

FINDINGS

CLASS 1 CONDITIONAL USE FINDINGS PURSUANT TO LAMC CHAPTER 1A, SECTION 13B.2.1. AND LAMC CHAPTER 1, SECTION 12.24.X.28

In order for relief to be granted from requirements permitting the construction of buildings on Substandard Hillside Streets, all findings mandated in Section 12.24 X.28 of Chapter 1 of the Municipal Code must be made in the affirmative. The following section states such findings with the applicable justification set forth thereafter:

1. **That 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 a rectangular-shaped, upsloping lot fronting on Stanley Hills Drive. The project includes the construction, use, and maintenance of a new 28 feet in height, two-story, 2,338-square-foot single-family residence with an attached two-car garage, and two freestanding retaining walls on an approximately 5,625-square-foot vacant lot within the Baseline Hillside Ordinance area. The project proposes two retaining walls up to a maximum height of 10 feet. Lastly, site grading will consist of 437 cubic yards of cut and 322 cubic yards of fill. The vacant property is zoned R1-1-HCR, designated for Low II Residential land uses, and is located within the Hollywood Community Plan area. The subject property is also within the Laurel Canyon/Bird Streets Hillside Construction Regulation District (HCR) Supplemental Use District, Special Grading Area (BOE Basic Grid Map A-13372), Urban Agriculture Incentive Zone, Very High Fire Hazard Severity Zone, Santa Monica Mountains Zone, Landslide area and is located within the Hollywood Fault Zone. This site is located within a hillside, single-family neighborhood. The properties adjacent to the site are zoned R1-1-HCR and are improved with single-family dwellings.

The project includes the construction, use, and maintenance of a new, two-story, 28 feet in height, 2,338 square-foot single-family dwelling with an attached two-car garage, swimming pool, spa and two ten-foot-high retaining walls on an approximately 5,625-square-foot vacant lot located within the Laurel Canyon/Bird Streets Neighborhood Hillside Construction Regulation District Ordinance area. This Hillside Ordinance No. 185,491 was adopted to preserve the scale of single-family hillside neighborhoods and to prevent out-of-scale residential development in the area. The project will perform a function that is beneficial to the City by expanding the housing supply with one new unit.

The subject property has a frontage of approximately 37.5 feet along Stanley Hills Drive. Stanley Hills Drive, adjoining one side of the subject property, has a designated right-of-way width of 20 feet and a roadway width of 18 feet as identified by the Bureau of Engineering Preliminary Hillside Referral Form dated September 7, 2024. An eight-foot-wide dedication is required. The Bureau of Engineering has

required the applicant to provide a 20-foot roadway along Stanley Hills Drive, in compliance with the Baseline Hillside Ordinance. The applicant, however, is seeking to deviate from the requirements of having to widen the unimproved roadway to 20-feet adjacent to the project site, as required by Section 12.21 C.10(i)(2) of the LAMC. The applicant is also seeking to deviate from LAMC Section 12.21 C.10(i)(3), which requires a minimum 20-foot-wide Continuous Paved Roadway from the driveway apron to the boundary of the Hillside Area.

The intent of the Hillside regulations is to provide safe vehicular access for public traffic, and for basic access to any property by emergency vehicles in case of fire or any other emergency. It is the obligation of all hillside property owners to improve the roadway in front of their properties. The project site is a 5,625 square-foot vacant lot fronting Stanley Hills Drive. The lack of street improvement in front of the applicant's property would place the burden on other property owners adjoining the project to improve the street, not only in front of their properties but also the applicant's property if the request were granted.

Requiring the applicant to dedicate and provide the Adjacent Minimum Roadway will incrementally widen the hillside streets to a safe standard. This property, and others in the area, are located in a Very High Fire Hazard Severity Zone (VHFHSV) designated by the City of Los Angeles Fire Department based on criteria that includes fuel loading, slope, fire weather, and other relevant factors. Impairment of Fire Department or emergency vehicle access to the site would expose future residents of the property as well as other dwellings located in the area to an increased risk of fire as well as other emergency situations. Requiring the applicant to provide Adjacent Minimum Roadway improvements on Stanley Hills Drive adjoining the property in compliance with Section 12.21 C.10(i)(2) is logical and appropriate relative to the scope of the proposed development and can be deemed to be in conformity with the public necessity, convenience, general welfare and good zoning practice.

