



# LOS ANGELES CITY PLANNING COMMISSION

200 N. Spring Street, Room 272, Los Angeles, California, 90012, (213) 978-1300  
[www.lacity.org/PLN/index.htm](http://www.lacity.org/PLN/index.htm)

Determination Mailing Date: OCT 14 2014

**CASE NO.:** CPC-2014-335-DB-SPR-CDO  
**CEQA:** ENV-2014-336-MND

**Location:** 11628 – 11652 W. Pico Blvd.  
**Council District:** 11 – Bonin  
**Plan Area:** Palms-Mar Vista-Del Rey  
**Request(s):** Density Bonus, Site Plan Review,  
Community Design Overlay

**Applicant:** Peter Wilson, Hampstead Heath, LLC  
**Representative:** Matthew Hayden, three6ixty

**At its meeting on August 28, 2014, the following action was taken by the City Planning Commission:**

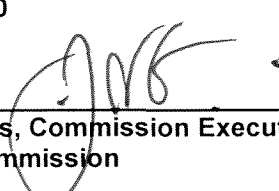
1. **Approved a Density Bonus** to permit a 35% increase in the number of dwelling units from 52 to 71 units, utilizing Parking Option 1 to allow 79 parking spaces (one parking space each studio and one-bedroom unit and two parking spaces each two- and three-bedroom unit) and 14 commercial spaces.
  - a. **Approved** an off-menu incentive to increase in floor area ratio not to exceed 2.72:1, in lieu of the 1.5:1 FAR otherwise permitted in the [Q]C2-1VL Zone.
  - b. **Approved** an off-menu incentive to permit an increase in building height to a maximum of 56 feet, in lieu of the otherwise maximum allowable 45 feet, and to permit a five-story building in lieu of the otherwise maximum allowable three stories otherwise permitted in the [Q]C2-1VL Zone.
2. **Approved Design Overlay Compliance** with the West Pico Boulevard Community Design Overlay District (CDO).
3. **Approved Site Plan Review** for a project creating more than 50 residential dwelling units.
4. **Adopted** the attached modified **Conditions of Approval**.
5. **Adopted the Findings**.
6. **Adopted** Mitigated Negative Declaration No. **ENV-2014-336-MND** for the above-referenced project.
7. **Advised** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring.
8. **Advised** the applicant that pursuant to State Fish and Game Code Section 711.4, a Fish and Game Fee is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) filing.

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

**This action was taken by the following vote:**

**Moved:** Perlman  
**Seconded:** Ahn  
**Ayes:** Ambroz, Choe, Katz, Segura  
**Absent:** Cabildo, Mack, Dake-Wilson

**Vote:** 6 – 0

  
\_\_\_\_\_  
**James K. Williams, Commission Executive Assistant II**  
**City Planning Commission**

**Effective date/Appeals:** The decision of the City Planning Commission is effective upon the mailing date of the determination letter and becomes final if no appeals are filed within the **15-day appeal period**. Any aggrieved party may appeal the Commission's determination. Any appeal not filed within the **15-day period** shall not be considered by the Council. All appeals shall be filed on forms provided at the Planning Department's Public Counters at 201 N. Figueroa Street, Fourth Floor, Los Angeles, or at 6262 Van Nuys Boulevard, Suite 251, Van Nuys.

Final Appeal Date: OCT. 29 2014

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the **90th day** following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Modified Conditions of Approval, Findings  
Hearing Officer: Heather Bleamers

## CONDITIONS OF APPROVAL

Approval of this subject development project is made with the following Terms and Conditions imposed, in order to ensure compliance with allocable requirements of Los Angeles Municipal Code Section 12.22-A,25 and State Government Code Section 65915 (State Density Bonus Program) and pursuant to Los Angeles Municipal Code (LAMC) Sections 12.22-A, 13.08-E, and 16.05-E, the following conditions are hereby imposed upon the use of the subject property.

