maximum permitted height of 30 feet for the R3-1XL zoned portion of the project fronting Camerford Avenue.

Approved an Adjustment, pursuant to Section 12.27 of the Municipal Code to permit the R3-1XL zoned portion of the project fronting Camerford Avenue to observe a reduced rear yard of zero feet in lieu of the minimum 15 feet required.

Denied an Adjustment pursuant to Section 12.27 of the Municipal Code to permit the R3-1XL zoned portion of the project fronting Camerford Avenue to observe a reduced front yard of 10 feet in lieu of the minimum 15 feet required.

Approved an Adjustment, pursuant to Section 12.27 of the Municipal Code, (a) to permit the recommended RAS3-1 zoned portion of project fronting Melrose Avenue to observe a reduced front yard of zero feet in lieu of the minimum required five feet, and (b) a reduced rear yard of zero feet in lieu of the required minimum five feet.

Denied the requested Site Plan Review without prejudice.

Adopted Mitigated Negative Declaration No. ENV 2006-6520- MND.

Adopted Findings.

Items Appealable to Council: Zone Change Conditions, Variances and Site Plan Review.

Fiscal Impact Statement <small>*If determination states administrative costs are recovered through fees, indicate "Yes."</small> Yes	Env. No. 2006-6520-MND	Commission Vote: 7-0
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- In addition to this transmittal sheet, City Clerk needs:
- (1) Appeal package. Original & (1) copy plus; (2) true copies of Commission Determination or Orig & (1) copy of Determ for legislative actions;
 - (2) Staff Recommendation Report (1);
 - (3) Environmental document used to approve the project, if applicable (1);
 - (4) Public hearing notice (1);
 - (5) Commission determination mailing labels (1) note: Condo projects & Appeals only require a copy of the list(s), not the labels.
 - (6) *Condo projects only:* (1) copy of Commission Determination mailing list (includes project's tenants; and 500 foot radius mailing lists)

Gabriele Williams, Commission Executive Assistant II City Planning Commission	MAR 03 2008 Date
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**CITY OF LOS ANGELES
PLANNING DEPARTMENT**

MASTER APPEAL FORM

APPEAL TO THE: City Council

REGARDING CASE NO.: CPC-2006-6519-ZC-ZV-HD-ZAA-SPR

This application is to be used for any authorized appeals of discretionary actions administered by the Planning Department. Appeals must be delivered in person with the following information filled out and be in accordance with the Municipal Code. **A copy of the action being appealed must be included. If the appellant is the original applicant, a copy of the receipt must also be included.**

APPELLANT INFORMATION: PLEASE PRINT CLEARLY

Name Justin Barth, c/o Watt Genton Associates

Mailing Address 3767 Overland Ave., Suite 102

Los Angeles, CA Zip: 90034

Work Phone: (310) 836-1133 Home Phone: () _____

- a) Are you or do you represent the original applicant?
(Circle One) YES NO
- b) Are you filing to support the original applicant's position?
(Circle One) YES NO
- c) Are you filing for yourself or on behalf of other parties, an organization or company?
(Circle One) SELF OTHER
- d) If "other" please state the name of the person(s), organization or company (print clearly or type)

REPRESENTATIVE

Name Michael Gonzales, Esq.

Mailing Address Allen Matkins Leck Gamble Mallory & Natsis LLP

515 S. Figueroa St., 9th Floor

Los Angeles, CA Zip 90071

Work Phone: (213) 955-5578 Home Phone : () _____

APPEAL INFORMATION

A complete copy of the decision letter is necessary to determine the final date to appeal, under what authorizing legislation, and what, if any, additional materials are needed to file the appeal.

Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the City (Area) Planning Commission must be filed within 10 days of the written determination of the Commission.

Final Date to Appeal: Determination states final appeal date is February 27, 2008.

Determination mailing date is February 8, 2008, and the LAMC provides a 20-day appeal period, which is February 28, 2008.

REASONS FOR APPEALING

Are you appealing the entire decision or parts of it?

Entire Part

Indicate: 1) How you are aggrieved by the decision; and 2) Why do you believe the decision-maker erred or abused their discretion? If you are not appealing the whole determination, please explain and specifically identify which part of the determination you are appealing.

Attach additional sheets if necessary.

Please see Attachment "A"

ADDITIONAL INFORMATION

- Original receipt required to calculate 85% filing fee from original applicants.
- Original applicants must pay mailing fees to BTC and submit copy of receipt.
- Any additional information or materials required for filing an appeal must be provided in accordance with the LAMC regulations as specified in the original determination letter. **A copy of the determination/decision letter is required.**
- Acceptance of a complete and timely appeal is based upon successful completion and examination of all the required information.
- **Seven copies and the original appeal are required.**

I certify that the statements contained in this application are complete and true:

Appellant 

OFFICIAL USE ONLY

Receipt No. 273106 Amount \$13994 Date 2/27/08

Application Received Daniel Ahadian

Application Deemed Complete Ralph Avila 2-27-08

Copies provided: Determination Receipt (original applicant only)

Determination Authority Notified (if necessary)

Office:

Downtown

Van Nuys

Date 07/26/06

LA Department of Building and Safety
LA 06 29 101144 07/26/06 01:31PM

259763

PLAN & LAND USE	\$17,132.00
ONE STOP CITY PL	\$343.00
DEVELOPMT SURCHG	\$1,028.00
OPERATING SURCHG	\$1,199.00

Total Due:	\$19,702.00
Check:	\$19,702.00

NOTICE: The staff of the Planning and impartial consideration to your application, regardless of whether or not you currently are...

This filing fee is required by Chapter 1, Article 9, L.A.M.C.

Applicant	<u>WATT GENTON ASSOCIATES</u>		
Representative	<u>JENNIFER S. SMITH</u>		
Project Address	<u>5063-5641 W. MELROSE</u>		
Telephone Number	<u>213 955-5653</u>		
Case Number and Description	Task	SubTask	Ordinance Fee
<u>APCG-2006-6519-20-AR-V</u>		<u>2 AA</u>	\$ <u>15,255</u>
		<u>3 PR</u>	\$ <u>1208</u>
<u>ENV-2006-6520-BAF</u>			\$ <u>669</u>
		Sub Total Fees Paid	\$ <u>17132</u>
OSS Surcharge - 2%			\$ <u>343</u>
Development Surcharge - 6%			\$ <u>1028</u>
Operating Surcharge - 7%			\$ <u>1199</u>
Expediting Fee			\$ <u>1199</u>
Bad Check Fee			\$
Miscellaneous/Photocopy			\$
			\$
			\$
		TOTAL FEES PAID	\$ <u>19702</u>

() Cash
 Check # 170
 () Money Order # _____

Council District 13
 Plan Area HOLLYWOOD

Processed by _____
Print & sign

ACHARD

LA Department of Buildings and Safety
LA 06 29 101144 07/26/06 01:31PM

PLAN & LAND USE	\$17,132.00
ONE STOP CITY PL	\$343.00
DEVELOPMT SURCHG	\$1,028.00
OPERATING SURCHG	\$1,199.00

Total Due:	\$19,702.00
Check:	\$19,702.00



Office:

Downtown

Van Nuys

Date 2/27/08



273106

Department of City Planning
Los Angeles

City Planning Request

NOTICE: The staff of the Planning Department will analyze your request and accord the same full and impartial consideration to your application, regardless of whether or not you obtain the services of anyone to represent you.

This filing fee is required by Chapter 1, Article 9, L.A.M.C.

Applicant <u>Watt Genton Associates</u>			
Representative <u>Allen Mathias, Michael Gonzalez</u>			
Project Address <u>5663-5647 Melrose</u>			
Telephone Number <u>213 955 5578</u>			
Case Number and Description	Task	SubTask	Ordinance Fee
<u>CPC 2006-6519-2C</u>			<u>\$ 13994</u>
<u>HD-ZV-ZAA-SPR 1A(A2)</u>			\$
			\$
			\$
			\$
		Sub Total Fees Paid	\$ 13994
OSS Surcharge - 2%			<u>\$ 280</u>
Development Surcharge - 6%			<u>\$ 840</u>
Operating Surcharge - 7%			<u>\$ 980</u>
Expediting Fee			\$
Bad Check Fee			\$
Miscellaneous/Photocopy			\$
			\$
			\$
		TOTAL FEES PAID	\$ 16094

() Cash
 Check # 338
 () Money Order # _____

Council District B
 Plan Area Hollywood

Department of Building and Safety
 LA 06 37 134284 02/27/08 11:33AM

Processed by Daniel Ahadian
 Print & sign

PLAN & LAND USE \$3,994.00
 ONE STOP CITY PL \$280.00
 DEVELOPMENT SURCHG \$840.00
 OPERATING SURCHG \$980.00

Total Due: \$16,094.00
 Check: \$5,462.91
 Check: \$10,631.09



btc

201 N. LOS ANGELES ST., STE. 13A
LOS ANGELES, CA 90012
TEL: (213)617-9600, FAX: (213)617-9643

14540 SYLVAN ST., STE. A
VAN NUYS, CA 91411
TEL: (818) 779-8866, FAX: (818)-779-8870

Case No. CREDIT ACCT. \$84.75 DUE TO OVERA/BTC Invoice No. LA08-199

Reference No. Date : 02/27/08

Site Address 5647-63 MELROSE AVE.

Received From WATT CENTEN ASSOC./MICHAEL GONZALEZ
Physical Count: Date Counted: Signature:

MATERIALS RECEIVED FROM APPLICANT/MAP MAKER:
-Approved Radius Map/Plot Plan -Certification -Copy of Transparency
-Ownership/Occupant Lists -Labels -owner/app/rep marked

PAYMENT RECEIVED FROM APPLICANT/MAP MAKER:

Preparation of Labels & Mailing - Number	X \$ 1.45 =	\$0.00
Mailing Only - Number	X \$ 1.10 =	\$0.00
Appeals - Number	635 X \$ 1.25 =	\$793.75
Posting of Site - Number of signs	X \$60.00 =	\$0.00
Research/Add'l N.C. and Council Notification		\$10.00
TOTAL DUE :		\$803.75

A COPY OF THIS FORM MUST BE PRESENTED TO THE PLANNING DEPARTMENT AT THE TIME OF FILING TO HAVE YOUR APPLICATION DEEMED "COMPLETE".

Note - If applicant/map maker is retaining labels for addition of case number, labels must be returned to BTC 7 days from the date of this invoice, or BTC will be forced to produce labels and charge the applicant/map maker. If bill is not paid, further processing of your other cases will stop. For cases requiring immediate mailing, labels must be submitted on the day of payment, or BTC will be forced to produce labels and charge applicant/map maker.

(gm initial)

Note: The City of LA usually generates a determination letter comprising of one(1) to three(3) pages--which requires a 41 cents postage. If your project requires a determination letter that exceeds five pages, BTC will bill you for the excess postage and material costs and the bill will be paid upon presentation. (gm initial)
Also, if you require a copy of the BTC file(s), a \$ 50.00 fee will be charged and must be paid. (gm initial)

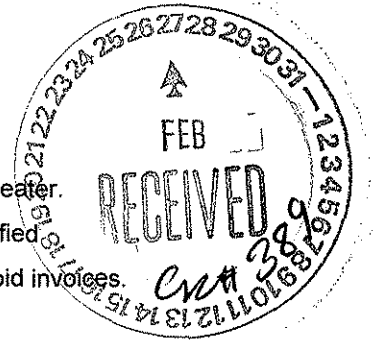
Signature Carter

Telephone 213-955-5578

Print Name
Title REPRESENTATIVE

Cancellations and changes are subject to a 20% or \$50.00 handling fee, whichever is greater.
Returned checks subject to a \$200.00 fee. If the check is fraudulent, the City will be notified that the invoice is null and void. A fee of 10% will be charged to re-activate all null and void invoices.
Refunds and credits: one year from the original filing date

***If case goes to appeal, processing & mailing costs of \$1.25/label will be paid. (gm initial)



MASTER APPEAL FORM ATTACHMENT A
**5641-5663 WEST MELROSE AVENUE, 5742-5766 WEST CAMERFORD AVENUE, 704-
724 EL CENTRO AVENUE (the "Property")**

CASE NO. CPC-2006-6519-ZC-HZ-ZV-ZAA-SPR

INTRODUCTION

Melrose/Camerford Ave., LLC and Watt Genton Associates (collectively, the "Applicant") hereby appeal in part the Los Angeles City Planning Commission's (the "Commission") decision on Case No. CPC-2006-6519-ZC-HZ-ZV-ZAA-SPR (the "Planning Case") regarding the Commission's approval of certain variances, an adjustment, and denial of the proposed project's site plan review request. Furthermore, the Applicant opposes the Commission's recommendation to rezone a portion of the Property to RAS3 because the Applicant has requested an RAS4 zoning designation, which density is consistent with that portion's existing C4 zoning designation. At its December 13, 2007 hearing, the Commission approved portions of the Planning Case, and modified or denied other portions of the Applicant's requested actions. The Commission recommended that the City Council approve a zone change from C4 to RAS3, not RAS4 as requested by the Applicant. This recommendation would effectively reduce the project from the proposed 96 units to 62 units, which would also impact the project's ability to contribute to the creation of affordable housing. The Commission's decision was arbitrary and not based on good planning practice. Instead, the Commission's decision was based on incorrect allegations and misleading information presented by project opponents. On February 19, 2007, the Applicant filed an appeal in related case No. VTT-66997-1A (the "Tentative Map"). The Applicant requests that this appeal and the Tentative Map be addressed at the same hearing.

The Applicant also appeals the Commission's decision because the Applicant was not afforded its due process right either to present the project or to rebut and respond to allegations raised by project opponents. Project opponents' allegations prejudiced the Commission such that the Commission's decision should be considered punitive in nature. The Applicant therefore requests that the Honorable members of the City Council's Planning and Land Use Management Committee recommend that the City Council overturn the Commission's decision relative to the variance adjustment and site plan appeals as set forth below, and not approve the Commission's RAS3 recommendation.

PROPERTY AND PROJECT SUMMARY

The Property consists of eight lots with frontage on both Melrose and Camerford Avenues. The Property is located within two zoning designations and is bisected by an alley, separating the northern R3-1XL portion (the "Camerford Parcels") from the southern C4-1D portion (the "Melrose Parcels"). The Property contains an aggregate of approximately 53,374 square feet, and could support a residential density of approximately 99 residential dwelling units under existing zoning designations. The Camerford Parcels could support 33 residential dwelling units based on R3 density of 1 residential dwelling unit for every 800 square feet of lot area. The Melrose Parcels could support a maximum of 66 residential dwelling units based on R4 density of 1 dwelling unit for every 400 square feet, which is permitted by-right in the C4

zone. Therefore, the Applicant's requested 96 residential dwelling units is consistent with the Property's currently permissible residential density. Rather than develop the Melrose Parcels and the Camerford Parcels independently, the Applicant's project would develop the Property in a unified fashion, with approximately equal distributions of density spread over the Property. The Applicant's proposal would create a balanced and aesthetically pleasing unified project on a site which is currently designated to support that type of residential density. The project would nevertheless respect the more residential Camerford Avenue by reducing height to approximately 35 feet along Camerford and concentrating height closer to the more commercial Melrose Avenue. The Applicant's requested entitlements as proposed by the Applicant would create a unified project which would reinvigorate a portion of the City desperate for redevelopment. The Commission's decisions and recommendations relative to this case would force the Applicant to develop a disjointed and unsightly project, which does not capture a smart growth opportunity. Accordingly, the Commission's punitive decision is not good planning practice

APPEAL OF THE COMMISSION'S DECISION

The Applicant appeals the following Commission decisions and requests that this Honorable Committee approve the project as set forth in the Project application, which is attached hereto as Exhibit "A":

1) Denial of a variance pursuant to Los Angeles Municipal Code ("LAMC") Section 12.27 to permit 54 residential units on the R3-1XL zoned Camerford Parcels in lieu of the allowed 33 in order to provide an equal distribution of density over the Property. This request only moves permitted density from the Melrose Parcels to the Camerford Parcels. As noted above, the Property's gross lot area supports a residential density of 99 units, with 66 of those units within the Melrose Parcels. In order to create a unified project that captures the Property's smart growth potential, moving density from the Melrose Parcels to the Camerford Parcels is necessary. As proposed, the project would develop approximately 42 units on the Melrose Parcels, approximately 12 units straddling the alley, and approximately 42 units on the Camerford Parcels. If each portion were developed independent of the other, resultant development would be disjointed and unbalanced. Accordingly, denial of this variance would result in an aesthetically unpleasing project and would waste a smart transit oriented growth opportunity.

2) Denial of a variance pursuant to LAMC Section 12.27 to allow the Melrose Portion's density to be calculated on that portions lot area before the required 15 foot dedication. **[TEAM: WE DON'T NEED THIS TO ACHIEVE 42 UNITS ON THE MELROSE PARCELS.]**

3) Approval of a variance pursuant to LAMC Section 12.27 to permit a height of 45 feet on the Camerford Parcels. The Applicant requests approximately 60' of height to permit the development of a unified project across the Property. Such height would be concentrated closer to Melrose Avenue, thus respecting Camerford Avenue's residential character. Furthermore, the project's proposed townhouses along Camerford Avenue would not exceed approximately 35 feet in height.

4) Denial of an adjustment pursuant to LAMC Section 12.28 to permit a 10 foot rear yard within the R3-1XL zoned Camerford Parcels in lieu of the minimum 15 foot requirement.

5) Denial of Site Plan Review for the Project.

On December 13, 2007 the Commission heard the Planning Case, and heard a related appeal of the Project's Tentative Map. Staff was given a detailed presentation of the Project, but the Applicant's time to present the Project was severely curtailed in what amounted to a punitive measure by the Commission. After only a few minutes to present the proposed project, and the Commission's mixing of project proponents and opponents at the same table, the Commission severely constrained the Project by reducing its scope, in what again amounts to a punitive decision. Based on the Commission's decisions and recommendations, the Project would be permitted 62 residential condominium units in a bifurcated development, plus 3,350 square feet of commercial uses along Melrose Avenue. The Applicant's proposed project would have taken the Property's otherwise permitted residential density (33 units on the Camerford Portion and 66 units on the Melrose Parcels) and evenly distributed that density across the Property. The project would have added badly needed housing units in an area of the City in need of such units. Moreover, the Property is in close proximity to many large studios and numerous mass transit opportunities. Accordingly, the Project makes good planning sense because it places smart density in proximity to large employers and mass transit.

Similarly, the Applicant was not allowed to rebut or respond to any opponent allegations. The Applicant was deprived of their rights to present the Project to the Commission and to respond to merit less accusations about the proposed project and the Applicant. Based purely on information contained within the Tentative Map appeal and on allegations raised by project opponents, the Commission punitively reduced the Project's scope. For these reasons alone, the Commission's decision should be reversed to the extent inconsistent with the Applicant's requests. Specifically, this Honorable Committee should approve a zone change to RAS4 for the Melrose Parcels, and should grant the variances and adjustments as requested by the Applicant. Moreover, site plan review should be approved.

The Applicant's requested RAS4 zoning designation is consistent with that portion of the subject property's designated Neighborhood Office Commercial. Further, the subject site is currently zoned C4-1D, which would permit a by-right residential density of one unit for every 400 square feet of lot area, exactly the same residential density permitted under the RAS4 zone. Accordingly, under existing zoning, the Property could support a residential density of up to 99 residential dwelling units, 3 more than the Applicant's requested 96 residential dwelling units.

APPEAL OF PROJECT SPECIFIC CONDITIONS

The Applicant also appeals the following conditions of Approval:

1) (T) Conditions of Approval:

The Applicant also appeals (T) condition of approval No. 2.a requiring a 15 foot dedication along Melrose. The Applicant requests deletion of this condition, and a waiver of the 15 foot dedication requirement. The Property is located approximately 500 feet west of Paramount Studios. Paramount Studios is not contemplated for redevelopment and will remain for the foreseeable future. A similar dedication along Paramount Studio's Melrose Avenue frontage, thus, will not occur. Requiring the Applicant to dedicate 15 feet along the subject

property's Melrose Avenue frontage does not make good planning sense in this context. Accordingly, the Applicant requests a waiver of the dedication requirement and the elimination of Condition of Approval No. 2.a. The Applicant, however, would be supportive of improving this dedication area with a wider sidewalk as requested by the local community, but to accomplish this goal, the Tentative Map's Melrose Avenue dedication condition of approval must be modified to permit development of a sidewalk.

2) The Applicant appeals the following (Q) Conditions of Approval:

Q Condition No 1, Use. The Applicant appeals this Q condition because the Applicant opposes rezoning the Melrose Parcels from C4 to RAS3, which in essence reduces the Melrose Portions existing residential density by 50 percent. Good planning and smart growth concepts as set forth above and on Exhibit A, support rezoning the Melrose Parcels to RAS4.

Q Condition No. 2 Height. Pursuant to the Melrose Parcel's existing Height District No. 1 designation, absolute height is not restricted, rather it is a function of FAR. Therefore, Q Condition No. 2's 45 foot height restriction deprives the applicant of property rights currently available on the Melrose Parcels. This condition was arbitrarily imposed and is not supported by reasoned analysis.

Q Condition No. 4, Density, which restricts the Melrose Parcel's post-dedication density from 58 residential dwelling units (66 dwelling units pre-dedication) (23,578 square feet of lot area/400 square feet of lot area per unit). As noted, the Property's C4 zoning designation permits R4 density on the Property. Furthermore, the Commission's reduction of density from 96 units to 62 units severely restricts the Applicant's ability to contribute to the creation of affordable housing. Therefore, the Applicant must appeal this condition to the extent it obligates the Applicant to provide 3 on-site affordable units.

Q Condition No. 5. The Applicant requests deletion of this condition because the Applicant believes that a monetary contribution to an affordable housing developer in lieu of developing affordable housing on-site would produce more affordability within the City. See attached Exhibit "B".

Q Condition No. 6. The Applicant is appealing the Commission's denial of the Applicant's site plan.

The Applicant hereby reserves the right to request medication or removal of any other condition of approval contained in the Commission's determination.



Los Angeles City Planning Commission

200 North Spring Street, Room 532, City Hall, Los Angeles, CA 90012

www.cityofla.org/PLN/index.htm

Determination Mailing Date: FEB 08 2008

CITY COUNCIL
Room 395, City Hall
Los Angeles, California

Applicant: Watt Genton Associates
Representative: Allen Matkins; Michael Gonzales

CASE NO. CPC 2006-6519-ZC-ZV-HD-ZAA-SPR
(Related Case: VTT-66997-1A)
Location: 5663-5647 W. Melrose and 5742-5766
W. Camerford Avenue
Council District: No. 13
Plan Area: Hollywood

Request(s): Zone Change, Zone Variance, Height
District Change, Adjustment, Site Plan Review. —

At its meeting on December 13, 2007, the following action was taken by the City Planning Commission:

1. **Denied the Zone Change** request as filed.
2. **Approved and Recommended** that the City Council **adopt a Zone and Height District Change** from C4-1D (Commercial Zone with development limitation of a FAR of 1:1) to (T)(Q)RAS3-1 with a height limit of 45 feet (on the Melrose parcels only), subject to the attached Conditions of Approval.
3. **Denied a Variance**, pursuant to Section 12.27 of the Municipal Code, to permit 54 residential units on the R3-1XL zoned portion of the project fronting Camerford Avenue in lieu of the otherwise permitted 33 units; (or one unit per 500 square feet of lot area in lieu of the otherwise permitted one unit per 800 square feet of lot area) in order to provide an equal distribution of all 96 units over the entire site.
4. **Denied a Variance**, pursuant to Section 12.27 of the Municipal Code to permit the lot area used in calculating residential density on the recommended RAS3-1 zoned portion of the project fronting Melrose Avenue to include the area required for a 15 foot street dedication resulting in 33 units in lieu of 29 units.
5. **Approved a Variance**, pursuant to Section 12.27 of the Municipal Code to permit a maximum building height of 45 feet in lieu of the maximum permitted height of 30 feet for the R3-1XL zoned portion of the project fronting Camerford Avenue.
6. **Approved an Adjustment**, pursuant to Section 12.27 of the Municipal Code to permit the R3-1XL zoned portion of the project fronting Camerford Avenue to observe a reduced rear yard of zero feet in lieu of the minimum 15 feet required.
7. **Denied an Adjustment** pursuant to Section 12.27 of the Municipal Code to permit the R3-1XL zoned portion of the project fronting Camerford Avenue to observe a reduced front yard of 10 feet in lieu of the minimum 15 feet required.
8. **Approved an Adjustment**, pursuant to Section 12.27 of the Municipal Code, (a) to permit the recommended RAS3-1 zoned portion of the project fronting Melrose Avenue to observe a reduced front yard of zero feet in lieu of the minimum required five feet, and (b) a reduced rear yard of zero feet in lieu of the required minimum five feet.
9. **Denied** the requested Site Plan Review without prejudice.
10. **Adopted** Mitigated Negative Declaration No. ENV 2006-6520- MND.
11. **Adopted** the attached Findings.

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

This action was taken by the following vote:

Moved: Kezios
Seconded: Hughes
Ayes: Cardoso, Freer, Roschen, Usher, Woo
Absent: Kay, Montanez
Vote: 7-0



Gabriele Williams, Commission Executive Assistant II
City Planning Commission

Appeals: If the Commission has disapproved the zone change request, in whole or in part, only the applicant may appeal that disapproval to the Council within 20 days after the mailing date of this determination. Any aggrieved party may appeal the Commission's grant of the Variance and its action on the Adjustment to the Council within 20 days after the mailing date of this determination. Any appeal not filed within the 20-day period shall not be considered by the Council. All appeals shall be filed on forms provided at the Planning Department's Public Counters at 201 N. Figueroa Street, Fourth Floor, Los Angeles, or at 6262 Van Nuys Boulevard, Suite 251, Van Nuys.

FINAL APPEAL DATE: FEB 27 2008

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

Attachments: Findings, Ordinance w/ Map, Conditions

cc: Notification
Madhu Kumar, Planning

FINDINGS

1. General Plan Land Use Designation

The subject property is located within the Hollywood Community Plan area, which was adopted by the City Council on December 13, 1988 (pursuant to Council File 86-0695-S1). The Plan Map designates the portion of the subject property, southerly of an alley, fronting on Melrose Avenue for Neighborhood Commercial land use with corresponding zones of C1, C4, C2, RAS3, RAS4 and P, and a "D" limitation of 1:1 FAR. Portion of the property, north of an alley with frontage on Camerford Avenue is designated for Medium Residential with a corresponding zone of R3 within Height District 1XL, a height limit of 30 feet.

2. General Plan Text

The Framework Element of the General Plan contains a number of policies relating to the promotion of housing in the City's centers and along the transit corridors. The Land Use Chapter of the Framework Element also presents policies relating to the promotion of housing in the City.

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.

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

Policy 3.4.1 Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards.

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.

At its meeting on December 14, 2007, the City Planning Commission made the following changes to the staff recommendation report, and directed staff to revise the Findings and Conditions accordingly.

Approved a height of 45 feet on the RAS3-1 zoned portion of the site.

Denied a Variance to permit the lot area used in calculating density on the RAS3-1 zoned portion of the site to include the area required for a 15-foot street dedication.

Denied an Adjustment to permit the R3-1XL zoned portion of the site to observe a 10-foot front yard in lieu of the required 15 feet.

Required that (T) Condition 2 be revised to include a 15-foot sidewalk instead of 10 feet.

- 3. Zone and Height District Change, L.A.M.C. Sec. 12.32.F:** Pursuant to Section 12.32C7 of the Municipal Code, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.

The requested zone change from C4-1D (Commercial Zone with development limitations) to RAS4-1 (minimum area per dwelling unit of 400 square feet) is inconsistent with public necessity, convenience, general welfare and good zoning practice in that it would permit a development inconsistent with the existing pattern and level of development, densities and intensities of surrounding properties.

The project site is comprised of eight parcels that are separated by a 10-foot alley extending east/west from El Centro Avenue to Gower Street. The alley divides the site into two almost equal parts. Four parcels identified as the 'Camerford Parcels", approximately 27,041 gross square feet in area are located north of the alley, designated Medium Residential and zoned R3-1XL with a height limit of 30 feet. The "Melrose parcels", south of the alley, are approximately 26,693 gross square feet in area, designated Neighborhood Commercial and zoned C4-1D with a FAR limit of 1:1. The total gross site area is approximately 53,734 square feet or 1.23 acres.

The Melrose parcels were developed with seven, two story structures that totaled approximately 20,673 square feet. Only a 4,560 square foot nightclub/restaurant and three multi-family residential structures that contain eight dwelling units remain on the site. The other commercial/retail structures and 40 bungalow units on both the parcels have been demolished.

The proposed project includes the development of approximately 3,350 square feet of restaurant/retail space fronting on Melrose Avenue and 96 dwelling units within five residential levels above a subterranean parking garage containing 237 parking spaces. The site plan proposes to maintain the existing alley which will serve as both a loading area and access for the Melrose parcels, although the alley will be completely covered by the project's structure. The first above-ground level will be developed with a pedestrian bridge and private recreational areas. The remaining three levels will be developed with residential units.

On the Camerford parcels, the project proposes residential uses only. The ground floor includes a residential lobby, an entry driveway accessed via a driveway from El Centro Avenue, 42 residential parking spaces, and six townhouse units, three stories and approximately 45 feet in height that face Camerford Avenue. South of the townhouse units, single-story condominium units on the second through fifth floors are proposed. The fourth and fifth floor units would step back from the townhouse units and be approximately 61'-1" in height. Similar to the Melrose parcels, the second through fifth floors of the Camerford parcels include a centrally located podium deck/courtyard.

To create this unified development across two separate zones, different Height Districts and FARs, the subject request includes a Zone and Height district change from C4-1D to RAS4-1 on the Melrose parcels, and several Variances and Adjustment requests which will be discussed separately.

Melrose Avenue separates two community plan areas with the Wilshire Community Plan area on the south and Hollywood Community Plan area on the north. All the commercial properties within the Wilshire Plan area are within Height District 1VL limited to three stories and 45 feet. Meanwhile, the commercial properties in Hollywood are within Height District 1 with an unlimited height. It is this lack of coordination and cohesiveness between two community plans that affect the planning of complementary commercial frontages along the same street and create problems of scale and symmetry of buildings across from each other on similar size lots. Hence, a height limit of 45 feet is recommended for the Melrose parcels of the subject property.

This part of Melrose Avenue is gradually seeing a steadily increasing level of commercial and residential activity. Over the past few years, several upscale restaurants have opened in the

general vicinity that have attracted a number of boutiques, antique shops, furniture stores, and specialty shops to the street, as an extension of the nearby Larchmont Village shopping area to the south. With its location in proximity to upscale neighborhoods of Hancock Park and Windsor Square, and employment centers of Hollywood, Wilshire and downtown Los Angeles, Melrose Avenue, primarily improved with one and two story commercial buildings, except for two large studio properties on industrial land, is clearly ripe for development at higher density and intensity than that exists.

This is the first request for an RAS4 zone on the street. The purpose of the RAS zones is to provide a mechanism to increase housing opportunities, enhance neighborhoods and revitalize older commercial corridors. Clearly, Melrose Avenue is in need of more upscale housing and revitalized commercial areas. However, not every development, every block or street needs to be developed at the highest density without context to its surroundings to create more housing in the city. Balanced growth requires that housing be placed at densities that are supported by the existing infrastructure. Otherwise, the quality of life is diminished for everyone. The RAS4 zone brings a density and intensity of use not supported by the street. Melrose Avenue is a designated Secondary Highway, dedicated to a varied width of 60 to 73 feet with mostly narrow sidewalks. The most appropriate zone in a mixed use configuration would be the RAS3 zone for the street and the subject property. The subject project which spans two blocks including an alley with almost 62 feet in height could well set the precedent for the type of development that occurs in the future on the street. The street consists of shallow commercial lots separated from residential uses by alleys. The requested zone change would result in a project of a greater scale, density and height than that exists on the street and surrounding area without the supporting infrastructure.

The recommended Zone and Height District Change from C4-1-D to RAS3-1 with a height limit of 45 feet, and a FAR of 3:1 IS CONSISTENT with the existing land use designation of Neighborhood Commercial, and IS in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted community plan.

The recommended zone change to RAS3-1 will provide for a transition development between the commercial properties on the south fronting Melrose Avenue and the R3 zoned properties on the north. The project will provide the Hollywood community with new housing of the types, sizes, and densities required for the varying needs of all segments of the population, while preserving the existing character and scale of the street and the neighborhood.

- a. The action, as recommended, has been made contingent upon compliance with the "(T)" and "(Q)" conditions imposed herein. Such limitations are necessary to protect the best interests of and to assure a development more compatible with surrounding properties, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.
- b. In addition, the recommended zone change to (T)(Q) RAS3-1, is within the range of zones allowed by the General Plan Land Use designation of Neighborhood Commercial land use with corresponding zones of C1, C4, C2, RAS3, RAS4 and P. It will also permit a development which supports the General Plan Goals, Objectives and Policies to provide a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community, and to provide for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area.

4. Zone Variance Findings. Pursuant to Section 12.27 of the LAMC, the applicant has requested the following zone variances:

- a. Section 12.10 C to permit 54 residential units on the R3-1XL zoned portion of the project fronting Camerford Avenue in lieu of the otherwise permitted 33 units; (or one unit per 500 square feet of lot area in lieu of the otherwise permitted one unit per 800 square feet of lot area) in order to provide an equal distribution of all 96 units over the entire site.
 - b. Section 12.11.5 C to permit the lot area used in calculating residential density on the proposed RAS4-1 zoned portion of the project fronting Melrose Avenue to include the area required for a 15 foot street dedication resulting in 62 units in lieu of 58 of units (or one unit per 376 square feet of lot area in lieu of the otherwise permitted one unit per 400 square feet of lot area).
- a. ***That the strict application of the provisions of the zoning ordinance would NOT result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the zoning regulations.***

To permit 54 residential units on the R3-1XL zoned portion of the project fronting Camerford Avenue in lieu of the otherwise permitted 33 units.

The applicant is requesting this variance to distribute the proposed 96 units evenly over the property including the 21 units that straddle over the alley since the split zoning on the property does not address the combination of residential densities for a unified residential development. According to the applicant, strict enforcement of the R3 residential density requirements would result in an unbalanced structure with nearly double the amount of density on one side versus the other. Without the requested lot area variance in the R3 zone, the development of the proposed 96 units would be distributed with 63 residential units on the Melrose Parcels and 33 units on the Camerford Parcels. With the requested lot area variance of one unit per 500 square feet of lot area in lieu of the required 800 square feet of lot area per dwelling unit in the R3 zone, the project would provide an even distribution of units over the entire Property.

This request is based on the premise that the RAS4 zone would be granted and 96 units would be allowed on the site. Instead an RAS3 zone has been recommended which would result in an even distribution of 33 units at 800 square feet of lot area per dwelling unit on each parcel. The two parcels are bifurcated by an alley, so that the R3 zoned parcels with 30-foot height limit could be buffered from the commercial developments on Melrose Avenue with unlimited height. A common ownership of two separate non-contiguous parcels with different zones does not confer any additional development rights. Each parcel should be developed based on the permitted uses. Therefore, the strict application of the provisions of the zoning ordinance would not result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the zoning regulations, since this is a self imposed hardship.

Lot Area in RAS4 zone

Land use entitlements for condominium subdivisions are determined on the basis of the area of a lot subsequent to highway dedication. LAMC Section 17.05G requires that the total number of units allowed in subdividing land and air to be calculated after the area for streets has been deducted from the total lot area. Thus, the resulting area is considered the net square footage of the condominium subdivision.

The Melrose parcels' existing gross lot area is 26,693 square feet. The required dedication of 15 feet on Melrose Avenue reduces the lot size by 3,115 square feet. The

Applicant requests to utilize the 3,115 square feet of lot area lost to street dedications when calculating the property's lot area for residential density purposes. The requested variance for calculating density based on the pre-dedication or gross square footage of the parcel would permit 33 units instead of 29 units based on 800 square foot per dwelling unit.

Since these regulations apply to all condominium subdivisions, the strict application of the zoning ordinance of not allowing the lot area to be calculated exclusive of dedications would not result in an unnecessary hardship inconsistent with the general purpose and intent of the zoning regulations.

