

## FINDINGS

(As Amended by the City Planning Commission at its meeting on March 13, 2025)

### **General Plan/Charter Findings**

1. **General Plan Land Use Designation.** The Project Site, 2250 West Pico Boulevard, is located within the South Los Angeles Community Plan which recently underwent a Community Plan Update in 2018, the adoption of the Community Plan Implementation Overlay ("CPIO"), and subsequent amendment to that CPIO. However, the subject case was filed and vested on July 25, 2018, before the Community Plan Update and CPIO became effective on December 29, 2018 (under Ordinance Nos. 185,926 and 185,927, respectively), and before the CPIO amendment became effective on August 26, 2024 (under Ordinance No. 188,312); therefore the Community Plan Update, CPIO, and CPIO Amendment do not apply to the subject case. The project is subject and vested to the 2000 South Los Angeles Community Plan. The site is irregularly-shaped, is comprised of seven (7) lots totaling approximately 28,003 square feet, and is bisected by an alley. At the time the subject case was filed and vested, the northerly portion of the site was previously designated for Commercial Manufacturing land uses, with corresponding zones of CM; the site was zoned [Q]C2-1 which was not consistent with the land use designation. In addition, the southerly portion of the site was previously designated for Low Medium II Residential land uses, with corresponding zones of RD1.5, RD2, RW2, and RZ2.5; the site was zoned RD1.5-1 which was consistent with the land use designation.

As recommended, the amendment would re-designate the entirety of the Project Site to the Neighborhood Commercial land use designation, which lists the following corresponding zones in the Community Plan Update: CR, C1, C1.5, C2, C4, RAS3, and R3. The recommended Zone Change to C2-2-CPIO for the entirety of the Project Site would be consistent with the adoption of the recommended Plan Amendment and would be in substantial conformance with the purpose, intent, and provisions of the General Plan as it is reflected within the South Los Angeles Community Plan Update, as further discussed in Finding Nos. 3 and 5 through 7.

2. **Charter Finding – City Charter Finding 555.** The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic, or physical identity.

The project site is located in the South Los Angeles Community Plan at the southwestern corner of the intersection of Pico Boulevard and Arapahoe Street. The subject site is in an urbanized area surrounded primarily by commercial and multi-family residential uses. The site is currently improved with a single-story market and associated surface parking that will be demolished. The Project Site has its own physical identity in that it is currently underutilized in an otherwise developed neighborhood. The ability to develop the existing site is limited, as the existing [Q]C2-1 zone along the northerly portion of the site only allows 1.5:1 FAR, and the existing RD1.5-1 zone along the southerly portion of the site does not allow a hotel use. The General Plan Amendment, Vesting Zone Change, and Height District Change would allow development of the site with a 125-room hotel with 2.99:1 FAR, as proposed. As described in Finding Nos. 1, 3, and 5 through 7, the amendment would allow the development of the site with new hotel rooms that are in close proximity to regional tourist destinations and employment centers in Downtown LA and South Los Angeles to serve tourists, visitors, and business travelers, as well as several other neighborhood-serving uses, jobs, and public transit, consistent with the objectives and policies of the 2000 Community Plan.

3. **Charter Finding – City Charter Finding 556.** When approving any matter listed in Section 558, the City Planning Commission and the Council shall make findings showing that the

action is in substantial conformance with the purposes, intent and provisions of the General Plan. If the Council does not adopt the City Planning Commission's findings and recommendations, the Council shall make its own findings.

The Project Site is located within the South Los Angeles Community Plan area, which is one of 35 community plans that the Land Use Element of the General Plan is comprised of. The Community Plan designates the northerly portion of the site for Commercial Manufacturing land uses, with corresponding zones of CM; the site was zoned [Q]C2-1 which was not consistent with the land use designation. The Community Plan designates the southerly portion of the site for Low Medium II Residential land uses, with corresponding zones of RD1.5, RD2, RW2, and RZ2.5; the site was zoned RD1.5-1 which was consistent with the land use designation.