APPROVED - Continuous Paved Roadway

Requiring widening and improvement for Continuous Paved Roadway at the frontage of the Project site and to the boundary of the Hillside Area in compliance with Section 12.21 C.10(i)(3), along Stanley Hills Drive and other hillside streets, would require the applicant to acquire private lands from several property owners and make improvements. The applicant does not have access to property rights at these locations, making such improvements infeasible and without rational nexus; improvements necessary to meet the strict application of the Code would not be proportionate to potential impacts generated by the project. Many of the existing improvements and landscape and mature trees are also located within the public right of way, thus improvement the Continuous Paved Roadway would require the demolition of improvements and alter the neighborhood character.

Further, in most situations, hillside streets are located next to unretained slopes. To require a Continuous Paved Roadway from a project site the boundary of hillside may need additional grading, exporting, and the construction of retaining walls to maintain the stability of the hillside. The amount of construction, impact and cost is not proportional to the size of the project. The City has consistently granted the Continuous Paved Roadway improvement relief request. Requiring the 20-foot Continuous Paved Roadway will not enhance the built environment in the surrounding area, and the waiver of this requirement is appropriate. Therefore, approval of the relief sought by the applicant in regard to Section 12.21 C.10(i)(3) for Stanley Hills Drive can be deemed to be in conformity with the public necessity, convenience, general welfare and good zoning practice.

Lastly, the request has also been reviewed and approved by the Grading Division of the Department of Building and Safety. The proposed two homes have been designed to complement the existing environment and to meet all applicable provisions of the Baseline Hillside Ordinance except the Continuous Paved Roadway provision. As designed and integrated with the site in accordance with all applicable existing zoning and building codes, the project will enhance the built environment and also increase public safety by widening and improving the Adjacent Minimum Roadway as required. As such, approval of the relief sought by the applicant in regard to Section 12.21 C.10(i)(3) for Stanley Hills Drive can be deemed to be in conformity with the public necessity, convenience, general welfare and good zoning practice.

In conclusion, the proposed single-family dwelling will be for residential use and will conform to the existing mode and character of surrounding areas. The proposed new single-family dwelling would improve the existing housing supply and would raise property values in the vicinity, enhancing the built environment. Additionally, the required improvement of the Adjacent Minimum Roadway will improve the access of emergency vehicles and other vehicles accessing the area. Thus, the project will perform a function that is beneficial to the community and city by improving the housing supply and the adjacent roadway. This grant permits reasonable development of a privately-owned lot. As stated, the project will enhance the built environment in the surrounding neighborhood and perform a function that is essential and beneficial to the community, city, and region

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

The subject project is the construction of two new single-family homes on two continuous parcels located at 2166 and 2172 North Stanley Hills Drive. Both houses have a similar layout, Residential Floor Area, building height, floor plan, lot coverage, and setback.

The focused property in this case is 2172 North Stanley Hills Drive, a 5,625 square-foot vacant lot. The project includes the construction, use, and maintenance of a new 28 feet in height, two-story, 2,338-square-foot single-family residence with an attached two-car garage, and two freestanding retaining walls. The project proposes two retaining walls up to a maximum height of 10 feet. Lastly, site grading will consist of 437 cubic yards of cut and 322 cubic yards of fill. The scale of the proposed single-family homes is compatible with other existing single-family residences in the vicinity, which are generally one- to two stories and compatible in size.

The single-family dwelling will remain compatible in size and height with the adjacent properties and the project is required to comply with Baseline Hillside Ordinance, which ensures that developments are harmonious with surrounding land uses and further the safety and welfare of the neighboring community. The applicant further indicated that the grading and the earth export quantities of the proposed homes are minimum and well within the permitted cubic yardages. The project has submitted a tree report and biological declaration showing no impact on the on-site trees and biological resources resulting from the project, thus, the project proposal and design maintain sensitivity to the environment and the existing community nature features.

Numerous letters of opposition were received regarding the proposal. Opposition centered around the lack of compliance with the Baseline Hillside Ordinance, fire access, excess grading, and slope stability. This determination requires the applicant to improve the Adjacent Minimum Roadway (20 feet). The Grant further includes the payment for a street repair bond as a Conditions. Since the proposed dwelling is infill housing, the traffic associated with the dwelling itself will not create any additional adverse impact on street access or circulation and will not significantly alter the existing character and permitted density in the area.