### Entitlement Conditions

1. **Use.** The use of the project property shall be limited to those uses permitted in the [Q]C2-1VL-CDO Zone.
2. **Density Bonus.** A maximum density of 71 units shall be permitted, including six units set aside for Very Low Income households (density based on a 35% density bonus with a 52-unit base density).
  - a. **Floor Area.** The total floor area contained in all the main buildings on the subject property shall not exceed 2.72 times the buildable area of the lot (FAR).
  - b. **Height.** The building height shall not exceed 56 feet or five stories. Any structures on the roof, such as air conditioning units and other equipment shall be fully screened from view of any abutting properties.
3. **Housing Requirements.** Prior to the issuance of a building permit for any dwelling unit on the subject property, the applicant shall execute and record a rental covenant of purchase covenant agreement running with the land, to the satisfaction of the Los Angeles Housing and Community Investment Department. The covenant shall bind the applicant and/or any subsequent property owner to reserve the units for occupancy by Very Low Income households. These units will be restricted as affordable for-sale or rental dwelling units, pursuant to California Government Code Section 65915 and Los Angeles Municipal Code Section 12.22-A,25. All density bonus calculations in fractional units shall be rounded up to the nearest whole number (Government Code Section 65915(g)(5)).
4. **Parking.** A minimum of 1 parking space per each residential unit of 0-1 bedroom(s), 2 spaces for each residential unit of 2-3 bedrooms, and 2½ spaces for each residential unit of 4 or more bedrooms shall be provided for the project, as required by Parking Option 1 as part of a Density Bonus pursuant to Section 12.22-A,25 of the Municipal Code.
5. **Bicycle Parking.** The project shall also provide 71 long-term bicycle parking spaces and 7 short-term bicycle parking spaces, pursuant to Municipal Code Section 12.21-A,16.
6. **Site Plan.** The use and development of the subject property shall be in substantial conformance with the site plan labeled Exhibit "A". Prior to the issuance of building permits, detailed development plans including a site plan illustrating elevations, facades, and architectural treatment, and a landscape/irrigation plan shall be submitted for review and approval by the Planning Department. The plans shall comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.
7. **Building Step Backs.** The fifth floor of the building shall provide massing relief through a variable setback from the property line of approximately 3.5 feet to 9 feet along the north (Pico Boulevard) façade, with 16-foot to 22-foot building corner setbacks, and set backs of approximately 12 feet to 15 feet from the property line along the south (alley) facade, as shown on Exhibit "A."

8. **Building Articulation.** The easterly and westerly building facades shall be fully articulated similarly to the northerly and southerly building facades and shall include a mixture of architectural features, design, and fenestration, as shown in Exhibit "A."
9. **Open Space.** 7,300 square feet of open space shall be provided, pursuant to Municipal Code Section 12.21-G,2.
10. **Rooftop Amenity Deck.** No music, sound, or noise shall be emitted from the subject site at a level prohibited by the noise regulations of the Los Angeles Municipal Code, Section 116.01, including any loud, unnecessary or unusual noise that disturbs the peace or quiet of any neighborhood or that causes discomfort.
11. **Landscape Plan.** The revised landscape plan shall adhere to Environmental Condition No. 19 of this report and shall include drought tolerant plantings.
12. **Electric Vehicle Conduit.** The parking garage shall include conduit wiring for electric vehicle charging areas equal to 20% of the total parking spaces, or for 19 spaces.
13. **Maintenance.** The subject property (including any trash storage areas, associated parking facilities, sidewalks, driveways, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.

#### **Community Design Overlay Conditions**

14. **Entry Treatment and Windows.** The front entries shall be in conformance with the illustrations provided in Exhibit "A". Windows and exterior doors shall use clear, non-reflective glass. For the ground floor level, glass and materials shall, to the greatest extent practicable, be graffiti-resistant.
15. **Window Security Grilles.** No exterior grilles are to be used. Interior security grilles or vandal proof window glazing shall be used in place of grilles.
16. **Wall Signs.** Wall signs that are channel or individual letters/logos, the overall composition of the sign shall not exceed two feet in height, and not more than 18 inches in height for letters. Any Wall signs shall not project more than 12 inches from the wall they are attached to. These signs shall be placed at the same uniform location. The signs shall be constructed of channel or individual/logos of metal, stone, wood or other non-illuminated, non-plastic material. Canister wall signs are permitted only if opaque or translucent, non-illuminated face panels with only individual letters and/or logos back-lit that does not include the entire surface of the sign. Internally illuminated letters (routed, stenciled/embossed) may be plastic, but the face panels are not to have glossy reflective surfaces.
17. **Street Trees.** Street trees shall be provided in the public right-of-way to the satisfaction of the Street Tree Division, Bureau of Street Services, Department of Public Works.
18. **Exterior Surface Materials.** The exterior of the building shall match the illustrations and materials in Exhibit "A".
19. **Color(s).** Any masonry or other material proposed shall be in a color scheme consistent with Exhibit "A".

**Environmental Conditions**

20. **Aesthetics - Landscape Plan.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a Landscape Practitioner (Sec. 12.40-D) and to the satisfaction of the decision maker.
21. **Aesthetics - Vandalism.**
- a. Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
  - b. The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.
22. **Aesthetics - Signage**
- a. On-site signs shall be limited to the maximum allowable under the Municipal Code.
  - b. Multiple temporary signs in store windows and along building walls are not permitted.
23. **Aesthetics - Signage on Construction Barriers.**
- a. The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".
  - b. Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
  - c. The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.
24. **Aesthetics - Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.
25. **Aesthetics - Glare.** The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.
26. **Air Pollution - Demolition, Grading, and Construction Activities.**
- a. All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50%.
  - b. The construction area shall be kept sufficiently dampened to control dust cause by grading and hauling, and at all times provide reasonable control of dust cause by wind.