As recommended, the amendment would re-designate the entirety of the Project Site to the Neighborhood Commercial land use designation, which lists the following corresponding zones in the Community Plan Update: CR, C1, C1.5, C2, C4, RAS3, and R3. The recommended Zone Change to C2-2-CPIO for the entirety of the Project Site would be consistent with the adoption of the recommended Plan Amendment and would be in substantial conformance with the purpose, intent, and provisions of the General Plan as it is reflected within the South Los Angeles Community Plan Update, as further discussed in Finding Nos. 3 and 5 through 7.

The subject site is in an urbanized area surrounded primarily by commercial and multi-family residential uses. The abutting property on the west is improved with a single-story commercial building including a restaurant, church, markets, and offices in the C2-1VL-CPIO zone. Other properties along Pico Boulevard are zoned C2-1VL-CPIO and [Q]C2-1 and improved with commercial uses and multi-family residential buildings up to seven (7) stories in height. Neighboring properties to the south are improved with multi-family residential buildings up to three (3) stories in height and some single-family dwellings in the RD1.5-1 zone.

The ability to develop the existing site is limited, as the existing [Q]C2-1 zone along the northerly portion of the site only allows 1.5:1 FAR, and the existing RD1.5-1 zone along the southerly portion of the site does not allow a hotel use. The General Plan Amendment, Vesting Zone Change, and Height District Change would allow development of the site with a 125-room hotel with 2.99:1 FAR, as proposed. As further discussed in Finding Nos. 1 and 5 through 7, the amendment of the land use designation would be consistent with the purpose, intent, and provisions of the General Plan.

4. **Charter Finding – City Charter Finding 558.** The proposed Amendment to the 2000 South Los Angeles Community Plan will be in conformance with public necessity, convenience, general welfare and good zoning practice.

The recommended amendment to the 2000 South Los Angeles Community Plan would re-designate the land use designation of the Project Site from Commercial Manufacturing and Low Medium II to Neighborhood Commercial. In conjunction with the recommended land use amendment, the recommended zone change from [Q]C2-1 and RD1.5-1 to C2-2-CPIO would allow the development of the Project Site to a 125-room hotel.

#### Public Necessity, Convenience, and General Welfare

The northerly portion of the site has a land use designation of Commercial Manufacturing and is zoned [Q]C2-1 which only allows 1.5:1 FAR; the southerly portion of the site was previously designated for Low Medium II Residential and is zoned RD1.5-1 which does not allow a hotel

use. The site is currently improved with a single-story market and associated surface parking that will be demolished.

The Project proposes to develop the underutilized site into a 125-room hotel. As the existing land use designation, zone, and height district limit the northerly portion of the site to 1.5:1 FAR, and the southerly portion of the site from a hotel use, the amendment is necessary to permit the development of the site for the hotel as proposed.

In 2013, the Chief Legislative Analyst reported (Council File No. 13- 0991) that Downtown was one of several areas in the City with high demand for hotel rooms. The CLA report found that the City has had about 0.9% compound annual growth in hotel room supply over the past 25 years, while nationally the hotel supply has grown at about 1.8% compounded annually for the same period. In 2015, Los Angeles Tourism and Convention Board (LATCB) reported that 6,400 new hotel rooms were built in New York City in 2014, while only 1,100 new hotel rooms were added in Los Angeles County. Granting the General Plan Amendment from the Commercial Manufacturing and Low Medium II to the Neighborhood Commercial land use designation, and to amend Footnote No. 4 of the South Los Angeles Community Plan Map to allow Height District 2, along with the Zone Change and Height District Change to the C2-2-CPIO Zone would allow the construction of a 125-room hotel on an underutilized site in proximity to Downtown LA.