- b. There are NO special circumstances applicable to the subject property such as size, topography, location or surroundings that do not apply to other properties in the same zone and vicinity.***

To permit 54 residential units on the R3-1XL zoned portion of the project fronting Camerford Avenue in lieu of the otherwise permitted 33 units

The two parcels are within two separate zones, although the density at 800 square feet of lot area per dwelling unit is the same based on the recommended RAS3 zone. The major difference is in the allowable FAR and height. The R3 zoned parcel allows a FAR of 3:1 while the C4 zoned parcel is restricted to a 1:1 FAR. Meanwhile, the C4 parcel allows unlimited height and the R3 parcel is limited to a 30 foot height. Further, an alley separates the two parcels. The applicant's request is based on an attempt to unify a development with dissimilar height, density and no common boundary. Since the RAS4 zone is not recommended, both parcels can be developed separately with an even number of units within the allowable density. Further, the proposed unified development would span two blocks with a depth of nearly 258 feet along El Centro Avenue, a Local Street, which would overwhelm the street and be out of character with other residential development in the area.

Lot Area in the RAS4 zone

There are no special circumstances applicable to the subject property such as size, topography, location or surroundings that do not apply to other properties in the same zone and vicinity. Any subdivision for condominium purposes would be required to dedicate land which cannot be included in the density calculation. The project is located in the flatlands and there is nothing unique about the site or location.

- c. The variance is NOT necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity, but which, because of such special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.***

To permit 54 residential units on the R3-1XL zoned portion of the project fronting Camerford Avenue in lieu of the otherwise permitted 33 units

There is no other property in the vicinity that seeks to develop or is developed in two different zones separated by an alley as a unified development at different allowable densities, height and FAR. The more appropriate procedure for such a request should have been accomplished through a General Plan Amendment and Zone Change rather than a Variance. The recommendation of an RAS3 zone allows both parcels to be developed as separate buildings at the same density without overwhelming the street.

Granting the requested residential density variance would allow the applicant to enjoy a substantial property right not possessed by other properties, based on hardships which are self imposed. As such, there are no special circumstances or practical difficulties which would prevent these two parcels from being developed at the allowable and recommended density of 800 square feet of lot area per dwelling unit which would be more in character with the surrounding neighborhood.

Lot Area in the RAS4 zone

Variance from the calculation of the lot area to include the required street dedication area is not necessary for the preservation and enjoyment of a substantial property right generally possessed by other properties in the vicinity. Other lots in the vicinity that propose to build condominiums will also be subject to the corner cut required with the dedication, as is required for the subject property. Thus, those other properties will also be subject to the same dedication requirements and would not be allowed to calculate the area for residential density. Therefore, there is no unnecessary hardship which is primarily self imposed.

- d. ***That the granting of such variance WILL be materially detrimental to the public welfare or injurious to the property or improvements in the same zone or vicinity in which the property is located.***

To permit 54 residential units on the R3-1XL zoned portion of the project fronting Camerford Avenue in lieu of the otherwise permitted 33 units

The request for an RAS4 zone and construction of 96 residential units straddling an alley across two zones would be materially detrimental to the immediate neighborhood and set a bad precedent for such out-of-scale developments. Melrose Avenue is a secondary highway with generally narrow sidewalks and small scale commercial uses developed on shallow lots similar to the subject property. Alleys divide the residential uses from the commercial uses on the street. If granted this variance, large-scale projects straddling public alleys may become the trend on the street and affect the visual character of the surrounding neighborhoods.

Lot Area in the RAS4 zone

Variance from the calculation of the lot area to include street dedications will be materially detrimental to the public welfare or injurious to the property in the vicinity. The general welfare of the community is not served by giving special privileges to this property when all other properties based on the Subdivision Map Act are required to provide this dedication and density calculated on the net square footage. The applicant could provide apartments instead of for-sale condominium units which would benefit only a handful of people.

- e. ***The granting of the variance WILL adversely affect the General Plan***

The Hollywood Community Plan is currently under revision with the Draft EIR due to be circulated in 2008. A preliminary recommendation is to upgrade the alleys. Planning Department staff is developing policy language to discourage alley vacation, so that the existing alleys are maintained and enhanced and used either for circulation purposes (vehicle access and/or bicycle and pedestrian mobility) or public space. The residentially zoned area between Gower, Vine, Melrose and Santa Monica which includes the subject alley is one of the design focus areas which were chosen because of this area's intact alley system. The intent is to encourage projects which feature

pedestrian-friendly design by providing vehicle access from the back alleys, thereby reducing the conflict between cars and pedestrians along the street frontages in this neighborhood.

While, the subject project is providing access for the Melrose parcels and public easement via the alley which will be widened to 20 feet, the vacation below a depth of 10 feet below the surface of the alley, as granted by related Vesting Tentative Tract Map No. 66997 is recommended for denial. Regardless of the Community Plan recommendations, having four stories straddling the alley for a depth of 200 feet is visually unappealing and creates a tunnel effect which is uncomfortable for use by both motorists and pedestrians, and should not be allowed.

While the Community Plan does not address the calculation of density based on net square footage, the Subdivision Map Act requirements have to be consistent with the General Plan. Allowing the dedicated area to be included in the calculation of density would be inconsistent with the subdivision requirements and by extension the General Plan.

Pursuant to Section 12.27 of the LAMC, the applicant has requested the following zone variances:

- c. Section 12.21.1 A1 to permit a maximum building height of 61'-1" in lieu of the maximum permitted height of 30 feet for the R3-1XL zoned portion of the project fronting Camerford Avenue.
- a. ***That the strict application of the provisions of the zoning ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the zoning regulations.***

Height in the R3-1XL zone

The R3-1XL zone limits the height of all structures to two stories and 30 feet. The Hollywood Community Plan Update has preliminary recommendations for the Camerford parcels as part of the block for High Medium Residential with a corresponding zone of R4, and a Height District Change to 1VL with a height of 45 feet.

The recommendation in this instance is for no change to the R3 zone density. However, a height limit of 30 feet across an alley from commercial developments which have unlimited height maybe too restrictive, especially when there is no single family zones in the vicinity. A more appropriate transitional height for this block, south of Camerford Avenue would be 45 feet. With an allowable FAR of 3:1, a height limit of 30 feet and two stories in an R3 zone, unnecessarily restricts adequate housing to be built.

Approval of a height of 45 feet instead of the requested 61'-1" is consistent with the residential density permitted under the existing zoning R3 zone, and allows the property to be developed to a higher use while providing a more aesthetically proportional development. Thus, the project's recommended height variance rectifies the existing incompatibility between the permitted residential density and the LAMC height limitation.

- b. ***That there are special circumstances applicable to the subject property such as size, topography, location or surroundings that do not apply to other properties in the same zone and vicinity.***

Height in the R3-1XL zone

The Property's location is in a unique position at the northern terminus of Larchmont Boulevard at Melrose Avenue that provides the applicant an opportunity to create a symbolic development to signify the southern entry into the multi-family residential neighborhood to the north and the departure from the Larchmont Village area to the south. In order for the R3 zoned parcel to be a bridge between commercial and residential zones, the difference in height limitations must be balanced in order to create a more compatible development. A height of 45 feet instead of the existing 30 feet would be more compatible with the 45-foot high recommendation for the building on Melrose Avenue.

- c. That such variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity, but which, because of such special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.***

Height in the R3-1XL zone

The height variance is necessary for the preservation and enjoyment of a property right to develop the permitted number of residential units in the R3 zone at a 45-foot height which is a right possessed by most other properties in the same zone in the City. The property is located in an urban community adjacent to commercial uses on Melrose Avenue. A 30-foot height limit which allows only two stories in an area designated for multiple-family residential at the R3 density unnecessarily restricts the design of a building. The allowable 3:1 FAR in the R3 zone with such a height restriction prevents adequate housing to be produced. A 45-foot height would enable the project to utilize the land in the most efficient manner and to address the housing needs of the community.

- d. That the granting of such variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the same zone or vicinity in which the property is located.***

Height in the R3-1XL zone

Granting the requested height variance for the Project will not be materially detrimental to the public welfare and would benefit property and improvements in the vicinity, since it does not affect the density. Most of the multiple family housing in the area is older, and the subject project would benefit the older structures by triggering an increase in property values as a result of a new modern structure in the neighborhood.

As stated previously, the entire area is characterized by R3 residential or commercially zoned properties with unlimited height. Most R3 zoned properties within the city are allowed a 45-foot height. There are no single family dwellings or other sensitive uses that would be affected by a 15-foot height increase. In fact, single family dwellings are allowed a 33-foot height, and restricting an R3 zone to less than single family height is not meaningful for either buffering or creation of adequate housing. Therefore, allowing a 45-foot high building would allow the property to utilize a 3:1 FAR, and produce a better quality residential building.

- e. That the granting of the variance will not adversely affect any element of the General Plan.***

The General Plan will not be adversely affected by the granting of the variances. The Project promotes many of the goals and policies of the General Plan. The Framework Element of the General Plan contains a number of policies relating to the promotion of housing in the City's centers and along the transit corridors. The Land Use Chapter of the Framework Element also presents policies relating to the promotion of housing in the City.

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.

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

Policy 3.4.1 Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards.

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.

Policy 3.7.4 Improve the quality of new multi-family dwelling units

This Project promotes all of the above policies by providing a mixed-use multi-family residential and commercial retail development adjacent to the Melrose Avenue transit corridor. The Project promotes pedestrian activity to enhance neighborhood security with townhome entries on Camerford Avenue and promotes the commercial uses fronting on Melrose Avenue with commercial retail on the ground floor.

5. ADJUSTMENT FINDINGS

LAMC Section 12.28 requires all of the following mandated findings to support the granting of an adjustment. The applicant has made the following requests:

a reduced rear yard of zero feet in lieu of the required 15 feet.

(a) to permit proposed RAS4-1 zoned portion of the project fronting Melrose Avenue to observe a reduced front yard of zero feet in lieu of the minimum required five feet, and (b) a reduced rear yard of zero feet in lieu of the required minimum 5 feet.

At its meeting on December 14, 2007, the City Planning Commission denied the R3-1XL zoned portion of the project fronting Camerford Avenue to observe a reduced front yard of 10 feet in lieu of the required 15 feet.

- a. That the granting of an adjustment will result in development compatible and consistent with the surrounding uses.***

The granting of the requested front and rear yard adjustments on the Melrose parcel and the rear yard adjustment on the Camerford Parcels will result in development compatible

and consistent with the surrounding uses in which the property is located. Even though the requested adjustment to the required setbacks was based on the requested unified project, they are still applicable to the recommended split project between the Melrose and Camerford sides of the property.

The RAS4 and RAS3 zones have similar required setbacks: 5-foot front and rear yards and 0-foot side yards. The R3 zone requires 15-foot front and rear yards and 5-foot side yards, except for buildings with more than two stories in height where one foot is added to the width of such side yard for each additional story.

As stated, the property is located in a community consisting of commercial uses and higher density multi-family housing. Consistent with the street, the project provides multi-family development with ground-floor retail space located on the commercial street-front of Melrose Avenue. The property lines of both the parcels abut open and dedicated public streets along three of its four sides, directly abutting another use only on the eastern side. The eight-foot side yard setbacks required by the LAMC in the R3 zone will be maintained along the eastern property line.

Commercial properties do not require front yard setbacks, and maintaining 15-foot rear yards along the alley serves no purpose either for buffering other uses or landscaping. The request respects the intent of the setback requirements set forth in the LAMC and thus, the granting of the yard adjustments will result in a development compatible and consistent with the surrounding uses.

b. That the granting of an adjustment will be in conformance with the intent and purpose of the General Plan of the City.

The granting of the requested yard adjustments conform to the intent and purpose of the City's General Plan. Although the property is located in two zones with different yard requirements, the parcels will be developed as distinct projects based on the recommended denial of the variance to allow a unified development. The parcels will be developed based on the allowable Plan designations, except as modified herein. The Medium Residential designation on the Camerford Parcels permits R3 zone uses, and the Neighborhood Commercial designation of the Melrose Parcels permits RAS zone uses. The granting of the yard setback adjustments will not adversely affect the General Plan because the request would not change the bulk, density or intensity of the proposed structure in a manner inconsistent with the land use designations or goals set forth under the General Plan.

More specifically, granting the yard adjustments will conform to the intent and purpose of the General Plan as it pertains to the transportation and circulation needs of the City. The Applicant intends to fully comply with the Transportation Element of the General Plan by completing the required 15-foot right-of-way dedication along Melrose Avenue, which will allow for widening of the street and a turnout in front of the Project.

c. That the granting of an adjustment is in conformance with the spirit and intent of the Planning and Zoning Code of the City.

The granting of the requested yard adjustments is in conformance with the spirit and intent of the City's planning and zoning code in that the Zoning Code seeks to ensure adequate setbacks between uses for light, air and buffering. Yard setbacks are not required for projects in commercial zones, however, residential projects must comply with the RAS zones standards. The proposed mixed use project maintains a commercial ground floor on the Melrose Parcels and the requested setback would be

consistent with the existing Melrose Avenue ground floor street-fronts. Neither are front yard setbacks desirable on a commercial street since they break the continuity of the street walls which should be located close to the sidewalk to attract pedestrian activity. The project's residential floors will meet LAMC setback requirements.

The requested 0-foot rear yard setbacks along the abutting alley of the Camerford and Melrose Parcels are unnecessary. The existing 10-foot alley will be widened to 20 feet, and would provide an adequate buffer between the commercial and residential uses on the two parcels.

d. That there are no adverse impacts from the proposed adjustment or any adverse impacts have been mitigated.

There are no adverse impacts from the proposed yard adjustments. Parking for the project will be hidden from view inside the subterranean and ground levels of the structure, and driveway access for the Project is located along the western property line, where setbacks meet LAMC requirements. Elimination of the rear setbacks on the Camerford and Melrose Parcels will not adversely affect the surrounding properties or on the subject property where a 20-foot wide alley would separate and buffer residential uses from commercial uses.

Melrose Avenue, a four-lane public street, sufficiently separates the property from properties to the south. Other neighboring commercial uses along Melrose Avenue also do not observe front yard setbacks. The requested elimination of a front yard setback allows the Project to continue the pedestrian-friendly street frontage along Melrose Avenue that has become a popular shopping and entertainment destination. Thus, there will be no adverse impact from the proposed adjustment.

e. That the site and/or existing improvements make strict adherence to zoning regulations impractical or infeasible.

Strict application of the yard regulations is impractical and results in unnecessary hardships because the Project is a mixed-use development which is located on a commercial street. A street dedication of 15-feet reduces the size of the property. An additional 5-foot setback would break the continuity of commercial uses on the street and reduce the size of the lot to provide housing. The surrounding Melrose properties are commercially zoned which generally do not require front yard setbacks, and the project would retain that feature on the Melrose Parcels, despite the zone change to RAS. Rear yard setbacks abutting an alley also do not serve any meaningful purpose other than reducing the lot size which can be used for the provision of additional housing without affecting the allowable density.

a. That the granting of an adjustment will NOT result in development compatible and consistent with the surrounding uses.

The applicant has requested to allow the R3-1XL zoned portion of the project fronting Camerford Avenue to observe a reduced front yard of 10 feet in lieu of the minimum 15 feet required. The R3 zone requires 15-foot front and rear yard setbacks. The applicant has been granted a 0-foot rear yard, since it abuts an alley. However, granting of a 10-foot front yard would result in a development incompatible with other R3 zoned properties on the street and the neighborhood. The proposed project which consists of

33 residential condominium units is a residential use and setbacks are necessary to buffer the resident(s) from pedestrian and automobile traffic. In addition, without the setback, there is no room on-site for adequate landscape buffer, and the resulting 45-foot in height residential building may be out of character with other existing and future residential projects in maintaining an open space landscaped perimeter around the structure.

b. That the granting of an adjustment will NOT be in conformance with the intent and purpose of the General Plan of the City.

The General Plan designates the property for Medium density Residential with a corresponding zone of R3. The Hollywood Community Plan encourages the preservation and enhancement of well defined residential neighborhoods and standards which are in accord with the neighborhood character. Allowing the subject property a deviation from the front yard setback would be out of character with other properties in the neighborhood.

c. That the granting of an adjustment is NOT in conformance with the spirit and intent of the Planning and Zoning Code of the City.

The Zoning Code requires setbacks to ensure adequacy between uses for purposes of light, air and buffering. Setbacks for residential projects are also needed in order to offer separation between the dwelling unit(s) and the public right-of-way. A 15-foot front yard is required of all R3 zoned properties. The adjustment request is a result of self imposed project design and site layout and not a result of the setback regulations. The project site is flat and there are no constraints on-site which would not allow a project design to meet the R3 front yard setback regulations. The neighborhood is zoned with R3 properties and allowing this property to observe a reduced front yard setback would set an undesirable precedent.

d. That there ARE adverse impacts from the proposed adjustment or any adverse impacts have NOT been mitigated.

The subject property is located within a dense urban area which does not have adequate parks or open space. Within the subject Neighborhood Council District area consisting of approximately 40,000 residents there are only about 4 acres of parkland rather than the 150 acres based on a park standard of 4 acres per 1,000 residents. In most instances the front yard is the only space available for the residents' children to play. Granting an adjustment to allow a residential project with less setbacks along public streets can adversely impact the residents of the units, especially those on the ground level where there would be no buffer from the street and/or sidewalk traffic. A setback allows enough room for landscape buffering or a short wall that can serve to shield the residential occupants from public view (for privacy), buffer from noise, dirt and debris, and building vandalism (graffiti).

e. That the site and/or existing improvements DO NOT make strict adherence to zoning regulations impractical or infeasible.

The subject site is a flat, rectangular shaped parcel where the proposed residential building is not the re-use of an existing building and can easily provide the 15-foot setback of the R3 Zone. All properties within the area are required to provide the front yard setback, and exempting this property from the zoning regulations would not result in a project which is impractical or infeasible to build.

6. Site Plan Review Determination.

Pursuant to L.A.M.C. Section 16.05.G, the applicant requests Site Plan Review of the subject property.

The existing Site Plan is based on the requested RAS4 zone change request. A RAS3 zone is recommended with modifications which will require a revised site plan. Hence, a site plan review determination cannot be made, and it is recommended that the site plan be denied without prejudice. The applicant has to come back to the City Planning Commission with a revised Site Plan for approval.

7. The Transportation Element of the General Plan will be affected by the recommended action herein. However, any necessary dedication and/or improvement of adjoining streets will assure compliance with this Element of the General Plan and with the City's street improvement standards pursuant to Municipal Code Section 17.05.
8. The Sewerage Facilities Element of the General Plan will be affected by the recommended action. However, requirements for construction of sewer facilities to serve the subject project and complete the City sewer system for the health and safety of City inhabitants will assure compliance with the goals of this General Plan Element.
9. Environmental. For the reasons set forth in Proposed Mitigated Negative Declaration No. ENV 2006-6520-MND, the project will not have a significant effect on the environment.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32 G of the Municipal Code, the (T) or [T] Tentative Classification shall be removed by the recordation of a final parcel or tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

Dedication(s) and Improvements. Prior to the issuance of any building permits, public improvements and dedications for streets and other rights-of-way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional, and Federal government agencies, as may be necessary).

1. Responsibilities/Guarantees.

a. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.

b. Prior to issuance of sign-offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to the project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.

2. Transportation Dedications. The applicant shall consult with the Bureau of Engineering and the Department of Transportation (DOT) for any dedications. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the Bureau of Engineering, department of Public Works. Any dedication must be completed prior to issuance of any Certificate of Occupancy to the satisfaction of the Bureau of Engineering.

At its meeting on December 13, 2007, the City Planning Commission recommended that the dedication area be improved with a 15-foot sidewalk.

The dedications and improvements shall include, but not be limited to, the following:

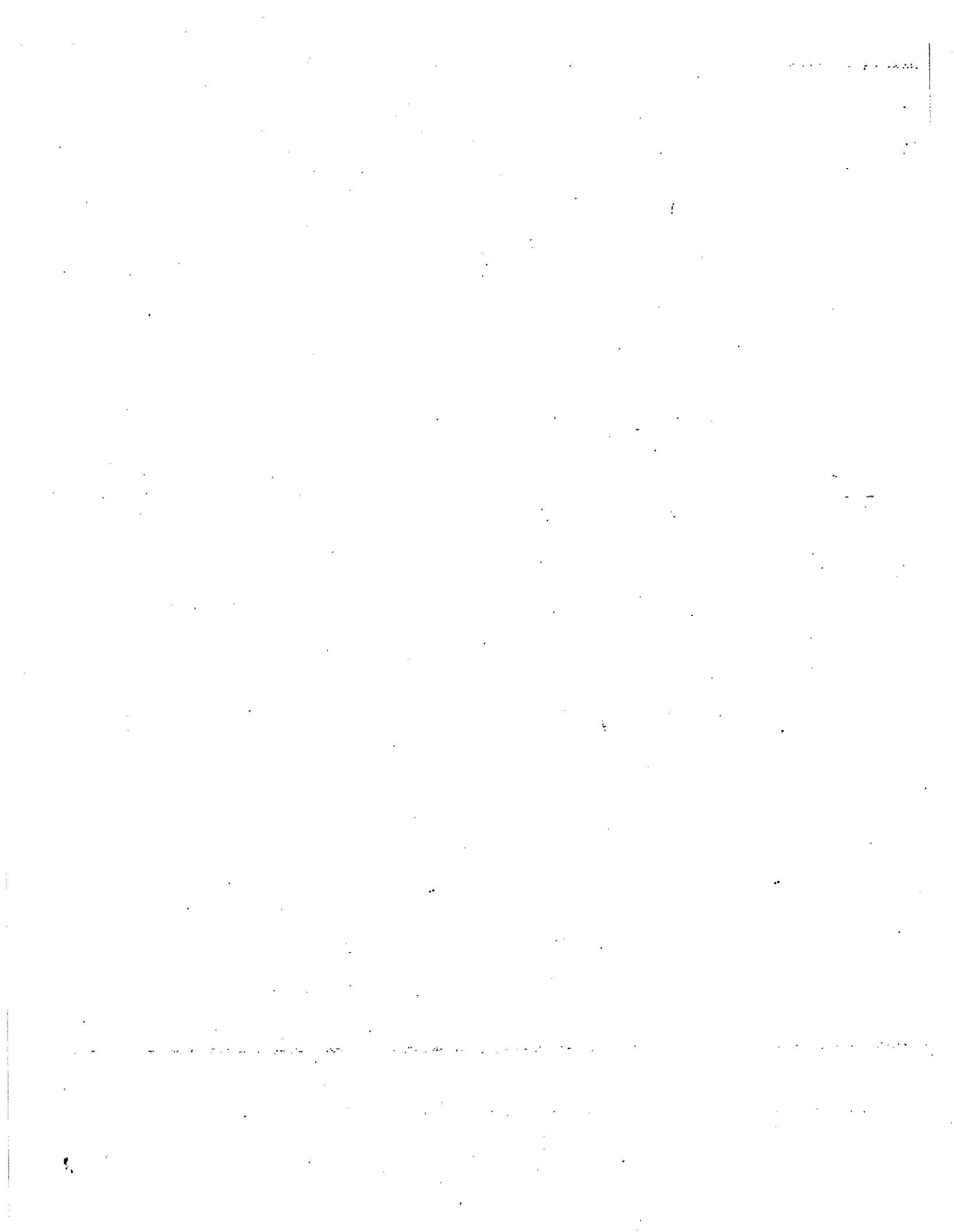
a. Melrose Avenue – Dedicate a 15-foot strip of land along Melrose Avenue adjoining the property to complete a 45-foot wide half right-of-way dedication in accordance with Secondary Highway Standards, including a 20-foot radius property line return at the intersection with El Centro Avenue. Improve Melrose Avenue being dedicated by a concrete curb, gutter and a 15-foot full-width concrete sidewalk with tree wells to the satisfaction of the City Engineer.

b. Alley – Dedicate a 5-foot wide strip of land above a depth of 10-feet below the finished elevation of the alley to complete a 20-foot wide alley.

3. **Street Lighting.** To the satisfaction of the Bureau of Street Lighting, if new street light(s) are required, the property within the boundary of the development shall be formed or annexed into a Street Lighting Maintenance Assessment District prior to final recordation or issuance of the Certificate of Occupancy.
4. **Street Trees.** If determined necessary, construct tree wells and plant street trees satisfactory to the City Engineer and the Urban Forestry (213) 847-0833 of the Bureau of Street Services.
5. **Sewers.** If determined necessary, construct sewers to the satisfaction of the City Engineer.
6. **Parking/Driveway Plan.** Submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation, Construction Services Counter (Station 23 at 201 North Figueroa Street, third floor), prior to the issuance of a building permit. A parking area and driveway plan may be submitted to the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Final DOT approval should be accomplished by submitting detailed site/driveway plans at a scale of 1"=40' and proper documentation verifying the existing or previous use, square footage
 - a. A minimum of 40-foot reservoir space be provided between any security gates and the property line.
 - b. Parking stalls shall be designed so that a vehicle is not required to back out onto any public street or sidewalk.
7. **Cable Television.** The applicant shall make necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights-of-way in the same manner as is required of other facilities, pursuant to Municipal Code Section 17.05 N, to the satisfaction of the Department of Telecommunications.
8. **Prior to issuance of a clearance letter, all engineering fees pertaining to Ordinance 171,502 adopted by the City Council must be paid in full.**
9. **Fire Safety.** The requirements of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the issuance of any building permit. The plot plan shall include the following minimum design features:
 - a. Fire lanes, where required, shall be a minimum of 20-feet in width;
 - b. All structures shall be within 300-feet of an approved fire hydrant;
 - c. Entrances to any dwelling unit or guest room shall not be more than 150-feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.
10. **Police.** The requirements of the Police Department relative to public safety and crime prevention shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Police Department either prior to the issuance of any building permit.

11. Recreation and Parks. Per Section 12.33 of the Municipal Code, the applicant shall dedicate land for park or recreational purposes and/or pay the applicable Quimby fees for the construction of condominiums, or Recreation and Park fees for construction of apartment buildings.
12. School District Fees. The Project Applicant shall pay all applicable school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the Project area.
13. Covenant: Prior to the issuance of any permits relative to this matter, an agreement concerning off the information contained in these conditions shall be recorded by the property owner in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent owners, heir, or assigns. Further, the agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a Certified Copy bearing the Recorder's number and date must be given to the City Planning Department for attachment to the subject file.

Notice: Certificates of Occupancies for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.), as required herein, are completed to the satisfaction of the City Engineer.



(Q) QUALIFIED CONDITIONS OF APPROVAL

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification.

A. Entitlement Conditions

1. **Use.** The use and area regulations of the subject property, fronting on the north side of Melrose Avenue, southerly of the alley, shall be limited to the provisions of the RAS3-1 Zone, as defined in Section 12.11.5 of the LAMC, except at least 3,350 square feet of commercial uses shall be provided on the ground floor, and as varied herein, by the Variance, and the Adjustment pursuant to CPC 2006-6519-ZC-HD-ZV-ZAA-SPR.
2. **Height.** The height on the RAS3-1 zoned portion of the subject property shall be limited to 45 feet, as defined by Municipal Code Sections 12.03 and 12.21.1B 3. Any structures on the roof, such as air condition units and other equipment, shall be fully screened from view of any abutting properties.
3. **Floor Area Ratio (F.A.R.).** The total floor area of a structure or structures on the property shall not exceed three (3) times the buildable area of the lot.
4. **Density.** Not more than 29 dwelling units shall be constructed on the RAS3-1 portion of the subject property. A minimum of three dwelling units shall be designated as "Very low-income" residential units.
5. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD. (HD) Covenant and Agreement (Affordable Housing). Prior to the issuance of any building permits, in accordance with the Section 12.22 A 25 (b) of the Municipal Code, the owner shall record a Covenant and Agreement satisfactory to the City of Los Angeles Housing Department or successor agency, to preserve the affordability of the three designated "**Very low-income**" residential units for a minimum of 30 years from issuance of a Certificate of Occupancy. A copy of the Covenant and Agreement shall be submitted to the Planning Department for inclusion into the subject file.
6. **Site Plan.** Prior to the issuance of building permits, revised, detailed development plans that show compliance with all conditions of approval, including complete landscape and irrigation plans, shall be submitted to the satisfaction of the Planning Department.
7. **Parking.** All project related parking shall be provided in compliance with Section 12.21.A.4 of the Municipal Code.
8. **Landscape Plan.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the Planning Department.
9. **Graffiti.** The owners shall maintain the subject property clean and free of debris and rubbish and to promptly remove any graffiti from the walls, pursuant to Municipal Code Sections 91.8101-F, 91.8904-1 and 91.1707-E. Exterior walls of new commercial and residential buildings of other than glass may be covered with clinging vines, screened by

oleander trees or similar vegetation capable of covering or screening entire walls up to heights of at least 9-feet, excluding windows and signs.

10. Lighting. Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.
11. Tree Removal (Protected Trees). Prior to the issuance of a grading permit, the applicant shall submit a tree report and landscape plan prepared by a Municipal Code-designated oak tree expert as designated by LAMC Ordinance No. 153,478, for approval by the Department of City Planning and the Street Tree Division of the Bureau of Street Services. A minimum of two oak trees (a minimum of 48 inch box in size) shall be planted for each one that is removed. The canopy of the oak trees planted shall be in proportion to the canopies of the oak trees removed per Ordinance No. 153,478, and to the satisfaction of the Street Tree Division of the Bureau of Street Services and the Advisory Agency. (Note: All oak tree removals shall be approved by the Board of Public Works on sites more than one acre in size. Contact the Street Tree Division at 213-485-5675).
12. Tree Removal (Non-Protected Trees). Prior to the issuance of a grading permit or building permit, a plot plan prepared by a reputable tree expert, indicating the location, size, type, and condition of all existing trees on the site as well as measures to preserve as many trees as possible. The plot plan shall be submitted for approval by the Department of City Planning and Urban Forestry Division of the Bureau of Street Services. Mitigation measures such as replacement by a minimum of 24-inch box trees in a parkway and on the site on a 1:1 basis shall be required for the unavoidable loss of desirable trees. All trees in the public right-of-way shall be provided per the Urban Forestry Division standards. (Note: Removal of trees in the public right-of-way shall require approval of the Board of Public Works. Contact Urban Forestry Division at: 213-485-5675).
13. Air Pollution (Stationary). The applicant shall install air filters capable of achieving a Minimum Efficiency Rating Value (MERV) of at least 8 or better on all residential units and a Minimum Efficiency Rating Value (MERV) of at least 11 or better on all commercial/institutional uses in order to reduce the diminished air quality effects on occupants of the project.
14. Construction (Air Quality).
 - a. All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403.
 - b. The owner or contractor shall maintain the construction area sufficiently dampened to control dust caused by grading, construction and hauling, and at all times provide reasonable control of dust caused by wind.
 - c. All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
 - d. All materials transported off-site shall be either sufficiently watered or securely covered to prevent the generation of excessive amounts of dust.
 - e. All clearing, grading, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent the generation of excessive amounts of dust.

- f. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
15. Construction (Noise). The project shall comply with the City of Los Angeles Noise Ordinance Nos. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- a. Construction shall be restricted to the hours of 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday.
 - b. Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously that causes high noise levels.
 - c. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
 - d. The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, to insure an acceptable interior noise environment.
16. Construction (Grading). Grading, excavations and fills shall comply with Chapter IX, Division 70 of the Municipal Code. All grading activities required shall receive grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within a hillside area. The application of Best Management Practices shall include but not be limited to the following measures:
- a. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), construct diversion dikes to channel runoff around the site. Line channels with grass or roughened pavement to reduce runoff velocity.
 - b. Appropriate erosion control and drainage devices shall be incorporated to the satisfaction of the Building and Safety Department, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned. Install roof runoff systems where site is suitable for installation. Runoff from rooftops is relatively clean, and can provide groundwater recharge and reduce excess runoff into storm drains.
 - c. Stockpiles and excavated soil shall be covered with secured tarps or plastic sheeting.
17. General Construction.
- a. All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials, including solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non recyclable materials and wastes shall be removed to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site.

- b. Clean up leaks, drips and spills immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- c. Do not hose down pavement at material spills. Use dry cleanup methods whenever possible.
- d. Cover and maintain dumpsters. Place uncovered dumpsters under a roof or cover with tarps or plastic sheeting.
- e. Use gravel approaches where truck traffic is frequent to reduce soil compaction and limit the tracking of sediment into streets.
- f. Conduct all vehicle/equipment maintenance, repair, and washing away from storm drains. All major repairs are to be conducted off-site. Use drip pans or drop clothes to catch drips and spills.

18. Methane Gas Explosion/Release

- a. All commercial, industrial, and institutional buildings shall be provided with an approved Methane Control System, which shall include a vent system and gas-detection system installed in the basements or the lowest floor level on grade, and within underfloor space of buildings with raised foundations. The gas-detection system shall be designed to automatically activate the vent system when an action level equal to 25% of the Lower Explosive Limit (LEL) methane concentration is detected within those areas.
- b. All commercial, industrial, institutional and multiple residential buildings covering over 50,000 square feet of lot area or with more than one level of basement shall be independently analyzed by a qualified engineer, as defined in Section 91.7102 of the Municipal Code. The engineer shall investigate and recommend mitigation measures which will prevent or retard potential methane gas seepage into the building. In addition to the other items listed in this section, the owner shall implement the engineer's design recommendations subject to approval by the Department of Building and Safety and Fire Department.
- c. All multiple unit residential buildings shall have adequate ventilation, as defined in Section 91.7102 of the Municipal Code, of a gas-detection system installed in the basement or on the lowest floor level on grade, and within the underfloor space in buildings with raised foundations.

19. **Asbestos Containing Materials.** Prior to the issuance of the demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no asbestos containing materials are present in the building. If asbestos containing materials are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other state and federal rules and regulations.

20. **Hazards and Hazardous Materials (Lead).** Prior to the issuance of the demolition permit, the applicant shall perform a lead-based paint survey to the satisfaction of the Department of Building and Safety. Should lead based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.

Liquefaction. A geotechnical report shall be prepared by a registered civil engineer or certified engineering geologist in compliance with the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that consider building design. Building design mitigation measures should consider, but not be limited to: ground stabilization, foundation type and depths, and structural systems to accommodate anticipated displacements.

21. Stormwater and Urban Runoff Pollution Control. The project shall comply with the following:
 - a. Ordinance Nos. 172,176 and 173,494 (Stormwater and Urban Runoff Pollution Control), which require the application of Best Management Practices (BMPs).
 - b. Chapter IX, Division 70 of the Municipal Code, which addresses grading, excavations, and fills.
 - c. The Standard Urban Stormwater Mitigation Plan (SUSMP) approved by the Los Angeles Regional Water Quality Control Board (A copy of the SUSMP can be downloaded at <http://www.swrcb.ca.gov/rwqcb4/>).
 - d. Applicable requirements associated with the National Pollutant Discharge Elimination System Permit regulations. The developer shall file a Notice of Intent (NOI) with the State Water Resources Control Board prior to the issuance of any building or grading permits. A General Permit for Stormwater Discharge shall be obtained from the Southern California Regional Water Quality Board in accordance with NOI instructions.
 - e. Stormwater BMPs shall be incorporated to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate shall be required from a California licensed civil engineer or licensed architect that the proposed BMPs comply with this numerical threshold standard.
 - f. A Stormwater Pollution Prevention Plan shall be prepared by a California licensed civil engineer or licensed architect, to the satisfaction of the Stormwater Management Division of the Bureau of Sanitation that shall include the following:
 - 1) Identifies the sources of sediments and other pollutants that affect the quality of storm water discharge;
 - 2) A monitoring program and reporting plan for the construction period.The Stormwater Pollution Prevention Plan shall be retained at the construction site.
 - g. Appropriate erosion control and drainage devices shall be incorporated, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code.