Furthermore, the proposed two single-family dwellings have been designed to conform to the grading and fire protection requirements, which will ensure that it is compatible with the character of the area. Compliance with the Department of Building and Safety Grading Division's Geology and Soils Report Approval Letter dated April 30, 2025 (Log # 132769), is also imposed as a Condition of Approval. The applicant has submitted a Hillside Development Construction Traffic Management Plan reviewed and approved by the Los Angeles Department of Transportation on June 23, 2025, which the applicant shall assure that contractor and all crews shall read and understand the Traffic Management Plan as well as the conditions of this grant to ensure construction vehicle impacts to the surrounding area are to be minimized to a level of insignificance. Conditions of Approval also pay special attention to construction mitigations as in construction hours compliant to the Citywide Hillside Construction Regulation (HCR), construction activity noticing, construction parking and staging, and most importantly, construction truck access and operation. Trucks shall only access the project site by travel on local streets with two flagmen supervising the truck travel

activities. Conditions have been imposed so that the construction activities do not burden the neighboring properties access is retained, construction schedules are also required to be provided in advance to immediate neighbors, a contact person and phone number are also required to be provided to neighbors, and construction impact mitigation measures to reduce the potential of noise and air quality impacts during the construction period. Since the proposed dwelling is infill housing, the traffic associated with the dwelling itself will not create any additional adverse impact on street access or circulation and will not significantly alter the existing character and permitted density in the area. Therefore, the Project's location, size, height, size, operations, and other significant features will be compatible and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety of the community.

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

The Hollywood Community Plan designates the project site for Low II Residential land use, with corresponding zones of RS and R1 zones. The proposed new single-family dwelling is consistent with the Community Plan. The proposed project will and does adhere to the purpose, intent, and provisions of both the General Plan and the Community Plan. The Community Plan, which is part of the Land Use Element of the General Plan, sets various objectives for the planning and development of the community, and it seeks to guide development to be in character with the community. The Residential section of the Community Plan sets the following objectives:

- LU1.1:** Neighborhood character. Maintain the distinguishing characteristics of Hollywood's residential neighborhoods with respect to lot size, topography, housing scale and landscaping, to protect the character of existing stable neighborhoods from new, out-of-scale development.
- LU1.2:** Adequate housing and services. Provide housing that accommodates households of all sizes, as well as integrates safe and convenient access to schools, parks, and other amenities and services.
- LU 2.1:** Preserve neighborhood scale. Preserve stable single-family zoned residential neighborhoods by preventing out of scale development. Ensure that new single-family construction is compatible with the scale and character of existing residential neighborhoods.

By developing the subject property, the proposed project will add one new housing unit in the City and enhance the existing residential neighborhood by improving a vacant site with a single-family residence similar in scale to other houses in the

neighborhood. Moreover, the project will meet the aforementioned objectives noted above by creating housing that will preserve the low-density residential character of the surrounding area. The scale of the proposed project is generally within the range of one-story and two-story existing residences in the nearby area. Therefore, the grant of the requests will not adversely affect any element of the General Plan as the basic use of the property is consistent with the General Plan. The approval of the project substantially conforms to the purpose, intent, and provisions of the General Plan and the Hollywood Community Plan. The property is not located within any specific plan.

4. **The subject use is in conformity with the public necessity, convenience, general welfare, and good zoning practice and that the action will be in substantial conformance with the various elements and objectives of the General Plan.**

The General Plan establishes goals, policies, purposes, and programs that provide for the regulatory environment in managing the City, and for addressing environmental concerns and problems. The General Plan consists of seven state-mandated Elements including Land Use, Mobility, Housing, Conservation, Noise, Safety, and Open Space, and optional Elements including Framework, Air Quality, Service Systems, and Plan for a Healthy Los Angeles. The Land Use Element consists of 34 Community Plans that establish parameters for land use decisions within the communities of the City. The subject property is located within the Hollywood Community Plan area and has an underlying land use designation of Low II Residential land use, with corresponding zones of RS and R1. The property is not currently located within the area of any specific plan.

The proposed construction of a single-family dwelling on a lot zoned and designated for such use can be deemed to be in conformity with public necessity, convenience, general welfare, and good zoning practice. The basic use of the property is consistent and compatible with the surrounding neighborhood. In addition, the proposed project is in conformance with all other applicable zoning regulations. Being in conformance with the General Plan and the Hollywood Community Plan, this request is found to be in conformance with public necessity and convenience by providing new housing for the neighborhood that is in substantial conformance with the various elements and objectives of the General Plan. Therefore, approval of the relief sought by the applicant in regard to Section 12.21 C.1 0(i)(3) for Stanley Hills Avenue Continuous Paved Roadway can be deemed to be in conformity with the public necessity, convenience, general welfare and good zoning practice.

