

FINDINGS

Density Bonus/Affordable Housing Incentives / Waivers Compliance Findings

1. Government Code Section 65915 and LAMC Section 12.22 A.25 state that the Commission shall approve a Density Bonus and requested incentive(s) unless the Commission finds that:

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

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

Based on the set-aside of five (5) percent of the base units for Very Low Income households, the applicant is entitled to one (1) incentive under both the Government Code and LAMC. Therefore, the one (1) Off-Menu request qualifies as the proposed development's incentive.

Trash Enclosure on the Front Half of the Lot

Los Angeles Municipal Code (LAMC) 12.21.A.19(c)(12)(ii) requires that exterior trash and recycling enclosures be located on the rear half of the lot. The applicant is requesting an Off-Menu Incentive to locate one trash enclosure on the front half of the lot, near the southwest corner of the site.

The site contains two frontages along Silver Lake Boulevard, including the easterly lot line and the southerly lot line. Although the southerly lot line is designated as the official front lot line, the easterly elevation effectively serves as the primary street frontage, as it is the longer frontage and features the primary elements of the development, including courtyards, walkways, the fountain, etc. Granting the off-menu incentive to locate one trash and recycling enclosure on the front half of the lot would result in building design and construction efficiencies that provide for affordable housing units, enabling the developer to be able to utilize the site to its fullest potential so that additional affordable units can be constructed. Locating the trash and recycling enclosure in the southwest corner of the lot allows for two (2) new residential buildings to be oriented along the westerly lot line at their maximum envelopes and one (1) new residential building to be oriented in the rear half of the lot along the northerly lot line at its maximum envelope. This Incentive supports the applicant's decision to set aside a minimum of five (5) percent of the base units, that is six (6) dwelling units, restricted to Very Low Income Households for 55 years

- b. **The incentive(s) will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the**

development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

There is no substantial evidence in the record that the proposed incentive(s) will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). As required by Section 12.22 A.25 (e)(2), the project meets the eligibility criterion that is required for density bonus projects.

The existing development is not designated as a Historic-Cultural Monument; however, it is identified in SurveyLA as an "example of an American Colonial Revival garden apartment complex" and is treated as a historical resource as defined by CEQA. Additionally, the Historic Resources Assessment (HRA) prepared by Robert Chattel of Chattel, Inc., was reviewed and accepted by the Office of Historic Resources in an email dated October 22, 2024. The existing development is proposed to be maintained and the proposed project would not result in any substantial adverse changes to any historical resources within the vicinity of the project as defined in Section 15064.5(b) of the CEQA Guidelines.

The property is not located on a substandard street in a Hillside area or Methane Zone. However, the project is located within a Very High Fire Hazard Severity Zone and Special Grading Area (BOE Basic Grid Map A-13372) and is required to comply with all pertinent regulations including those governing construction, use, and maintenance. Therefore, there is no substantial evidence that the proposed project, and thus the requested incentive, will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource. Based on the above, there is no basis to deny the requested incentives.

c. The incentives are contrary to state or federal law.

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

2. Government Code Section 65915 and LAMC Section 12.22 A.25 of Chapter 1 and Section 13B.2.3 OF Chapter 1 A state that the Commission shall approve a Density Bonus and requested Waiver(s) of Development Standards unless the Commission finds any of the following that:

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

A Density Bonus project may request other "waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)).

Waiver of Development Standard – Height: The R3-1VL Zone limits buildings to a height of 45 feet and two (2) stories. The Applicant is requesting a waiver of development standard to allow a 11-foot height increase to permit a maximum building height of 56 feet. As proposed, the granting of this waiver will allow the developer to expand the building envelope so that additional affordable units can be constructed, and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. Thus, the denial of the requested waiver would affect the density permitted by state law and would have the result of physically precluding one or more affordable units.