- h. Any connection to the sanitary sewer shall be required to receive authorization by the Bureau of Sanitation.
 - i. All storm drain inlets and catch basins within the project area shall be stenciled with prohibitive language (such as ANO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
 - j. The owner shall record a covenant and agreement satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and/or per manufacturer=s instructions.
 - k. Design an efficient irrigation system to minimize runoff including: (1) drip irrigation for shrubs to limit excessive spray; (2) shutoff devices to prevent irrigation after significant precipitation; and (3) flow reducers.
22. **Parking Structure Ramps.** Concrete, not metal, shall be used for construction of parking ramps. The interior ramps shall be textured to prevent tire squeal at turning areas. Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.
23. **Noise (Residential).**
- a. All exterior windows shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Class of 50 or greater as defined in UBC No. 35-1, 1979 edition or any amendment thereto.
 - b. The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.
24. **Solid Waste.** The developer shall institute a recycling program to the satisfaction of the Planning Department to reduce the volume of solid waste going to landfills. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be picked up no less than once a week as a part of the project's regular trash pick-up program.
25. **Haul Routes.** Project shall get approval of a haul route from the Department of Building and Safety. The applicant shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety. Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

C. Other Conditions

26. **Posting of Construction Activities.** The adjacent residents shall be given regular notification of major construction activities and their duration. A visible and readable sign (at a distance of 50 feet) shall be posted on the construction site identifying a telephone number for inquiring about the construction process and to register complaints.
27. **Construction-related Parking.** Off-street parking shall be provided for all construction-related parking generated by employees of the proposed project. No employees or subcontractor shall be allowed to park on the surrounding residential streets for the

duration of all construction activities. There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any residential street in the immediate area. All construction vehicles shall be stored on site unless returned to their owner's base of operations.

28. **Truck Traffic Restricted Hours.** Truck traffic directed to the project site for the purpose of delivering materials or construction-machinery shall be limited to the hours beginning at 9:00 AM and ending at 3:00 PM, Monday through Friday. No truck deliveries shall occur outside of that time period.
29. **Maintenance.** The subject property (including any trash storage areas, associated parking facilities, sidewalks, driveways, yard areas, parkways and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
30. **Dust Walls.** Temporary dust walls (e.g., Visqueen plastic screening or other suitable product) not less than 8 feet in height shall be installed and maintained along the property line as necessary to preclude dust dispersion from the project site to adjacent properties. The walls shall be in place during any time period when grading is being conducted within 100 feet of any occupied residence on adjoining lots.

D. Administrative Conditions

31. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
32. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions may vary.
33. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns. The agreement shall be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
34. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
35. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
36. **Building Plans.** Page 1 of the grant and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
37. **Utilization of Concurrent Entitlement.** The subject Zone Change, Zone Variance, Adjustment and Site Plan Review require completion of all applicable conditions of

approval herein to the satisfaction of the Department of City Planning. The applicant/owner shall have a period of six years from the effective date of the subject Zone Change approval to effectuate the terms of the Zone Change; a period of two years from the effective date of the subject approvals to effectuate the terms of the Zone Variance and Adjustment entitlements by either securing a building permit or a Certificate of Occupancy for the authorized use, or unless prior to the expiration of the time period to utilize the grant, the applicant files a written request, and is granted an extension to the termination period for up to one additional year pursuant to applicable provisions of the Municipal Code.

Thereafter, these enumerated entitlements shall be deemed terminated and the property owner shall be required to secure a new authorization for the use. If a building permit is obtained during this period, but subsequently expires, this determination shall expire with the building permit.

38. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director of Planning, pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if in the decision makers opinion, such actions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
39. **Idemnification.** The applicant shall defend, idemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this approval which action is brought within the applicáble limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim, action, or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, idemnify, or hold harmless the City.

ZONE VARIANCE AND ADJUSTMENT CONDITIONS OF APPROVAL

1. Entitlement: The use and development of the property shall be in substantial conformance with the plot plan which shall be submitted, stamped and dated by Planning Department staff, and attached to the subject Case file, CPC 2006-6519-ZC-HD-ZV-ZAA-SPR. The Site Plan shall be presented and approved by the City Planning Commission.
2. The R3-1XL zoned portion of the site fronting Camerford Avenue shall be allowed to observe a reduced rear yard of zero feet in lieu of the minimum 15 feet required.
3. The RAS3-1 zoned portion of the project fronting Melrose Avenue shall be allowed to observe (a) a reduced front yard of zero feet in lieu of the minimum required five feet, and (b) a reduced rear yard of zero feet in lieu of the required minimum five feet.

EXHIBIT "A"

**Master Land Use Permit Application
ATTACHMENT A – REVISED February 2007
CPC-2006-6519-ZC-ZV-HD-ZAA-SPR
5663 – 5647 West Melrose Avenue and 5742 – 5766 West Camerford Avenue
Applicant: Watt Genton Associates (the "Applicant")**

Actions Requested

The Applicant requests the following discretionary approvals:

1. Zone and Height District Change: Pursuant to Los Angeles Municipal Code ("LAMC") Section 12.32, a zone and height district change is requested from LAMC Sections 12.16 and 12.32G4 to permit the RAS4-1 zone, in lieu of the C4-1D zone.
2. Site Plan Review: Findings, pursuant to LAMC Section 16.05 to allow a development project which creates an increase of 50 or more dwelling units to prepare a Site Plan Review.
3. Zone Variances:
 - (a) Pursuant to LAMC Section 12.27, a variance is requested from LAMC Section 12.21.1A1 to permit a height of 60 feet, in lieu of the maximum permitted height of 30 feet in the R3-1XL zone.
 - (b) Pursuant to LAMC Section 12.27, a variance from LAMC Section 12.11.5C4 is requested to permit 376 square feet per dwelling unit in lieu of the required 400 square feet per dwelling unit in the RAS4-1 zone in order to allow the calculation of lot area for residential density based on lot area inclusive of a required 15 foot street dedication on Melrose Avenue.
 - (c) Pursuant to LAMC Section 12.27, a variance from LAMC Section 12.10 is requested to permit 500 square feet per dwelling unit in lieu of the required 800 square feet per dwelling unit in the R3-1XL zone in order to provide an equal distribution of all 96 proposed units over the entire Property.

TABLE 1 – RESIDENTIAL DENSITY

Parcels	Gross Lot Area exclusive of Dedication	Dedication	Gross Lot Area inclusive of Dedication
Camerford	27,041 sq. ft.	None	27,041 sq. ft.
Melrose	23,578 sq. ft.	3,115 sq. ft.	26,693 sq. ft.
TOTAL	50,619 sq. ft.¹	3,115 sq. ft.	53,734 sq. ft.

Parcels	Zone	Gross Lot Area	Minimum Lot Area Required	Permitted Unit Distribution	Lot Area Requested	Requested Unit Distribution
Camerford	R3-1XL	27,041 sq. ft.	1 unit per 800 sq. ft.	33 units	1 unit per 500 sq. ft.	54 units ²
Melrose	RAS4-1	26,693 sq. ft.	1 unit per 400 sq. ft.	66 units	1 unit per 376 sq. ft.	42 units
TOTAL		53,734 sq. ft.		99 units		96 units

4. Yard Adjustment: Pursuant to LAMC Section 12.28, an adjustment from LAMC Sections 12.10 and 12.11.5 is requested (a) to permit a 10 foot front yard, 4 foot side yard

¹ Total includes Alley area. Pursuant to LAMC Section 12.22C16, in computing the number of dwelling units allowed by the minimum lot area per dwelling unit requirements on a lot abutting one or more alleys, one-half the width of such alley or alleys may be assumed to be a portion of the lot.

² Total includes 12 units proposed to be developed over the Alley which straddle the zone boundaries and as such are located in both zones.

**Master Land Use Permit Application
ATTACHMENT A – REVISED February 2007
CPC-2006-6519-ZC-ZV-HD-ZAA-SPR**

**5663 – 5647 West Melrose Avenue and 5742 – 5766 West Camerford Avenue
Applicant: Watt Genton Associates (the "Applicant")**

and zero foot rear yard in the R3-1XL zone in lieu of the required 15 foot front, 8 foot side, and 15 foot rear yards in the R3-1XL zone (b) to permit zero foot front, side and rear yards in the RAS4 zone in lieu of the required 5 foot front, 5 foot side and 15 foot rear yards in the RAS4 zone.

TABLE 2 – YARDS		
Melrose Parcels	RAS4-1 Required Yards	RAS4-1 Proposed Yards ³
Front	5 ft.	0 ft. at commercial ground floor 5 ft. at and above 2 nd floor residential
Sides	0 ft. at commercial ground floor 5 ft. at and above 2 nd floor residential	0 ft. at southwestern corner and 5 ft. at all other locations
Rear	5 ft.	0 ft.
Camerford Parcels	R3-1XL Required Yards	R3-1XL Proposed Yards
Front	15 ft.	10 ft.
Sides	8 ft.	4 ft. at northwestern corner and 8 ft. at all other locations
Rear	15 ft.	0 ft.

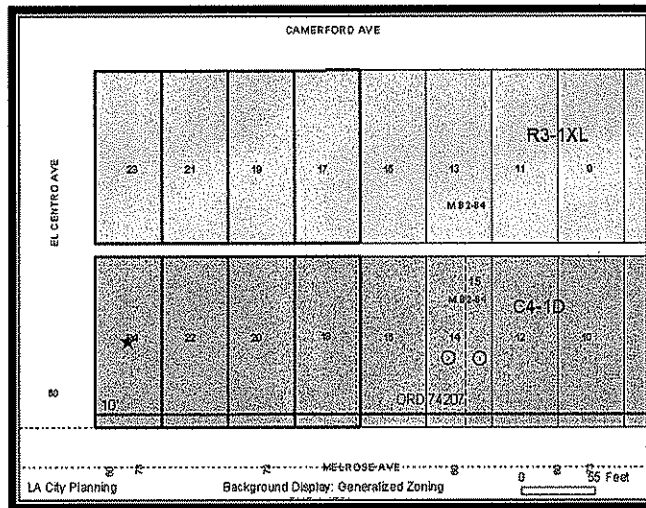
5. Vesting Tentative Tract Map: LAMC Sections 17.00 et seq permits the merger and resubdivision of the Property's eight lots into a 96-unit condominium with 3,350 square feet of commercial retail uses. Tentative Tract Map No. 66997 is being filed concurrently with this application.

³ The Project assumes front yards to be at Melrose Avenue and Camerford Avenue and side yards to the west at El Centro Avenue and to the east at the eastern boundary of the Project site. The yards are assumed as stated because the narrow ends of the Property before and after merger of the Property's eight lots are at Camerford and Melrose Avenues.

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Applicant: Watt Genton Associates (the "Applicant")

Site Description

The project site is located at 5663 – 5647 West Melrose Avenue and 5742 – 5766 West Camerford Avenue (the "**Property**") in the City of Los Angeles (the "**City**"). The Property consists of eight parcels of real property fronting the northeast corner of Melrose Avenue and El Centro Avenue and the southeast corner of Camerford Avenue and El Centro Avenue. According to the City's Parcel Profile Report, the Property consists of Lots 17, 19, 21, and 23 of Block 15 of the El Centro Tract (the "**Camerford Parcels**") and Lots 18, 20, 22, and 24 of Block 15 of the El Centro Tract (the "**Melrose Parcels**"). An alley extending east/west from El Centro Avenue runs the length between the Melrose Parcels and Camerford Parcels (the "**Alley**"). Additionally, the Property slopes down approximately seven and one-half feet from Camerford Avenue to Melrose Avenue. The Melrose Parcels are approximately 26,693 square feet in area and the Camerford Parcels are approximately 27,041 square feet and thus, the total site area of the Property is approximately 53,734 square feet or 1.23 acres. The Property is presently developed with a nightclub/restaurant, other retail uses and residential uses containing 48 dwelling units in 23 one and two-story, single-family, duplex and multi-unit structures. The Project involves the demolition of all existing structures.



Surrounding Land Uses

North – The north of the Property is zoned R3-1XL and is developed with multi-family residential uses.

South – The south of the Property is zoned C1-1VL and C2-1VL and is developed with commercial and multi-family residential uses.

West – The west of the Property is zoned C2-1D and R3-1XL and is developed with commercial and multi-family residential uses.

East – The east of the Property is zoned C4-1D and R3-1XL and is developed with commercial and multi-family residential uses.

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Zoning

The Property consists of eight (8) parcels. The Property fronts the north side of Melrose Avenue, the east side of El Centro Avenue and the south side of Camerford Avenue. The Melrose Parcels are currently zoned C4-1D and the Camerford Parcels are zoned R3-1XL. In the C4 zone, the No. 1 Height District typically allows a 1.5:1 floor area ratio ("**FAR**"), except in this case, the D Limitation reduces the FAR to 1:1. In the R3 zone, the permitted FAR is 3:1. The 'XL' limitation restricts height to 30 feet and two stories, except that buildings in Height District No. 1 designed and used entirely for residential purposes shall be limited as to the number of feet in height, but not as to the number of stories.

General Plan

The Property is within the Hollywood Community Plan (the "**Community Plan**") area of the City's General Plan. The Community Plan designates the Melrose Parcels as Neighborhood Commercial and the Camerford Parcels as Medium Residential. The Neighborhood Commercial designation permits commercial zones and RAS zones. The Medium Residential designation on the Camerford Parcels permits the R3 zone. Footnote 4 of the Community Plan also limits development in the R3 zone by the 1XL height district.

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Project Description

The Applicant proposes the development of a mixed-use project consisting of new neighborhood retail and multi-family residential components. The development will include 96 for-sale multi-family residential dwelling units, approximately 3,350 square feet of commercial space on the ground level and 237 parking spaces to be located on one ground and one subterranean parking level consisting of 192 residential parking spaces, 24 residential guest parking spaces and 21 retail parking spaces (the "**Project**"). The Project will be five stories tall and reach a maximum height of 60 feet. The Project will consist of approximately 213,154 gross square feet of new construction of which, approximately 127,087 square feet will be floor area for purposes of calculating floor area ratio. The total buildable area of the Property is approximately 44,758 square feet and the Applicant proposes to create approximately 127,087 square feet of floor area, resulting in a floor area ratio of 2.84:1.

The Project will consist of 96 residential units – 17 studios, 41 one-bedroom units, 34 two-bedroom units, 4 three-bedroom townhome units and approximately 3,350 square feet of commercial uses below four levels of residential dwellings. The ground level neighborhood retail may be anchored by a café or small restaurant, which will be oriented towards Melrose Avenue. The residential units are proposed to have lobby access on Melrose Avenue and El Centro Avenue, and the main level of the residences are proposed to begin at the second level, located just above the ground floor retail and parking areas. Six of the townhome units will have entries and porches on Camerford Avenue on the ground floor residential parking level. The Project uses a contemporary design with clean, simple lines, using glass to create open spaces, and varied textures. The orientation of the Project gives many views of the Hollywood Hills or downtown Los Angeles.

Open space is an important component of the Project, with approximately 10,869 square feet proposed. The various open space components consist of common open space in courtyards, lobbies, corridors and private open space in deck areas of the residential units. Common open space for use by all the residents is located at the main residential level on the second floor and provided as two courtyard areas, one extending over the Melrose Parcels and one over the Camerford Parcels.

Additionally, in an effort to assist the increase of home ownership in the City, the Project proposes two types of home ownership benefits. Despite high home ownership rates across the nation, home ownership rates in Los Angeles have remained low. The first incentive is to provide three percent of the total dwelling units at one or more of the affordability levels as defined by State law. The second home ownership incentive that the Project proposes to prospective home buyers is participation in the City's Mortgage Credit Certificate Program (the "**MCC**") by providing ownership units eligible for the MCC program. The MCC program is a means of providing financial assistance for the purchase of owner-occupied housing designed primarily to benefit first time home buyers. The MCC program awards to eligible purchasers, a certificate authorizing the purchaser to take certain federal income tax credits of 15 to 20 percent of the annual interest paid on the borrower's mortgage. Only certain types of properties are eligible, including new condominium units offered at a purchase price below \$549,601 outside a

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targeted area.⁴ The Project proposes to offer approximately ten percent of the 96 condominium units at a purchase price that would qualify for eligibility in the MCC program. In order to promote the offering of these MCC eligible units, the Project has proposed to team up with local employers in the community to market the MCC eligible units to MCC eligible participants. MCC eligible participants must not have a household income below \$78,600 for a one to two person household or below \$91,700 for a three or more person household. The business community within which the Project is proposed is comprised of a workforce that would qualify for the MCC program. By providing MCC eligible units, the Project will contribute to the promotion of a true live/work community and a greater jobs/housing balance.

TABLE 3 - PROJECT COMPONENTS

	Existing Zoning Permitted/Required	Proposed Zoning Permitted/Required	Proposed Project
Uses	C4-1D: Mixed-use multi-family residential and commercial uses R3-1XL: Multi-family residential	RAS4-1: Mixed-use multi-family residential and commercial uses R3-1XL: Multi-family residential	RAS4-1: Mixed-use multi-family residential and commercial uses R3-1XL: Multi-family residential
Floor Area Ratio	C4-1D: 1:1 FAR R3-1XL: 3:1 FAR	RAS4-1: 3:1 FAR R3-1XL: 3:1 FAR Buildable Area: 44,758 s.f. ⁵ Total Floor Area: 134,274 s.f.	Entire Site: 2.84:1 FAR Buildable Area: 44,758 s.f. Total Floor Area: 127,087 s.f.
Residential Density	C4-1D: 66 units R3-1XL: 32 units Total: 99 units	RAS4-1: 66 units R3-1XL: 32 units Total: 99 units	RAS4-1: 54 units R3-1XL: 42 units Total: 96 units
Height	C4-1D: Unlimited stories and feet R3-1XL: Unlimited stories and 30 feet	RAS4-1: Unlimited stories and feet R3-1XL: Unlimited stories and 30 feet	RAS4-1: Five stories and 60 feet R3-1XL: Terraced from 3 to 5 stories and 31 to 60 feet
Setbacks	C4-1D: None R3-1XL: See Table 2 above	See Table 2 above	See Table 2 above
Open Space	10,850 s.f.	10,850 s.f.	10,869 s.f.
Parking	Residential: 192 spaces (2 spaces/unit) Guest: 24 spaces (.25 spaces/unit) Commercial: 21 spaces Total: 237 spaces	Residential: 192 spaces (2 spaces/unit) Guest: 24 spaces (.25 spaces/unit) Commercial: 21 spaces Total: 237 spaces	Residential: 192 spaces (2 spaces/unit) Guest: 24 spaces (.25 spaces/unit) Commercial: 21 spaces Total: 237 spaces

⁴ A targeted area is a census tract in which 70% or more of the households have incomes which are 80% or less of the statewide median income, or an area designated as an area of chronic economic distress. Mortgage Credit Certificate Program, Program Manual, March 2005, p. 8.

⁵ Buildable area excludes dedication and setback areas. LAMC § 12.03 and 12.37G.

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Background

The Applicant has worked closely with local community groups to create a design for the Project which maximizes and encourages the use of public transportation. In furtherance of promoting the community's goals, the Applicant is committed to developing a Project that will foster pedestrian traffic, maximize the use of public transportation and minimize the need for private transportation. The Project is in a prime public transit corridor with municipal and community bus lines to connect the Project tenants with locations throughout the City and the greater Los Angeles area. The Project is located adjacent to Melrose Avenue which has two Municipal Transit Authority ("MTA") bus line stops for local service to and from Downtown Los Angeles. Melrose Avenue also has a bus stop for the local Hollywood-West Hollywood DASH bus line. Additionally, the Project is within 648 feet of Rossmore Avenue/Vine Street which has two additional MTA bus line stops; one for north/south service between Vine Street, Crenshaw Boulevard and the South Bay Galleria Transit Center and one for Metro Rapid Service between Crenshaw Boulevard and Rossmore Avenue/Vine Street. The Project is also located only 0.1 miles from the corner of Melrose Avenue and Vine Street, the location of a full-service Pavilions grocery store, a dry cleaners, multiple restaurants and a laundromat. Only half mile to the south is Larchmont Village, a pedestrian-oriented, neighborhood shopping district that includes a pharmacy, various cafes and restaurants, a yoga center and miscellaneous neighborhood retail uses.

The Property is currently under-utilized and the proposed Project provides an opportunity to create a mix of uses that will be highly beneficial to the immediate community and the City as a whole. The Applicant is proposing to demolish the existing structures to construct a new, state of the art mixed-use retail and multi-family residential development to serve the needs of the residents and community of the Larchmont area. The Applicant understands that the nightclub located on the Melrose Parcels has received complaints from neighborhood residents regarding litter, noise, vandalism, altercations between patrons and minor thefts associated with the nightclub. The Applicant's development of the Project would relieve the community of these undesirable effects, and would provide new upscale retail uses more suitable to the tastes of area residents.

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JUSTIFICATION FOR REQUESTS

ZONE AND HEIGHT DISTRICT CHANGE FINDINGS

The proposed zone and height district change is compatible with the surrounding area, consistent with the General Plan and allows efficient use of the Property, more in line with the goals of the Community Plan. The proposed RAS4 zone on the Melrose Parcels is specifically intended to encourage the development of housing in certain areas currently zoned for commercial use. The purpose of the RAS4 zone is to provide a mechanism to increase housing opportunities, enhance neighborhoods, and revitalize older commercial corridors. The proposed RAS4 zone for the Property will allow limited retail and service uses on only the ground floor and residential uses on the floors above. The RAS4 zone is intended to provide a tool to accommodate projected population growth in mixed use and residential projects that is compatible with existing residential neighborhoods. As described above, the Applicant proposes 3,350 square feet of commercial uses on the ground floor of the Melrose Parcels, including a café or small restaurant, and residential uses above the ground level. The Property is located on an older commercial strip and transit corridor, a type of location which the RAS4 zone is specifically intended to target. Further, the RAS4 zone is consistent with the Melrose Parcels' Neighborhood Commercial Community Plan designation and would not require an amendment to the General Plan.

It should be noted that a Community Plan update is contemplated, which envisions higher intensity uses for the Project area. More specifically, the proposed update would suggest that the D limitation on the Melrose Parcels be removed. There is no maximum height limitation in the current C4-1 zone; rather, the Height District No. 1 is limited by FAR. Property within the C4-1 zone would typically be permitted a FAR of 1.5:1, or one and one-half times the buildable area of the property. However, the D limitation currently affecting the Melrose Parcels is an additional restriction that unnecessarily imposes an FAR of 1:1. The proposed height district change is consistent with the proposed update to the Community Plan. Further, the Community Plan update also proposes to change the land use designation of the Camerford Parcels from Medium Residential to High Medium Residential. Accordingly, the update suggests upzoning the property to R4-1VL, allowing for more intense development that would be highly compatible with the proposed RAS4 zone. In addition to allowing for and encouraging mixed-use development, a change to the RAS4 zone would also change development parameters to allow an increased FAR. Under the Applicant's requested zone and height district change to RAS4-1, the Melrose Parcels would be permitted the same FAR of 3:1 as the Camerford Parcels, promoting more harmonious development of the Property.

LAMC Section 12.32 requires all of the following mandated findings to support the granting of a zone and height district change.

1. Adoption will be in conformity with public necessity and convenience.

The proposed Project meets the criteria of public necessity in that development of a mixed-use residential structure provides a greatly needed neighborhood commercial use and housing in a

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market that has a severe shortage. The proposed Project will contain select community-serving retail commercial uses and 96 multi-family residential units. The Project will turn an underutilized parcel of land into a modern mixed-use retail and residential development with secure parking areas.

The proposed Project is in conformity with the public convenience because it addresses the need in the Larchmont community for additional new market rate housing and neighborhood commercial development. This Project will provide 96 units toward providing new additional housing. Commercial development exists on much of the entire length of Melrose Avenue as well as nearby major thoroughfares such as Vine Street and Larchmont Avenue. This area of Los Angeles in general is experiencing significant repopulation but with very little construction of new residential and mixed use projects such as this proposal.

In addition, there is a significant shortage of parking in this area of Los Angeles. This Project provides the necessary parking for its residents, guests and retail customers in conformance with City parking standards. The subterranean and ground level parking areas provide 192 residential parking spaces, 24 residential guest parking spaces and 21 retail parking spaces. This benefit to the community of adequate parking for the Project's uses is critical in an area where off-street parking is limited.

The Project is a net benefit for the neighborhood by doubling the housing provided on the Property, replacing underutilized and undesirable commercial space with appropriate and compatible retail uses, and imparting a commensurately minor impact on the community by providing parking on-site and creating a project which seamlessly transitions between the commercial uses along Melrose Avenue and the residential uses along Camerford Avenue and the multi-family residential neighborhood to the north.

2. Adoption will be in conformity with the general welfare.

Adoption of the zone and height district change will result in no detriment to the general welfare of the City or to the future residents of the Property. The Project density and scope are designed to be appropriate to the site and surrounding properties. The proposed Project will be in conformity with the general welfare because the Project provides a balanced mix of much needed new residential development and neighborhood commercial uses. The residential component will assist in supporting the general welfare by adding new dwelling units to the housing inventory of the City of Los Angeles. The Project offers two types of home ownership benefits, including providing three percent of the total units to home buyers that meet affordable housing eligibility criteria under State law and participation in the City's Mortgage Credit Certificate Program by providing ownership units eligible for the MCC program. The commercial component will also conform with the general welfare by providing a neighborhood service or retail outlet that will be utilized by members of the immediate community. The Project will contribute to the promotion of a true live/work community and a greater jobs/housing balance.

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3. Adoption will be in conformity with good zoning practice.

Adoption of the zone and height district change from the existing C4-1D to RAS4-1, will be in conformity with good zoning practice. The RAS4 zoning is intended to encourage the development of housing in certain areas currently zoned for commercial use. The proposed RAS4 zone for the Property will allow limited retail and service uses on only the ground floor and residential uses on the floors above on a site that is currently zoned for commercial uses. The zone provides the perfect transition between commercial uses along Melrose and Larchmont Avenues and residential uses along Camerford and beyond.

The Project is consistent with the Hollywood Community Plan portion of the General Plan. The change of zoning from commercial to mixed-use residential will allow uses and density consistent with the General Plan. The proposed residential and commercial mix is consistent with the uses permitted in the RAS4-1 zone and the General Plan. Moreover, a number of the goals and intent of the General Plan Framework Element are met by the Project as follows:

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

The Applicant plans to stabilize and enhance the Property and the surrounding community through the development of a mixed-use commercial and residential project, which provides upgraded commercial and residential opportunities in keeping with the character of the area. The Project will eliminate the physical and thematic detachment between the existing commercial and residential uses by fluidly combining them in one structure. Residents of the Project will find their quality of life improved by the accessibility of local services, the provision of open space, and the adequacy of parking. The Project will provide safe, clean and modern multi-family residential units in place of existing, aging bungalows. The Project will provide these upgrades in an area with sufficient infrastructure and services. There are transit stops for five MTA and DASH bus lines adjacent to or within 0.1 mile of the Property, and a full-service supermarket also a 0.1 mile away. Further, the Project itself will provide additional services and infrastructure for residents as well as potential patrons.

Objective 3.8: To reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit.

The Property lies at the boundary of the Hollywood Community and Wilshire Community plan areas of the General Plan, near to the popular neighborhood district of Larchmont Village. The Applicant proposes to complement the character of the Larchmont Village neighborhood district by providing a broad range of uses through a mixed-use development, combining residential units with community-serving retail and a café or restaurant. Consequently, the Project will draw community members to the area, contributing to the vitality of the Melrose Avenue corridor. The Project will activate the community by providing retail that will create a vibrant,

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pedestrian-friendly area, much like Larchmont. This will provide a more effective and seamless transition from the Wilshire Community Plan area to the Hollywood Community Plan area. The Project will help to make the Property more compatible with the surrounding neighborhoods by implementing a structural design that complements the design of both other adjacent residential areas and Melrose storefronts. The Project will not only be beneficial to Project residents, but will provide services and retail for surrounding community members. The quality of the design of the proposed structure and the targeted commercial tenants will create a desirable development that will draw visitors to the area.

Existing commercial and residential uses of the Property, separated by the Alley, have failed to produce growth or to attract community stakeholders. Permitting the Applicant's mixed-use development will activate the Melrose Avenue street frontage by allowing residents direct access to Melrose Avenue, and providing convenient neighborhood retail outlets.

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

The proposed Project is a direct response to the need to replace low-intensity and marginally viable areas with development more consistent with a major transit corridor and which makes better use of the limited land in the City. As was stated previously, the existing commercial use is somewhat undesirable and incompatible with the area, and the existing structures do not maximize the potential for the number of residential units that could comfortably and attractively be built on the Property. Melrose Avenue is one of the most well-known arterial transit routes in the City, synonymous with Hollywood's image as the center of the entertainment industry. It was intended to be designed as a classical mixed-use boulevard, with a pedestrian orientation serving adjacent residential neighborhoods. Unfortunately, the present uses of the Property have not fully utilized the potential of this location to improve the reputation and desirability of the neighborhood. The Project would be much more in line with the original vision and the goals of the Community Plan by positioning 96 for-sale residential units and attractive retail along this popular transit corridor and at the major terminus of Larchmont Boulevard at Melrose Avenue. The Project would connect to the neighborhood by providing a new café or restaurant and other retail services. Melrose Avenue and Larchmont Village just south of the Property are characterized by commercial uses, similar to what is planned for the Project. Further, the Project complements the condominium project currently under construction on the south side of Melrose Avenue.

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SITE PLAN REVIEW FINDINGS

LAMC Section 16.05 requires all of the following mandated findings to justify approval of Site Plan Review.

- 1. That the project complies with all applicable provisions of the Los Angeles Municipal Code, Planning and Zoning Section and any application specific plan.**

The Project complies with the applicable provisions of the Planning and Zoning Code by application of the herein requested zone and height district change, variances, and yard adjustments. The residential and retail uses proposed are allowed in the R3 zone and the proposed RAS4 zone. The entitlements provided by the requested height district change, height variance, density variances, and yard adjustment, will ensure that the Project complies with the provisions of the LAMC as to height, density and FAR. Additionally, the Project parking complies with the applicable provisions of the LAMC.

- 2. That the project is consistent with the General Plan.**

With approval of the requested zone and height district change, the zoning and General Plan will remain consistent with each other. The Melrose Parcels will be zoned RAS4-1, which is consistent with the Neighborhood Commercial General Plan designation. The Camerford Parcels will remain zoned R3-1XL, which is consistent with their Medium Residential General Plan designation. The Project is also consistent with the General Plan under the changes proposed in the Community Plan update.

The Project is consistent with the Hollywood Community Plan area of the General Plan as follows:

Objective 1: To further development of Hollywood as a major center of population, employment, retail services and entertainment.

The Project proposes a mix of uses and a development intensity much more consistent with an urban area, such as Hollywood. The Project, which makes efficient use of space, will provide 96 critically needed new multi-family residential units as well as desirable neighborhood commercial uses. The residential component consists of market rate units in an area that will provide opportunities for residents to live near employment opportunities in the Hollywood entertainment district. The commercial component will consist of a restaurant and several small retail outlets. The uses, the intensity and the design of the Project highlight the character of the area as a vibrant and active urban district, with ample employment, retail and entertainment opportunities. The Project will improve upon the existing uses with a development that provides an attractive and appropriate addition that complements the Melrose Avenue and Larchmont Avenue districts.

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

The Project will provide 96 apartments and townhouses. The units are dispersed into studio, one, two and three bedroom units. The Project offers market rate units and units with two types of home ownership benefits, including providing three percent of the total units to home buyers that meet affordable housing eligibility criteria under State law and providing ownership units eligible for the MCC program. This combination results in a wide variety of housing choices that satisfy various income levels and household sizes.

Objective 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 principals and standards.

This Project will serve to meet this goal by developing a mixed-use project on an underutilized parcel adjacent to the major pedestrian-oriented thoroughfare of Melrose Avenue. The major mixed-use corridors of Vine Street and Larchmont Avenue are also within walking distance of the Property. The proposed Project will replace an aging nightclub and existing older bungalow apartments with a modern mixed-use development. The proposed improvements will increase marketability of residential units in the area, thereby encouraging fresh economic growth for the Hollywood community. Further, as mentioned before, the attractive design as well as the targeted retail and restaurant uses will be a desirable addition that will draw nearby community members and infuse capital into the neighborhood.

3. That the project is consistent with any applicable adopted redevelopment plan.

The Project is not located in a redevelopment plan area and there are no adopted redevelopment plans that affect the Property.

4. That the project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, load areas, lighting, landscaping, trash collections, and other such pertinent improvements, which is or will be compatible with existing and future developments, on the neighboring properties.

a) Bulk, height and setbacks

The structure is designed to be consistent with the maximum permitted 3:1 FAR of the RAS4-1 and R3-1XL zones, assuming approval of the herein requested zone change. Approximately 134,274 square feet of floor area will be permitted by right on the Property, yet the Project proposes only 127,087 square feet of floor area and thus, would be less dense than the maximum allowed by the zoning code. The Applicant proposes to build 96 dwelling units on the Property, by combining the 33 units and 63 units that

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would be permitted respectively on the Camerford Parcels and Melrose Parcels, with the inclusion of the dedication area, and distributing the units evenly over the entire Property.

There are no maximum heights imposed in the RAS4-1 zone; however, there is a 30 foot and two-story height limit in the R3-1XL zone. Because the portion of the Project in the R3-1XL zone is proposed to consist of only residential uses with associated parking, height is limited as to the number of feet in height, but not as to the number of stories.⁶ Under the height limitations imposed by the zoning code, the Property could potentially be developed with structures of grossly different heights; however, the Applicant seeks to reduce the height that could be built by right on the Melrose Parcels and increase the height allowed on the Camerford Parcels, in order to provide a unified and aesthetically appealing structure. Moreover, the Project site slopes down approximately seven and one-half feet from Camerford Avenue to Melrose Avenue. The maximum height of the Project would be 60 feet, but the height would be graduated so that the tallest portions of the Project are furthest away from the more sensitive abutting residential uses to the north. The Project's height reduces to approximately 53 feet just north of the Alley and then to approximately 32 feet at the Camerford frontage. The visual quality of the design has varied and articulated surfaces consisting of hard surfaces, mixed textures and glass. The roofline is also varied with structural architectural details of angles and shapes that break up the flat surface, creating visual interest.

The Project assumes front yards to be at Melrose Avenue and Camerford Avenue and side yards to the west at El Centro Avenue and to the east at the eastern boundary of the Project site.⁷ The Project assumes rear yards to be located at the Alley which bisects the two zones. A zero foot front yard is proposed on Melrose Avenue in conformance with surrounding commercial structures which do not require front yards. A ten foot front yard is proposed on the Camerford Parcels which complements the surrounding multi-family structures which represent varying front yard setbacks. Also, in order to construct a unified development, the rear yards at the Alley on the Melrose and Camerford Parcels are proposed to be eliminated. No side yard setbacks are required at the ground floor in the RAS4 zone for mixed-use projects when the ground floor is dedicated to commercial uses or provides access to the residential uses. There are no residences planned on the ground floor of the Melrose Parcels and ground-floor access to residential uses will be provided; however, rather than not providing setbacks, the Project provides five foot side yards at the ground level on the Melrose Parcels, except at the southwest corner of the site where there is a zero side yard. The Project will also meet LAMC requirements for eight foot side yard setbacks on the Camerford Parcels, except at the northwest corner of the site where there is a four foot side yard.

The Project is designed such that the bulk, height and setbacks will be compatible with the surrounding uses. It is anticipated that the area adjacent to the Camerford Parcels will

⁶ LAMC § 12.21.1 A.1.

⁷ The yards are assumed to be as stated because the Property's eight lots are not yet merged. As such, the stated yard locations are the same yards as if each of the existing lots were to be developed individually.

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remain primarily residential and that the area adjacent to the Melrose Parcels will remain substantially commercial. As such, the Project, with residential uses on the Camerford side and a mix of commercial and residential uses on the Melrose side, will remain compatible with any future improvements or changes in the area. As a mixed-use development, the Project maintains a level of versatility that will ensure viability of the structure for many years to come.

b) Off-street parking

There are a total of 237 off-street parking spaces provided in one subterranean level and one ground level parking area. The subterranean level is dedicated to the residential component of the Project, and the ground level parking spaces will be split between residential guests and retail patron parking.⁸ The Project consists of studios, one, two and three bedroom units. There will be 216 spaces dedicated for 96 units, of which 192 are for residents and 24 are for guests. The Project provides 2.25 parking spaces per dwelling unit, in accordance with the Advisory Agency's policy to provide 2 parking spaces per each new condominium unit and an additional .25 parking spaces per unit to provide for residential guests in non-parking congested areas. The Project is located in a non-parking congested area. Therefore, the parking provided for the Project complies with the Advisory Agency's policy for new condominium units.