#### Good Zoning Practice

The project is subject and vested to the 2000 South Los Angeles Community Plan. At the time the subject case was filed and vested, the northerly portion of the site was previously designated for Commercial Manufacturing land uses and was zoned [Q]C2-1. As previously zoned, the northerly portion of the site was not consistent with the previous land use designation.

The subject site is in an urbanized area surrounded primarily by commercial and multi-family residential uses. The abutting property on the west is improved with a single-story commercial building including a restaurant, church, markets, and offices in the C2-1VL-CPIO zone. Other properties along Pico Boulevard are zoned C2-1VL-CPIO and [Q]C2-1 and improved with commercial uses and multi-family residential buildings up to seven (7) stories in height. Neighboring properties to the south are improved with multi-family residential buildings up to three (3) stories in height and some single-family dwellings in the RD1.5-1 zone. The subject site is within a Transit Priority Area and is located in close proximity to several bus stops served by the Los Angeles County Metropolitan Transportation Authority ("Metro") 2, 30, 33, 204, 754 bus lines, which qualifies as a Major Transit Stop.

The ability to develop the existing site is limited, as the existing [Q]C2-1 zone along the northerly portion of the site only allows 1.5:1 FAR, and the existing RD1.5-1 zone along the southerly portion of the site does not allow a hotel use. The General Plan Amendment, Vesting Zone Change, and Height District Change would allow development of the site with a 125-room hotel with 2.99:1 FAR, as proposed. As further discussed in Finding Nos. 1 and 5 through 7, the amendment of the land use designation would be consistent with the purpose, intent, and provisions of the General Plan.

The amendment to re-designate the site to Neighborhood Commercial would allow it to be developed with a new 125-room hotel. As the immediately surrounding area is developed commercial and multi-family residential uses, the amendment would not be introducing an incompatible use to the area. As provided in Finding Nos. 5 through 8, the amendment would allow the development of the site with a hotel that is consistent with the objectives and policies of the 2000 Community Plan.

5. **General Plan Text.** The 2000 South Los Angeles Community Plan text includes the following relevant objectives, policies, and programs:

- Goal 2: A strong and competitive commercial sector which best serves the need of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district.*
- Objective 2-1: To conserve and strengthen viable commercial development.*
- Policy 2-1.1: New commercial uses shall be located in existing, established commercial areas or existing shopping centers.*
- Policy 2-1.3: Commercial areas should be consolidated and deepened to stimulate existing businesses, create opportunities for new development and off-street parking, expand the variety of goods and services, and improve shopping convenience as well as offer local employment.*
- Objective 2-5: To enhance the appearance of commercial districts.*
- Policy 2-5.1: Improve the appearance and landscaping of commercial properties.*
- Objective 2-6: To maintain and increase the commercial employment base for community residents whenever possible.*
- Policy 2-6.1: Protect commercial plan designations so that commercial development is encouraged.*

The recommended amendment to re-designate the site to the Neighborhood Commercial land use designation and recommended zone change to C2-2-CPIO would allow the site to be developed with the Project as proposed. The Project would develop an underutilized site with a new hotel project that will add 125 short-term overnight hotel rooms in proximity to regional tourist destinations and employment centers in Downtown LA and South Los Angeles to serve tourists, visitors, and business travelers. The project is located on an established commercial corridor, and will enhance the site by providing active uses, transparency, and landscaping along the street frontages, thereby supporting the viability of the existing commercial corridor.

As recommended, the General Plan Amendment, Vesting Zone Change, and Height District Change would be consistent with the above referenced objectives, policies, and programs of the 2000 South Los Angeles Community Plan.