Waiver of Development Standard – Westerly Side Yard Setback for Trash and Recycling Accessory Structures. According to the Los Angeles Municipal Code (LAMC) Section 12.21.C.5(j), a minimum five (5) foot setback is required for accessory structures. The applicant is proposing a one (1) foot setback from the property line to the trash and recycling enclosure located along the westerly side yard. As proposed, the granting of this waiver will allow the developer to locate the trash area outside of the building envelope, allowing more floor area to be devoted to residential units. Without the westerly side yard setback waiver for the accessory structures, the trash and recycling enclosure would need to be relocated to the rear of the proposed buildings, which would result in a reduced building footprint that would result in the loss of four (4) dwelling units per buildings or a total of 12 dwelling units lost. Thus, the denial of the requested waiver would affect the density permitted by state law and would have the result of physically precluding one or more affordable units.

Waiver of Development Standard – Parking: Density Bonus Parking Option 1 allows one (1) parking space for each one-bedroom unit and 1.5 parking spaces for each two-bedroom unit, though the total parking requirement may be further reduced by 10 percent pursuant to the Bicycle Parking Ordinance (LAMC 12.21.A(4)) and each van-accessible space equipped with electrical vehicle (EV) charging equipment counts as two (2) spaces, per AB 1100 (California Vehicle Code 22511.2). The project is comprised of 76 new one-bedroom units, 16 existing one-bedroom units, and 32 two-bedroom units, resulting in 140 required parking spaces per Parking Option 1. This project proposes to utilize the 10 percent reduction in vehicle parking requirements under the Bicycle Parking Ordinance by providing 65 bicycle parking spaces, thereby reducing the vehicle parking requirement to 126 spaces. This project also proposes to provide three van-accessible EV spaces, further reducing the vehicle parking requirement to 123 spaces, pursuant to AB 1100. The applicant is proposing to provide 119 parking spaces in lieu of the 123 parking spaces. As proposed, the granting of this waiver will allow the developer to expand the building envelope so that additional affordable units can be constructed, and the overall space dedicated to residential uses is increased. Without the parking waiver, the project would have to include a ground floor parking level to accommodate the four (4) remaining spaces, which would result in a loss of three (3) dwelling units. Thus, the denial of the requested waiver would affect the density permitted by state law and would have the result of physically precluding one or more affordable units.

Waiver of Development Standard – Spaces Between Buildings: LAMC Section 12.21.C.2(a) requires the project to provide 16 feet of space between a five-story building and any other main building on a lot and 14 feet of space between a four-story building and any other main building on a lot. Building A is a four-story building and is proposing 11'-2 3/8" of space from the adjacent building to the south, and Buildings B and C are each five stories and are proposing 10 feet of space from adjacent buildings. As proposed, the granting of this waiver will allow the developer to expand the building envelope so that additional affordable units can be constructed, and the overall space dedicated to residential uses is increased. Without the spaces between buildings waiver, the project would lose a total of 24 dwelling units. Thus, the denial of the requested waiver would

affect the density permitted by state law and would have the result of physically precluding one or more affordable units.

Waiver of Development Standard – Passageway: LAMC Section 12.21.C.2(b), requires the project to provide a passageway width of at least 16 feet. The applicant is proposing a reduction of six (6) feet to provide a passageway width of 10 feet. As proposed, the granting of this waiver will allow the developer to expand the building envelope so that additional affordable units can be constructed, and the overall space dedicated to residential uses is increased. Without the passageway waiver, the project would lose a total of five (5) dwelling units. Thus, the denial of the requested waiver would affect the density permitted by state law and would have the result of physically precluding one or more affordable units. This waiver allows the project to retain the existing structures while adding additional units to the site.

Waiver of Development Standard – Rear Yard Setback: The R3-1VL Zone requires a rear yard setback of 15 feet. The Applicant is requesting a waiver of development standard to allow a 10-foot rear yard setback. As proposed, the granting of this waiver will allow the developer to expand the building envelope for Building A so that additional affordable units can be constructed, and the overall space dedicated to residential uses is increased. Without the rear yard setback waiver, the project would lose a minimum of four (4) dwelling units. Thus, the denial of the requested waiver would affect the density permitted by state law and would have the result of physically precluding one or more affordable units.