- c. All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
  - d. All dirt/soil loads shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust.
  - e. All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
  - f. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
  - g. Trucks having no current hauling activity shall not idle but be turned off.
27. **Air Quality.** An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting value (MERV) of 11, to the satisfaction of the Department of Building and Safety.
28. **Objectionable Odors - Commercial Trash Receptacles.**
- a. Open trash receptacles shall be located a minimum of 50 feet from the property line of any residential zone or use.
  - b. Trash receptacles located within an enclosed building or structure shall not be required to observe this minimum buffer.
29. **Posting of Construction Activities.** A visible and readable sign (at a distance of 50 feet) shall be posted on the construction site identifying a telephone number for inquiring about the construction process and to register complaints.
30. **Construction - Related Parking.** Off-street parking shall be provided for all construction-related parking generated by employees of the proposed project. No employees or subcontractor shall be allowed to park on the surrounding residential streets for the duration of all construction activities. There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any residential street in the immediate area. All construction vehicles shall be stored on site unless returned to their owner's base of operations.
31. **Truck Traffic Restricted Parking.** Truck traffic directed to the project site for the purpose of delivering construction materials or construction-machinery shall be limited to the hours beginning at 7:00 AM and ending at 3:00 PM, Monday through Friday. No truck deliveries for construction shall occur outside of that time period. No construction truck staging related to such deliveries to the project site shall occur on any adjacent streets.
32. **Cultural Resources - Archaeological.** If any archaeological materials are encountered during the course of project development, all further development activity shall halt and:
- a. The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
  - b. The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.

- c. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.
  - d. Project development activities may resume once copies of the archaeological survey, study or report are submitted to: SCCIC Department of Anthropology, McCarthy Hall 477, CSU Fullerton, 800 North State College Boulevard, Fullerton, CA 92834.
  - e. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
  - f. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.
33. **Cultural Resources - Paleontological.** If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:
- a. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology – USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum – who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
  - b. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
  - c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
  - d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.
  - e. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.
  - f. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.
34. **Cultural Resources - Human Remains.** In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
- a. Stop immediately and contact the County Coroner: 1104 N. Mission Road, Los Angeles, CA 90033. 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (After Hours, Saturday, Sunday, and Holidays).
  - b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
  - c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
  - d. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.

- e. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or; if the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.
35. **Seismic.** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
36. **Liquefaction Area.**
- a. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The project shall comply with the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.
  - b. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
37. **Greenhouse Gas Emissions.** Only low- and non-VOC-containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the project.
38. **Explosion/Release - Existing Toxic/Hazardous Construction Materials.**
- a. Asbestos - Prior to the issuance of any permit for demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACM's are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
  - b. Lead Paint - Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to ASHA regulations.
  - c. Polychlorinated Biphenyl - Commercial and Industrial Buildings) Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.
39. **Emergency Evacuation Plan.** Prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of



emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

**40. Increased Noise Levels - Demolition, Grading, and Construction Activities.**

- a. The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- b. Construction and demolition shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday.
- c. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- d. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

**41. Increased Noise Levels - Mixed-Use Development.** Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

**42. Severe Noise Levels - Residential Fronting on Major or Secondary Highway, or adjacent to a Freeway.**

- a. All exterior windows having a line of sight of a Major or Secondary Highway shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Coefficient (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.
- b. The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

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

**44. Public Services - Police - Demolition/Construction Sites.** Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

**45. Public Services - Police.** The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community

Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

**46. Public Services - Construction Activity Near Schools.**

- a. The developer and contractors shall maintain ongoing contact with administrator of New West Charter School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.
- b. The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- c. There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
- d. Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

**47. Public Services - Schools affected by Haul Route.**

- a. LADBS shall assign specific haul route hours of operation based upon New West Charter School's hours of operation.
- b. Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.

**48. Public Services - Schools.** The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

**49. Recreation - Increased Demand for Parks or Recreational Facilities.** (Apartments) Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

**50. Emergency Access.** The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

**51. Utilities - Local Water Supplies - All New Construction.**

- a. If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- b. Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- c. Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- d. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.

- e. Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

**52. Utilities - Local Water Supplies - New Construction.**

- a. If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- b. Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- c. Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- d. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.
- e. Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

**53. Utilities - Local Water Supplies - New Commercial or Industrial.** All restroom faucets shall be of a self-closing design.

**54. Utilities - Local Water Supplies - New Residential.**

- a. Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- b. Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
- c. Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

**55. Utilities - Local water Supplies - Restaurant, Bar, or Nightclub.**

- a. Install/retrofit high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- b. Install/retrofit restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- c. Install/retrofit and utilize only restroom faucets of a self-closing design.