6. **Framework Element.** The Framework Element for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following provisions, objectives and policies relevant to the instant request:

- Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of*

*natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable city.*

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

*Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram and Table 3-1.*

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

*Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.*

*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, in accordance with the Framework Long-Range Land Use Diagram.*

The General Plan Framework identifies Pico Boulevard as a Mixed Use Boulevard. Per the Framework's Long Range Land Use Diagram for the West/Coastal Los Angeles area, a "Mixed Use Boulevard" is identified as "connect[ing] the city's neighborhood districts and community, regional and Downtown centers. Mixed Use development is encouraged along these boulevards, with the scale, density and height of development compatible with the surrounding areas. Generally, different types of Mixed Use Boulevards will fall within a range of floor area ratios from 1.5:1 up to 4.0:1 and be generally characterized by 1- to 2-story commercial structures, up to 3- to 6-story mixed use buildings between centers and higher buildings within centers. Mixed Use Boulevards are served by a variety of transportation facilities". Therefore, as a 6-story hotel project with a maximum 2.99:1 FAR, the proposed project is consistent with the General Plan Framework.

As recommended, the Neighborhood Commercial land use designation and C2 Zone would enable the development of the underutilized site with a new hotel project. The project will

contribute toward and facilitate the City's long-term fiscal and economic viability by adding 125 short-term overnight hotel rooms in proximity to Downtown LA and South Los Angeles to serve visitors and tourists, and would be consistent with the above referenced goals, objectives, and policies of the Framework Element.

7. **Mobility Element.** The Mobility Element of the General Plan is not likely to be affected by the recommended action herein. The proposed project, with the requested General Plan Amendment and Vesting Zone Change, proposes to construct a new six-story hotel project at the intersection of Pico Boulevard and Arapahoe Street. Pico Boulevard, abutting the property to the north, is designated by the Mobility Plan as an Avenue II, with a designated right-of-way width of 86 feet and roadway width of 56 feet, and is currently dedicated to a varying right-of-way width ranging between 80 to 83 feet and approximately 56 foot roadway width, with a curb, gutter, and sidewalk. Arapahoe Street, abutting the property to the west, is designated by the Mobility Plan as a Local Street - Standard, with a designated right-of-way width of 60 feet and roadway width of 36 feet, and is currently dedicated to a 50-foot right-of-way width and approximately 33 foot roadway width, with a curb, gutter, and sidewalk. An alley, bisecting the site, is 12 feet in width. The project will be required to dedicate and improve the public right-of-way to the satisfaction of the Bureau of Engineering. In addition to providing dedications to meet the established Street Standards, the project is also consistent with the following policies of the Mobility Element:

Policy 3.3: Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

Policy 5.4: Clean Fuels and Vehicles: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

The project will provide 125 hotel rooms on a site that is within a transit priority area. The site is within a Transit Priority Area and is located in close proximity to several bus stops served by the Los Angeles County Metropolitan Transportation Authority ("Metro") 2, 30, 33, 204, 754 bus lines, which qualifies as a Major Transit Stop. The Project has been conditioned to comply with EV charging requirements of the LAMC.

### **Entitlement Findings**

#### **8. Zone Change Findings.**

- a. **Pursuant to Section 12.32-C 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.**

As provided under Finding No. 4, the project is consistent with public necessity, convenience, general welfare as the project will provide a 125-room hotel in proximity to Downtown LA that has a high demand for hotel rooms. The project is consistent with good zoning practice as it will re-designate and re-zone the site to Neighborhood Commercial and C2-2-CPIO, respectively, which correspond to one another.

- b. **Pursuant to Section 12.32-G. of the Municipal Code "T" Classification Findings.** The current action, as recommended, has been made contingent upon compliance with new "T" conditions of approval imposed herein for the proposed project. As recommended, the Zone Change has been placed in temporary "T" Classification in order to ensure consistency with the amendment to the land use designation from Commercial

Manufacturing and Low Medium II to Neighborhood Commercial. The “T” Conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public’s needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this site.