- b. The waivers or reductions of development standards would have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low-income and moderate-income households.**

There is no evidence in the record that the proposed waivers will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). The record does not identify a public health and safety standard in relation to this finding.

The existing development is not designated as a Historic-Cultural Monument; however, it is identified in SurveyLA as an "example of an American Colonial Revival garden apartment complex" and is treated as a historical resource as defined by CEQA. Additionally, the Historic Resources Assessment (HRA) prepared by Robert Chattel of Chattel, Inc., was reviewed and accepted by the Office of Historic Resources in an email dated October 22, 2024. The existing development is proposed to be maintained and the proposed project would not result in any substantial adverse changes to any historical resources within the vicinity of the project as defined in Section 15064.5(b) of the CEQA Guidelines.

The property is not located on a substandard street in a Hillside area or Methane Zone. However, the project is located within a Very High Fire Hazard Severity Zone and Special Grading Area (BOE Basic Grid Map A-13372) and is required to comply with all pertinent regulations including those governing construction, use, and maintenance. There is no evidence in the record which identifies any objective health and safety standard that has been exceeded or violated. Therefore, there is no substantial evidence that the proposed project, and thus the requested incentive, will have a specific adverse impact on the

physical environment, on public health and safety or the physical environment, or on any Historical Resource. Based on the above, there is no basis to deny the requested incentives.

c. The waivers or reductions of development standards are contrary to state or federal law.

There is no substantial evidence in the record indicating that the requested Incentives and Waivers of Development are contrary to any State or federal laws.

Project Review Findings

3. Pursuant to Section 16.05 of LAMC Chapter 1 and Section 13B.2.4 of LAMC Chapter 1A, the decisionmaker shall grant a Project Review approval upon finding that:

a. The project substantially conforms with the purposes, intent and provisions of the General Plan, applicable community plan, and any application specific plan.

The elements of the General Plan establish policies that provide for the regulatory environment in managing the City and for addressing concerns and issues. The majority of the policies derived from these Elements are in the form of code requirements of the LAMC. Except for the entitlements, incentive, and waivers described herein, the project does not propose to deviate from any of the requirements of the LAMC.

The proposed project is consistent with General Plan and the Silver Lake – Echo Park – Elysian Valley Community Plan, as it promotes infill development, housing production, and efficient land use in an urbanized area. The project preserves existing housing, while adding new housing, including affordable units which cater to the needs of a variety of residents. The project is located in a walkable area with established commercial uses nearby. As such, the project is in line with the following goals, objectives, and policies of the General Plan, including the Housing Element, and Silver Lake – Echo Park – Elysian Valley Community Plan:

The 2021-2029 **Housing Element** for the General Plan (Housing Element) was adopted by the City of Los Angeles in November 24, 2021. The Housing Element is one of the eight State-mandated elements of the General Plan and identifies the City's housing conditions and needs, establishes the goals, objectives and policies and programs that are the foundation of the City's housing strategy, including the project site. The City's Housing Element was updated in 2021 and the current Housing Element is the 2021-2029 Housing Element. The current Housing Element includes goals, objectives, and policies related to the preservation of affordable housing, including but not limited to the following:

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

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

Goal 2: A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.

Objective 2.1: Strengthen renter protections, prevent displacement and increase the stock of affordable housing. [Note, "affordable housing" is defined to include rent stabilized units.]

Objectives 2.3: Preserve, conserve, and improve the quality of housing.

The Project meets the above Goals and Objectives by preserving by retaining existing RSO units on-site in addition to adding dwelling units to an existing development. The resulting project is a housing development comprised existing and new units, that include a mix of RSO, affordable (Extremely Low Income), and market-rate units, which caters to a range of housing needs in the City.

General Plan Framework Element

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.

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.

The site is adjacent to a Neighborhood District identified in Figure 3-1 of the General Plan Framework. Neighborhood Districts are intended focal points of surrounding residential neighborhoods. They contain a diversity of uses that serve daily needs, such as restaurants, retail outlets, grocery stores, child care facilities, community meeting rooms, pharmacies, religious facilities and other similar uses. The clustering of uses minimizes automobile trips and encourages walking to and from adjacent residential neighborhoods. Pedestrian-oriented areas are encouraged, and the district may be served by a local shuttle service.