The Project also provides 21 parking spaces for the commercial component of the Project. While the ultimate mix of retail types that will be selected for the commercial space is unknown, it was estimated that only up to 21 additional parking spaces would be required for the proposed commercial component. The commercial parking spaces are located entirely on the Melrose Parcels. This arrangement satisfies all of LAMC's parking requirements. Further, the Project is located adjacent to major bus routes on Melrose Avenue and Rossmore Avenue/Vine Street, thereby reducing the need to drive to or from the Property. The location of the Project near public transportation and the provision of all required parking on-site ensures that the Project is, and will remain, compatible with the area and will not contribute to a shortage of parking. In fact, the Project will alleviate some of the issues caused by a current lack of parking in the area.

c) Loading areas

The commercial component of the Project will provide commercial loading off of El Centro Avenue. The location of the loading areas off of El Centro Avenue was chosen because of the minimal opportunity for conflict with pedestrian and vehicle traffic. Melrose Avenue is more heavily traveled due to its pedestrian orientation and access to the public transit routes.

⁸ Pursuant to Case No. ZA 96-0778, Zoning Administrator's Interpretation of LAMC Section 12.21C5(h), dated September 4, 1996, the approval of a parking lot or structure in a more restrictive zone than the adjoining uses it serves (i.e. from the RAS4 Zone to the R3 Zone) does not require a variance from LAMC Section 12.21C5(h).

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d) Lighting

Security and architectural lighting will be provided to protect the Project's commercial customers and residents, and to accent the building's design. All such lighting will be directed onsite to avoid any harsh glare or reflections to surrounding properties.

e) Landscaping

The setbacks and public open space will be landscaped with trees, shrubs and ground cover. Street trees will be provided per City requirements and in conformance with Hollywood street tree types. All landscaping will be designed to compliment the existing vegetation in the area, as well as the design of the Project.

f) Trash collection

The trash collection facilities will be located at the southwest corner of the Project on the ground level with access from El Centro Avenue and hidden from view by surrounding property owners. The location of these facilities, again, was chosen for the minimal opportunity for conflicts with traffic and for the optimal distance from residential portions of the Property. The carefully chosen location will ensure that residents and customers are not impacted by noise, odor or inconvenienced by collection vehicles.

- 5. That the project incorporates feasible mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review, which would substantially lessen the significant environmental effects of the project, and/or any additional findings as may be required by CEQA.**

An environmental document is being prepared which will address any potential environmental findings and suggest feasible and appropriate mitigation measures.

- 6. That any project containing residential uses provides its residents with appropriate type and placement of recreational facilities and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties where appropriate. (For Residential Projects Only.)**

The Project incorporates 6,919 square feet of open courtyards with outdoor benches, loungers, tables, and a spa available for use by the residents. There will also be 3,950 square feet of private deck area dispersed amongst the units. These amenities and recreational opportunities surpass the open space requirements for the Project. In addition to the benefits for residents, the incorporated open space areas will add aesthetic interest to the Project that will be visually pleasing to neighborhood residents, customers and passers-by.

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ZONE VARIANCE FINDINGS

LAMC Section 12.27 requires all of the following mandated findings to support the granting of a variance.

- a. That the strict application of the provisions of the zoning ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the zoning regulations.**

Height in the R3-1XL zone

In the R3-1XL zone, the 'XL' suffix provides an additional height restriction and limits the height of all structures used entirely for residential purposes⁹ to 30 feet, whereas the neither the proposed RAS4-1 zone, nor the existing C4-1D zone, limit height in feet. Without the XL limitation, the Camerford Parcels would otherwise be limited to 45 feet, the general height limit of Height District No. 1 in the R3 zone. Because the XL limitation is also required by the existing General Plan, a height district change could not be requested without a general plan amendment.¹⁰ However, the proposed amendments to the Hollywood Community Plan intend to change the land use designation on the Camerford Parcels to High Medium Residential resulting in a corresponding upzone to R4-1VL, raising the height limit to 45 feet. At the future height limit of 1VL, the Project's 60 foot height would only be a 33 percent deviation from the 45 foot height limit. Additionally, the Project proposes a terraced design which results in a descending Project height from 60 feet at the lowest elevation at Melrose Avenue, to approximately 53 feet at the higher elevation north of the Alley, and then finally to approximately 32 feet at the highest elevation at Camerford Avenue. Accordingly, because of the graduated height design of the Project, only the portion of the Project on the southern portion of the Camerford Parcels will be higher than the Hollywood Community Plan's proposed 1VL Height District limit, and those areas closest to Camerford Avenue will be under 45 feet.

Additionally, development of the Property in a unified manner entails construction of a residential structure that complements the surrounding uses while benefiting the local community. The height variance is more consistent with the residential density permitted under the existing zoning and allows the Property to be developed with the ideal residential configuration with few parking impacts to the community by providing on-site parking buffered from view. With a higher residential density permitted in the existing R3 zone, the Property should support a larger number of residential units than it currently does, and granting the height variance will allow this transition to a higher use of the Property. Thus, the Project's requested height variance rectifies the existing incompatibility between the permitted residential density and the LAMC height limitation. Also, building residential units on underutilized parcels and at taller heights is a more efficient method to meet housing needs of the Hollywood community rather than spreading low density units over a large area of the City that consumes more land and results in more traffic and increased energy usage. Under the height limitations imposed by the

⁹ The portion of the Project in the R3-1XL zone consists solely of residential uses and associated parking.

¹⁰ Hollywood Community Plan Land Use Map, footnote 4.

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zoning code, the Property could potentially be developed with structures of grossly different heights; however, the Applicant seeks to reduce the height that could be built by right on the Melrose Parcels and increase the height allowed on the Camerford Parcels, in order to provide a unified and aesthetically appealing structure. Therefore, the strict application of the height limit results in the inability to develop a unified development with a uniform height.

Lot Area in RAS4 zone

The strict application of the provisions of the zoning ordinance would result in practical difficulties and unnecessary hardships inconsistent with the general purpose of the zoning regulations in applying the regulation that deducts street dedication areas when calculating residential density for the subject Project.

LAMC Section 12.37G provides that land use entitlements are determined on the basis of the area of the lot prior to highways dedications. However, because tract and parcel maps are governed by the City's regulations regarding Subdivision Maps,¹¹ LAMC Section 12.37G is not applicable to condominium subdivisions and land use entitlements for condominium subdivisions are determined on the basis of the area of a lot subsequent to highway dedication. LAMC Section 17.05G requires that the total number of units allowed in subdividing land and air to be calculated after the area for streets has been deducted from the total lot area. Thus, the resulting area is considered the net square footage of the condominium subdivision. The strict application of the condominium calculation results in a reduced lot area for purposes of residential density calculations, inconsistent with the intent of the zoning regulations. Accordingly, the Applicant requests to permit one dwelling unit per 376 square feet in lieu of the 400 square feet required in the RAS4 zone.

The Property's existing gross lot area is 53,734 square feet. The required dedications of 15 feet on Melrose Avenue reduces the lot size by 3,115 square feet. The Applicant requests to utilize the 3,115 square feet of lot area lost to street dedications when calculating the Property's lot area for residential density purposes. If the Project were to be built as a rental apartment project instead of condominiums, the density calculation would be based on the gross square footage of the site. The requested variance for calculating density based on the pre-dedication or gross square footage of the Property will permit the Applicant to provide the 96 for-sale units requested on the Property.

Allowing the Applicant to utilize the 3,115 square feet of area lost to street dedications is a more efficient method for the City to meet housing needs, rather than limiting the site to a reduced number of units resulting in the underutilization of scarce land. In this instance, the zoning designation encourages a higher residential density but the City's subdivision regulations reduces that residential density. The result is the same in both the existing C4-1D zone and the proposed RAS4 zone since the C4-1D zone permits residential dwelling units at the same density of one dwelling unit per 400 square feet. It is this inconsistent regulatory structure that prevents good land use planning practice from being implemented. Additionally, the community has indicated

¹¹ LAMC §§ 17.00, et seq.

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support for a 96-unit development on the Property. The strict application of the zoning ordinance would restrict the Applicant's ability to build for-sale residential units when ownership housing is specifically desired. Furthermore, the City has consistently approved this same request for other development projects in the City.¹² Therefore, the strict application of the zoning ordinance requiring the lot area to be calculated exclusive of dedications would result in an unnecessary hardship inconsistent with the general purpose and intent of the zoning regulations.

Lot Area in R3-1XL zone

In order to construct a mixed-use residential and neighborhood retail structure on the Property that blends aesthetically with the neighborhood, and does not appear unbalanced and imposing on Melrose Avenue, it is preferable to distribute the proposed 96 units evenly over the Property. The split zoning on the Property does not address the combination of residential densities for a unified residential development. Strict enforcement of the R3 residential density requirement in this case would effectively result in an unbalanced structure with nearly double the amount of density on one side versus the other. Without the requested lot area variance in the R3 zone, the development of the proposed 96 units would be distributed with 63 residential units on the Melrose Parcels and 33 units on the Camerford Parcels. With the requested lot area variance of one unit per 500 square feet of lot area in lieu of the required 800 square feet of lot area per dwelling unit in the R3-1XL zone, the Project would provide an even distribution of units over the entire Property.

The requested variance would not allow additional units than would otherwise be permitted in each zone of the Property. As stated above, the R3 zone would permit 33 residential units on the Camerford Parcels and the proposed RAS4 zone (or the existing C4 zone) would permit 66 units on the Melrose Parcels inclusive of the dedication area. The requested lot area variance for the R3 zone would effectively transfer 21 residential units already permitted on the Melrose Parcels to the Camerford Parcels. Twelve residential units that are proposed above the Alley and which straddle the zone boundaries are included in the requested 21 residential units to be transferred. The result of the transfer would be 54 units on the Camerford Parcels including the Alley and 42 units on the Melrose Parcels to create a balanced development. Under the area limitations imposed by the zoning code, the Property could potentially be developed with structures of grossly different densities; however, the Applicant seeks to reduce the density that could be built on the Melrose Parcels and increase the density allowed on the Camerford Parcels, in order to provide a unified and aesthetically appealing structure. Accordingly, it is an unnecessary hardship to maintain the residential density of the required zones in creating a unified development with an even distribution of units.

Moreover, the requested redistribution of units to the R3 zone would be consistent with the proposed land use designation change to High Medium Residential with a corresponding upzone to R4 on the Camerford Parcels, as intended with the City's proposed update to the Hollywood Community Plan. With a 27,041 square foot lot area on the Camerford Parcels and 400 square

¹² See ZA-2005-1856-ZV-ZAA-CU; ZA-2004-7070-ZV-YV-ZAA-SPR.

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feet per dwelling unit required in the R4 zone, 67 dwelling units would be permitted on the Camerford Parcels. Accordingly, the requested transfer of 21 dwelling units resulting in 54 units on the Camerford Parcels is less than the 67 units that will ultimately be permitted once the Camerford Parcels are upzoned to R4. Furthermore, the twelve units that are proposed to be developed over the Alley and straddling the two zones are allocated as part of the 21 units proposed to be transferred to the Camerford Parcels. Because the zone boundary bisects these twelve units, their density is actually shared between the R3 and proposed RAS4 zones. Thus, the actual number of additional units proposed in the R3 zone is less than requested number of units after reducing the twelve alley units by half. Therefore, it is an unnecessary hardship to maintain the required lot area of the R3 zone and the Applicant seeks to allow the permitted residential density for the Property to be evenly distributed as a unified whole.

- b. That there are special circumstances applicable to the subject property such as size, topography, location or surroundings that do not apply to other properties in the same zone and vicinity.**

Height in the R3-1XL zone

The Property's location is in a unique position at the northern terminus of Larchmont Boulevard at Melrose Avenue that provides the Applicant an opportunity to create a symbolic development to signify the southern entry into the multi-family residential neighborhood to the north and the departure from the Larchmont Village area to the south. In order for the Property to be a transitional development bridging commercial and residential zones, the split zoning regulations must be reconciled. On any set of adjacent parcels with non-uniform zoning, the differences in height limitations must be integrated and balanced in order to develop a unified development. In order to create a fluid, interesting design for development of the Property, the Applicant must be allowed to graduate the height of the structure, rather than dramatically change the height at the dividing line between zoning areas. In order to create a more unified development, the Project reduces the height that would otherwise be permitted on other properties in the proposed RAS4 zone and even the existing C4 zone. The significance of the Property location at the terminus of the commercial area of Larchmont Boulevard and at the southern entry to the multi-family residential community to the north is a special circumstance that does not apply to other properties in the same vicinity.

Lot Area in the RAS4 zone

The Property's location and configuration combine to create a special circumstance not applicable to other property in the same zone or vicinity. The Property's terminus of Larchmont Boulevard at Melrose Avenue and it's corner lot configuration allows the Project to be developed with commercial retail fronting on Melrose Avenue, thereby activating the street with visual and pedestrian access by Project residents. The Project's activation of Melrose Avenue and Camerford Avenue also lends to deterrence of any potential crime and vandalism created by other idle land uses. The Property's configuration and location allows the Property to protect the more sensitive residential neighborhood to the north of the Property from the commercial activity on Melrose Avenue. Additionally, that the Property's location abuts other multi-family

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and neighborhood commercial uses provides the opportunity to develop a Project that will have very little impact on surrounding uses. Therefore, the Property's location and configuration create a special circumstance that do not generally apply to other properties in the same zone and vicinity.

Lot Area in the R3-1XL zone

As stated above, the Property's location at the northern terminus of Larchmont Boulevard and the southern entry to the multi-family residential neighborhood to the north creates a special circumstance not applicable to other property in the same zone or vicinity. This location provides the Applicant with the opportunity to create a symbolic development. However, like height, the differences in residential density requirements must be integrated and balanced in order to develop a unified development. Because the LAMC calls for a different lot area per residential unit within the split zones, the result is a dramatically varying distribution of units and crowding of units on the Melrose Parcels. In order to create a balanced development, the Project reduces the residential density that would otherwise be permitted in other properties in the proposed RAS4 zone or existing C4 zone. Relief from the residential density requirements in the R3-1XL zone should be granted because the Property's location creates a special circumstance not applicable to other properties in the area.

- c. That such variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity, but which, because of such special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.**

Height in the R3-1XL zone

The height variance is necessary for the preservation and enjoyment of the property right to develop the permitted number of residential units in the R3 zone and proposed RAS4 zone or even the existing C4 zone, which is a right possessed by other property in the same zones. The special circumstance is that the Property is split-zoned. That the Property is dual-zoned presents the opportunity for the Project to be developed based on efficient site planning techniques. The Property is located in an urban community where land area is scarce. In communities where land is scarce, mixed-use developments are the most efficient site planning technique. The Applicant must be granted the ability to preserve and enjoy the substantial property right to utilize the land in the most efficient manner and to address the housing needs of the community. It would be a hardship on the Applicant and the community if the requested variance is not permitted to provide the housing needed within the community.

Additionally, the differing zoning on the Property presents a significant variation in permitted height within each of the R3 zone and the proposed RAS4 zone, or even the existing C4 zone. The R3 zoned portion of the Property permits a height of 30 feet whereas the portion of the Property currently zoned C4 and proposed to be zoned RAS4 permits unlimited height. The significant variation in height prevents efficient site planning of the Property. Efficient site

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planning involves the even distribution of height. Granting the requested height variance will allow the Applicant to enjoy a property right possessed by other properties zoned RAS4 or C4.

Lot Area in the RAS4 zone

Variance from the calculation of the lot area in the proposed RAS4 zone to include the required street dedication area is necessary for the preservation and enjoyment of a substantial property right generally possessed by other properties in the vicinity. The special circumstance is that the Property is a corner lot for which a street dedication and corner cut is required on the front yard of the Property resulting in a reduction of 3,115 square feet of the Property. Other interior lots in the vicinity that propose to build condominiums will not be subject to the corner cut required with the dedication, as is required for the Property. Thus, those other properties will have more lot area to calculate residential density. Also, there currently exists a greater incentive to build apartments in the City than there is to build for-sale condominiums because the zoning code does not require apartment projects to exclude dedicated lot area. If the Project were to be developed without a subdivision map, the lot area would be increased to allow more units on the Property. Furthermore, the result would be the same even if the Melrose Parcels were to maintain the existing C4 zone designation. Therefore, to deny the lot area variance in the proposed RAS4 zone because of the corner lot configuration and the fact that condominiums are proposed is an unnecessary hardship denied to the Property.

Lot Area in R3-1XL zone

The differing zoning on the Property presents a significant variation in permitted residential density between the Melrose Parcels and the Camerford Parcels. The Camerford Parcels' R3 zone permits one dwelling unit per 800 square feet of lot area whereas the Melrose Parcels' existing C4 zone and proposed RAS4 zone permit one dwelling unit per 400 square feet of lot area. The significant variation in residential density prevents efficient site planning of the Property. Under the lot area limitations imposed by the zoning code, the Property could potentially be developed with structures of grossly different residential densities; however, the Applicant seeks to reduce the residential density that would otherwise be permitted by right on the Melrose Parcels and increase the residential density allowed on the Camerford Parcels, in order to provide a unified and aesthetically appealing structure. Thus, that the Property is split zoned would deny the Project from utilizing the permitted number of units on the Melrose Parcels, unless units were transferred to the Camerford Parcels. Granting the requested residential density variance will allow the Applicant to enjoy a property right possessed by other properties zoned RAS4 or C4.

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- d. That the granting of such variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the same zone or vicinity in which the property is located.**

Height in the R3-1XL zone

Granting the requested height variance for the Project will not be materially detrimental to the public welfare and will benefit property and improvements in the vicinity by bringing a modern mixed-use development to an important transit corridor currently developed with older commercial uses. The immediate surrounding community is developed with commercial and mixed-use structures ranging in height from a single story up to five stories. Two blocks northeast of the Project site is a commercial parking structure five-stories in height. Two blocks northwest of the Project site is a multi-family structure four-stories in height. One block east of the Project site is Paramount Studios with structures of varying heights. One block west of the Project site is Vine Street which is developed with structures up to five or six stories in height. Immediately south of the Project site a multi-family four-story structure, of similar architecture and massing as the Project, is proposed to be completed in the near future. Similar to the Project, Larchmont Avenue south of the Project site is developed with mixed-use and multi-family structures also at a varying heights. Older one and two story single and multi-family structures are located on the block just north of the Project site. Accordingly, the height variance would allow development of the Project which would complement the other multi-family structures in the vicinity and benefit the older structures immediately abutting the site by triggering an increase in property values as a result of a new modern structure in the neighborhood.

Also, as stated previously, the proposed amendments to the Hollywood Community Plan intend to change the land use designation of the Camerford Parcels to High Medium Residential with a corresponding upzone to R4-1VL, thus raising the height limit to 45 feet. The upzoning is proposed for the entire residential neighborhood north of the Project site. At the future height limit of 1VL, the Project's maximum 60 foot height would only be a 33 percent deviation from the 45 foot height limit. Also, because of the graduated height design of the Project, only the portion of the Project on the southern portion of the Camerford Parcels at approximately 53 feet would be greater than the Hollywood Community Plan's proposed upzone with corresponding height district change to the 1VL height district limit of 45 feet. Also, that portion of the Project closest to Camerford Avenue at approximately 32 feet would be under the future 45 foot height limit. Because the residential neighborhood north of the Project site is also proposed to be upzoned to allow a greater height limit and the Project provides a height terraced away from the most sensitive residential uses, the granting of the height variance for the Project will not be detrimental to the public welfare.

Lot Area in the RAS4 zone

Variance from the calculation of the lot area to include street dedications will not be materially detrimental to the public welfare or injurious to the property in the vicinity. The general welfare of the community is served by improving the commercial and residential uses on the Property. Allowing the development of 96 units on the Property will benefit the public welfare by

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providing much needed new housing and property tax base to the City. The Project adds to the City's tax base by increasing the number of dwelling units on the Property site. The Project promotes the general welfare of the community by replacing older residential units with new modern, residential dwelling units and replacing an undesirable commercial use with desirable neighborhood commercial uses. That the Project proposes for-sale condominiums also benefits properties in the vicinity by providing well-designed, high quality market rate housing to boost the values of other homes in the vicinity. Accordingly, the granting of the lot area variance will benefit the public welfare and property in the vicinity.

Lot Area in the R3-1XL zone

The construction of 63 residential units on the Melrose Parcels and only 33 units on the Camerford Parcels would likely be more detrimental than approving the requested variance because it would result in an unbalanced development. The unified distribution of residential density would add to the number of units on the Camerford Parcels, but would keep that portion of the Property from being out of scale with development on the Melrose Parcels. It would allow for better integration of the residential component of the Project and provide a better connection between residents and commercial uses on Melrose Avenue. Furthermore, the transfer of units from the Melrose Parcels would allow a more consistent height of commercial development along Melrose Avenue.

e. That the granting of the variance will not adversely affect any element of the General Plan.

The General Plan will not be adversely affected by the granting of the variances. The Project promotes many of the goals and policies of the General Plan. The Framework Element of the General Plan contains a number of policies relating to the promotion of housing in the City's centers and along its transit corridors. The Land Use Chapter of the Framework Element also presents policies relating to the promotion of housing in the City.

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.

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

Policy 3.4.1 Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards.

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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.

Policy 3.7.4 Improve the quality of new multi-family dwelling units

This Project promotes all of the above policies by providing a mixed-use multi-family residential and commercial retail development adjacent to the Melrose Avenue transit corridor. The Project promotes pedestrian activity to enhance neighborhood security with townhome entries on Camerford Avenue and promotes the commercial uses fronting on Melrose Avenue with commercial retail on the ground floor. The Project also provides a well-designed, quality development to replace older structures on an underutilized lot. Granting of the lot area variances will not adversely affect the Hollywood Community Plan.

The height variance will not adversely affect the General Plan because the City's proposed amendments to the Hollywood Community Plan already propose a land use designation change to High Medium Residential on the Camerford Parcels with a corresponding upzone and height district change to R4-1VL which would allow a height up to 45 feet. The requested height deviation for the Project would then only be 33 percent higher than the height permitted by right with the future Community Plan updates. Moreover, the existing height restriction, while common in the R3 zone, is unnecessarily restrictive, as most other residential structures zoned R3 in the vicinity of the proposed Project are above 30 feet in height. Furthermore, the Project provides a terraced height and thus the portion of the Project on the Camerford Parcels located closest to Camerford Avenue will be only reach approximately 32 feet in height. Granting of the height variance will not adversely affect the Hollywood Community Plan.

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ADJUSTMENT FINDINGS

LAMC Section 12.28 requires all of the following mandated findings to support the granting of an adjustment.

1. That the granting of an adjustment will result in development compatible and consistent with the surrounding uses.

The granting of the requested front, rear, and side yard adjustments on the Melrose and Camerford Parcels will result in development compatible and consistent with the surrounding uses in which the Property is located. The requested adjustment to the required setbacks is necessary in order to provide a unified look to the Project and to ensure that the Project is not aesthetically or functionally split between the Melrose and Camerford sides of the Property. The Project spans two zones and eight separate lots. The setback requirements set in place by the LAMC contemplate development of each distinct lot and thus do not account for a unified development of the entire Property, in a single structure, as is proposed by the Project. Thus, adjustments are requested to allow for setbacks which are more appropriate for the specific design and layout of the Project, but remain compatible with the area and consistent with adjacent development.

As stated, the Property is located in a community consisting of commercial uses and higher-density multi-family housing. Consistent with the community, the Project provides a 96-unit, multi-family development with ground-floor retail space located on the commercial street-front of Melrose Avenue. The proposed setbacks will provide a similar look to the frontages along Melrose and Camerford Avenues. Because the Project incorporates commercial and residential uses into one Project, and spans the width of a block, rear yard setbacks become obsolete. There is no longer a need to buffer the residentially-zoned parcels from the commercially-zoned parcels. The property lines of the Project abut open and dedicated public streets along three of its four sides, directly abutting another use only on the eastern side of the Property. The eight-foot yard setback required by the LAMC in the R3 zone will be maintained along the eastern property line, except at the northwest corner where the setback will be four feet. The request respects the intent of the setback requirements set forth in the LAMC and thus, the granting of the yard adjustment will result in a development compatible and consistent with the surrounding uses

2. That the granting of an adjustment will be in conformance with the intent and purpose of the General Plan of the City.

The granting of the requested yard adjustment will conform with the intent and purpose of the City's General Plan. Although the Property is located in two zones that are categorized differently with one commercial and one residential, the Project overcomes this difference by creating a unique mixed-use development. The Project calls for a mix of residential and commercial uses consistent with the R3 and proposed RAS4 zoning and General Plan designations. The Medium Residential designation on the Camerford Parcels permits R3 zone uses which are higher than average residential density. The Neighborhood Commercial

Master Land Use Permit Application
ATTACHMENT A – REVISED February 2007
CPC-2006-6519-ZC-ZV-HD-ZAA-SPR
5663 – 5647 West Melrose Avenue and 5742 – 5766 West Camerford Avenue
Applicant: Watt Genton Associates (the "Applicant")

designation of the Melrose Parcels permits residential uses permitted by commercial zoning designations and the RAS4 zone is consistent with the Neighborhood Commercial designation. The Project incorporates both of these permitted uses. The granting of the yard setback adjustment will not adversely affect the General Plan because the request would not change the bulk or intensity of the proposed structure in a manner inconsistent with the land use designations or goals set forth under the General Plan.

More specifically, granting the yard adjustment will conform to the intent and purpose of the General Plan as it pertains to the transportation and circulation needs of the City. The Applicant intends to fully comply with the Transportation Element of the General Plan by completing the required 15-foot right-of-way dedication along Melrose Avenue, which will allow for widening of the street and a turnout in front of the Project. Furthermore, granting an adjustment to reduce the front, rear, and side yard setbacks on the Property will promote the objective of improving compatibility between commercial and residential uses. Thus, the yard adjustment reinforces the goals of the General Plan and will not adversely affect any of the General Plan elements.

3. That the granting of an adjustment is in conformance with the spirit and intent of the Planning and Zoning Code of the City.

The granting of the requested yard adjustments is in conformance with the spirit and intent of the City's planning and zoning code in that the Project takes advantage of the Property's unique zone split by proposing a mix of uses in a unified development. The Applicant's proposed mixed-use Project will unify the Property under one structure spanning the length of the block. Thus rear yard setbacks along the abutting property lines of the Camerford and Melrose Parcels are unnecessary. Following construction of the Project, the Camerford Parcels and Melrose Parcels will effectively merge, and the Property will no longer have a "rear" yard, thus it is impracticable to develop the Project with rear yard setbacks. The proposed Project eliminates the necessity for rear separation between the two sets of parcels. A reduced setback is also requested for the front yard of the Camerford Parcels, to allow for the most efficient use of the Property and a unified building design. The proposed front and side yard setback is compatible with the varied setbacks along Camerford Avenue. Further, the front yard is bordered by a public street lined with trees that would mitigate any potential impacts of the reduced yard on the uses to the north of the Project.

If the zone change to RAS4 is granted, the commercial ground floor of the Melrose Parcels will require a reduction in the front yard setback, but all other residential floors of the Project will meet LAMC setback requirements. Commercially zoned land along a transit corridor is traditionally not required to be setback from the property line. The requested setback will be consistent with the existing Melrose Avenue ground floor street-front. The Project's minor encroachments into the southwestern corner side yard also maintains visual connection at the corner. Moreover, the neighboring parcels to the south of the Property are currently improved with structures two to four stories high of a similar intensity to the proposed Project. Therefore, the reduced front and side yard setback along Melrose Avenue would be consistent with the Project's neighboring uses to the south.

Master Land Use Permit Application
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Applicant: Watt Genton Associates (the "Applicant")

Thus, since the requested setbacks do not result in inconsistent development patterns and would lead to no adverse impacts on the surrounding properties, the adjustment is in conformance with the spirit and intent of the LAMC. The requested adjustment merely allows the optimal development of a mixed-use project.

4. That there are no adverse impacts from the proposed adjustment or any adverse impacts have been mitigated.

There are no adverse impacts from the proposed yard adjustments. The residential uses to the north of the Property will be buffered by a 10-foot setback and by the addition of trees along the Camerford Avenue property line. Additionally, off-street parking for the Project will be hidden from view inside the subterranean and ground levels of the structure, and driveway access for the Project is located along the western Property line, where setbacks meet LAMC requirements. Elimination of the rear setbacks on the Camerford and Melrose Parcels will not adversely affect the surrounding properties because development of a structure spanning the block effectively eliminates the "rear yard" and there will no longer be a need to separate and buffer commercial uses from residential uses.

The proposed elimination of the front yard and southwest corner side yard setback at the southern Property line will result in no adverse impacts to the property to the south of the Project because (a) Melrose Avenue, a four-lane public street, sufficiently separates the Property from all properties to the south; (b) other neighboring commercial uses along Melrose Avenue are also not setback; and (c) the Project's corner maintains visual connection due to open balconies. The requested elimination of a front yard setback allows the Project to continue the pedestrian-friendly street frontage along Melrose Avenue that has become a popular shopping and entertainment destination. Thus, there will be no adverse impact from the proposed adjustment.

5. That the site and/or existing improvements make strict adherence to zoning regulations impractical or infeasible.

Strict application of the yard regulations is impractical and results in unnecessary hardships because the Project is a mixed-use development which extends the width of a block. Strict adherence to zoning regulations, which would require a setback along the rear property line of the Melrose and Camerford Parcels would effectively split the Project down the middle, denying the Applicant the optimal development of a mixed-use project. The Property will need to function as one development in order for the Property to be developed as envisioned and to allow for the proposed rehabilitation that will become an asset to the neighborhood. The surrounding Melrose properties are commercially zoned which generally does not require front yard setbacks, and the Applicant hopes to retain that feature on the Melrose Parcels, despite the zone change to RAS4. Additionally, a uniform 15 foot setback does not exist on the surrounding Camerford properties. Splitting the Property by requiring rear yard setbacks and enforcing setbacks on the Melrose Avenue commercial street-front which are currently not enforced on the surrounding properties are hardships that are impractical and reduce the Applicant's ability to develop the entire Property in a unified manner.

EXHIBIT "B"

Allen Matkins

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Attorneys at Law
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Telephone: 213.622.5555 | Facsimile: 213.620.8816
www.allenmatkins.com

Michael Gonzales
E-mail: mgonzales@allenmatkins.com
Direct Dial: 213.955.5578 File Number: H3229-004/LA780881.01

December 12, 2007

Ms. Maura Johnson
Hollywood Community Housing Corporation
1640 N. Wilcox Avenue
Hollywood, CA 90028

Mr. Bill Harris
Hollywood Community Housing Corporation
1640 N. Wilcox Avenue
Hollywood, CA 90028

Dear Maura and Bill:

Thank you for taking the time this morning to meet with Justin Barth from Watt Genton Associates ("Watt") and myself. Watt looks forward to working with you on a funding agreement to provide funds for either or both of two affordable housing projects serving the Hollywood Community. The two proposed projects are:

1. The historic rehabilitation of 4 bungalow court apartment complexes located on Serrano Avenue and Kingsley Street. We understand that after the bungalow courts are rehabilitated and listed on the National Register, they will be used as homeless housing; and
2. A 16-unit rehabilitation project on Alexandria Avenue, which will provide housing for homeless families and at-risk of homelessness families. This project will also contain a range of social services for the residents.

Both of these projects will be restricted as affordable housing for a period of 55 years, which far exceeds the City's normal restriction of 30 years for other projects.

As we discussed, Watt is currently seeking entitlements for a proposed project on the northeast corner of El Centro Avenue and Melrose Avenue. As part of that project, Watt originally proposed to provide 3 affordable units. In lieu of providing those affordable units, Watt is seeking to provide, Hollywood Community Housing Corporation approximately \$1,000,000 for these projects. We believe, and understand you also believe, that providing these funds to you would

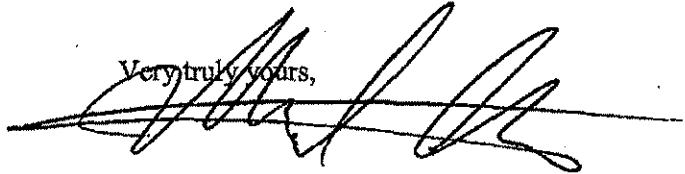
Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law

Ms. Maura Johnson
Mr. Bill Harris
December 12, 2007
Page 2

produce more affordability than constructing the three units within the Watt project. Additionally, without such funds, these projects would not be feasible.

We look forward to working with you on this proposal. Please feel free to contact me if you have any questions.

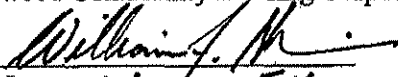
Very truly yours,

A handwritten signature in black ink, appearing to read 'Michael Gonzales', written over a horizontal line.

Michael Gonzales

MG:sah

Hollywood Community Housing Corporation

By: 
Name: WILLIAM F. HARRIS
Title: EXECUTIVE DIRECTOR



Hollywood Community Housing Corporation

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Charles Taylor

Heidi Zatikyan

Executive Director

William F. Harris

December 12, 2007

Los Angeles City Planning Commission
City Hall
200 N. Spring Street
Los Angeles, CA 90012

Dear City Planning Commissioners:

The Hollywood Community Housing Corporation supports Watt Genton Associates' proposed Camerford Lofts project located at the northeast corner of El Centro Avenue and Melrose Avenue. The project, comprised of 96 residential units and approximately 3,350 square feet of retail, will help revitalize Melrose Avenue. The project will also add badly needed housing to the area's aging housing stock.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

William F. Harris
Executive Director



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT



Los Angeles City Planning Commission

Date: December 13, 2007
Time: after 8:30 a.m.*

Place: City Hall, 10th Floor
200 North Spring Street
Los Angeles, CA 90012

Public Hearing: April 27, 2007
Appeal Status: Zone and Height District Change appealable to City Council by applicant, if disapproved in whole or in part. Zone Variance and Zoning Administrator Adjustment appealable to City Council.

Expiration Date: February 15, 2008
Multiple Approval: (Multiple Approvals pursuant to Municipal Code Section 12.36 C)

Case No.: CPC 2006-6519-ZC-HD-ZV-ZAA-SPR
CEQA No.: ENV 2006-6520-MND
Council No.: 13
Plan Area: Hollywood
Specific Plan:
Certified NC: Hollywood Studio District
GPLU: Neighborhood Office
Commercial and Medium Residential
Zone: C4-1-D and R3-1-XL
Related Case: Vestina TT Map No. 66997
Applicant: Watt Genton Associates
Representative: Allen Matkins; Michael Gonzales

FILE COPY

PROJECT LOCATION: 5663-5647 W. Melrose and 5742-5766 W. Camerford

PROPOSED PROJECT: Demolition of existing nightclub and residential bungalows and construction of a five-story, maximum 61'-1" high, mixed use project consisting of 93 market rate and three very low income residential condominium units (total of 96 units), and approximately 3,350 square feet of commercial space. The proposed project will provide 21 retail parking spaces, 192 residential parking spaces and 24 guest parking spaces for a total of 237 parking spaces to be located on one ground level and one subterranean parking level on an approximately 53,734 gross square foot site divided by an alley. (Note: Vesting Tentative Tract Map No. 66997 for condominium purposes was approved by the Advisory Agency on November 19, 2007.)

REQUESTED ACTION:

1. Pursuant to Section 12.32 of the Municipal Code, a Zone and Height District Change from C4-1D (Commercial Zone with development limitations) to RAS4-1 (Residential/Accessory Services Zone).
2. Pursuant to Section 12.27 of the Municipal Code, a Zone Variance from the following:
 - a. Section 12.10 C to permit 54 residential units on the R3-1XL zoned portion of the project fronting Camerford Avenue in lieu of the otherwise permitted 33 units; (or one unit per 500 square feet of lot area in lieu of the otherwise permitted one unit per 800 square feet of lot area) in order to provide an equal distribution of all 96 units over the entire site.
 - b. Section 12.11.5 C to permit the lot area used in calculating residential density on the proposed RAS4-1 zoned portion of the project fronting Melrose Avenue to

CPC 2006-6519-ZC-HD-ZV-ZAA-SPR

include the area required for a 15 foot street dedication resulting in 62 units in lieu of 58 units (or one unit per 376 square feet of lot area in lieu of the otherwise permitted one unit per 400 square feet of lot area).

c. Section 12.21.1 A1 to permit a maximum building height of 61 feet and one inch (61'-1") in lieu of the maximum permitted height of 30 feet for the R3-1XL zoned portion of the project fronting Camerford Avenue.