STREET ACCESS FINDINGS

5. **The vehicular traffic associated with the building or structure will not create an adverse impact on street access or circulation in the surrounding neighborhood.**

The proposed two-home single-family project will generate minimum vehicle trips as the use remains that of a single-family residential use. The traffic associated with two single-family dwellings will not create any additional adverse impact on street access or circulation except for typical vehicular traffic associated with the temporary construction stage of a new home or an addition to an existing dwelling. Such residential use, however, is consistent with the Community Plan, and the project will not significantly alter the existing character and permitted density in the area. The proposed project will comply with applicable regulations of the Baseline Hillside Ordinance, and the Hillside Construction Regulation. Access to the subject project will be from Stanley Hills Drive. The project will provide minimum two off-street parking spaces for each home. The construction personnel and truck activities are also required to comply and adhere to the Hillside Construction Traffic Management Plan as reviewed and approved by the LADOT on June 23, 2025, during all applicable demolition, grading and construction phases of the project. The applicant is also required to notify surrounding residents regarding the construction schedule and requires flagmen to direct construction vehicular traffic specifically to ensure the safety for residents.

DENIED - Adjacent Minimum Roadway waiver

The subject site is within a Very High Fire Severity Zone fronting a narrow hillside street. Therefore, street improvements, better visibility, and improved access are essential for emergency access and public safety. The failure to enhance traffic circulation by widening the Adjacent Minimum Roadway will result in adverse impacts to traffic circulation within the neighborhood, thus it cannot be supported. There is also no special property feature, hardship, and site constraint found resulting in difficulty improving Stanley Hills Road to the Adjacent Minimum Roadway. This grant specifically requires that the applicant fulfill the requirements of Section 12.21 C.1 0(i)(2) to contribute his/her proportionate share of Adjacent Minimum Roadway improvements to Stanley Hills Drive.

APPROVED - Continuous Paved Roadway waiver

The Continuous Paved Roadway for streets with a width of less than 20-feet is a common characteristic of Hillside areas. The traffic associated with the dwelling itself will not create any additional adverse impacts on street access or circulation as the proposed use is that of a single-family dwelling and will not alter the existing character and density in the area. To deviate from 12.21C.10(i)(3) of the Hillside Ordinance would not hamper the implementation of Hillside policies and programs in that the resulting development will meet the most current and demanding requirements relating to fire and geologic hazards, mountainous brush areas being supplied with an adequate water supply and incrementally providing streets adequate to accommodate emergency vehicles or traffic. A number of conditions have been imposed as part of this grant to ensure that during grading/construction stages, the neighbors are informed of building schedules, including requirements

for flag person(s), off-site staging and limits on truck hours and sequential deliveries. As such, approval of the requested relief from Section 12.21C.10(i)(3) of the Code will not result in the creation of an adverse impact on street access or circulation in the surrounding neighborhood.

6. **The building or structure will not be materially detrimental or injurious to the adjacent property or improvements and will not have a materially adverse safety impact on the surrounding neighborhood.**

The project site is a rectangular-shaped, upsloping lot fronting on Stanley Hills Drive. The project includes the construction, use, and maintenance of a new 28 feet in height, two-story, 2,338-square-foot single-family residence with an attached two-car garage, and two freestanding retaining walls on an approximately 5,625-square-foot vacant lot within the Baseline Hillside Ordinance areas. With the exception of the street access improvement requirements, the proposed dwelling will be built in accordance with the zoning code, Hillside Construction Regulations, adopted building codes, and other Federal and State regulations. This site is located within a hillside, single-family neighborhood. The properties adjacent to the site are zoned R1-1-HCR and are improved with single-family dwellings.

The Bureau of Engineering has required the applicant to improve roadway along Stanley Hills Drive, in compliance with the BHO. The applicant is seeking relief to waive the street widening and improvement adjacent to the project site as required by LAMC Section 12.21 C.1 0(i)(2), which is denied. The applicant is also seeking to deviate from LAMC Section 12.21 C.1 0(i)(3), which requires a minimum 20-foot-wide Continuous Paved Roadway from the driveway apron to the boundary of the Hillside Area, which is granted. Separately, BOE is requiring a 8-foot dedication along the project site on Stanley Hills Drive and the applicant is providing this dedication. As a matter of policy and practice, the City seeks to incrementally secure the required roadway widening directly adjacent to a hillside property as each property is being developed. Completion of the roadway widening adjacent to the property would enhance the built environment of the surrounding neighborhood and incrementally improve public safety by enlarging vehicle passing area along Stanley Hills Drive. Most importantly, wider streets allow emergency vehicles to access the site and immediate areas in events of fire and life safety incidents. The section of Stanley Hills Drive fronting the project site is substandard, thus the required the Adjacent Minimum Roadway improvement.