Physically, neighborhood districts are generally characterized by one- or two-story low-rise structures, particularly in suburban areas of the City. Pedestrian activity will be encouraged by the emphasis on local-serving uses, design of buildings, and incorporation of streetscape amenities. Generally, neighborhood districts are at FAR 1.5:1 or less, and characterized by one- and two-story building, as determined in the community plan.

The project aligns with this provision by adding residential units in an area that has a mix of commercial uses, retail opportunities and public amenities, such as libraries. The Project retains a FAR lower than 1.5:1, while exceeding the two-story building scale through the State Density Bonus Program.

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 Project meets this Objective and Policy by adding new multi-family units in a neighborhood district while retaining existing RSO units on the site. The Project is both conserving an existing stable residential site while simultaneously adding new housing units.

Silver Lake – Echo Park – Elysian Valley Community Plan – Residential Goals and Policies

The Silver Lake – Echo Park – Elysian Valley Community Plan was adopted by the Los Angeles City Council on August 11, 2004. The purpose of the Community Plan is to enhance neighborhood characteristics while providing housing opportunities, improving commercial areas, preserving community identity, encouraging development around transit, and improving the quality of the built environment. The Land Use Designations and corresponding zoning in the Community Plan are implemented through zoning regulations in the Los Angeles Municipal Code (LAMC), including applicable ordinances that are codified in the LAMC.

The project is consistent with the following objectives of the Silver Lake – Echo Park – Elysian Valley Community Plan:

Goal 1: A safe, secure, and high-quality residential environment for all economic, age, and ethnic segments of the Plan Area.

Objective 1-1: Achieve and maintain a housing supply sufficient to meet the diverse economic and socioeconomic needs of current and projected population to the year 2010.

Policy 1-4.1: Promote greater individual choice in type, quality, price, and location of housing.

Policy 1-1.1: Maintain an adequate supply and distribution of multiple family, low income, and special needs housing opportunities in the Community Plan Area.

The Project meets this Objective and Policies by providing additional dwelling units in the area. The project offers one- and two-bedroom units, as well as Very Low Income and RSO units, thereby offering a mix of type and price of dwelling unit in the area.

Objective 1-2: Reduce automobile trips in residential areas by locating new housing in areas offering proximity to goods, services, and facilities.

Policy 1-2.1: Locate higher residential densities near commercial centers and major bus routes where public service facilities, utilities, and topography will accommodate this development.

Policy 1-4.2: Promote mixed-use housing projects in pedestrian-oriented areas and designated Mixed Use Boulevards, Neighborhood Districts and Community Centers to increase supply and maintain affordability.

The Project meets this Objective and Policies by adding dwelling units to an existing development, which is located within close proximity to existing jobs, stores, and a library. This will reduce automobile trips by being in close proximity to existing jobs,

amenities, and commercial options. The project also offers short- and long-term bicycle parking, which will encourage active transportation.

Mobility Element (Mobility Plan 2035)

The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities. The Mobility Element sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. Among other objectives and policies, the Mobility Plan aims to support ways to reduce vehicle miles traveled ("VMT") per capita by increasing the availability of affordable housing options with proximity to transit stations and major bus stops and by offering more non-vehicle alternatives, such as transit, walking, and bicycling.

The project is in a walkable location in close proximity to many jobs, retail stores, a large park facility, a library, and bus line with direct connection to other resource-rich communities, reducing the new need for short vehicle trips. The project will also provide 59 long-term and six short-term bicycle parking stalls. Therefore, the Project is in substantial conformance with the purposes, intent and provisions of the Mobility Element of the General Plan. The Project will support and meet the following goals and objectives of Mobility Plan 2035:

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

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

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

Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.

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

Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.