2. Pursuant to Section 12.28 of the Municipal Code, an Adjustment from the following:

a. Section 12.10 C as follows: (a) to permit the R3-1XL zoned portion of the project fronting Camerford Avenue to observe a reduced front yard of 10 feet in lieu of the minimum 15 feet required, and (b) a reduced rear yard of zero feet in lieu of the required 15 feet.

b. Section 12.11.5 C as follows (a) to permit proposed RAS4-1 zoned portion of the project fronting Melrose Avenue to observe a reduced front yard of zero feet in lieu of the minimum required five feet, and (b) a reduced rear yard of zero feet in lieu of the required minimum 5 feet.

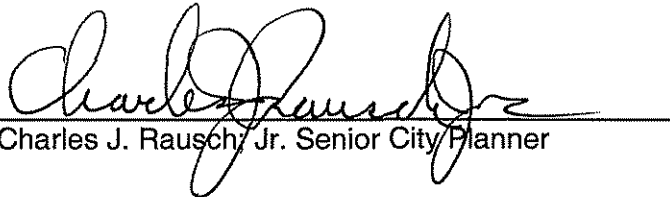
3. Pursuant to Section: 16.05 of the Municipal Code, Site Plan Review Approval for projects which result in an increase of 50 or more dwelling units.

RECOMMENDED ACTIONS:

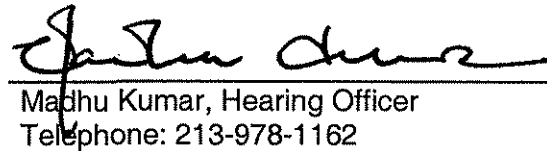
1. **Deny** the **Zone Change** request as filed.
2. **Approve** and **Recommend** that the City Council adopt a **Zone and Height District Change** from C4-1D (Commercial Zone with development limitation of a FAR of 1:1) to (T)(Q)RAS3-1, subject to the attached Conditions of Approval.
3. **Deny** the **Variance**, pursuant to Section 12.27 of the Municipal Code, to permit 54 residential units on the R3-1XL zoned portion of the project fronting Camerford Avenue in lieu of the otherwise permitted 33 units; (or one unit per 500 square feet of lot area in lieu of the otherwise permitted one unit per 800 square feet of lot area) in order to provide an equal distribution of all 96 units over the entire site.
4. **Approve** a **Variance**, pursuant to Section 12.27 of the Municipal Code to permit the lot area used in calculating residential density on the recommended RAS3-1 zoned portion of the project fronting Melrose Avenue to include the area required for a 15 foot street dedication resulting in 33 units in lieu of 29 units.
5. **Approve** a **Variance**, pursuant to Section 12.27 of the Municipal Code to permit a maximum building height of 45 feet in lieu of the maximum permitted height of 30 feet for the R3-1XL zoned portion of the project fronting Camerford Avenue.
6. **Approve** an **Adjustment**, pursuant to Section 12.27 of the Municipal Code, (a) to permit the R3-1XL zoned portion of the project fronting Camerford Avenue to observe a reduced front yard of 10 feet in lieu of the minimum 15 feet required, and (b) a reduced rear yard of zero feet in lieu of the minimum 15 feet required.
7. **Approve** an **Adjustment**, pursuant to Section 12.27 of the Municipal Code, (a) to permit the recommended RAS3-1 zoned portion of the project fronting Melrose Avenue to observe a reduced front yard of zero feet in lieu of the minimum required five feet, and (b) a reduced rear yard of zero feet in lieu of the required minimum five feet.
8. **Deny** the requested **Site Plan Review** without prejudice.

9. **Adopt** Mitigated Negative Declaration No. ENV 2006-6520- MND.
10. **Adopt** the attached Findings.
11. **Recommend** that the applicant be advised that time limits for effectuation of a zone in the "T" Tentative classification or "Q" Qualified classification are specified in Section 12.32.G of the Municipal Code, conditions must be satisfied prior to the issuance of building permits, and that the "T" Tentative classification be removed in the manner indicated on the attached page.
12. **Advise** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring.
13. **Advise** the applicant that pursuant to State Fish and Game Code Section 711.4, a Fish and Game Fee and/or Certificate of Fee Exemption is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) filing.

S. GAIL GOLDBERG, AICP
Director of Planning



Charles J. Rausch, Jr. Senior City Planner



Madhu Kumar, Hearing Officer
Telephone: 213-978-1162

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 532, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the Commissioners the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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PROJECT ANALYSIS

Project Summary

The Property fronts the north side of Melrose Avenue, the east side of El Centro Avenue and the south side of Camerford Avenue. It consists of eight (8) parcels. The Melrose Parcels are designated Neighborhood Commercial and zoned C4-1D, and the Camerford Parcels, north of a 10-foot alley are designated Medium Residential and zoned R3-1XL. In the C4 zone, the No. 1 Height District typically allows a 1.5:1 floor area ratio ("FAR"), except in this case, the D Limitation reduces the FAR to 1:1.

The Applicant proposes the development of a mixed-use project consisting of new neighborhood retail and multi-family residential components. The development will include 96 for-sale multi-family residential dwelling units – 17 studios, 41 one-bedroom units, 34 two-bedroom units, 4 three-bedroom townhome units, and approximately 3,350 square feet of commercial space on the ground level and 237 parking spaces to be located on one ground and one subterranean parking level consisting of 192 residential parking spaces, 24 residential guest parking spaces and 21 retail parking spaces (the "Project"). The Project will be five stories tall and reach a maximum height of 61 feet and one inch. The Project will consist of approximately 213,154 gross square feet of new construction of which, approximately 127,087 square feet will be floor area for purposes of calculating floor area ratio. The total buildable area of the Property is approximately 44,758 square feet and the applicant proposes to create approximately 127,087 square feet of floor area, resulting in a floor area ratio of 2.84:1.

The ground level neighborhood retail may be anchored by a café or small restaurant, which will be oriented towards Melrose Avenue. The residential units are proposed to have lobby access on Melrose Avenue and El Centro Avenue, and the main level of the residences are proposed to begin at the second level, located just above the ground floor retail and parking areas. Six of the townhome units will have entries and porches on Camerford Avenue on the ground floor residential parking level.

The project provides approximately 10,869 square feet of open space consisting of common open space in courtyards, lobbies, corridors and private open space in deck areas of the residential units. Common open space for use by all the residents is located at the main residential level on the second floor and provided as two courtyard areas, one extending over the Melrose Parcels and one over the Camerford Parcels.

The Project is also proposing two types of home ownership benefits. The first incentive is to provide three percent of the total dwelling units at one or more of the affordability levels as defined by State law. The second home ownership incentive that the Project proposes to prospective home buyers is participation in the City's Mortgage Credit Certificate Program (the "MCC") by providing ownership units eligible for the MCC program. The MCC program is a means of providing financial assistance for the purchase of owner-occupied housing designed primarily to benefit first time home buyers. The MCC program awards to eligible purchasers, a certificate authorizing the purchaser to take certain federal income tax credits of 15 to 20 percent of the annual interest paid on the borrower's mortgage. Only certain types of properties are eligible, including new condominium units offered at a purchase price below \$549,601 outside a targeted area. The Project proposes to offer approximately ten percent of the 96 condominium units at a purchase price that would qualify for eligibility in the MCC program. In order to promote the offering of these MCC eligible units, the Project has proposed to team up with local employers in the community to market the MCC eligible units to MCC eligible participants. MCC eligible participants must not have a household income below \$78,600 for a one to two person household or below \$91,700 for a three or more person household. The

business community within which the Project is proposed is comprised of a workforce that would qualify for the MCC program. By providing MCC eligible units, the Project will contribute to the promotion of a true live/work community and a greater jobs/housing balance.

Background

A public hearing on this case was held on April 27, 2007. At the Hearing, a speaker who identified himself as an attorney for the Night Club property owner stated that his client had not signed, approved or consented to the subject application for the project and that there was pending litigation between the owner and the applicant. In response the applicant requested several time extensions for the Commission meeting. The dispute is now settled.

Requested Entitlements

The applicant has requested a Zone Change to RAS4 and Height District Change to remove the FAR limitation from the current 1:1 to 3:1 (maximum allowed in a RAS zone). To provide a unified development across two separate zones, there are several requests for variances for density averaging, increase in height to 61'-1" in the R3-1XL zone and Adjustments for reduced setbacks in both the zones.

Issues

The subject Site Plan and architectural renderings are based on the applicant's project as requested for the RAS4 zone. Staff is recommending an RAS3 zone and denial of the Variance that would allow density averaging for a unified development. The recommendation is to break up the project and develop it as two separate developments based on the two different zone regulations, except as modified herein. If the Commission approves the staff recommendation, then the applicant would have to present a new Site Plan for Commission approval.

The subject site was improved with 48 bungalows of which 40 have been demolished. Eight of these units behind the nightclub still remain. The Advisory Agency Decision Letter mistakenly refers to all 48 units as being demolished. They need to add a condition to ensure that tenant relocation assistance is provided to these residents.

Hollywood Community Plan Update

The Plan is currently being revised and the Draft EIR is under preparation. It is expected to be circulated in the spring of 2008. The preliminary recommendations relevant to the subject property are as follows: The R3-1XL zoned parcels as part of the block on Camerford Avenue are recommended for a Zone and Height District Change to R4-1VL; No change to the FAR limitation of 1:1 on the C4-1D portion fronting Melrose Avenue; and no vacation of the alleys.

Surrounding Zones and Uses

North, East and West: Camerford Parcels: Properties across Camerford and El Centro Avenues, and adjoining on the west are designated Medium Density Residential, zoned R3-1XL, and improved with older residential apartments.

South, East and West: Melrose Parcels: The block across Melrose Avenue is located within the Wilshire Community Plan, designated Limited Commercial, zoned C1-1VL, and improved with one and two-story retail commercial buildings (restaurants, retail); zoned [Q]C2-1VL, and improved with a 45-foot high, 21 residential condominium units under construction. Adjoining properties are similarly designated and zoned as the subject property and improved with one

story retail commercial buildings. Properties across El Centro Avenue are designated Highway Oriented Commercial, zoned C2-1D, and improved with a one story office building and surface parking.

STREETS AND CIRCULATION

Camerford and El Centro Avenues are designated Local Streets improved to a width of 60 feet, and improved with sidewalks, curb and gutters.

Melrose Avenue adjoining the subject property is a designated Secondary Highway, dedicated to a varied width between 60 and 73 feet.

PREVIOUS RELEVANT CASES

CPC 2004-1881-ZC - The City Planning Commission, on April 13, 2006, denied a zone change request from C1-1VL to RAS3-1VL at 5920- 5952 Melrose Avenue for the construction of a 54 residential condominium mixed use project.

ZA 2005-6037-CU-ZAD-ZAA - A Zoning Administrator, on June 8, 2006, approved a Conditional Use to permit a minimum of 3-foot landscaped setback along Melrose Avenue, and a zero to 4.9 foot landscaped setback at the corner of Melrose and Larchmont Boulevard in lieu of the required 5 feet; a Determination to permit a height of 45 feet beginning 16 linear feet from an R1-1 zoned property in lieu of the maximum height of 25 feet within the first 49 feet and 33 feet in height within 99 feet; and approved an Adjustment to permit a zero foot southerly yard setback for the ground floor only in lieu of the required 7 feet; a northerly side yard setback of 6 feet in lieu of the required 7 feet; a zero rear westerly setback at the ground floor only in lieu of the required 16 feet; allowed balcony projections into the required yards; and considered Larchmont Boulevard to be the front yard, for property located at 5700 Melrose Avenue across from the subject property for the construction of a 21 unit residential condominium development on a 19,211 square foot lot, also owned by the subject applicant, previously approved under Case No. VTT-63174.

Cultural Heritage Commission-2006-9735-HCM – At its meeting on February 1, 2007, the Cultural Heritage Commission discussed the application for the Camerford Bungalow Village, located at 5742-5766 Camerford Avenue and 714-724 El Centro Avenue, for possible declaration as an Historic-Cultural Monument. The consensus of the Commission was that the property did not fall under the criteria in Section 22.130 of the Los Angeles Administrative Code. Therefore, the request was denied.

Vesting Tentative Tract No. 66997 – A decision Letter on this related case to allow a 2-lot subdivision and the vacation of the alley at the subject property was issued on November 19, 2007. It has been appealed and will be heard by the Commission on December 13, 2007.

Walkability Analysis

This part of Melrose Avenue has great potential to become a pedestrian-oriented area. There are several large studios, numerous restaurants and neighborhood oriented retail stores. While Melrose has some public transit, it has only two traffic lanes in each direction and narrow sidewalks. The scale and height of the proposed project occupying an entire block would overwhelm the street. On El Centro Avenue, where the project straddles an alley for a width of almost 260 feet with access for 237 parking spaces, it would be visually unattractive for pedestrians besides creating safety issues from the number of vehicles.

Conclusion

Staff is recommending an RAS3-1 zone for several reasons which are discussed in greater detail in the Findings. This is the first request for an RAS4 zone on the street. The purpose of the RAS zones is to provide a mechanism to increase housing opportunities, enhance neighborhoods and revitalize older commercial corridors. Clearly, Melrose Avenue is in need of more upscale housing and revitalized commercial areas. However, not every development, every block or street needs to be developed at the highest density without context to its surroundings to create more housing in the city. The RAS4 zone brings a density and intensity of use not supported by the street. Melrose Avenue is a designated Secondary Highway, dedicated to a varied width of 60 to 73 feet with mostly narrow sidewalks. The most appropriate zone in a mixed use configuration would be the RAS3 zone for the street and the subject property. The subject project which spans two blocks including an alley with almost 62 feet in height could well set the precedent for the type of development that occurs in the future on this street. The street consists of shallow commercial lots separated from residential uses by alleys. The requested zone change would result in a project of a greater scale, density and height than that exists on the street and surrounding area without the supporting infrastructure.

Staff is recommending a denial of the Variance that would allow density averaging over the two parcels. This type of request should be effectuated through a General Plan Amendment and Zone Change. All other Variances and Adjustments are recommended for approval.

(Q) QUALIFIED CONDITIONS OF APPROVAL

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification.

A. Entitlement Conditions

1. Use. The use and area regulations of the subject property, fronting on the north side of Melrose Avenue, southerly of the alley, shall be limited to the provisions of the RAS3-1 Zone with approximately 3,350 square feet of commercial uses allowed on the ground floor, as defined in Section 12.11.5 of the LAMC, except as varied herein, by the Variance, and the Adjustment pursuant to CPC 2006-6519-ZC-HD-ZV-ZAA-SPR.
2. Height. The height on the RAS3-1 zoned portion of the subject property shall be limited to 50 feet, as defined by Municipal Code Sections 12.03 and 12.21.1B 3. Any structures on the roof, such as air condition units and other equipment, shall be fully screened from view of any abutting properties.
3. Floor Area Ratio (F.A.R.). The total floor area of a structure or structures on the property shall not exceed three (3) times the buildable area of the lot.
4. Density. Not more than 33 dwelling units shall be constructed on the RAS3-1 portion of the subject property. A minimum of three dwelling units shall be designated as "Very low-income" residential units.
5. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD. (HD) Covenant and Agreement (Affordable Housing). Prior to the issuance of any building permits, in accordance with the Section 12.22 A 25 (b) of the Municipal Code, the owner shall record a Covenant and Agreement satisfactory to the City of Los Angeles Housing Department or successor agency, to preserve the affordability of the three designated "**Very low-income**" residential units for a minimum of 30 years from issuance of a Certificate of Occupancy. A copy of the Covenant and Agreement shall be submitted to the Planning Department for inclusion into the subject file.
6. Site Plan. Prior to the issuance of building permits, revised, detailed development plans that show compliance with all conditions of approval, including complete landscape and irrigation plans, shall be submitted to the satisfaction of the Planning Department.
7. Parking. All project related parking shall be provided in compliance with Section 12.21.A.4 of the Municipal Code.
8. Landscape Plan. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the Planning Department.
9. Graffiti. The owners shall maintain the subject property clean and free of debris and rubbish and to promptly remove any graffiti from the walls, pursuant to Municipal Code Sections 91.8101-F, 91.8904-1 and 91.1707-E. Exterior walls of new commercial and residential buildings of other than glass may be covered with clinging vines, screened by

oleander trees or similar vegetation capable of covering or screening entire walls up to heights of at least 9-feet, excluding windows and signs.

10. Lighting. Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.
11. Tree Removal (Protected Trees). Prior to the issuance of a grading permit, the applicant shall submit a tree report and landscape plan prepared by a Municipal Code-designated oak tree expert as designated by LAMC Ordinance No. 153,478, for approval by the Department of City Planning and the Street Tree Division of the Bureau of Street Services. A minimum of two oak trees (a minimum of 48 inch box in size) shall be planted for each one that is removed. The canopy of the oak trees planted shall be in proportion to the canopies of the oak trees removed per Ordinance No. 153,478, and to the satisfaction of the Street Tree Division of the Bureau of Street Services and the Advisory Agency. (Note: All oak tree removals shall be approved by the Board of Public Works on sites more than one acre in size. Contact the Street Tree Division at 213-485-5675).
12. Tree Removal (Non-Protected Trees). Prior to the issuance of a grading permit or building permit, a plot plan prepared by a reputable tree expert, indicating the location, size, type, and condition of all existing trees on the site as well as measures to preserve as many trees as possible. The plot plan shall be submitted for approval by the Department of City Planning and Urban Forestry Division of the Bureau of Street Services. Mitigation measures such as replacement by a minimum of 24-inch box trees in a parkway and on the site on a 1:1 basis shall be required for the unavoidable loss of desirable trees. All trees in the public right-of-way shall be provided per the Urban Forestry Division standards. (Note: Removal of trees in the public right-of-way shall require approval of the Board of Public Works. Contact Urban Forestry Division at: 213-485-5675).
13. Air Pollution (Stationary). The applicant shall install air filters capable of achieving a Minimum Efficiency Rating Value (MERV) of at least 8 or better on all residential units and a Minimum Efficiency Rating Value (MERV) of at least 11 or better on all commercial/institutional uses in order to reduce the diminished air quality effects on occupants of the project.
14. Construction (Air Quality).
 - a. All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403.
 - b. The owner or contractor shall maintain the construction area sufficiently dampened to control dust caused by grading, construction and hauling, and at all times provide reasonable control of dust caused by wind.
 - c. All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
 - d. All materials transported off-site shall be either sufficiently watered or securely covered to prevent the generation of excessive amounts of dust.
 - e. All clearing, grading, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent the generation of excessive amounts of dust.

- f. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
15. Construction (Noise). The project shall comply with the City of Los Angeles Noise Ordinance Nos. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- a. Construction shall be restricted to the hours of 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday.
 - b. Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously that causes high noise levels.
 - c. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
 - d. The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, to insure an acceptable interior noise environment.
16. Construction (Grading). Grading, excavations and fills shall comply with Chapter IX, Division 70 of the Municipal Code. All grading activities required shall receive grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within a hillside area. The application of Best Management Practices shall include but not be limited to the following measures:
- a. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), construct diversion dikes to channel runoff around the site. Line channels with grass or roughened pavement to reduce runoff velocity.
 - b. Appropriate erosion control and drainage devices shall be incorporated to the satisfaction of the Building and Safety Department, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned. Install roof runoff systems where site is suitable for installation. Runoff from rooftops is relatively clean, and can provide groundwater recharge and reduce excess runoff into storm drains.
 - c. Stockpiles and excavated soil shall be covered with secured tarps or plastic sheeting.
17. General Construction.
- a. All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials, including solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non recyclable materials and wastes shall be removed to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site.

- b. Clean up leaks, drips and spills immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- c. Do not hose down pavement at material spills. Use dry cleanup methods whenever possible.
- d. Cover and maintain dumpsters. Place uncovered dumpsters under a roof or cover with tarps or plastic sheeting.
- e. Use gravel approaches where truck traffic is frequent to reduce soil compaction and limit the tracking of sediment into streets.
- f. Conduct all vehicle/equipment maintenance, repair, and washing away from storm drains. All major repairs are to be conducted off-site. Use drip pans or drop clothes to catch drips and spills.

18. Methane Gas Explosion/Release

- a. All commercial, industrial, and institutional buildings shall be provided with an approved Methane Control System, which shall include a vent system and gas-detection system installed in the basements or the lowest floor level on grade, and within underfloor space of buildings with raised foundations. The gas-detection system shall be designed to automatically activate the vent system when an action level equal to 25% of the Lower Explosive Limit (LEL) methane concentration is detected within those areas.
- b. All commercial, industrial, institutional and multiple residential buildings covering over 50,000 square feet of lot area or with more than one level of basement shall be independently analyzed by a qualified engineer, as defined in Section 91.7102 of the Municipal Code. The engineer shall investigate and recommend mitigation measures which will prevent or retard potential methane gas seepage into the building. In addition to the other items listed in this section, the owner shall implement the engineer's design recommendations subject to approval by the Department of Building and Safety and Fire Department.
- c. All multiple unit residential buildings shall have adequate ventilation, as defined in Section 91.7102 of the Municipal Code, of a gas-detection system installed in the basement or on the lowest floor level on grade, and within the underfloor space in buildings with raised foundations.

19. Asbestos Containing Materials. Prior to the issuance of the demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no asbestos containing materials are present in the building. If asbestos containing materials are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other state and federal rules and regulations.

20. Hazards and Hazardous Materials (Lead). Prior to the issuance of the demolition permit, the applicant shall perform a lead-based paint survey to the satisfaction of the Department of Building and Safety. Should lead based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.

Liquefaction. A geotechnical report shall be prepared by a registered civil engineer or certified engineering geologist in compliance with the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that consider building design. Building design mitigation measures should consider, but not be limited to: ground stabilization, foundation type and depths, and structural systems to accommodate anticipated displacements.

21. Stormwater and Urban Runoff Pollution Control. The project shall comply with the following:
- a. Ordinance Nos. 172,176 and 173,494 (Stormwater and Urban Runoff Pollution Control), which require the application of Best Management Practices (BMPs).
 - b. Chapter IX, Division 70 of the Municipal Code, which addresses grading, excavations, and fills.
 - c. The Standard Urban Stormwater Mitigation Plan (SUSMP) approved by the Los Angeles Regional Water Quality Control Board (A copy of the SUSMP can be downloaded at <http://www.swrcb.ca.gov/rwqcb4/>).
 - d. Applicable requirements associated with the National Pollutant Discharge Elimination System Permit regulations. The developer shall file a Notice of Intent (NOI) with the State Water Resources Control Board prior to the issuance of any building or grading permits. A General Permit for Stormwater Discharge shall be obtained from the Southern California Regional Water Quality Board in accordance with NOI instructions.
 - e. Stormwater BMPs shall be incorporated to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate shall be required from a California licensed civil engineer or licensed architect that the proposed BMPs comply with this numerical threshold standard.
 - f. A Stormwater Pollution Prevention Plan shall be prepared by a California licensed civil engineer or licensed architect, to the satisfaction of the Stormwater Management Division of the Bureau of Sanitation that shall include the following:
 - 1) Identifies the sources of sediments and other pollutants that affect the quality of storm water discharge;
 - 2) A monitoring program and reporting plan for the construction period.The Stormwater Pollution Prevention Plan shall be retained at the construction site.
 - g. Appropriate erosion control and drainage devices shall be incorporated, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code.

- h. Any connection to the sanitary sewer shall be required to receive authorization by the Bureau of Sanitation.
 - i. All storm drain inlets and catch basins within the project area shall be stenciled with prohibitive language (such as ANO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
 - j. The owner shall record a covenant and agreement satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and/or per manufacturer=s instructions.
 - k. Design an efficient irrigation system to minimize runoff including: (1) drip irrigation for shrubs to limit excessive spray; (2) shutoff devices to prevent irrigation after significant precipitation; and (3) flow reducers.
22. Parking Structure Ramps. Concrete, not metal, shall be used for construction of parking ramps. The interior ramps shall be textured to prevent tire squeal at turning areas. Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.
23. Noise (Residential).
- a. All exterior windows shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Class of 50 or greater as defined in UBC No. 35-1, 1979 edition or any amendment thereto.
 - b. The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.
24. Solid Waste. The developer shall institute a recycling program to the satisfaction of the Planning Department to reduce the volume of solid waste going to landfills. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be picked up no less than once a week as a part of the project's regular trash pick-up program.
25. Haul Routes. Project shall get approval of a haul route from the Department of Building and Safety. The applicant shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety. Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

C. Other Conditions

26. Posting of Construction Activities. The adjacent residents shall be given regular notification of major construction activities and their duration. A visible and readable sign (at a distance of 50 feet) shall be posted on the construction site identifying a telephone number for inquiring about the construction process and to register complaints.
27. Construction-related Parking. Off-street parking shall be provided for all construction-related parking generated by employees of the proposed project. No employees or subcontractor shall be allowed to park on the surrounding residential streets for the

duration of all construction activities. There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any residential street in the immediate area. All construction vehicles shall be stored on site unless returned to their owner's base of operations.

28. **Truck Traffic Restricted Hours.** Truck traffic directed to the project site for the purpose of delivering materials or construction-machinery shall be limited to the hours beginning at 9:00 AM and ending at 3:00 PM, Monday through Friday. No truck deliveries shall occur outside of that time period.
29. **Maintenance.** The subject property (including any trash storage areas, associated parking facilities, sidewalks, driveways, yard areas, parkways and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
30. **Dust Walls.** Temporary dust walls (e.g., Visqueen plastic screening or other suitable product) not less than 8 feet in height shall be installed and maintained along the property line as necessary to preclude dust dispersion from the project site to adjacent properties. The walls shall be in place during any time period when grading is being conducted within 100 feet of any occupied residence on adjoining lots.

D. Administrative Conditions

31. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
32. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions may vary.
33. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns. The agreement shall be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
34. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
35. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
36. **Building Plans.** Page 1 of the grant and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
37. **Utilization of Concurrent Entitlement.** The subject Zone Change, Zone Variance, Adjustment and Site Plan Review require completion of all applicable conditions of

approval herein to the satisfaction of the Department of City Planning. The applicant/owner shall have a period of six years from the effective date of the subject Zone Change approval to effectuate the terms of the Zone Change; a period of two years from the effective date of the subject approvals to effectuate the terms of the Zone Variance and Adjustment entitlements by either securing a building permit or a Certificate of Occupancy for the authorized use, or unless prior to the expiration of the time period to utilize the grant, the applicant files a written request, and is granted an extension to the termination period for up to one additional year pursuant to applicable provisions of the Municipal Code.

Thereafter, these enumerated entitlements shall be deemed terminated and the property owner shall be required to secure a new authorization for the use. If a building permit is obtained during this period, but subsequently expires, this determination shall expire with the building permit.

38. Corrective Conditions. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director of Planning, pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if in the decision makers opinion, such actions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
39. Idemnification. The applicant shall defend, idemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim, action, or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, idemnify, or hold harmless the City.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32 G of the Municipal Code, the (T) or [T] Tentative Classification shall be removed by the recordation of a final parcel or tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

Dedication(s) and Improvements. Prior to the issuance of any building permits, public improvements and dedications for streets and other rights-of-way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional, and Federal government agencies, as may be necessary).

1. Responsibilities/Guarantees.

a. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.

b. Prior to issuance of sign-offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to the project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.

2. Transportation Dedications. The applicant shall consult with the Bureau of Engineering and the Department of Transportation (DOT) for any dedications. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the Bureau of Engineering, department of Public Works. Any dedication must be completed prior to issuance of any Certificate of Occupancy to the satisfaction of the Bureau of Engineering.

The dedications and improvements shall include, but not be limited to, the following:

a. Melrose Avenue – Dedicate a 15-foot strip of land along Melrose Avenue adjoining the property to complete a 45-foot wide half right-of-way dedication in accordance with Secondary Highway Standards, including a 20-foot radius property line return at the intersection with El Centro Avenue. Improve Melrose Avenue being dedicated by a concrete curb, gutter and a 10-foot full-width concrete sidewalk with tree wells to the satisfaction of the City Engineer.

b. Alley – Dedicate a 5-foot wide strip of land above a depth of 10-feet below the finished elevation of the alley to complete a 20-foot wide alley.

3. Street Lighting. To the satisfaction of the Bureau of Street Lighting, if new street light(s) are required, the property within the boundary of the development shall be formed or

- annexed into a Street Lighting Maintenance Assessment District prior to final recordation or issuance of the Certificate of Occupancy.
4. **Street Trees.** If determined necessary, construct tree wells and plant street trees satisfactory to the City Engineer and the Urban Forestry (213) 847-0833 of the Bureau of Street Services.
 5. **Sewers.** If determined necessary, construct sewers to the satisfaction of the City Engineer.
 6. **Parking/Driveway Plan.** Submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation, Construction Services Counter (Station 23 at 201 North Figueroa Street, third floor), prior to the issuance of a building permit. A parking area and driveway plan may be submitted to the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Final DOT approval should be accomplished by submitting detailed site/driveway plans at a scale of 1"=40' and proper documentation verifying the existing or previous use, square footage
 - a. A minimum of 40-foot reservoir space be provided between any security gates and the property line.
 - b. Parking stalls shall be designed so that a vehicle is not required to back out onto any public street or sidewalk.
 7. **Cable Television.** The applicant shall make necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights-of-way in the same manner as is required of other facilities, pursuant to Municipal Code Section 17.05 N, to the satisfaction of the Department of Telecommunications.
 8. Prior to issuance of a clearance letter, all engineering fees pertaining to Ordinance 171,502 adopted by the City Council must be paid in full.
 9. **Fire Safety.** The requirements of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the issuance of any building permit. The plot plan shall include the following minimum design features:
 - a. Fire lanes, where required, shall be a minimum of 20-feet in width;
 - b. All structures shall be within 300-feet of an approved fire hydrant;
 - c. Entrances to any dwelling unit or guest room shall not be more than 150-feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.
 10. **Police.** The requirements of the Police Department relative to public safety and crime prevention shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Police Department either prior to the issuance of any building permit.
 11. **Recreation and Parks.** Per Section 12.33 of the Municipal Code, the applicant shall dedicate land for park or recreational purposes and/or pay the applicable Quimby fees

for the construction of condominiums, or Recreation and Park fees for construction of apartment buildings.

12. School District Fees. The Project Applicant shall pay all applicable school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the Project area.
13. Covenant: Prior to the issuance of any permits relative to this matter, an agreement concerning off the information contained in these conditions shall be recorded by the property owner in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent owners, heir, or assigns. Further, the agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a Certified Copy bearing the Recorder's number and date must be given to the City Planning Department for attachment to the subject file.

Notice: Certificates of Occupancies for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.), as required herein, are completed to the satisfaction of the City Engineer.

ZONE VARIANCE AND ADJUSTMENT CONDITIONS OF APPROVAL

1. Entitlement: The use and development of the property shall be in substantial conformance with the plot plan which shall be submitted, stamped and dated by Planning Department staff, and attached to the subject Case file, CPC 2006-6519-ZC-HD-ZV-ZAA-SPR.
2. The RAS3-1 zoned portion of the project fronting Melrose Avenue shall be allowed to include the area required for a 15 foot street dedication to be used in calculating residential density resulting in 33 units in lieu of 29 units.
3. The RAS3-1 zoned portion of the project fronting Melrose Avenue shall be allowed to include the area required for a 15 foot street dedication to be used in calculating residential density resulting in 33 units in lieu of 29 units.
4. The R3-1XL zoned portion of the site fronting Camerford Avenue shall be allowed to observe (a) a reduced front yard of 10 feet in lieu of the minimum 15 feet required, and (b) a reduced rear yard of zero feet in lieu of the minimum 15 feet required.
5. The RAS3-1 zoned portion of the project fronting Melrose Avenue shall be allowed to observe (a) a reduced front yard of zero feet in lieu of the minimum required five feet, and (b) a reduced rear yard of zero feet in lieu of the required minimum five feet.

FINDINGS

1. General Plan Land Use Designation

The subject property is located within the Hollywood Community Plan area, which was adopted by the City Council on December 13, 1988 (pursuant to Council File 86-0695-S1). The Plan Map designates the portion of the subject property, southerly of an alley, fronting on Melrose Avenue for Neighborhood Commercial land use with corresponding zones of C1, C4, C2, RAS3, RAS4 and P, and a "D" limitation of 1:1 FAR. Portion of the property, north of an alley with frontage on Camerford Avenue is designated for Medium Residential with a corresponding zone of R3 within Height District 1XL, a height limit of 30 feet.

2. General Plan Text

The Framework Element of the General Plan contains a number of policies relating to the promotion of housing in the City's centers and along the transit corridors. The Land Use Chapter of the Framework Element also presents policies relating to the promotion of housing in the City.

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.

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

Policy 3.4.1 Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards.

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.

3. Zone and Height District Change, L.A.M.C. Sec. 12.32.F: Pursuant to Section 12.32C7 of the Municipal Code, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.

The requested zone change from C4-1D (Commercial Zone with development limitations) to RAS4-1 (minimum area per dwelling unit of 400 square feet) is inconsistent with public necessity, convenience, general welfare and good zoning practice in that it would permit a development inconsistent with the existing pattern and level of development, densities and intensities of surrounding properties.

The project site is comprised of eight parcels that are separated by a 10-foot alley extending east/west from El Centro Avenue to Gower Street. The alley divides the site into two almost equal parts. Four parcels identified as the 'Camerford Parcels', approximately 27,041 gross square feet in area are located north of the alley, designated Medium Residential and zoned

R3-1XL with a height limit of 30 feet. The "Melrose parcels", south of the alley, are approximately 26,693 gross square feet in area, designated Neighborhood Commercial and zoned C4-1D with a FAR limit of 1:1. The total gross site area is approximately 53,734 square feet or 1.23 acres.

The Melrose parcels were developed with seven, two story structures that totaled approximately 20,673 square feet. Only a 4,560 square foot nightclub/restaurant and three multi-family residential structures that contain eight dwelling units remain on the site. The other commercial/retail structures and 40 bungalow units on both the parcels have been demolished.

The proposed project includes the development of approximately 3,350 square feet of restaurant/retail space fronting on Melrose Avenue and 96 dwelling units within five residential levels above a subterranean parking garage containing 237 parking spaces. The site plan proposes to maintain the existing alley which will serve as both a loading area and access for the Melrose parcels, although the alley will be completely covered by the project's structure. The first above-ground level will be developed with a pedestrian bridge and private recreational areas. The remaining three levels will be developed with residential units.

On the Camerford parcels, the project proposes residential uses only. The ground floor includes a residential lobby, an entry driveway accessed via a driveway from El Centro Avenue, 42 residential parking spaces, and six townhouse units, three stories and approximately 45 feet in height that face Camerford Avenue. South of the townhouse units, single-story condominium units on the second through fifth floors are proposed. The fourth and fifth floor units would step back from the townhouse units and be approximately 61'-1" in height. Similar to the Melrose parcels, the second through fifth floors of the Camerford parcels include a centrally located podium deck/courtyard.

To create this unified development across two separate zones, different Height Districts and FARs, the subject request includes a Zone and Height district change from C4-1D to RAS4-1 on the Melrose parcels, and several Variances and Adjustment requests which will be discussed separately.

Melrose Avenue separates two community plan areas with the Wilshire Community Plan area on the south and Hollywood Community Plan area on the north. All the commercial properties within the Wilshire Plan area are within Height District 1VL limited to three stories and 45 feet. Meanwhile, the commercial properties in Hollywood are within Height District 1 with an unlimited height. It is this lack of coordination and cohesiveness between two community plans that affect the planning of complementary commercial frontages along the same street and create problems of scale and symmetry of buildings across from each other on similar size lots. Hence, a height limit of 50 feet is recommended for the Melrose parcels of the subject property.