#### 10. Conditional Use Findings.

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

The project site is located in the South Los Angeles Community Plan at the southwestern corner of the intersection of Pico Boulevard and Arapahoe Street. The site is relatively flat and irregularly-shaped, is comprised of seven (7) lots totaling approximately 28,003 square feet, and is bisected by an alley. The site has approximately 185 feet of combined frontage along the south side of Pico Boulevard (bisected by the 12-foot wide alley), and approximately 165 feet of frontage along the west side of Arapahoe Street. The site is currently improved with a single-story market and associated surface parking that will be demolished.

The proposed project is the construction of a new hotel development comprised of two (2) six-story 76-foot 6-inch tall buildings separated by an alley. The project will provide a total of 125 guest rooms, 77,828 square feet of floor area, and 2.99:1 FAR. The project will voluntarily provide 84 parking spaces across three (3) levels of subterranean parking, as well as six (6) short-term and six (6) long-term bicycle parking spaces.

The applicant has requested a Conditional Use to allow a hotel located within 500 feet of an R Zone. Neighboring properties to the south are improved with multi-family residential buildings up to three (3) stories in height and some single-family dwellings in the RD1.5-1 zone.

The hotel will offer visitors lodging and amenities such as a business center, meeting room, breakfast area, and gift shop for guests. These incidental amenities of the hotel will be located on the ground floor. The second floor will include an open-to-sky courtyard with a pool and outdoor seating. The hotel will serve the needs of those who visit the area, whether as tourists or business travelers. The proposed project will activate the street by encouraging and promoting street-level pedestrian activity along Pico Boulevard and Arapahoe Street.

A hotel use within 500 feet of an R Zone will enhance the built environment by strengthening the existing mixed-use neighborhood made up of commercial and residential uses. Therefore, the proposed project would provide a service that is essential and beneficial to the community, city and region.

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

The proposed project is the construction of a new hotel development comprised of two (2) six-story 76-foot 6-inch tall buildings separated by an alley. The project will provide a total of 125 guest rooms, 77,828 square feet of floor area, and 2.99:1 FAR. The project will voluntarily provide 84 parking spaces across three (3) levels of subterranean parking, as well as six (6) short-term and six (6) long-term bicycle parking spaces.

The subject site is in an urbanized area surrounded primarily by commercial and multi-family residential uses. The abutting property on the west is improved with a single-story commercial building including a restaurant, church, markets, and offices in the C2-1VL-CPIO zone. Other properties along Pico Boulevard are zoned C2-1VL-CPIO and [Q]C2-1 and improved with commercial uses and multi-family residential buildings up to seven (7) stories in height. Neighboring properties to the south are improved with multi-family residential buildings up to three (3) stories in height and some single-family dwellings in the RD1.5-1 zone. The subject site is within a Transit Priority Area and is located in close proximity to several bus stops served by the Los Angeles County Metropolitan Transportation Authority ("Metro") 2, 30, 33, 204, 754 bus lines, which qualifies as a Major Transit Stop.

The proposed project is the construction of a new hotel development comprised of two (2) six-story 76-foot 6-inch tall buildings separated by an alley. The alley is currently 12 feet wide and will be widened to 20 feet wide per BOE requirements; therefore the alley will provide a 20-foot break in-between the two buildings. Building 1 provides an open-to-sky courtyard on Level 2 that will provide relief in the building mass adjacent to residential neighbors to the south. The site's previous zoning of [Q]C2-1 and RD1.5-1 allow unlimited building height for the northerly portion of the site, and a maximum building height of 45 feet for the southerly portion of the site, respectively. However, the proposed height of 76 feet 6 inches is allowed by the recommended C2-2-CPIO zoning designation which allows unlimited building height. The proposed height is generally consistent with surrounding buildings which range from one to seven stories in height.

Building 1, located at the corner of Pico Boulevard and Arapahoe Street, and to the east of the alley, will be the primary hotel building with a lobby, reception, gift shop and business center, breakfast area and kitchen, and offices at the ground floor. The primary building entrance is accessed from Pico Boulevard. Building 2, located to the west of the alley, will provide a meeting room and pre-function meeting space which are accessed from the alley.