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

Health and Wellness Element (Plan for a Healthy Los Angeles)

The Health Element, also known as the "Plan for a Healthy Los Angeles," was adopted by the City Council on March 31, 2015, with a technical amendment on November 24, 2021, to highlight compliance with SB 1000. The following policies of the Health Element apply to the proposed project:

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

Policy 5.6: Resilience: In collaboration with public, private, and nonprofit partners, increase the city's resilience to risks (increasing temperatures and heat related effects, wildfires, reduced water supply, poor air quality, and sea level rise) resulting from climate change, and target resilience in the most vulnerable communities.

The project will offer several health-focused design features and amenities, including 7,600 square-feet of open space 3,800 square feet of private open space provided as balconies, and 3,800 square feet of common open space provided as a 1,292 square feet recreation center in Building B, 1,038 square feet of outdoor common open space between Buildings B and C, a 605 square-foot roof-top deck in Building B, and an 866 square-foot roof-top deck in Building C. As shown in Exhibit A, the applicant submitted a landscape plan showing that the common open space areas will be attractively landscaped with trees, shrubs, and groundcover. The project will also contain ample bicycle parking spaces for residents who elect to use such alternative modes of transportation, thereby reducing vehicle miles traveled (VMT) per capita and pollution from personal vehicles. The project also proposes the planting of 144 street trees on-site, which will help prevent the heat island effect and provide shade for pedestrians. Therefore, the project conforms to the purposes of the Plan for a Healthy Los Angeles.

- 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 includes the demolition of five (5) existing carports and accessory structures in an existing residential development with seven (7) apartment buildings for the construction, use, and maintenance of three (3) new apartment buildings with 76 total one-bedroom dwelling units, of which six (6) are reserved for Very Low-Income households. Two of the new apartment buildings will be four (4) stories tall, with heights of 48 feet, 9 inches and 54 feet, 7 inches, and the third new apartment building will be five (5) stories with a height of 56 feet. In total, the three new apartment buildings will add 71,267 square feet of floor area. Each apartment building will have its own two (2) level subterranean garage, with a combined total of 119 vehicular parking spaces. The project will also provide 59 long-term bicycle parking spaces and six (6) short-term bicycle parking spaces. The project will be compatible with the existing and future development on adjacent properties and neighboring properties as it relates to height, bulk, setbacks, off-street parking, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements as follows:

Height

The project site is zoned R3-1VL and is therefore within Height District 1VL, which limits developments that are not purely residential to a height of 45 feet and unlimited stories. The project is requesting a Waiver of Development Standard through the Density Bonus Program to allow a height increase of 11 feet to allow a maximum height of 56 feet. Therefore, the project is within the allowable maximum height for the subject zone.

Bulk/Massing

The project site is zoned R3-1VL, which allows for a maximum floor area ratio (FAR) of 3:1. The project will maintain the existing 41,315 square feet of floor area and add 71,267 square feet of floor area for a combined total floor area of 112,584 square feet and a FAR of 1.44:1.

The project will maintain the seven existing residential buildings on the site and construct two new five-story buildings behind the existing buildings and a new four-story building at the north end of the site, but with the fourth-floor setback from the Silver Lake Blvd. frontage. As a result, the mass will be substantially set back from the street and from the residential area to the east.

Therefore, the bulk and massing of the proposed project is compatible with existing and future development on adjacent properties and neighboring properties.

Setbacks

The project is zoned R3-1VL, which requires the following setbacks for a project where the tallest buildings are four (4) and five (5) stories:

Setback	Required (feet)	Provided (feet)
Front	15	15
Rear	15	10
Westerly	8	8
Easterly	8	8

As shown in the chart above, the proposed setbacks conform with the required setback requirements, except for the rear yard. The project is requesting a Waiver of Development Standard through the Density Bonus Program to allow for a 10-foot rear yard setback in-lieu of the 15-foot setback otherwise required. Therefore, the project complies with the required setbacks.