This part of Melrose Avenue is gradually seeing a steadily increasing level of commercial and residential activity. Over the past few years, several upscale restaurants have opened in the general vicinity that have attracted a number of boutiques, antique shops, furniture stores, and specialty shops to the street, as an extension of the nearby Larchmont Village shopping area to the south. With its location in proximity to upscale neighborhoods of Hancock Park and Windsor Square, and employment centers of Hollywood, Wilshire and downtown Los Angeles, Melrose Avenue, primarily improved with one and two story commercial buildings, except for two large studio properties on industrial land, is clearly ripe for development at higher density and intensity than that exists.

This is the first request for an RAS4 zone on the street. The purpose of the RAS zones is to provide a mechanism to increase housing opportunities, enhance neighborhoods and revitalize older commercial corridors. Clearly, Melrose Avenue is in need of more upscale housing and

revitalized commercial areas. However, not every development, every block or street needs to be developed at the highest density without context to its surroundings to create more housing in the city. Balanced growth requires that housing be placed at densities that are supported by the existing infrastructure. Otherwise, the quality of life is diminished for everyone. The RAS4 zone brings a density and intensity of use not supported by the street. Melrose Avenue is a designated Secondary Highway, dedicated to a varied width of 60 to 73 feet with mostly narrow sidewalks. The most appropriate zone in a mixed use configuration would be the RAS3 zone for the street and the subject property. The subject project which spans two blocks including an alley with almost 62 feet in height could well set the precedent for the type of development that occurs in the future on the street. The street consists of shallow commercial lots separated from residential uses by alleys. The requested zone change would result in a project of a greater scale, density and height than that exists on the street and surrounding area without the supporting infrastructure.

The recommended Zone and Height District Change from C4-1-D to RAS3-1 with a height limit of 50 feet, and a FAR of 3:1 IS CONSISTENT with the existing land use designation of Neighborhood Commercial, and IS in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted community plan.

The recommended zone change to RAS3-1 will provide for a transition development between the commercial properties on the south fronting Melrose Avenue and the R3 zoned properties on the north. The project will provide the Hollywood community with new housing of the types, sizes, and densities required for the varying needs of all segments of the population, while preserving the existing character and scale of the street and the neighborhood.

- a. The action, as recommended, has been made contingent upon compliance with the "(T)" and "(Q)" conditions imposed herein. Such limitations are necessary to protect the best interests of and to assure a development more compatible with surrounding properties, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.
- b. In addition, the recommended zone change to (T)(Q) RAS3-1, is within the range of zones allowed by the General Plan Land Use designation of Neighborhood Commercial land use with corresponding zones of C1, C4, C2, RAS3, RAS4 and P. It will also permit a development which supports the General Plan Goals, Objectives and Policies to provide a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community, and to provide for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area.

4. Zone Variance Findings. Pursuant to Section 12.27 of the LAMC, the applicant has requested the following zone variances:

- a. Section 12.10 C to permit 54 residential units on the R3-1XL zoned portion of the project fronting Camerford Avenue in lieu of the otherwise permitted 33 units; (or one unit per 500 square feet of lot area in lieu of the otherwise permitted one unit per 800 square feet of lot area) in order to provide an equal distribution of all 96 units over the entire site.
- a. ***That the strict application of the provisions of the zoning ordinance would NOT result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the zoning regulations.***

The applicant is requesting this variance to distribute the proposed 96 units evenly over the property including the 21 units that straddle over the alley since the split zoning on the property does not address the combination of residential densities for a unified residential development. According to the applicant, strict enforcement of the R3 residential density requirements would result in an unbalanced structure with nearly double the amount of density on one side versus the other. Without the requested lot area variance in the R3 zone, the development of the proposed 96 units would be distributed with 63 residential units on the Melrose Parcels and 33 units on the Camerford Parcels. With the requested lot area variance of one unit per 500 square feet of lot area in lieu of the required 800 square feet of lot area per dwelling unit in the R3 zone, the project would provide an even distribution of units over the entire Property.

This request is based on the premise that the RAS4 zone would be granted and 96 units would be allowed on the site. Instead an RAS3 zone has been recommended which would result in an even distribution of 33 units at 800 square feet of lot area per dwelling unit on each parcel. The two parcels are bifurcated by an alley, so that the R3 zoned parcels with 30-foot height limit could be buffered from the commercial developments on Melrose Avenue with unlimited height. A common ownership of two separate non-contiguous parcels with different zones does not confer any additional development rights. Each parcel should be developed based on the permitted uses. Therefore, the strict application of the provisions of the zoning ordinance would not result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the zoning regulations, since this is a self imposed hardship.

- b. There are NO special circumstances applicable to the subject property such as size, topography, location or surroundings that do not apply to other properties in the same zone and vicinity.***

The two parcels are within two separate zones, although the density at 800 square feet of lot area per dwelling unit is the same based on the recommended RAS3 zone. The major difference is in the allowable FAR and height. The R3 zoned parcel allows a FAR of 3:1 while the C4 zoned parcel is restricted to a 1:1 FAR. Meanwhile, the C4 parcel allows unlimited height and the R3 parcel is limited to a 30 foot height. Further, an alley separates the two parcels. The applicant's request is based on an attempt to unify a development with dissimilar height, density and no common boundary. Since the RAS4 zone is not recommended, both parcels can be developed separately with an even number of units within the allowable density. Further, the proposed unified development would span two blocks with a depth of nearly 258 feet along El Centro Avenue, a Local Street, which would overwhelm the street and be out of character with other residential development in the area.

- c. The variance is NOT necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity, but which, because of such special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.***

There is no other property in the vicinity that seeks to develop or is developed in two different zones separated by an alley as a unified development at different allowable densities, height and FAR. The more appropriate procedure for such a request should have been accomplished through a General Plan Amendment and Zone Change rather than a Variance. The recommendation of an RAS3 zone allows both parcels to be developed as separate buildings at the same density without overwhelming the street. Granting the requested residential density variance would allow the applicant to enjoy a

substantial property right not possessed by other properties, based on hardships which are self imposed. As such, there are no special circumstances or practical difficulties which would prevent these two parcels from being developed at the allowable and recommended density of 800 square feet of lot area per dwelling unit which would be more in character with the surrounding neighborhood.

- d. ***That the granting of such variance WILL be materially detrimental to the public welfare or injurious to the property or improvements in the same zone or vicinity in which the property is located.***

The request for an RAS4 zone and construction of 96 residential units straddling an alley across two zones would be materially detrimental to the immediate neighborhood and set a bad precedent for such out-of-scale developments. Melrose Avenue is a secondary highway with generally narrow sidewalks and small scale commercial uses developed on shallow lots similar to the subject property. Alleys divide the residential uses from the commercial uses on the street. If granted this variance, large-scale projects straddling public alleys may become the trend on the street and affect the visual character of the surrounding neighborhoods.

- e. ***The granting of the variance WILL adversely affect the General Plan***

The Hollywood Community Plan is currently under revision with the Draft EIR due to be circulated in 2008. A preliminary recommendation is to upgrade the alleys. Planning Department staff is developing policy language to discourage alley vacation, so that the existing alleys are maintained and enhanced and used either for circulation purposes (vehicle access and/or bicycle and pedestrian mobility) or public space. The residentially zoned area between Gower, Vine, Melrose and Santa Monica which includes the subject alley is one of the design focus areas which were chosen because of this area's intact alley system. The intent is to encourage projects which feature pedestrian-friendly design by providing vehicle access from the back alleys, thereby reducing the conflict between cars and pedestrians along the street frontages in this neighborhood.

While, the subject project is providing access for the Melrose parcels and public easement via the alley which will be widened to 20 feet, the vacation below a depth of 10 feet below the surface of the alley, as granted by related Vesting Tentative Tract Map No. 66997 is recommended for denial. Regardless of the Community Plan recommendations, having four stories straddling the alley for a depth of 200 feet is visually unappealing and creates a tunnel effect which is uncomfortable for use by both motorists and pedestrians, and should not be allowed.

Pursuant to Section 12.27 of the LAMC, the applicant has requested the following zone variances:

- b. Section 12.11.5 C to permit the lot area used in calculating residential density on the proposed RAS4-1 zoned portion of the project fronting Melrose Avenue to include the area required for a 15 foot street dedication resulting in 62 units in lieu of 58 of units (or one unit per 376 square feet of lot area in lieu of the otherwise permitted one unit per 400 square feet of lot area).

- c. Section 12.21.1 A1 to permit a maximum building height of 61'-1" in lieu of the maximum permitted height of 30 feet for the R3-1XL zoned portion of the project fronting Camerford Avenue.
- a. That the strict application of the provisions of the zoning ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the zoning regulations.***

Lot Area in RAS4 zone

LAMC Section 12.37G provides that land use entitlements are determined on the basis of the area of the lot prior to highways dedications. However, because tract and parcel maps are governed by the City's regulations regarding Subdivision Maps, LAMC Section 12.37G is not applicable to condominium subdivisions. Land use entitlements for condominium subdivisions are determined on the basis of the area of a lot subsequent to highway dedication. LAMC Section 17.05G requires that the total number of units allowed in subdividing land and air to be calculated after the area for streets has been deducted from the total lot area. Thus, the resulting area is considered the net square footage of the condominium subdivision. The strict application of the condominium calculation results in a reduced lot area for purposes of residential density calculations, inconsistent with the intent of the zoning regulations.

The Melrose parcels' existing gross lot area is 26,693 square feet. The required dedication of 15 feet on Melrose Avenue reduces the lot size by 3,115 square feet. The Applicant requests to utilize the 3,115 square feet of lot area lost to street dedications when calculating the property's lot area for residential density purposes. If the project were to be built as a rental apartment project instead of condominiums, the density calculation would be based on the gross square footage of the site. The requested variance for calculating density based on the pre-dedication or gross square footage of the parcel would permit 33 units instead of 29 units based on 800 square foot per dwelling unit.

Allowing the Applicant to utilize the 3,115 square feet of area lost to street dedications is a more efficient method for the City to meet housing needs, rather than limiting the site to a reduced number of units resulting in the underutilization of the land. In this instance, the zoning designation encourages a higher residential density than the subdivision regulations. The City has approved similar requests for other development projects in the City. Therefore, the strict application of the zoning ordinance requiring the lot area to be calculated exclusive of dedications would result in an unnecessary hardship inconsistent with the general purpose and intent of the zoning regulations.

Height in the R3-1XL zone

The R3-1XL zone limits the height of all structures to two stories and 30 feet. The Hollywood Community Plan Update has preliminary recommendations for the Camerford parcels as part of the block for High Medium Residential with a corresponding zone of R4, and a Height District Change to 1VL with a height of 45 feet.

The recommendation in this instance is for no change to the R3 zone density. However, a height limit of 30 feet across an alley from commercial developments which have unlimited height maybe too restrictive, especially when there is no single family zones in the vicinity. A more appropriate transitional height for this block, south of Camerford Avenue would be 45 feet. With an allowable FAR of 3:1, a height limit of 30 feet and two stories in an R3 zone, unnecessarily restricts adequate housing to be built.

Approval of a height of 45 feet instead of the requested 61'-1" is consistent with the residential density permitted under the existing zoning R3 zone, and allows the property to be developed to a higher use while providing a more aesthetically proportional development. Thus, the project's recommended height variance rectifies the existing incompatibility between the permitted residential density and the LAMC height limitation.

b. That there are special circumstances applicable to the subject property such as size, topography, location or surroundings that do not apply to other properties in the same zone and vicinity.

Lot Area in the RAS4 zone

As stated previously, the City has approved similar requests for other development projects in the City where land for street dedications has been included for the purpose of density calculation. The gross area of 26,693 square feet while allowing 33 units instead of 29 units on a net area of 23,578 square feet would not affect the required minimum area of 800 square feet per dwelling unit. The net area results in 813 square feet versus approximately 808 square feet per dwelling unit, an insignificant difference.

The project would create an additional four units with commercial retail fronting on Melrose Avenue, thereby activating the street with visual and pedestrian activity.

Height in the R3-1XL zone

The Property's location is in a unique position at the northern terminus of Larchmont Boulevard at Melrose Avenue that provides the applicant an opportunity to create a symbolic development to signify the southern entry into the multi-family residential neighborhood to the north and the departure from the Larchmont Village area to the south. In order for the R3 zoned parcel to be a bridge between commercial and residential zones, the difference in height limitations must be balanced in order to create a more compatible development. A height of 45 feet instead of the existing 30 feet would be more compatible with the 50-foot high recommendation for the building on Melrose Avenue.

c. That such variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity, but which, because of such special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.

Lot Area in the RAS4 zone

Variance from the calculation of the lot area to include the required street dedication area is necessary for the preservation and enjoyment of a substantial property right generally possessed by other properties in the vicinity. The special circumstance is that the property is a corner lot for which a street dedication and corner cut is required on the front yard of the property resulting in a reduction of 3,115 square feet. Other interior lots in the vicinity that propose to build condominiums will not be subject to the corner cut required with the dedication, as is required for the subject property. Thus, those other properties will have additional lot area to calculate residential density. If the project were to be developed without a subdivision map, the lot area would be increased to allow more units on the property. Therefore, to deny the lot area variance because of the corner lot configuration and dedications and, the fact that condominiums are proposed is an unnecessary hardship.

Height in the R3-1XL zone

The height variance is necessary for the preservation and enjoyment of a property right to develop the permitted number of residential units in the R3 zone at a 45-foot height which is a right possessed by most other properties in the same zone in the City. The property is located in an urban community adjacent to commercial uses on Melrose Avenue. A 30-foot height limit which allows only two stories in an area designated for multiple-family residential at the R3 density unnecessarily restricts the design of a building. The allowable 3:1 FAR in the R3 zone with such a height restriction prevents adequate housing to be produced. A 45-foot height would enable the project to utilize the land in the most efficient manner and to address the housing needs of the community.

d. That the granting of such variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the same zone or vicinity in which the property is located.

Lot Area in the RAS4 zone

Variance from the calculation of the lot area to include street dedications will not be materially detrimental to the public welfare or injurious to the property in the vicinity. The general welfare of the community is served by improving the commercial and residential uses on the property. Allowing the development of 33 units on the property would benefit the public welfare by providing much needed new housing, especially for lower income residents by the provision of three very low income units. The project promotes the general welfare of the community by replacing older residential units with new modern, residential dwelling units and replacing an undesirable commercial use with desirable neighborhood commercial uses. That the Project proposes for-sale condominiums also benefits properties in the vicinity by providing well-designed, high quality market rate housing to boost the values of other homes in the vicinity. Accordingly, the granting of the lot area variance will benefit the public welfare and property in the vicinity.

Height in the R3-1XL zone

Granting the requested height variance for the Project will not be materially detrimental to the public welfare and would benefit property and improvements in the vicinity, since it does not affect the density. Most of the multiple family housing in the area is older, and the subject project would benefit the older structures by triggering an increase in property values as a result of a new modern structure in the neighborhood.

As stated previously, the entire area is characterized by R3 residential or commercially zoned properties with unlimited height. Most R3 zoned properties within the city are allowed a 45-foot height. There are no single family dwellings or other sensitive uses that would be affected by a 15-foot height increase. In fact, single family dwellings are allowed a 33-foot height, and restricting an R3 zone to less than single family height is not meaningful for either buffering or creation of adequate housing. Therefore, allowing a 45-foot high building would allow the property to utilize a 3:1 FAR, and produce a better quality residential building.

- e. ***That the granting of the variance will not adversely affect any element of the General Plan.***

The General Plan will not be adversely affected by the granting of the variances. The Project promotes many of the goals and policies of the General Plan. The Framework Element of the General Plan contains a number of policies relating to the promotion of housing in the City's centers and along the transit corridors. The Land Use Chapter of the Framework Element also presents policies relating to the promotion of housing in the City.

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.

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

Policy 3.4.1 Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards.

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.

Policy 3.7.4 Improve the quality of new multi-family dwelling units

This Project promotes all of the above policies by providing a mixed-use multi-family residential and commercial retail development adjacent to the Melrose Avenue transit corridor. The Project promotes pedestrian activity to enhance neighborhood security with townhome entries on Camerford Avenue and promotes the commercial uses fronting on Melrose Avenue with commercial retail on the ground floor.

5. ADJUSTMENT FINDINGS

LAMC Section 12.28 requires all of the following mandated findings to support the granting of an adjustment. The applicant has made the following requests:

(a) to permit the R3-1XL zoned portion of the project fronting Camerford Avenue to observe a reduced front yard of 10 feet in lieu of the minimum 15 feet required, and
(b) a reduced rear yard of zero feet in lieu of the required 15 feet.

(a) to permit proposed RAS4-1 zoned portion of the project fronting Melrose Avenue to observe a reduced front yard of zero feet in lieu of the minimum required five feet, and
(b) a reduced rear yard of zero feet in lieu of the required minimum 5 feet.

a. That the granting of an adjustment will result in development compatible and consistent with the surrounding uses.

The granting of the requested front and rear yard adjustments on the Melrose and Camerford Parcels will result in development compatible and consistent with the surrounding uses in which the property is located. Even though the requested adjustment to the required setbacks was based on the requested unified project, they are still applicable to the recommended split project between the Melrose and Camerford sides of the property.

The RAS4 and RAS3 zones have similar required setbacks: 5-foot front and rear yards and 0-foot side yards. The R3 zone requires 15 foot front and rear yards and 5-foot side yards, except for buildings with more than two stories in height where one foot is added to the width of such side yard for each additional story.

The applicant is requesting 0-foot front and rear yards for the Melrose parcels, and a 10-foot front yard in lieu of the required 15 feet and a 0-foot rear yard for the Camerford parcels.

As stated, the property is located in a community consisting of commercial uses and higher-density multi-family housing. Consistent with the street, the project provides multi-family development with ground-floor retail space located on the commercial street-front of Melrose Avenue. The property lines of both the parcels abut open and dedicated public streets along three of its four sides, directly abutting another use only on the eastern side. The eight-foot side yard setbacks required by the LAMC in the R3 zone will be maintained along the eastern property line.

Commercial properties do not require front yard setbacks, and maintaining 15-foot rear yards along the alley serves no purpose either for buffering other uses or landscaping. Requiring a 15-foot front yard setback on the R3 parcel may be more suitable in a suburban location than an urbanized area where the property is located. The surrounding area is developed with R3 zoned properties, and a 10-foot front yard should be adequate for provision of light, air, landscaping and buffering from the street and properties across the street. The request respects the intent of the setback requirements set forth in the LAMC and thus, the granting of the yard adjustments will result in a development compatible and consistent with the surrounding uses

b. That the granting of an adjustment will be in conformance with the intent and purpose of the General Plan of the City.

The granting of the requested yard adjustments conform to the intent and purpose of the City's General Plan. Although the property is located in two zones with different yard requirements, the parcels will be developed as distinct projects based on the recommended denial of the variance to allow a unified development. The parcels will be developed based on the allowable Plan designations, except as modified herein. The Medium Residential designation on the Camerford Parcels permits R3 zone uses, and the Neighborhood Commercial designation of the Melrose Parcels permits RAS zone uses. The granting of the yard setback adjustments will not adversely affect the General Plan because the request would not change the bulk, density or intensity of the proposed structure in a manner inconsistent with the land use designations or goals set forth under the General Plan.

More specifically, granting the yard adjustments will conform to the intent and purpose of the General Plan as it pertains to the transportation and circulation needs of the City. The Applicant intends to fully comply with the Transportation Element of the General Plan by completing the required 15-foot right-of-way dedication along Melrose Avenue, which will allow for widening of the street and a turnout in front of the Project.

c. That the granting of an adjustment is in conformance with the spirit and intent of the Planning and Zoning Code of the City.

The granting of the requested yard adjustments is in conformance with the spirit and intent of the City's planning and zoning code in that the Zoning Code seeks to ensure adequate setbacks between uses for light, air and buffering. Yard setbacks are not required for projects in commercial zones, however, residential projects must comply with the RAS zones standards. The proposed mixed use project maintains a commercial ground floor on the Melrose Parcels and the requested setback would be consistent with the existing Melrose Avenue ground floor street-fronts. Neither are front yard setbacks desirable on a commercial street since they break the continuity of the street walls which should be located close to the sidewalk to attract pedestrian activity. The project's residential floors will meet LAMC setback requirements.

The requested 0-foot rear yard setbacks along the abutting alley of the Camerford and Melrose Parcels are unnecessary. The existing 10-foot alley will be widened to 20 feet, and would provide an adequate buffer between the commercial and residential uses on the two parcels.

A reduced setback of 10 feet instead of 15 feet for the R3 zoned parcel would not affect the provision of light and air on the subject property or the adjacent property on the east. The proposed front and side yard setback is compatible with the varied setbacks along Camerford Avenue. Further, the front yard is bordered by a public street lined with trees that would mitigate any potential impacts of the reduced yard on the uses to the north of the project.

d. That there are no adverse impacts from the proposed adjustment or any adverse impacts have been mitigated.

There are no adverse impacts from the proposed yard adjustments. The residential uses to the north of the Property will be buffered by a 10-foot setback and by the addition of trees along the Camerford Avenue property line. Additionally, parking for the project will be hidden from view inside the subterranean and ground levels of the structure, and driveway access for the Project is located along the western property line, where setbacks meet LAMC requirements. Elimination of the rear setbacks on the Camerford and Melrose Parcels will not adversely affect the surrounding properties or on the subject property where a 20-foot wide alley would separate and buffer residential uses from commercial uses.

Melrose Avenue, a four-lane public street, sufficiently separates the property from properties to the south. Other neighboring commercial uses along Melrose Avenue also do not observe front yard setbacks. The requested elimination of a front yard setback allows the Project to continue the pedestrian-friendly street frontage along Melrose Avenue that has become a popular shopping and entertainment destination. Thus, there will be no adverse impact from the proposed adjustment.

e. That the site and/or existing improvements make strict adherence to zoning regulations impractical or infeasible.

Strict application of the yard regulations is impractical and results in unnecessary hardships because the Project is a mixed-use development which is located on a commercial street. A street dedication of 15-feet reduces the size of the property. An additional 5-foot setback would break the continuity of commercial uses on the street and reduce the size of the lot to provide housing. The surrounding Melrose properties are commercially zoned which generally do not require front yard setbacks, and the project would retain that feature on the Melrose Parcels, despite the zone change to

RAS. Additionally, a uniform 15 foot setback does not exist on the surrounding Camerford properties. Rear yard setbacks abutting an alley also do not serve any meaningful purpose other than reducing the lot size which can be used for the provision of additional housing without affecting the allowable density.

6. Site Plan Review Determination.

Pursuant to L.A.M.C. Section 16.05.G, the applicant requests Site Plan Review of the subject property.

The existing Site Plan is based on the requested RAS4 zone change request. A RAS3 zone is recommended with modifications which will require a revised site plan. Hence, a site plan review determination cannot be made, and it is recommended that the site plan be denied without prejudice.

7. The Transportation Element of the General Plan will be affected by the recommended action herein. However, any necessary dedication and/or improvement of adjoining streets will assure compliance with this Element of the General Plan and with the City's street improvement standards pursuant to Municipal Code Section 17.05.
8. The Sewerage Facilities Element of the General Plan will be affected by the recommended action. However, requirements for construction of sewer facilities to serve the subject project and complete the City sewer system for the health and safety of City inhabitants will assure compliance with the goals of this General Plan Element.
9. Environmental. For the reasons set forth in Proposed Mitigated Negative Declaration No. ENV 2006-6520-MND, the project will not have a significant effect on the environment.

PUBLIC HEARING AND COMMUNICATIONS

Summary of Public Hearing Testimony and Communications Received

The Public Hearing on this matter was held at Los Angeles City Hall, 200 North Spring Street, 10th Floor Hearing Room, Los Angeles, CA 90012 on Friday, April 27, 2007. The Hearing was attended by several representatives of the applicant, a representative from Council District 13, and ten members of the public.

The applicant described the project as being located on a major arterial street with a variety of transit opportunities with additional bus service along Vine Street. The mixed use project would reduce traffic generation in the neighborhood because residents can access the commercial uses on foot. The project's façade was articulated to reduce massing and was at pedestrian scale. The project's density would be evenly distributed to produce a unified development and increasing the project's sense of community. In regards to density, whereas 99 units will be allowed at the requested RAS4 zone, only 96 units spread equally among the commercial and residential parcels was proposed.

Further, that the applicant has done extensive community outreach, and that the Hollywood Studio District Neighborhood Council supported the project. Subsequent to this support, the applicant filed for City approvals which included revisions based on the community feedback. Later, the Board chose to rescind its approval without inviting the applicant to address any concerns or questions.

At the February 1, 2007 meeting of the Cultural Heritage Commission, the body voted not to designate any of the structures on the site as historic resources. Subsequently, the structures were demolished.

The applicant submitted approximately 17 letters in support of the project. The primary reason for support was the demolition of the Larchmont night club which has been a nuisance contributing to noise, trash and unruly behavior of late-night club goers. The letters stated that the subject project would restore the peace, quiet and safety of the neighborhood.

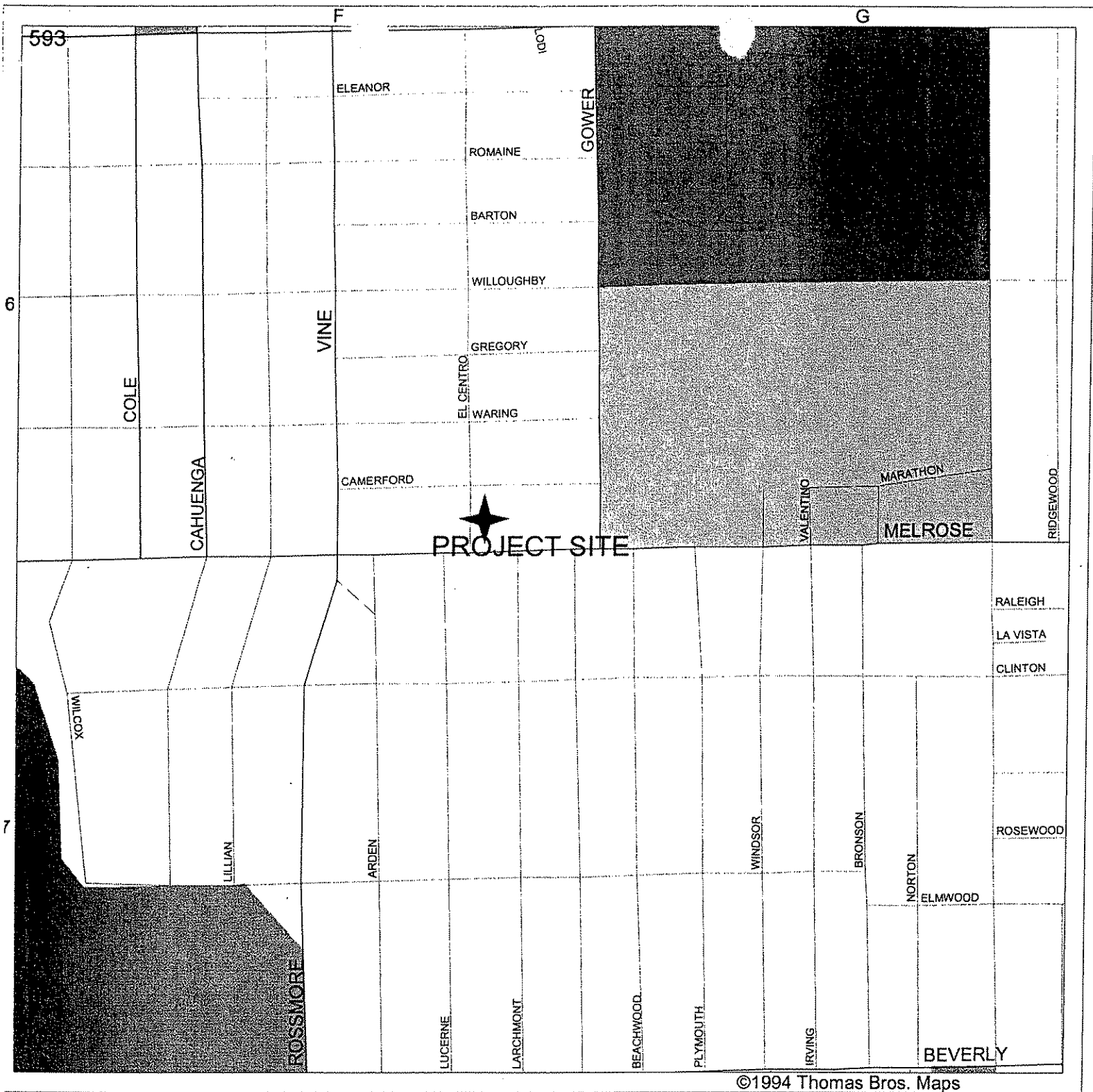
The letters in opposition were from members of the Hollywood Studio District Neighborhood Council and the La Mirada Neighborhood Association of Hollywood. The comments in the letters and at the public hearing included the following:

- Density was too great for Melrose Avenue which with only two moving lanes in each direction already had too much traffic. The project would add additional traffic to a congested street.
- At RAS4 density, the project is at a transit stop scale. There is no subway station on Melrose Avenue.
- A height of 60 feet is too great for the street.
- Applicant is requesting too many variances which should be denied.
- Project is providing very little public open space, much of it paved over and fenced off from the public in a private narrow courtyard.
- Applicant is claiming public support, but most of the support is from neighbors south of Melrose Avenue, who do not care what is built as long as they got rid of the obnoxious night club.
- Applicant is claiming that the requests are compatible with the proposed Hollywood Community Plan which 11 years in the making does not even have a Draft EIR or plan

text. Much of the land use proposals submitted by Planning Department staff a year ago were strongly rejected by many neighborhoods.

- The MND is inadequate. A Corridor Traffic Study should have been done.
- The applicant demolished 40 affordable housing units, most of them in the form of landscaped bungalows that provided workforce housing.

Finally, a speaker who identified himself as an attorney for the Night Club property owner stated that his client had not signed, approved or consented to the subject application for the project and that there was pending litigation between the owner and the applicant.



VICINITY MAP

SITE : 5647-5663 MELROSE AVENUE

EXHIBIT - "A 1"

GC MAPPING SERVICE

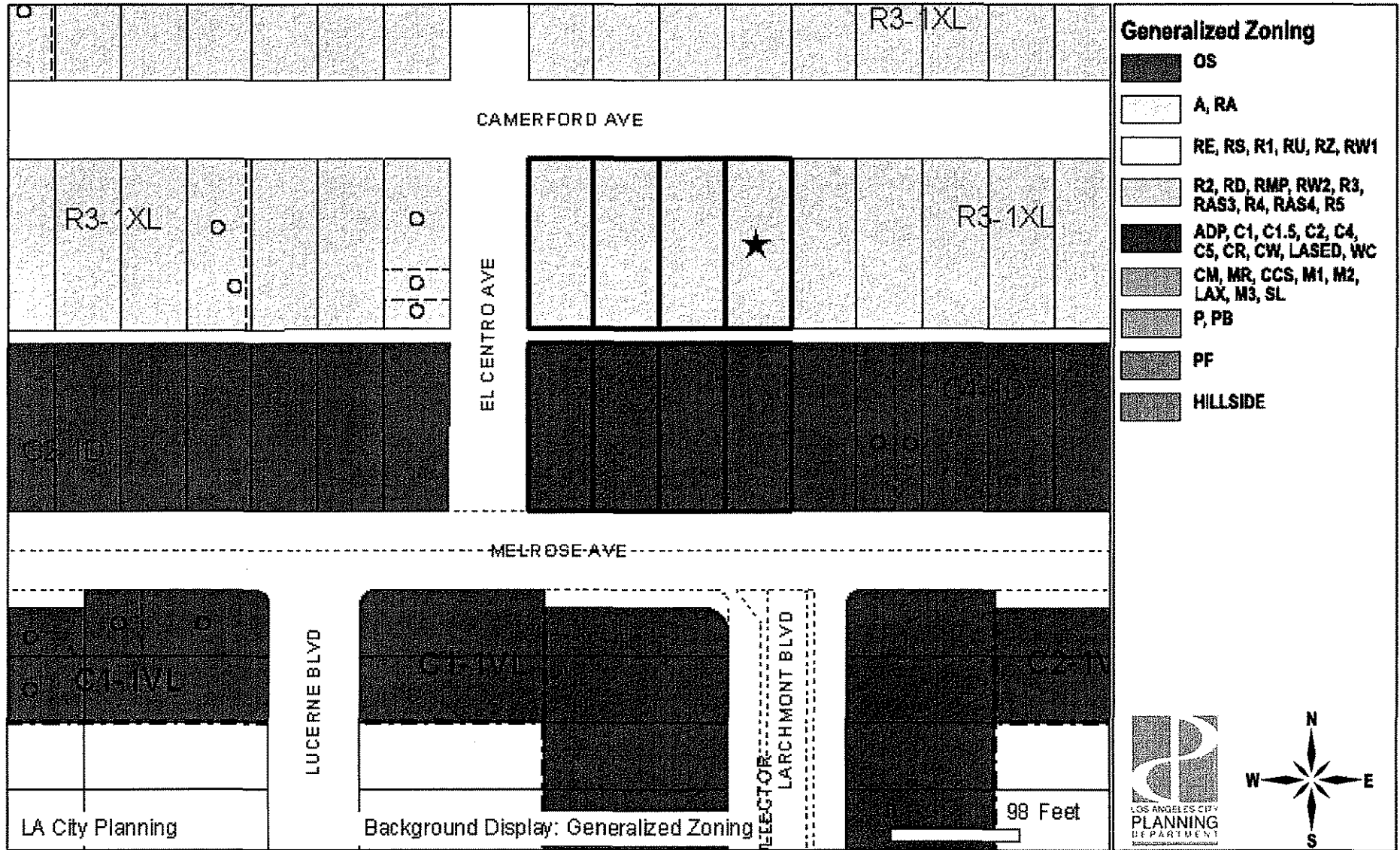
711 MISSION STREET , SUITE D
 SOUTH PASADENA CA 91030
 (626) 441-1080, FAX (626) 441-8850
 GCMAPPING@RADIUSMAPS.COM

APCC 2006 6510

ZIMAS INTRANET

12/04/2007

City of Los Angeles
Department of City Planning



Address: 5750 W CAMERFORD AVE
APN: 5534035009
PIN #: 141B189 211

Tract: EL CENTRO TRACT
Block: 15
Lot: 17
Arb: None

Zoning: R3-1XL
General Plan: Medium Residential

E "A-3"

SITE

Lot area: 53,734 sf
 Lot coverage: 83 %

FLOOR AREA ALLOWED

FAR 3 :1
 area 44,758 sf after dedication and setbacks
 total 134,274 sf

FLOOR AREA PROVIDED

level	Area
1	6,695 sf
2	28,848 sf
3	33,244 sf
4	29,150 sf
5	29,150 sf
total	127,087 sf
FAR	2.84:1

UNIT MIX

Studio	17 units
1 Bedroom	41 units
2 Bedroom	26 units
Townhouse	12 units
(2 Bedroom)	
Total	96 units

PARKING REQUIRED

Retail 01	10 per	1,000 sf	of	1,200 sf	=	12 spaces
Retail 02	4 per	1,000 sf	of	2,150 sf	=	9 spaces
total retail				3,350		21 spaces
guest	0.25 per	Condo	at	96 units	=	24 spaces
total guest parking						24 spaces
resident	2.0 per	Condo	at	96 units	=	192 spaces
total resident parking						192 spaces
total parking						237 spaces

PARKING PROVIDED

Retail:	21 spaces
Guest:	24 spaces
Residential:	192 spaces
total parking	237 spaces

OPEN SPACE

required

units with	< 3 hab rms	100 sf	x	58 units	5,800 sf
units with	3 hab rms	125 sf	x	32 units	4,000 sf
units with	> 3 hab rms	175 sf	x	6 units	1,050 sf
total required				96 units	10,850 sf

provided

public	podium deck			6,537 sf
	recreation room			382 sf
	total public open space			6,919 sf
private	50 sf	x	79 balconies	3,950
total provided				10,869 sf

**CUNINGHAM
G R O U P**

Cunningham Group
 Architecture, P.A.