This grant permits reasonable development similar to what has been permitted on other properties in the neighborhood. The proposed single-family dwelling does not seek any design, bulk, or massing deviations from the Baseline Hillside Ordinance regulations. The proposed dwelling will be compatible in size and height with the surrounding properties. The proposed use and development of the property for single-family dwelling purposes is in conformity with the Low II Residential land use designation for this property. The City has consistently approved the Continuous Paved Roadway improvement relief requests as it is a

tremendous challenge to obtain private properties and easements for the Continuous Paved Roadway improvement. The grant allows the Applicant to develop these vacant properties without disproportionate burden or any other deviation from the Code, while providing the necessary Code-required Adjacent Minimum Roadway improvement. The grant includes the payment for a street repair bond as a Condition. Therefore, the project will not have a materially adverse safety impact detrimental to the surrounding neighborhood.

7. **The site and/or existing improvements make strict adherence to Paragraph (i) of Subdivision 10 of Subsection C of Section 12.21 of this Code impractical or infeasible.**

DENIED - Adjacent Minimum Roadway waiver

The proposed project fronts on Stanley Hills Drive, which is a Substandard Hillside Limited Street with a pavement width of 18-feet. The compliance with Code Section 12.21 C.10(i)(2) of the Code requires improvements to Stanley Hills Drive adjacent to the subject property. The subject property is being developed in conjunction with an adjoining property also controlled by the applicant. The width of each lot is 37.50 feet thus totaling 75-feet of frontage along Stanley Hills Drive. As the projects cover a decent length of the street frontage, it is practical to implement the street improvement to the Adjacent Minimum Roadway standard of 20-feet. Additionally, the applicant also has not presented sufficient justification that the street widening and improvements required by the BOE is impractical nor infeasible or show evidence that such improvement would not increase traffic safety or improve circulation despite how narrow the improvement is. Completion of the roadway widening adjacent to the property would enhance the built environment of the surrounding neighborhood and incrementally improve public safety by allowing for additional off-road parking and providing for an enlarged passing area for vehicles traveling along Stanley Hills Drive. Most importantly, wider street width allows emergency vehicles to access the site and the immediate area in events of fire and life safety incidents.

Requiring roadway improvement for that portion of the street frontage whereby the owner has direct ownership and control is critical, rational, and indeed, a proper nexus for which to deny this request. By providing the required public street improvements adjacent to the property, the applicant is contributing their fair share of the roadway improvement of Stanley Hills Drive in a manner that is logical and proportionate to the project. Therefore, the instant request to waive the required Adjacent Minimum Roadway Street improvements is denied.

APPROVED - Continuous Paved Roadway waiver

The enforcement of Section 12.21 C.10(i)(3) of the Municipal Code would create a financial and unreasonable burden and undue hardship. The strict compliance with Section 12.21 C.10(i)(3) of the Code would require roadway improvements to

Stanley Hills Drive and other connecting streets to widen in a linear distance of hundreds of feet from the project site to the boundary of hillside. It is likewise a most impractical and infeasible endeavor to achieve. Indeed, the applicant would be required to coordinate with the BOE for dedication and improvement of properties not under the applicant's ownership or control for those lots located along the route that provide access to the property from the boundary of the Hillside Area as noted. Such widening and improvements may require the demolition of portions of existing structures as well as mature trees or private landscaping features that encroach into the potential dedication and improvement areas over which the applicant has no control. Enforcement of this requirement is also impossible which would ultimately result in the project not buildable due to the unfulfillment of an impossible condition.

The intent of the Hillside regulations is to provide safe vehicular access for public traffic, and for basic access to any property by emergency vehicles in case of fire or any other emergency, but not to create a solution and costs unproportionate to the project. In conclusion, the findings can be made that strict adherence to Section 12.21-C,10(i)(3) make it impractical or infeasible to provide a Continuous Paved Roadway to the boundaries of the Hillside Area.

ADDITIONAL MANDATORY FINDINGS

8. 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. 186,952, have been reviewed and it has been determined that this project is located within areas of 500-year floods.