Parking/Loading

The applicant is requesting a Waiver of Development Standard to provide 119 parking spaces in lieu of the 123 parking spaces. Vehicular access to the project site will be provided via four (4) driveways located along the easterly lot line fronting Silver Lake Boulevard. Building A features one (1) driveway, which will provide access to the two (2) levels of subterranean parking in Building A and will also lead to a ramp connecting to parking level (1) in Building B. Building B features one (1) driveway, which will provide access to parking level two (2). Building C features two (2) driveways, one (1) of which will provide access to parking level one (1) and the other will provide access to parking level two (2).

Therefore, in conjunction with the Waiver of Development Standard, the project complies with parking and loading requirements.

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

The project will provide ample landscaping throughout the project, including 144 trees, as shown in the Landscape Plans in Exhibit "A". The project is conditioned to landscape all open areas not used for buildings, driveways, parking areas, recreational facilities or

pedestrian pathways, shall include an automatic irrigation system, and maintain in accordance with a landscape plan prepared by a licensed landscape architect or architect and submitted for approval to the Department of City Planning, Development Services Center.

Trash Collection

Trash storage and collection are provided through two (2) locations on-site, both located along the functional “rear” of the site. One trash and recycling enclosure will be located near the northwest of the site and will not be visible to the public. The trash and recycling enclosure near the southwest of the site will be screened from public view with vertical screening trees.

Building Materials

The building façade is proposed to be compatible with the existing residential buildings and will consist of sand finish plaster, bone black wood siding, geddy gray wood siding, white trim paint, oyster shell roof shingles, white fiberglass windows, and white fiberglass doors, as shown in the stamped “Exhibit A.”

Solar Panels

The project is conditioned to comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety. Additionally, the project is conditioned to power generators used during the construction process through electric or solar. Solar generator and electric generator equipment must be located as far away from sensitive uses as feasible.

Electric Vehicle Charging Stations

The project is conditioned to provide electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) per the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC, to the satisfaction of the Department of Building and Safety.

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

The project is required to provide a minimum of 7,600 square-feet of open space, of which at least 3,800 square feet must be common open space. The project provides approximately 7,601 square feet of open space, consisting of a 3,800 square feet of private open space provided as balconies, and 3,800 square feet of common open space provided as a 1,292 square feet recreation center in Building B, 1,038 square feet of outdoor common open space between Buildings B and C, a 605 square-foot roof-top deck in Building B, and an 866 square-foot roof-top deck in Building C. As shown in Exhibit A, the applicant submitted a landscape plan showing that the common open space areas will be attractively landscaped with trees, shrubs, and groundcover. Therefore, the project will provide recreation and service amenities to improve habitability for its residents and minimize the impacts on neighboring properties.

The project proposes adding 76 new units to a property with 48 existing units under the Rent Stabilization Ordinance (RSO). The 76 new units will be within 3 new buildings. Because the proposed new buildings are being constructed in proximity to the existing buildings, habitability for the existing residents during construction must be considered and impacts to neighboring properties must be minimized. The project is required to comply with all existing City Ordinances governing construction and noise. In addition, Condition No. 27 identifies Construction Best Practices that the project is required to follow in order to minimize impacts to the existing tenants and neighboring properties. Therefore, the habitability for existing tenants and impacts on neighboring properties will be addressed through these measures.

ADDITIONAL MANDATORY FINDINGS

1. **CEQA PRC Section 21080.66:** It has been determined based on the whole of the administrative record, that the Project is statutorily exempt from the California Environmental Quality Act ("CEQA") pursuant to Public Resource Code Section 21080.66. The Statutory Exemption document, referenced in Case No. ENV-2024-5535-SE and attached as Exhibit C, provides the full analysis and justification for project conformance and the project has been conditioned to comply with the mandatory requirements of PRC Section 21080.66.

The proposed project qualifies for CEQA PRC **Section 21080.66**. The City has met the tribal notification and consultation requirement as evidenced in the case file. This includes the City providing formal notification via certified mail to each California Native American Tribe that is traditionally and culturally affiliated with the project as an invitation to consult on the proposed project, its location, and the project's potential effects on tribal cultural resources. Additionally, this includes adhering to the requisite number of days for a tribe to request consultation and to accept the invitation to consult, and the City to initiate and close consultation

2. 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 outside of a flood.