4056 Del Rey Avenue
 Marina Del Rey, CA
 90292

Telephone:
 310-306-9102

Facsimile:
 310-306-0090

www.cunningham.com

ENTITLEMENTS

Revisions

No.	Date	Description

Date: 07/17/06

Comm. No.: 05-0538

Drawn By: Checked By:

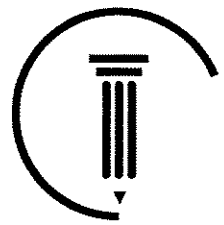
PIC/AIC: Document Phase:

Project Title

CAMERFORD LOFTS

5742-5766 West
 Camerford Ave.
 5663-5647 West
 Melrose Ave.
 Los Angeles, CA

APCC 2006 6519



**CUNNINGHAM
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ENTITLEMENTS

Revisions

No.	Date	Description

Date: 07/17/06

Comm. No.: 05-053

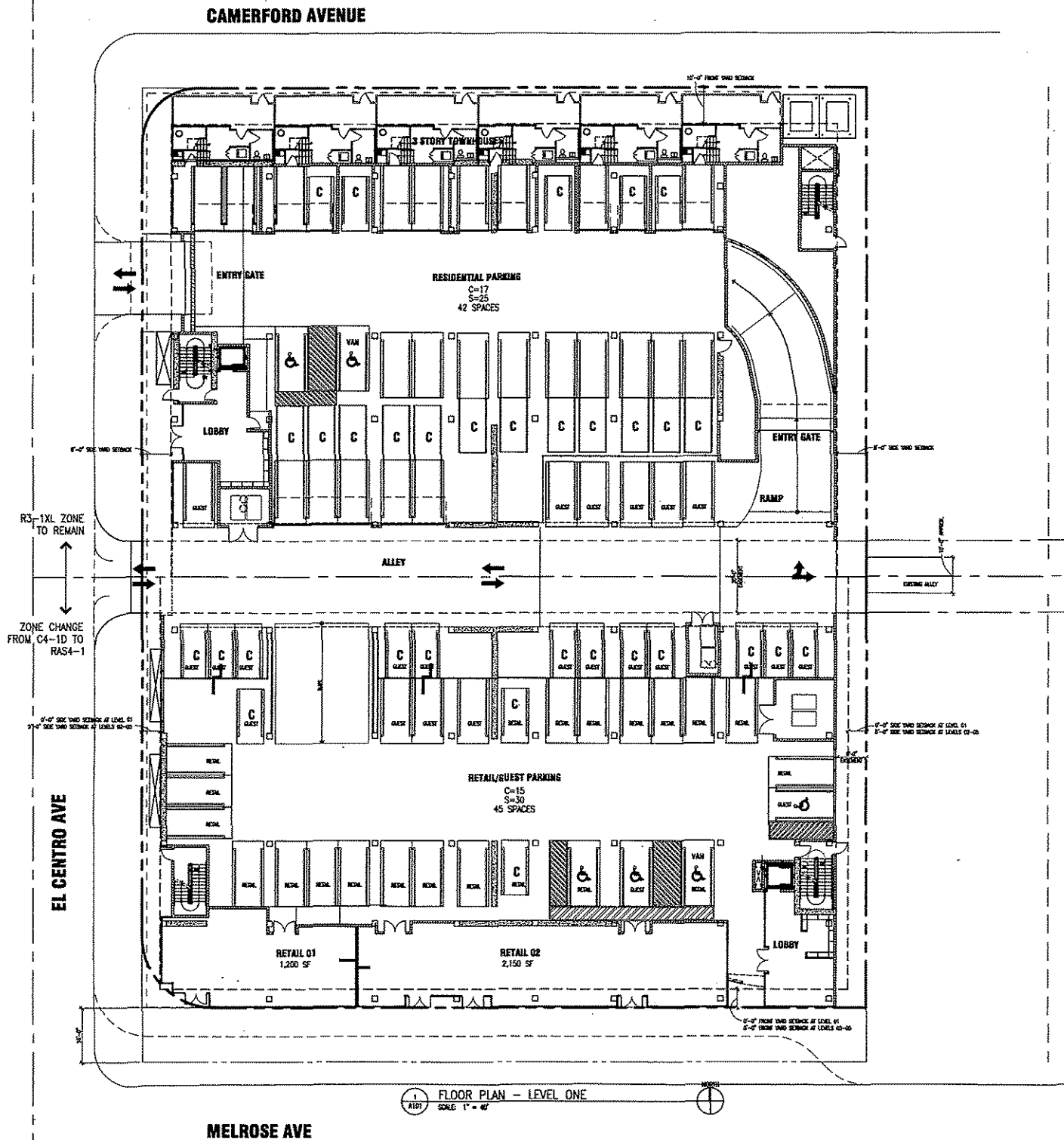
Drawn By: Checked By:

PIC/AIC: Document Phase:

Project Title

CAMERFORD LOFTS

5742-5766 West
Camerford Ave.
5663-5647 West
Melrose Ave.
Los Angeles, CA



FLOOR PLAN - LEVEL ONE
SCALE 1" = 40'

CAMERFORD AVENUE



**CUNNINGHAM
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ENTITLEMENTS

Revisions

No.	Date	Description

Date: 07/17/08

Comm. No.: 05-0538

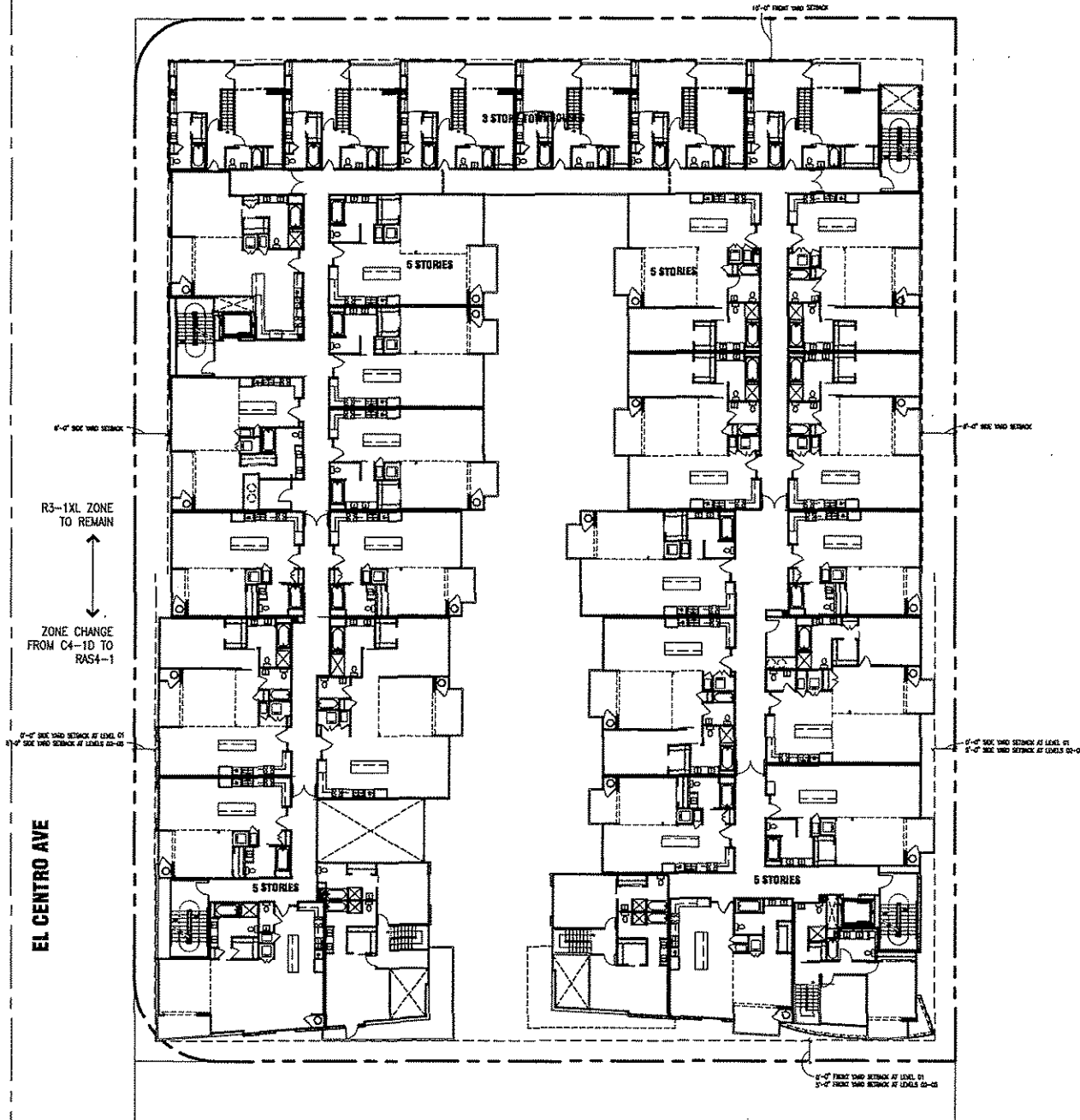
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PIC/AIC: Document Phase:

Project Title

CAMERFORD LOFTS

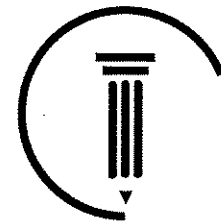
5742-5766 West
Camerford Ave.
5663-5647 West
Melrose Ave.
Los Angeles, CA



MELROSE AVE

FLOOR PLAN -- LEVEL THREE, **FOUR, FIVE**
SCALE: 1" = 10'

CAMERFORD AVENUE



**CUNNINGHAM
GROUP**

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Marina Del Rey, CA
90292

Telephone:
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Facsimile:
310-306-0090

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ENTITLEMENTS

Revisions

No.	Date	Description

Date: 07/17/04

Comm. No.: 05-053R

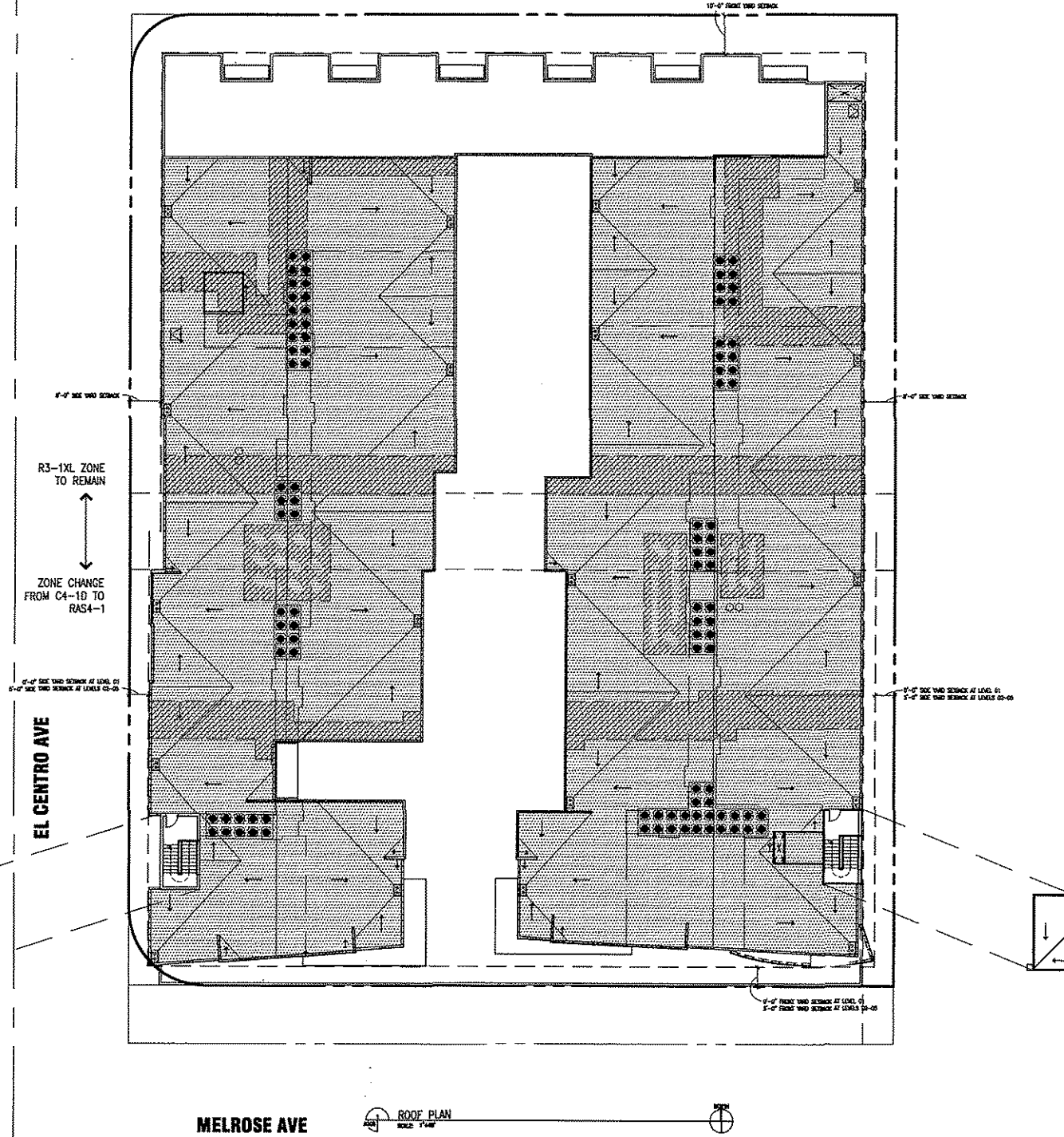
Drawn By: Checked By:

PIC/AIC: Document Phase:

Project Title

CAMERFORD LOFTS

5742-5766 West
Camerford Ave.
5663-5647 West
Melrose Ave.
Los Angeles, CA



MELROSE AVE

ROOF PLAN
SCALE: 1/8" = 1'-0"



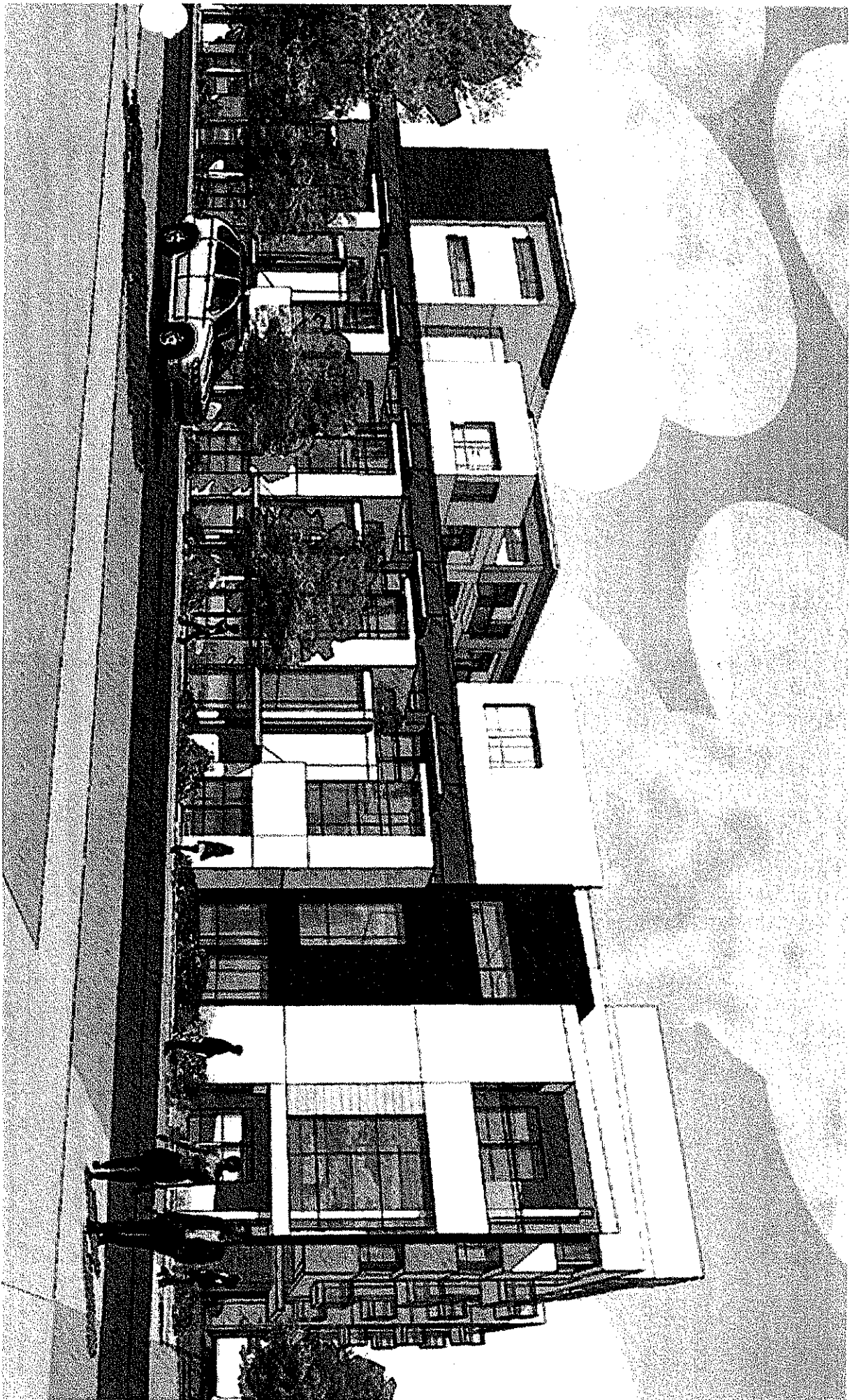
MELROSE ELEVATION
SCALE: N.T.S.



CAMERFORD ELEVATION
SCALE: N.T.S.



EL CENTRO ELEVATION
SCALE: N.T.S.



CAMERFORD PERSPECTIVE
SCALE: N.T.S.

Camertford Lofts 5742-5756 West Camertford Ave. 5663-5647 West Melrose Ave. Los Angeles, CA

10-1-15-03

JULY 17, 2006

CUNNINGHAM
G R O U P

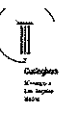


Cammerford Lofts 5742-5766 West Cammerford Ave. 5663-5647 West Melrose Ave. Los Angeles, CA






JULY 1972 2006

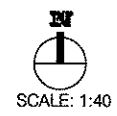
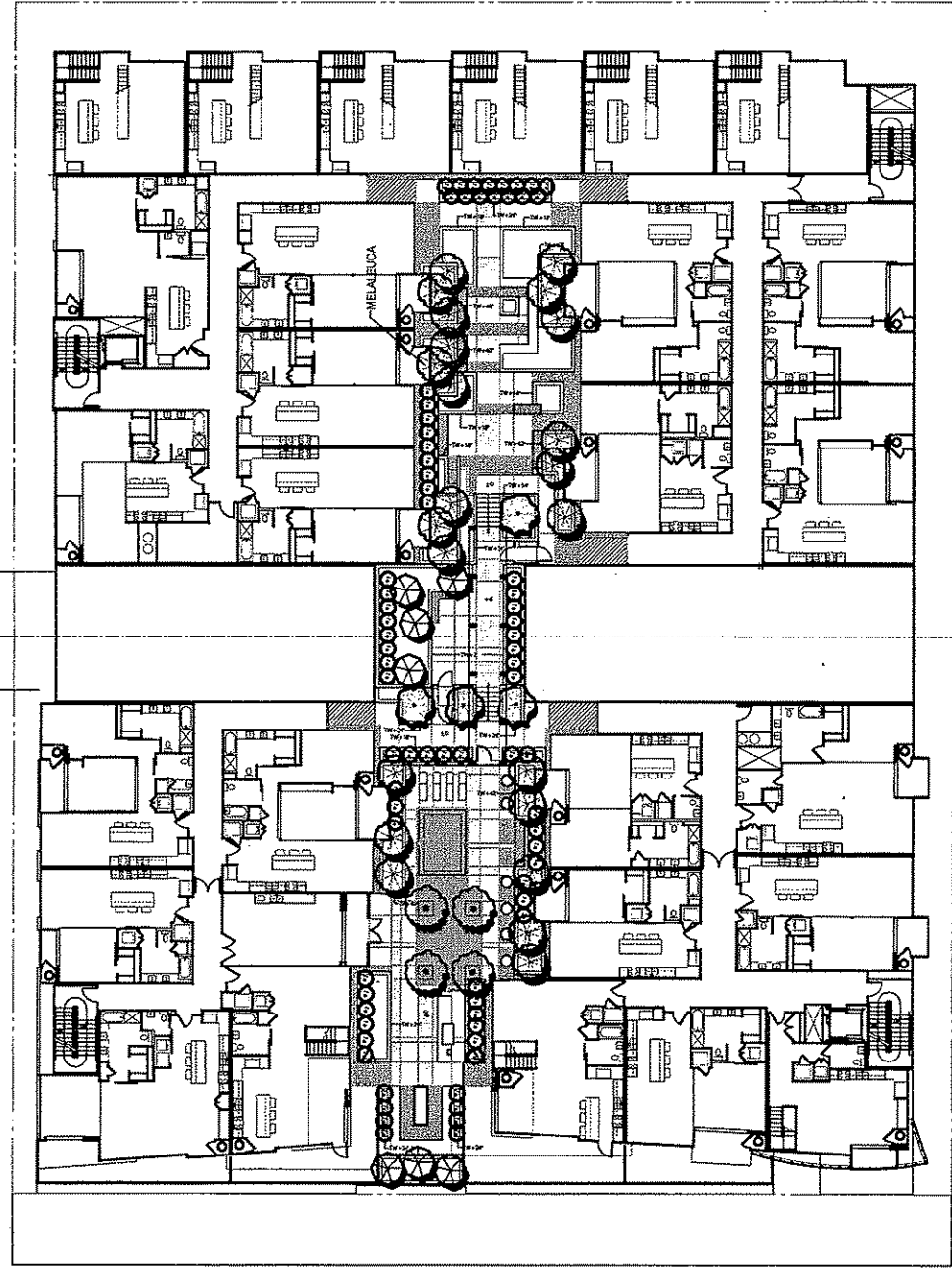
MELROSE PERSPECTIVE
SCALE: N.T.S.

CUNNINGHAM
G R O U P



PLANTING LEGEND

TREE	SIZES	WEIGHT@MATURITY
 MELALEUCA QUINQUENERVIA CAJEPUT TREE	24" BOX.	4,000 lbs
 GLEDITSIA TRIACANTHOS 'SHADE MASTER' HONEY LOCUST	36" BOX.	5,000 lbs
 PRUNUS CERASIFERA 'KRALITER VESUVIUS' FLOWERING PLUM	24" BOX.	2,800 lbs
 TIPUANA TIPU TIPU TREE	24" BOX.	4,000 lbs
 BAMBUSA OLDHAMII GIANT TIMBER BAMBOO	15 GAL.	1,300 lbs



EL CENTRO AVE

MELROSE AVE

Scale: 1/4" = 1'-0"
SC
 Landscape Arch
 1111 W. 12th St.
 Los Angeles, CA 90015
 Rev: 1/2011
 Dr. Sen. S. J. P. P.



Rev.
 Cont. No.
 Security Mark
 Drawn By
 Date
 Project Title

CAMERFORD
 LOFTS
 5663-5667 MARROSE AVE
 91435-0188 (Covina/Arroyo)
 Los Angeles, CA

Sheet Title
 LANDSCAPE
 PLAN

Sheet Number

L3-2

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY: Los Angeles City Planning Department	COUNCIL DISTRICT: 13
--	--------------------------------

PROJECT TITLE: ENV-2006-6520-MND Camerford Lofts	CASE NO. CPC-2006-6519-ZC-ZV-HD-ZAA-SPR
---	---

PROJECT LOCATION:
5663-5647 West Melrose Avenue and 5742-5766 West Camerford Avenue; Hollywood

PROJECT DESCRIPTION:
Tract Map for a new five-story, 60-foot, mix-use project consisting of 96 condominium units and 3,350 square feet of restaurant/retail (hours of operation to be determined) uses with 237 parking spaces on a 53,734 square feet developed, R3-1XL and C4-1D site; Vesting Tentative Tract Map and Final Map to merge the property's eight lots, subdivide air space lots into condominiums, and vacate subsurface and airspace portions of the alley; Zone and Height District Change on the Melrose Parcels to permit the RAS4-1 zone, in-lieu of the C4-1D zone; Height Variance on Camerford Parcels to permit a height of 60 feet and five stories, in-lieu of the maximum permitted height of 30 feet and two stories in the R3-1XL zone; Lot Area Variance to permit 376 square feet per dwelling unit in-lieu of the required 400 square feet per dwelling unit in the RAS4-1 zone in order to allow the calculation of residential density based on lot area inclusive of a required 15-foot street dedication on Melrose Avenue; Lot Area Variance to permit 500 square feet per dwelling unit in-lieu of the required 800 square feet per dwelling unit in the R3-1XL zone in order to provide an equal distribution of all 96 proposed units over the entire property; Yard Adjustment to permit a 10-foot front yard in-lieu of 15-foot, 4-foot side yard in-lieu of 8-foot, and zero-foot rear yard in-lieu of 15-foot in the R3-1XL zone and zero-foot front in-lieu of 5-foot, zero-foot side yard in-lieu of 5-foot, and zero-foot rear yard in-lieu of 15-foot in the RAS4 zone; and Site Plan Review. Demolition of existing mixed-use structures consisting of 48 vacant residential units, 3,000 square feet of commercial and 4,560 square-foot restaurant. Removal of 63 trees with a four-inch or greater diameter at breast height. Haul Route for the export of approximately 23,200 cubic yards of dirt. (For a more detailed description of the proposed project, see the expanded initial study prepared for the project by PCR Services Corporation which is herein incorporated by reference.) the mitigation measures in parenthesis () listed in appendix a refer to the Los Angeles standard mitigation measures for MND's, while the **bolded** mitigation measures refer to the project-specific mitigation measures in the expanded initial study.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
Watt Genton Associates
Justin Barth
2716 Ocean Boulevard, Suite 3020
Santa Monica, CA 90405

FINDING:
The City Planning Department of the City of Los Angeles has proposed that a mitigated negative declaration be adopted for this project. The mitigation measures outlined on the attached pages will reduce any potentially significant adverse effects to a level of insignificance.

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	TITLE	TELEPHONE NUMBER
Anita Bizzell	City Planning Assistant	(213) 978-1356

ADDRESS	SIGNATURE (Official)	DATE
200 N. Spring Street, 7th Floor Los Angeles, CA 90012		3-14-07



MITIGATION MEASURES

- (I b2) **Aesthetics (Landscaping)**
To ensure that aesthetic impacts regarding the quality and character of the neighborhood remain at a less than significant level, the following mitigation measure is recommended:
- AES-1** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.
- (I b4) **Aesthetics (Graffiti)**
To ensure that aesthetic impacts regarding graffiti and accumulation of rubbish and debris along the walls adjacent to public rights of way do not occur during project operation, the following mitigation measures are recommended:
- AES-2** Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- AES-3** The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91,8104.15.
- (I c1) **Aesthetics (Light)**
Aesthetic impacts to adjacent residential properties may result due to excessive illumination on the project site. However, this potentially significant impact would be mitigated to a less than significant level by the following mitigation measure:
- AES-4** Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.
- (VI b2) **Air Quality (Construction)**
Short-term air quality impacts during project construction could affect adjacent residential properties. However, this potentially significant impact would be mitigated to a less than significant level by the following mitigation measures:
- AQ-1** All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- AQ-2** The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
- AQ-3** All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- AQ-4** All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- AQ-5** All clearing, earth moving or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- AQ-6** General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- (III d1) **Air Quality (Stationary)**
Air quality impacts to future occupants may result from project implementation due to existing ambient air quality levels in the project vicinity. However, this potentially significant impact would be mitigated to a less than significant level by the following mitigation measure:
- AQ-7** Air filters capable of achieving a Minimum Efficiency Rating Value (MERV) of at least 8 or better shall be installed by the applicant on all residential units and a Minimum Efficiency Rating Value (MERV) of at least 11 or better shall be installed by the applicant on all commercial/institutional uses.
- (III e1i) **Air Quality (Objectionable Odors)**
Environmental impacts may result from project implementation due to the location of trash receptacles near adjacent residences. However, these impacts will be mitigated to a level of insignificance by the following measure:

- AQ-8** The trash receptacle shall be located at least 50 feet from the property line of any adjacent residential property.
- (IV e) **Tree Removal (Locally Protected Trees)**
Environmental impacts from project implementation may result due to the loss of protected trees on the site. However, the potential impacts will be mitigated to a less than significant by the following measures:
- BIO-1** Prior to the issuance of a grading permit or building permit, the applicant shall submit a tree report and landscape plan prepared by a Municipal Code-designated tree expert as designated by LAMC Ordinance No. 153,478, for approval by the decision maker and the Urban Forestry Division of the Bureau of Street Services.
- BIO-2** A minimum of two trees (a minimum of 48 inch box in size if available) shall be planted for each one that is removed. The canopy of the oak trees planted shall be in proportion to the canopies of the trees removed per Ordinance No. 153,478, and to the satisfaction of the Urban Forestry Division of the Bureau of Street Services and the decision maker.
- Note: All protected tree removals shall be approved by the Board of Public Works. Contact: Urban Forestry Division at: 213-485-5675
- BIO-3** All tree and vegetation (i.e., large branching shrubs) removal activities should take place outside of the nesting season (February 15th–August 15th). If vegetation removal activities must occur during the nesting season, a biological monitor shall be present during the removal activities to ensure that no active nests will be impacted. If active nests are found a 200-foot buffer radius (500-foot for raptors) shall be established until the fledglings have left the nest.
- (IV f) **Tree Removal (Non-Protected Trees) (Removing both protected and non-protected trees.)**
Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a level of insignificance by the following measures:
- Prior to the issuance of a grading permit or building permit, a plot plan prepared by a reputable tree expert, indicating the location, size, type, and condition of all existing trees on the site shall be submitted for approval by the decision maker and the Urban Forestry Division of the Bureau of Street Services. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.
- (VI aii) **Seismic**
Environmental impacts may result to the safety of future occupants due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a level of insignificance by the following measure:
- GEO-2** The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.
- (VI b1) **Haul Routes**
Environmental impacts on pedestrian and vehicles may result from project implementation due to haul routes. However, the potential impact will be mitigated to a level of insignificance by the following measures:
- GEO-3** Projects involving the import/export of 1,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.
- GEO-4** The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- GEO-5** Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.
- Geology and Soils (Liquefaction, Soil Stability, Expansive Soils)**
Geology and soils impacts regarding liquefaction, soil stability, expansive soils may occur as a result of construction of the proposed buildings, including the subterranean parking garage. However, these potentially significant impacts would be mitigated to a less than significant levels by the following mitigation measure:
- GEO-1** Prior to issuance of the building or grading permit for this project, the applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety.
- (VI d)
- (VII b5) **Explosion/Release (Asbestos Containing Materials)**
Due to the age of the building(s) being demolished, asbestos-containing materials (ACM) may be located in the

structure(s). Exposure to ACM during demolition could be hazardous to the health to the demolition workers as well as areas residents and employees. However, these impacts can be mitigated to a level of insignificance by the following measure:

- HAZ-1** Prior to the issuance of any demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACM are present in the building. If ACM are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's rule 1403 as well as all other state and federal rules and regulations.

Hazards and Hazardous Materials (Lead)

Hazardous materials impacts to construction during construction may result from the removal of lead containing materials. However, this potentially significant impact would be mitigated to a less than significant level by the following mitigation measure:

- HAZ-2** Prior to issuance of a any demolition permit, a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.

Hazards and Hazardous Materials (Methane Gas)

Environmental impacts may result from the project implementation due to its location in an area of potential methane gas zone. However, this potential impact will be mitigated to a level of insignificance by the following measures:

- HAZ-3**
(VII b2) All multiple residential buildings shall have adequate ventilation as defined in Section 91.7102 of the Municipal Code of a gas-detection system installed in the basement or on the lowest floor level on grade, and within the underfloor space in buildings with raised foundations.

Hydrology and Water Quality (Short- and Long Term Water Quality, Soil Erosion)

Impacts regarding water quality and soil erosion may occur during construction and operation and of the project. To ensure that the project complies applicable requirements pertaining to water quality during construction and operation of the project, the following mitigation measures are recommended.

- (VI b2) **General Construction**
Impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a level of insignificance by the following mitigation measures:

- HWQ-1** Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life. The Applicant shall ensure the following construction Best Management Practices (BMPs) are incorporated within the Storm Water Pollution Prevention Plan (SWPPP):

- All waste shall be disposed of properly in accordance with applicable federal, state and local regulations. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.
- Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and the tracking of sediment into streets shall be limited.
- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

HWQ-2
(VIII c2,
VIII c4)

Environmental impacts may result from the development of this project and from the release of toxins into the stormwater drainage channels during the routine operation of restaurants, bakeries, and food producers. However, the potential impacts will be mitigated to a level of insignificance by incorporating stormwater pollution control measures. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which require the application of Best management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code address grading, excavations, and fills. Applicant must meet the following requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following: (A copy of the SUSMP can be downloaded at: <http://www.swrcb.ca.gov/rwqcb4/>).

- Project applicants are required to implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24-hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Maximize trees and other vegetation at each site by planning additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.
- Install roof runoff systems where site is suitable for installation. Runoff from rooftops is relatively clean, can provide groundwater recharge and reduce excess runoff into storm drains.
- Paint messages that prohibit the dumping of improper materials into the storm drain system adjacent to storm drain inlets. Prefabricated stencils can be obtained from the Dept. of Public Works, Stormwater Management Division.
- All storm drain inlets and catch basins within the project area shall be stenciled with prohibitive language (such as NO DUMPING – DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- Legibility of stencils and signs shall be maintained.
- Materials with the potential to contaminate stormwater shall be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes or curbs.
- The storage area shall be paved and sufficiently impervious to contain leaks and spills.
- The storage area shall have a roof or awning to minimize collection of stormwater within the secondary containment area.
- Design an efficient irrigation system to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.
- Cleaning of oily vents and equipment to be performed within designated covered areas, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quality of flows; removed for cleaning on a regular basis to remove any solids; and the oil absorbent pads must be replaced regularly according to manufacture's specifications.
- Store trash dumpsters either under cover and with drains routed to the sanitary sewer or use non-leaking and watertight dumpsters with lids. Wash containers in an area with properly connected sanitary sewer.
- Reduce and recycle wastes, including oil and grease.

- Store liquid storage tanks (drums and dumpsters) in designated paved areas with impervious surfaces in order to contain leaks and spills. Install a secondary containment system such as berms, curbs, or dikes. Use drip pans or absorbent materials whenever grease containers are emptied.
- Incorporate appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing rock outlet protection. Rock outlet protection is a physical device composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe-outlet. Inspect, repair and maintain the outlet protection after each significant rain.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.
- Prescriptive methods detailed BMPs specific to the "Restaurant" project category are available. Applicants are encouraged to incorporate the prescriptive methods into the design plans. These Prescriptive Methods can be obtained at the Public Counter or downloaded from the City's website at www.lastormwater.org. (See Exhibit A).

NOISE No Mechanical or venting devices shall be permitted along the eastern side of the building which abut residential properties.

The applicant shall screen for noise and fumes on along the eastern side of the building which abut residential properties.

(XI a2) **Increase Noise Levels (Parking Structure Ramps)**

Environmental impacts may result from project implementation due to noise from cars using the parking ramp. However, the potential impacts will be mitigated to a level of insignificance by the following measures:

NOISE-1 Concrete, not metal, shall be used for construction of parking ramps.

NOISE-2 The interior ramps shall be textured to prevent tire squeal at turning areas.

(XI a3) **Increased Noise Levels (Landscape Buffer)**

Environmental impacts to the adjacent residential properties may result due to the mixed-use project on the site. However, the potential impact will be mitigated to a level of insignificance by the following measures:

NOISE-3 A minimum of five-foot landscape buffer shall be planted adjacent to the residential use.

NOISE-4 A landscape plan prepared by a licensed Landscape Architect shall be submitted and approved by the decision maker.

Noise (Construction Noise)

Noise impacts during project construction may affect adjacent residential properties. However, this potentially significant impact would be mitigated to a less than significant level by the following mitigation measures:

NOISE-5 (VI b2) The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

NOISE-6 (VI b2) Construction and demolition activities shall be restricted to hours between 7:00 A.M. and 6:00 P.M. Monday through Friday and 8:00 A.M. and 6:00 P.M. on Saturday. No noise-generating construction activities shall take place on Sundays and holidays.