The project will voluntarily provide 84 parking spaces across three (3) levels of subterranean parking, as well as six (6) short-term and six (6) long-term bicycle parking spaces. All vehicular access for parking is provided along the alley. No (0) parking spaces are proposed above-grade. The Traffic Impact Study prepared by Linscott Law & Greenspan Engineers dated February 17, 2017 confirmed that no significant impacts are expected due to the project, and no traffic mitigation measures are required or recommended. The Department of Transportation (LADOT) reviewed the traffic assessment and confirmed its findings in a memo dated March 16, 2017, confirming that none of the study intersections would be significantly impacted by project-related traffic.

Therefore, as described above, the project's size, height, operations, amenities, and features will enhance the surrounding neighborhood rather than further degrade or adversely affect other properties.

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

As provided under Finding Nos. 1, 3, 5 through 7, and 11a, the project is in substantial conformance with the Framework Element, Community Plan, and Mobility Element.



## 11. Site Plan Review Findings.

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

As provided under Finding Nos. 1, 3, 5 through 7, and 10c, the project is in substantial conformance with the Framework Element, Community Plan, and Mobility Element.

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

The project site is located in the South Los Angeles Community Plan at the southwestern corner of the intersection of Pico Boulevard and Arapahoe Street. The site is relatively flat and irregularly-shaped, is comprised of seven (7) lots totaling approximately 28,003 square feet, and is bisected by an alley. The site has approximately 185 feet of combined frontage along the south side of Pico Boulevard (bisected by the 12-foot wide alley), and approximately 165 feet of frontage along the west side of Arapahoe Street.

The subject site is in an urbanized area surrounded primarily by commercial and multi-family residential uses. The abutting property on the west is improved with a single-story commercial building including a restaurant, church, markets, and offices in the C2-1VL-CPIO zone. Other properties along Pico Boulevard are zoned C2-1VL-CPIO and [Q]C2-1 and improved with commercial uses and multi-family residential buildings up to seven (7) stories in height. Neighboring properties to the south are improved with multi-family residential buildings up to three (3) stories in height and some single-family dwellings in the RD1.5-1 zone.

The proposed project is the construction of a new hotel development comprised of two (2) six-story 76-foot 6-inch tall buildings separated by an alley. The project will provide a total of 125 guest rooms, 77,828 square feet of floor area, and 2.99:1 FAR. The project will voluntarily provide 84 parking spaces across three (3) levels of subterranean parking. The project involves the demolition of an existing 9,627 square-foot market and surface parking areas.

Building 1, located at the corner of Pico Boulevard and Arapahoe Street, and to the east of the alley, will be the primary hotel building with a lobby, reception, gift shop and business center, breakfast area and kitchen, and offices at the ground floor. The primary building entrance is accessed from Pico Boulevard. Vehicular access is provided via the alley, with a parking entrance providing access to a drop-off area and ten (10) at-grade parking spaces, and a second parking entrance that ramps down to the subterranean parking levels.

Building 2, located to the west of the alley, will provide a meeting room and pre-function meeting space, and six (6) at-grade parking spaces at the ground floor, all of which are accessed from the alley.

In total, the hotel will include 95 studios, 2 ADA-compliant (American with Disability Act) rooms, and 28 suites. Recreational amenities are provided in Building 1 and will include an open-to-sky courtyard with a pool and outdoor seating at Level 2.

### Height

The project consists of two (2) six-story hotel buildings that are 76 feet 6 inches in height. The site's previous zoning of [Q]C2-1 and RD1.5-1 allow unlimited building height for the northerly portion of the site, and a maximum building height of 45 feet for the southerly portion of the site, respectively. However, the proposed height of 76 feet 6 inches is allowed by the recommended C2-2-CPIO zoning designation which allows unlimited building height. The proposed height is generally consistent with surrounding buildings which range from one to seven stories in height.

### Bulk/Massing

The proposed project is the construction of a new hotel development comprised of two (2) six-story 76-foot 6-inch tall buildings separated by an alley. The alley is currently 12 feet wide and will be widened to 20 feet wide per BOE requirements; therefore the alley will provide a 20-foot break in-between the two buildings. Building 1 provides an open-to-sky courtyard on Level 2 that will provide relief in the building mass adjacent to residential neighbors to the south.

### Building Materials

The building design incorporates changes in building plane, recesses, and varied building materials and colors to add architectural interest to the building and creates distinct breaks in the building plane. Street-facing facades are treated with a variety of building materials including wood veneer, stone, and cement plaster in various colors and finishes. The project has been conditioned so that the applicant shall work with the Department of City Planning's Urban Design Studio to increase articulation on all facades of the buildings including the alley frontages and to include vertical elements subject to the review and approval of the Director of Planning. Together, these elements are applied to create sufficient breaks in plane and articulation. The project reserves areas on the roof for solar panels, and provided in Exhibit "A" and conditioned herein.

### Entrances

Building 1, located at the corner of Pico Boulevard and Arapahoe Street, and to the east of the alley, will be the primary hotel building with a lobby, reception, gift shop and business center, breakfast area and kitchen, and offices at the ground floor. The primary building entrance is accessed from Pico Boulevard. Building 2, located to the west of the alley, will provide a meeting room and pre-function meeting space which are accessed from the alley. The applicant has proposed windows at the corner of Arapahoe Street, and enhanced the transition between Buildings 1 and 2 at the alley with added side entries and planters.

### Setbacks

The project will provide varying front yard setbacks of 1 foot 4 inches to 2 feet along Pico Boulevard, side yard setback of 1 foot 5 inches along Arapahoe Street and 5 feet to the west, and varying rear yard setbacks of 15 to 18 feet to the south. The project is conditioned so that all open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be landscaped.

### Parking/Loading

The project is eligible to provide a minimum of zero parking space pursuant to California Government Code Section 65863.2 (AB 2097). However, the project will voluntarily provide 84 parking spaces across three (3) levels of subterranean parking, as well as six (6) short-term and six (6) long-term bicycle parking spaces. All vehicular access for parking is provided along the alley. For Building 1, access is provided via the alley, with a parking entrance providing access to a drop-off area and ten (10) at-grade parking spaces,

and a second parking entrance that ramps down to the subterranean parking levels. For Building 2, six (6) at-grade parking spaces are provided at the ground floor along the alley. No (0) curb cuts are proposed, and no (0) parking spaces are proposed above-grade. The Project has been conditioned to provide electric vehicle charging spaces and electric vehicle charging stations to comply with LAMC requirements. The project proposes a loading zone along Arapahoe Street to provide access to trash collection and align with existing trash pick-up routes.

#### Lighting

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

#### Landscaping / Open Space

Recreational amenities are provided in Building 1 and will include an open-to-sky courtyard with a pool and outdoor seating at Level 2. The project is conditioned to submit landscape plans prepared by a licensed landscape architect or licensed architect to show the size and location of all plants, and ensure sufficient depth and soil volume for trees and green roofs.

#### Trash Collection

The project provides a trash enclosure at the southerly portion of the site that is accessed from a driveway and loading area. As conditioned, the trash storage and collection shall be located in a fully enclosed building or structure, so that it is not visible from public view from the street. Service providers will access the trash area from Arapahoe Street, consistent with existing trash pick-up routes. Therefore, trash collection will not affect circulation for surrounding properties.

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

The proposed 125-room hotel includes an outdoor courtyard with a pool and outdoor seating. Therefore, as conditioned, the project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

### **Environmental Findings**

12. **Mitigated Negative Declaration.** A Mitigated Negative Declaration (ENV-2018-3545-MND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, that there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Project Planning Division of the Planning Department in Room 721, 200 North Spring Street.
13. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in an area of minimal flood hazard.