NOISE-7 All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

NOISE-8 Effective temporary noise barriers shall be used and relocated, as feasible, to block line-of-site between the construction equipment and the noise-sensitive receptors.

- NOISE-9** Truck deliveries and haul-offs should only be permitted between the hours of 8:00 A.M. and 6:00 P.M. Monday through Friday, and 9:00 A.M. and 5:00 P.M. on Saturday. Deliveries shall use approved haul routes that are away from noise-sensitive locations, whenever possible.
- NOISE-10** Noisier construction activities shall be scheduled during the midday so that quiet periods can be provided. Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, whenever possible.
- NOISE-11** The project shall notify the adjacent communities in advance of construction activities. The construction manager's (or representative's) telephone number shall also be provided through posted notice on site so that community concerns can be heard.
- NOISE-12** (VI b2) The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.
- NOISE-13** (VI b2) Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- NOISE-14** (VI b2) The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- (XI a11) **Increased Noise Levels (Retail Markets, Bars, Entertainment, etc...) (Standard Mitigation for retail/commercial)** Environmental impacts to adjacent residential properties may result from project implementation due to noise from the proposed project's activities and parking on the site. However, the potential impacts will be mitigated to a level of insignificance by the following measures:

No first level openings shall be permitted along the eastern side of the building which abut residential properties.

Public Services (Fire)

The demand for fire protection services would increase as a result of project implementation. To ensure that the project complies with the design standards within the City's Fire and Building Codes, the following mitigation measure is recommended:

- PS-1** (XIII a) The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

Public Services (Schools)

The demand on schools serving the project area would increase as a result of project implementation. The project is required to pay school impacts fees to ensure that schools serving the project area are not adversely affected, as recommended in the following mitigation measure:

- PS-2** (XIII c1) The Applicant shall pay school fees as established by law to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.
- (XIII c2) **Public Services (Schools)** Environmental impacts may result from project implementation due to the close proximity of the project to a school. However, the potential impact will be mitigated to a level of insignificance by the following measures:
- PS-3** The developer and contractors shall maintain ongoing contact with administrator of Larchmont Charter School. The administrative offices shall be contacted when demolition, grading, and construction activities begin on the project site so that student and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from LAUSD's Transportation Branch (323) 342-1400 and maintain safe and convenient pedestrian and bus routes to the school.
- PS-4** The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- PS-5** Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods which school is in

session especially which students are arriving or departing from the campus.

- PS-6** There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
- PS-7** Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on streets adjacent to schools during school hours.
- PS-8** Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

(XIV a) **Recreation (Increased Demand For parks Or Recreation Facilities)**
Environmental impacts may result from project implementation due to insufficient parks and/or recreational facilities. However, the potential impact will be mitigated by the following measures

PS-9 Per Section 17.12-A of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of condominiums.

(XIII e) **Public Services (Street Improvements Not Required By DOT)**
Environmental impacts may result from project implementation due to the deterioration of street quality from increased traffic generation. However, the potential impact will be mitigated to a level of insignificance by the following measure:

PS-10 The project shall comply with the Bureau of Engineering's requirements for street dedications and improvements that will reduce traffic impacts in direct portion to those caused by the proposed project's implementation.

The application shall maintain public access and circulation through the alley.

Utilities (Solid Waste)

To ensure that solid waste generated by the project is reduced to the maximum extent practical, the following mitigation measure is recommended:

UTIL-1 Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.
(XVI f)

Cumulative Impacts

There may be environmental impacts which are individually limited, but significant when viewed in connection with the effects of past projects, other current projects, and probable future projects. However, these cumulative impacts will be mitigated to end a level of insignificance by imposing the above mitigation measures.

End

The conditions outlined in this proposed mitigated negative declaration which are not already required by law shall be required as condition(s) of approval by the decision-making body except as noted on the face page of this document.

- Therefore, it is concluded that no significant impacts are apparent which might result from this project's implementation.

INITIAL STUDY ASSESSMENT FORM (ISAF) FOR TRAFFIC IMPACTS

EAF Case No.: ENV-2006-6520-EAF
 Existing Zone: C4-1D and R3-1XL

Project Address: 5663-5647 West Melrose Avenue
 Requested Zone: RAS4-1

Project Description: Tentative Tract Map for the construction of a new five-story, 60-foot, mixed-use project consisting of 96 condominium units and 3,350 square feet of ground floor restaurant/retail uses (hours of operation to be determined) with 237 subterranean parking spaces on a 53,734 square-foot development, R3-1XL and C4-1D site; Vesting Tentative Tract Map and Final Map to merge the property's eight lots, subdivide air space lots into condominiums, and vacate subsurface and airspace portions of the alley; Zone and Height District Change on the Melrose Parcels to permit the RAS4-1 zone, in-lieu of the C4-1D zone; Height Variance on Camerford parcels to permit a height of 60-feet and five stories, in-lieu of 30 feet and two-stories in the R3-1XL zone; Lot Area Variance to permit 376 square feet per dwelling unit in-lieu of the required 400 square feet per dwelling unit in the RAS4-1 Zone in order to allow the calculations of residential density based on lot area inclusive of a required 15-foot street dedication on Melrose Avenue; Lot Area Variance to permit 500 square feet per dwelling unit in-lieu of the required 800 square feet in the R3-1XL zone in order to provide an equal distribution of all 96 proposed units over the entire property; Yard Adjustment to permit a 10-foot front yard and zero foot rear yard in the R3-1XL zone and zero foot front and rear yards in the RAS4 zone, in-lieu of the required 15-foot front and rear yards in the R3-1XL zone and the required five-foot front and rear yards in the RAS4 zone; Site Plan Review; Demolition of mixed-use consisting of 48 residential units, 3,000 square feet of commercial and 4,560 square feet of restaurant. Removal of 113 trees. Haul Route for the export of 18,600 cubic yards of dirt.

Applicant/Agent: Watt Genton Associates, Justin Barth Tel. #: 310-314-2521
 Prepared by City Planning: Anita C. Bizzell Date: 9/8/06 Tel. #: 213-978-1356

Preliminary Trip Generation

<i>Land Use</i>	<i>Size</i>	<i>Trip Generation</i>		
		Daily	AM Peak Hour	PM Peak Hour
<i>Proposed Use</i>				
<i>Condominiums</i>	<i>96 Units</i>	<i>563</i>	<i>42</i>	<i>50</i>
<i>Retail</i>	<i>2,439 SF</i>	<i>105</i>	<i>3</i>	<i>9</i>
<i>High Turn-Over Restaurant</i>	<i>1,209 SF</i>	<i>154</i>	<i>14</i>	<i>13</i>
<i>Previous Use</i>				
<i>Apartments</i>	<i>48 Units</i>	<i>323</i>	<i>24</i>	<i>30</i>
<i>Retail</i>	<i>3,000 SF</i>	<i>129</i>	<i>3</i>	<i>11</i>
<i>Restaurant</i>	<i>4,560 SF</i>	<i>410</i>	<i>4</i>	<i>34</i>
<i>NET TRIPS</i>		<i>-40</i>	<i>28</i>	<i>-14</i>

POTENTIAL TRANSPORTATION & CIRCULATION IMPACTS

<u>Traffic Study</u>	<u>Transportation Ordinance Area</u>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<input checked="" type="checkbox"/> Not Required	<input type="checkbox"/> Yes				
<input type="checkbox"/> Is Required	<input checked="" type="checkbox"/> No				
Would the project:					
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Result in inadequate parking capacity?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

COMMENTS: Submit a parking and driveway plan to LADOT's Construction Services Center at 201 N. Figueroa St, Room 400 (#3), for review and approval. Check with Bureau of Engineering for any street widening and/or highway dedication requirements.

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT INITIAL STUDY and CHECKLIST

(CEQA Guidelines Section 15063)


LEAD CITY AGENCY: City of Los Angeles, Planning Department		COUNCIL DISTRICT: CD-13 Eric Garcetti		DATE: 02/12/2007	
RESPONSIBLE AGENCIES: Los Angeles Planning Department.					
ENVIRONMENTAL CASE: ENV-2006-6520-MND			RELATED CASES: CPC-2006-6519-ZC-ZV-HD-ZAA-SPR		
PREVIOUS ACTIONS CASE NO.:		<input checked="" type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions.			
PROJECT DESCRIPTION: Mixed-use: 96 unit condominium and 3,350 square feet restaurant/retail use					
ENV PROJECT DESCRIPTION: Tract Map for a new five-story, 60-foot, mix-use project consisting of 96 condominium units and 3,350 square feet of restaurant/retail (hours of operation to be determined) uses with 237 parking spaces on a 53,734 square feet developed, R3-1XL and C4-1D site; Vesting Tentative Tract Map and Final Map to merge the property's eight lots, subdivide air space lots into condominiums, and vacate subsurface and airspace portions of the alley; Zone and Height District Change on the Melrose Parcels to permit the RAS4-1 zone, in-lieu of the C4-1D zone; Height Variance on Camerford Parcels to permit a height of 60 feet and five stories, in-lieu of the maximum permitted height of 30 feet and two stories in the R3-1XL zone; Lot Area Variance to permit 376 square feet per dwelling unit in-lieu of the required 400 square feet per dwelling unit in the RAS4-1 zone in order to allow the calculation of residential density based on lot area inclusive of a required 15-foot street dedication on Melrose Avenue; Lot Area Variance to permit 500 square feet per dwelling unit in-lieu of the required 800 square feet per dwelling unit in the R3-1XL zone in order to provide an equal distribution of all 96 proposed units over the entire property; Yard Adjustment to permit a 10-foot front yard in-lieu of 15-foot, 4-foot side yard in-lieu of 8-foot, and zero-foot rear yard in-lieu of 15-foot in the R3-1XL zone and zero-foot front in-lieu of 5-foot, zero-foot side yard in-lieu of 5-foot, and zero-foot rear yard in-lieu of 15-foot in the RAS4 zone; and Site Plan Review. Demolition of existing mixed-use structures consisting of 48 vacant residential units, 3,000 square feet of commercial and 4,560 square-foot restaurant. Removal of 63 trees with a four-inch or greater diameter at breast height. Haul Route for the export of approximately 23,200 cubic yards of dirt. (For a more detailed description of the proposed project, see the expanded initial study prepared for the project by PCR Services Corporation which is herein incorporated by reference.) the mitigation measures in parenthesis () listed in appendix a refer to the Los Angeles standard mitigation measures for MND's, while the bolded mitigation measures refer to the project-specific mitigation measures in the expanded initial study.					
ENVIRONMENTAL SETTINGS: The subject site is level, corner, rectangular-shaped, 53,734 square-foot parcel of land consisting of 8 lots with a frontage of approximately 200 feet on both the south side of Camerford Avenue and north side of Melrose Avenue, and a frontage of approximately 268 on the east side of El Centro Avenue. The site is within 500 feet of Larchmont Charter School, within Fire District No. 2, within a Methane Buffer Zone, 15-foot street dedication on Melrose Avenue, and has a 10-foot Building Line. Site currently developed with 23 one- and two-story buildings that contain of 49 multi-family dwelling units, as well as a nightclub/restaurant and other specialty retail uses. Surrounding land uses include multi-residential, and a few single-family dwellings uses fronting Camerford Avenue to the northwest across El Centro Avenue, north across Camerford Avenue, and northeast in the R3-1XL zone and retail/commercial uses fronting Melrose Avenue to the southwest across El Centro Avenue, south across Melrose Avenue and southeast.					
PROJECT LOCATION: 5663-5647 West Melrose Avenue and 5742-5766 West Camerford Avenue; Hollywood					
COMMUNITY PLAN AREA: Hollywood STATUS: <input type="checkbox"/> Preliminary <input type="checkbox"/> Proposed <input checked="" type="checkbox"/> ADOPTED ON December 13, 1988			AREA PLANNING COMMISSION: Central <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan		CERTIFIED NEIGHBORHOOD COUNCIL: Hollywood Studio District

EXISTING ZONING: R3-1XL, C4-1D	MAX DENSITY ZONING: FAR 3:1	
GENERAL PLAN LAND USE: Medium Residential, Neighborhood Commercial	MAX DENSITY PLAN: FAR 3:1	
	PROPOSED PROJECT DENSITY: 2.84 FAR	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

	City Planning Assistant	213) 978-1356
Signature	Title	Phone

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).
5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 16063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

- c. **Mitigation Measures.** For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. **Supporting Information Sources:** A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input checked="" type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURAL RESOURCES <input checked="" type="checkbox"/> AIR QUALITY <input checked="" type="checkbox"/> BIOLOGICAL RESOURCES <input type="checkbox"/> CULTURAL RESOURCES <input checked="" type="checkbox"/> GEOLOGY AND SOILS	<input checked="" type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input checked="" type="checkbox"/> HYDROLOGY AND WATER QUALITY <input type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input checked="" type="checkbox"/> NOISE <input type="checkbox"/> POPULATION AND HOUSING	<input checked="" type="checkbox"/> PUBLIC SERVICES <input checked="" type="checkbox"/> RECREATION <input type="checkbox"/> TRANSPORTATION/CIRCULATION <input checked="" type="checkbox"/> UTILITIES <input checked="" type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:

Watt Genton Associates

PHONE NUMBER:

(310) 314-2521

APPLICANT ADDRESS:

Justin Barth

2716 Ocean Boulevard, Suite 3020

Santa Monica, CA 90405

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

July 17, 2006

PROPOSAL NAME (if Applicable):

Camerford Lofts

PLEASE NOTE THAT EACH AND EVERY RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN ATTACHMENT B, EXPLANATION OF CHECKLIST DETERMINATIONS. PLEASE REFER TO THE APPLICABLE RESPONSE IN ATTACHMENT B FOR A DETAILED DISCUSSION OF CHECKLIST DETERMINATIONS.

I. AESTHETICS

a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

II. AGRICULTURAL RESOURCES

a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	CONFLICT THE EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

III. AIR QUALITY

a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AND APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IV. BIOLOGICAL RESOURCES

a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	CONFLICT WITH THE PROVISIONS OR AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
V. CULTURAL RESOURCES					
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA '15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA '15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VI. GEOLOGY AND SOILS					
a.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING:				
i.	RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii.	STRONG SEISMIC GROUND SHAKING?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii.	SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv.	LANDSLIDES?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VII. HAZARDS AND HAZARDOUS MATERIALS					
a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VIII. HYDROLOGY AND WATER QUALITY					
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	SUBSTANTIALLY DEplete GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN A MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF-SITE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g.	PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IX. LAND USE AND PLANNING					
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. MINERAL RESOURCES					
a.	RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

b.	RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. NOISE					
a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XII. POPULATION AND HOUSING					
a.	INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIII. PUBLIC SERVICES					
a.	FIRE PROTECTION?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	POLICE PROTECTION?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	SCHOOLS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	PARKS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	OTHER GOVERNMENTAL SERVICES (INCLUDING ROADS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XIV. RECREATION					
a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XV. TRANSPORTATION/CIRCULATION					
a.	CAUSE AN INCREASE IN TRAFFIC WHICH IS SUBSTANTIAL IN RELATION TO THE EXISTING TRAFFIC LOAD AND CAPACITY OF THE STREET SYSTEM (I.E., RESULT IN A SUBSTANTIAL INCREASE IN EITHER THE NUMBER OF VEHICLE TRIPS, THE VOLUME TO RATIO CAPACITY ON ROADS, OR CONGESTION AT INTERSECTIONS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	EXCEED, EITHER INDIVIDUALLY OR CUMULATIVELY, A LEVEL OF SERVICE STANDARD ESTABLISHED BY THE COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

c.	RESULT IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	RESULT IN INADEQUATE PARKING CAPACITY?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	CONFLICT WITH ADOPTED POLICIES, PLANS, OR PROGRAMS SUPPORTING ALTERNATIVE TRANSPORTATION (E.G., BUS TURNOUTS, BICYCLE RACKS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVI. UTILITIES					
a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	REQUIRE OR RESULT IN THE CONSTRUCTION OR NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECT=S PROJECTED DEMAND IN ADDITION TO THE PROVIDER=S	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT=S SOLID WASTE DISPOSAL NEEDS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	COMPLY WITH FEDERAL STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XVII. MANDATORY FINDINGS OF SIGNIFICANCE					
a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? CUMULATIVE CONSIDERABLE MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets of necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology – Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as ENV-2006-6520-MND and the associated case(s), CPC-2006-6519-ZC-ZV-HD-ZAA-SPR. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org>; City Planning – and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps – <http://gmw.consrv.ca.gov/shmp/> Engineering/Infrastructure/Topographic Maps/Parcel Information – <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA."

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
Anita Bizzell	City Planning Assistant	(213) 978-1356	02/12/2007

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

	Impact	Explanation	Mitigation Measures
I. AESTHETICS			
a.	NO IMPACT	THE SITE DOES NOT CONTAIN A SCENIC VISTA. NO IMPACT WOULD OCCUR.	
b.	NO IMPACT	THE DEVELOPED SITE IS NOT LOCATED WITHIN A CITY-DESIGNATED SCENIC HIGHWAY. NO SCENIC RESOURCES EXIST ON-SITE. NO IMPACT WOULD OCCUR.	
c.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT WOULD BE ATTRACTIVELY LANDSCAPED AND REMAIN GRAFFITI FREE PROVIDING THE COMMUNITY WITH AN ATTRACTIVE DEVELOPMENT. MITIGATION MEASURES HAVE BEEN IMPOSED TO REDUCE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.	AES-1, AES-2, AES-3 (I b2, I b4)
d.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	NIGHTTIME LIGHTING FROM THE PROJECT WOULD BE DIRECTED AWAY FROM THE ADJACENT RESIDENTIAL USES. MITIGATION MEASURES HAVE BEEN IMPOSED TO REDUCE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.	AES-4 (I c1)
II. AGRICULTURAL RESOURCES			
a.	NO IMPACT	THE SITE IS LOCATED IN A DENSELY DEVELOPED AREA AND IS ZONED FOR COMMERCIAL/RESIDENTIAL USE.	
b.	NO IMPACT	THE SITE IS LOCATED IN A DENSELY DEVELOPED AREA AND IS ZONED FOR COMMERCIAL/RESIDENTIAL USE.	
c.	NO IMPACT	THE SITE IS LOCATED IN A DENSELY DEVELOPED AREA AND IS ZONED FOR COMMERCIAL/RESIDENTIAL USE.	
III. AIR QUALITY			
a.	NO IMPACT	THE PROPOSED PROJECT WILL NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR THE CONGESTION MANAGEMENT PLAN.	
b.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	THE PROJECT MUST IMPLEMENT CONSTRUCTION MANAGEMENT MEASURES TO MINIMIZE SHORT-TERM AIR QUALITY IMPACTS. MITIGATION MEASURES HAVE BEEN IMPOSED TO REDUCE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.	AQ-1 TO AQ-6 (VI b2)
c.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT WOULD NOT RESULT IN A CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANTS. NO MITIGATION IS NECESSARY.	
d.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	AIR FILTRATION SYSTEMS LOCATED IN EACH OF THE 96 RESIDENTIAL UNITS AND WITHIN COMMERCIAL/RETAIL WOULD REDUCE THE IMPACTS OF AIR POLLUTION TO A LEVEL OF LESS THAN SIGNIFICANCE. MITIGATION MEASURES HAVE BEEN IMPOSED TO REDUCE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.	AQ-7 (III d1)

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

	Impact	Explanation	Mitigation Measures
e.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	TRASH RECEPTORS COULD CREATE OBJECTIONABLE ODORS TO ADJACENT RESIDENTIAL PROPERTIES. MITIGATION MEASURES HAVE BEEN IMPOSED TO REDUCE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.	AQ-8 (III e1i)
IV. BIOLOGICAL RESOURCES			
a.	NO IMPACT	THE PROJECT SITE DOES NOT CONTAIN KNOWN PROTECTED SPECIES.	
b.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN RIPARIAN HABITAT, WETLAND, OR IDENTIFIED NATURAL COMMUNITY.	
c.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN RIPARIAN HABITAT, WETLAND, OR IDENTIFIED NATURAL COMMUNITY.	
d.	NO IMPACT	THE PROJECT SITE DOES NOT CONTAIN ANY MIGRATORY WILDLIFE CORRIDORS.	
e.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	PROTECTED AND NON-PROTECTED TREES WILL BE REMOVED FROM THE SITE. MITIGATION MEASURES HAVE BEEN IMPOSED TO REDUCE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.	BIO-1 TO BIO-3 (IV e, IV f)
f.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN A CONSERVATION PLAN.	
V. CULTURAL RESOURCES			
a.	NO IMPACT	THE SITE DOES NOT CONTAIN KNOWN HISTORIC RESOURCES.	
b.	LESS THAN SIGNIFICANT IMPACT	THE SITE DOES NOT CONTAIN KNOWN ARCHAEOLOGICAL RESOURCES.	
c.	LESS THAN SIGNIFICANT IMPACT	THE SITE DOES NOT CONTAIN KNOWN PALEONTOLOGICAL RESOURCES.	
d.	LESS THAN SIGNIFICANT IMPACT	THE SITE DOES NOT CONTAIN KNOWN HUMAN REMAINS.	
VI. GEOLOGY AND SOILS			
a.i	NO IMPACT	THE SITE IS NOT LOCATED ON A FAULT ZONE. HOWEVER, SEISMIC BUILDING CODES WILL BE IN PLACE TO MINIMIZE RISKS POSED BY SEISMIC ACTIVITY.	
a.ii	LESS THAN SIGNIFICANT IMPACT	THE SITE IS NOT LOCATED ON A FAULT ZONE. HOWEVER, SEISMIC BUILDING CODES WILL BE IN PLACE TO MINIMIZE RISKS POSED BY SEISMIC ACTIVITY.	
a.iii	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	THE SITE IS SUSCEPTIBLE TO LIQUEFACTION. A GEOTECHNICAL REPORT MUST BE APPROVED BY THE CITY TO ENSURE SEISMIC-RELATED GROUND FAILURE HAZARDS, INCLUDING LIQUEFACTION ARE ADDRESSED. MITIGATION MEASURES HAVE BEEN IMPOSED TO REDUCE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.	GEO-1 AND GEO-2 (VI aii, VI d)
a.iv	NO IMPACT	THE FLAT SITE IS NOT PRONE TO LANDSLIDES.	

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

	Impact	Explanation	Mitigation Measures
b.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	MITIGATION MEASURES WILL BE REQUIRED TO REDUCE IMPACTS TO A LESS THAN SIGNIFICANT LEVEL TO NEARBY RESIDENTS AND BUSINESSES FROM GRADING AND CONSTRUCTION ACTIVITIES ON THE SITE.	GEO-3 to GEO-6, HWQ-1, HWQ-2 AND AQ-1 TO AQ-6 (VI b1, VI b2, VIII c2, VIII c4)
c.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	THE SITE COULD BECOME UNSTABLE DUE TO LIQUEFACTION. A GEOTECHNICAL REPORT MUST BE APPROVED BY THE CITY TO ENSURE ON-SITE SOILS ARE STABLE. MITIGATION MEASURES HAVE BEEN IMPOSED TO REDUCE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.	GEO-1 AND GEO-2 (VI aii, VI d).
d.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	THE SITE IS LOCATED ON EXPANSIVE SOILS. A GEOTECHNICAL REPORT MUST BE APPROVED BY THE CITY TO ENSURE EXPANSIVE SOILS ADDRESSED DURING CONSTRUCTION. MITIGATION MEASURES HAVE BEEN IMPOSED TO REDUCE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.	GEO-1 AND GEO-2 (VI aii, VI d)
e.	NO IMPACT	THE PROPOSED PROJECT DOES NOT INVOLVE SEPTIC TANKS OR ALTERNATIVE WASTEWATER DISPOSAL SYSTEMS.	
VII. HAZARDS AND HAZARDOUS MATERIALS			
a.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	THE EXISTING ON-SITE BUILDINGS MAY CONTAIN LEAD PAINTS AND/OR ASBESTOS CONTAINING MATERIALS (ACS). MITIGATION REQUIRING LEAD AND ACM SURVEYS ARE REQUIRED TO ENSURE THAT SUCH HAZARDS ARE REDUCED TO A LESS THAN SIGNIFICANT LEVEL.	HAZ-1 AND HAZ-2. (VII b5)
b.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	THE SITE IS LOCATED IN AN AREA KNOWN TO CONTAIN UNDERGROUND METHANE GAS. A VENTILATION SYSTEM PURSUANT TO THE MUNICIPAL CODE REQUIREMENTS WILL BE INSTALLED IN THE PROPOSED BUILDINGS. MITIGATION MEASURES HAVE BEEN IMPOSED TO REDUCE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.	HAZ-1, HAZ-2 AND HAZ-3 (VII b5, VII b2)
c.	NO IMPACT	THE PROJECT WILL NOT EMIT HAZARDOUS MATERIALS WITHIN PROXIMITY TO A SCHOOL.	
d.	LESS THAN SIGNIFICANT IMPACT	THE SITE IS NOT INCLUDED ON A LIST OF KNOWN HAZARDOUS MATERIALS SITE, COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5.	
e.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR WITHIN TWO MILES OF AN AIRPORT.	
f.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN THE VICINITY OF A PRIVATE AIRSTRIP.	

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

	Impact	Explanation	Mitigation Measures
g.	NO IMPACT	PROJECT IMPLEMENTATION WILL NOT IMPAIR OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN.	
h.	NO IMPACT	THE PROJECT IS NOT LOCATED WITHIN A MOUNTAIN FIRE ZONE.	
VIII. HYDROLOGY AND WATER QUALITY			
a.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	THE PROJECT WOULD COMPLY WITH ALL APPLICABLE REGULATORY REQUIREMENTS PERTAINING TO WATER QUALITY DURING CONSTRUCTION AND OPERATION OF THE PROJECT. MITIGATION MEASURES HAVE BEEN IMPOSED TO REDUCE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.	HWQ-1 AND HWQ-2 (VI b2, VIII c2, VIII c4)
b.	NO IMPACT	THE PROJECT WILL NOT SUBSTANTIALLY DEplete GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE.	
c.	NO IMPACT	THE PROJECT WILL NOT SUBSTANTIALLY ALTER EXISTING DRAINAGE PATTERNS OF THE SITE OR SURROUNDING AREA.	
d.	NO IMPACT	THE PROJECT WILL NOT SUBSTANTIALLY ALTER EXISTING DRAINAGE PATTERNS OF THE SITE OR SURROUNDING AREA.	
e.	NO IMPACT	THE PROJECT WILL NOT CONTRIBUTE RUNOFF THAT WOULD EXCEED THE CAPACITY OF THE LOCAL DRAINAGE CHANNELS.	
f.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	THE PROJECT WOULD COMPLY WITH ALL APPLICABLE REGULATORY REQUIREMENTS PERTAINING TO WATER QUALITY DURING CONSTRUCTION AND OPERATION OF THE PROJECT. MITIGATION MEASURES HAVE BEEN IMPOSED TO REDUCE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.	HWQ-1 AND HWQ-2 (VI b2, VIII c2, VIII c4)
g.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN A 100-YEAR FLOOD PLAIN.	
h.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN A 100-YEAR FLOOD PLAIN.	
i.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN A 100-YEAR FLOOD PLAIN.	
j.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN AN AREA AT RISK FOR INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW.	
IX. LAND USE AND PLANNING			
a.	NO IMPACT	THE PROJECT WOULD NOT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY.	
b.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT WOULD NOT CONFLICT	

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

	Impact	Explanation	Mitigation Measures
		WITH ANY APPLICABLE LAND USE PLAN, POLICY OR REGULATION.	
c.	NO IMPACT	THE PROJECT WOULD NOT CONFLICT WITH ANY CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN.	
X. MINERAL RESOURCES			
a.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED IN AN AREA CONTAINING SIGNIFICANT MINERAL DEPOSITS.	
b.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED IN AN AREA CONTAINING SIGNIFICANT MINERAL DEPOSITS.	
XI. NOISE			
a.	LESS THAN SIGNIFICANT IMPACT	ALL NOISE LEVELS RESULTING FROM CONSTRUCTION AND OPERATION OF THE PROJECT ARE EXPECTED TO RESULT IN LESS THAN SIGNIFICANT LEVELS FOR THE NEARBY RESIDENTS AND BUSINESSES.	
b.	LESS THAN SIGNIFICANT IMPACT	THE RESIDENTS OF THIS PROJECT WILL BE EXPOSED TO TYPICAL URBAN NOISE VIBRATION LEVELS. HOWEVER, THE NOISE AND VIBRATION LEVELS ARE ANTICIPATED TO BE LESS THAN SIGNIFICANT.	
c.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	MITIGATION MEASURES HAVE BEEN IMPOSED TO REDUCE NOISE IMPACT DURING PROJECT OPERATION TO A LESS THAN SIGNIFICANT LEVEL.	NOISE-1 TO NOISE-4 (XI a2, XI a3, XI a11)
d.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	DURING CONSTRUCTION OF THE PROJECT IT IS ANTICIPATED THAT NOISE LEVELS WILL BE ABOVE 75 DBA.. MITIGATION MEASURES HAVE BEEN IMPOSED TO REDUCE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.	NOISE-5 TO NOISE-14 (VI b2)
e.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR WITHIN TWO MILES OF AN AIRPORT.	
f.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN THE VICINITY OF A PRIVATE AIRSTRIP.	
XII. POPULATION AND HOUSING			
a.	LESS THAN SIGNIFICANT IMPACT	THE ESTIMATED POPULATION INCREASE FROM THIS PROJECT IS NOT SUBSTANTIAL GROWTH IN THE AREA AND NO MITIGATION IS REQUIRED.	
b.	NO IMPACT	THE PROJECT SITE WOULD ADD TO THE CITY'S HOUSING SUPPLY. REPLACEMENT HOUSING IS ALSO AVAILABLE IN THE SURROUNDING AREA.	
c.	NO IMPACT	NO TENANTS CURRENTLY EXIST ON SITE. THE PROJECT WOULD RESULT IN AN INCREASE IN THE CITY'S HOUSING SUPPLY WHEN COMPARED TO	

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

	Impact	Explanation	Mitigation Measures
		EXISTING SITE CONDITIONS.	
XIII. PUBLIC SERVICES			
a.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT IS WITHIN FIRE DISTRICT NO. 2. THE PROJECT WILL COMPLY WITH APPLICABLE CITY FIRE AND BUILDING CODE REQUIREMENTS. MITIGATION MEASURES HAVE BEEN IMPOSED TO REDUCE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.	PS-1 (XIII a)
b.	LESS THAN SIGNIFICANT IMPACT	THE INCREASE IN DWELLING UNITS BEYOND EXISTING CONDITIONS WILL NOT SIGNIFICANTLY INCREASE POLICE DEPARTMENT RESPONSE TIMES.	
c.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	THE PROJECT WILL PAY SCHOOL FEES TO THE LOS ANGELES UNIFIED SCHOOL DISTRICT TO OFFSET THE IMPACT OF ADDITIONAL STUDENT ENROLLMENT AT SCHOOLS SERVING THE PROJECT AREA. MITIGATION MEASURES HAVE BEEN IMPOSED TO REDUCE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.	PS-2 to PS-8 (XIII c1, XIIIc2)
d.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	THE PROJECT WILL PAY QUIMBY FEES TO OFFSET THE IMPACT DUE TO INSUFFICIENT PARKS AND/OR RECREATIONAL FACILITIES. MITIGATION MEASURES HAVE BEEN IMPOSED TO REDUCE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.	PS-9 (XIV a)
e.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	POTENTIAL STREET DEDICATION AND/OR IMPROVEMENTS MAY BE REQUIRED ALONG MELROSE, CAMERFORD AVENUE, AND/OR EL CENTRO AVENUE TO COMPLY WITH SECONDARY HIGH AND LOCAL STREET STANDARDS. MITIGATION MEASURES HAVE BEEN IMPOSED TO REDUCE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.	PS-10 (XIII e)
XIV. RECREATION			
a.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	THE PROJECT WILL PAY QUIMBY FEES TO OFFSET THE IMPACT DUE TO INSUFFICIENT PARKS AND/OR RECREATIONAL FACILITIES. MITIGATION MEASURES HAVE BEEN IMPOSED TO REDUCE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.	PS-9 (XIV a)
b.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT SITE WILL INCLUDE PUBLIC AND PRIVATE OPEN SPACE THAT WILL MEET THE OPEN SPACE REQUIREMENTS OF THE CITY.	
XV. TRANSPORTATION/CIRCULATION			
a.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL INCREASE IN TRAFFIC RELATIVE TO EXISTING TRAFFIC LOAD AND CAPACITY OF THE STREET SYSTEM.	

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

	Impact	Explanation	Mitigation Measures
b.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT WOULD NOT EXCEED A LEVEL OF SERVICE ESTABLISHED BY THE COUNTY CONGESTION MANAGEMENT AGENCY.	
c.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN AN AIRPORT LAND USE PLAN.	
d.	LESS THAN SIGNIFICANT IMPACT	SITE ACCESS AND CIRCULATION WILL BE REVIEWED BY LADOT TO MINIMIZE ANY RISKS ASSOCIATED WITH QUEING ALONG EL CENTRO AVENUE.	
e.	LESS THAN SIGNIFICANT IMPACT	CONSTRUCTION AND OPERATION OF THE PROJECT WILL NOT HINDER EMERGENCY ACCESS.	
f.	NO IMPACT	THE PROJECT WILL PROVIDE ADEQUATE PARKING PER THE LAMC AND THE GUIDELINES SET FORTH BY THE DEPUTY ADVISORY AGENCY REGARDING PARKING.	
g.	NO IMPACT	THE PROJECT WILL NOT CONFLICT WITH ANY ADOPTED PLANS, POLICIES, OR PROGRAMS SUPPORTING ALTERNATIVE TRANSPORTATION.	
XVI. UTILITIES			
a.	LESS THAN SIGNIFICANT IMPACT	THE ESTIMATED WASTEWATER FLOWS FROM THE PROJECT WOULD HAVE A LESS THAN SIGNIFICANT IMPACT TO THE CITY'S WASTEWATER CONVEYANCE OR TREATMENT SYSTEMS.	
b.	NO IMPACT	THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES.	
c.	NO IMPACT	THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES.	
d.	LESS THAN SIGNIFICANT IMPACT	DWP HAS SUFFICIENT WATER TO SUPPLY THE PROPOSED MIXED-USE PROJECT.	
e.	LESS THAN SIGNIFICANT IMPACT	THE HYPERIAN TREATMENT PLANT HAS ADEQUATE CAPACITY TO SERVE THE PROPOSED PROJECT.	
f.	LESS THAN SIGNIFICANT IMPACT	EXISTING LANDFILLS IN LOS ANGELES COUNTY HAVE THE CAPACITY TO SERVE THE PROPOSED PROJECT.	
g.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	A RECYCLING SYSTEM WILL BE IMPLEMENTED FOR THE PROJECT TO REDUCE THE CITY'S RELIANCE UPON LANDFILLS. MITIGATION MEASURES HAVE BEEN IMPOSED TO REDUCE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.	UTIL-1 (XVI f)
XVII. MANDATORY FINDINGS OF SIGNIFICANCE			
a.	NO IMPACT	POTENTIALLY SIGNIFICANT IMPACTS CREATED BY THE PROJECT CAN BE MITIGATED TO A LESS THAN	

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

	Impact	Explanation	Mitigation Measures
		SIGNIFICANT LEVEL BY THE INCORPORATION OF MITIGATION MEASURES PRESCRIBED IN THIS REPORT.	
b.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	THE CONSTRUCTION OF THE PROPOSED MIXED-USE PROJECT WILL RESULT IN ENVIRONMENTAL IMPACTS, HOWEVER EACH IMPACT CAN BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL WITH INCORPORATION OF THE PRESCRIBED MITIGATION MEASURES. AS SUCH, THE PROPOSED PROJECT WILL NOT RESULT IN CUMULATIVE IMPACTS.	ALL MITIGATION MEASURES
c.	NO IMPACT	THE PROPOSED PROJECT WILL HAVE NO SUBSTANTIAL ADVERSE EFFECT ON HUMAN BEINGS.	