- d. Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
- e. Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

**56. Utilities - Solid Waste Recycling.**

- a. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.
- b. Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract waste disposal services with a company that recycles demolition and/or construction-related wastes.
- c. To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

**57. Utilities - Solid Waste Disposal.** All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

**58. Mitigation Monitoring.** The applicant shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department requiring the applicant to identify mitigation monitors who shall provide periodic status reports on the implementation of mitigation items required by Condition Nos. 20 through 57 of the approval. The mitigation monitors shall be identified as to their areas of responsibility, and phase of intervention (pre-construction, construction, post-construction/maintenance) to ensure continued implementation of the above mentioned mitigation items.

**Other Conditions**

- 59. Department of Transportation.** The project shall comply with the project requirements as detailed in the Department of Transportation letter to the Planning Department dated March 18, 2014.
- 60. Bureau of Engineering.** The project shall comply with the project requirements as detailed in the Bureau of Engineering letter to the Planning Department dated March 25, 2014.

**Administrative Conditions**

61. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc, as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.
62. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.
63. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
64. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
65. **Building Plans.** Page 1 of the grant and all the conditions of approval shall be printed on the building plans submitted to the City Planning Department and the Department of Building and Safety.
66. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
67. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
68. **Indemnification.** The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees relating to or to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim, action or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

## FINDINGS

### 1. General Plan Land Use Designation.

The subject property is within the Palms-Mar Vista-Del Rey Community Plan, which designates the site for General Commercial land use corresponding to the C1.5, C2, C4, RAS3, and RAS4 Zones. The property is zoned [Q]C2-1VL-CDO, which is consistent with its land use designation. The C2 Zone allows residential development up to the density permitted in the R4 Zone. The "Q" Condition relates to Ordinance Nos. 175,773 and 175,774 which established the West Pico Boulevard Community Design Overlay District. The underlying zoning permits up to 52 dwelling units on the subject property by-right. With the 35% Density Bonus for providing Very Low Income units, up to 71 dwelling units would be permitted on the site, which is the number proposed by the project. Therefore, the proposed density would be consistent with the land use designation of the General Plan.

### 2. General Plan Text.

The Palms-Mar Vista-Del Rey Community Plan text includes the following relevant provisions, goals, objectives, and policies:

Plan policies provide for the development of single or aggregated parcels for mixed-use commercial and residential development. The intent is to provide housing in close proximity to jobs, reduce vehicular trips, reduce congestion and air pollution, assure adequate sites for housing, and stimulate pedestrian-oriented areas to enhance the quality of life in the Community Plan area. While the Plan does not mandate multiple family or mixed-use projects in commercial areas, it encourages them in certain areas, such as in pedestrian-oriented areas and in transit-oriented districts, where design controls and other tools can ensure their compatibility with commercial revitalization efforts.

The request for approval of the associated entitlements is consistent with several important goals, objectives, and policies of the Palms-Mar Vista-Del Rey Community Plan that refer to mixed-use developments including:

Goal 1 - A safe, secure and high-quality residential environment for all community residents.

Objective 1-1 - To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policy 1-1.1 - Provide for adequate multi-family residential development.

Objective 1-2 - To reduce vehicular trips and congestion by developing new housing in proximity to services and facilities.

Policy 1-2.1 - Locate higher residential densities near commercial centers and major bus routes where public service facilities and infrastructure will support this development.

Objective 1-4 - To promote the adequacy and affordability of multiple-family housing and increase its accessibility to more segments of the population.

Policy 1-4.2 - Ensure that new housing opportunities minimize displacement of residents.

Objective 2-1 - To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services within existing commercial areas.

Policy 2-1.1 – New commercial uses should be located in existing established commercial areas or shopping centers.

Policy 2-1.2 – Protect commercially planned/zoned areas from encroachment by residential only development.

Objective 2-2 - To promote distinctive commercial and pedestrian-oriented areas.

Policy 2-2.1 - Encourage pedestrian-oriented design in designated areas and in new development.

Policy 2-2.2 - Require that mixed-use projects and development in pedestrian-oriented areas are developed according to specific design guidelines to achieve a distinctive character and compatibility with surrounding uses.

Policy 2-2.4 - Promote mixed-use projects along designated transit corridors and in appropriate commercial centers.

Objective 2-3 - To enhance the appearance of commercial districts.

Policy 2-3.2 - Establish commercial areas and street identity and character through appropriate sign control, landscaping, and streetscape.

The proposed project is consistent with the Community Plan provisions in that new housing will be developed to help meet the diverse economic and physical needs of the Community Plan area's projected population, with the inclusion of market rate and affordable units and ground floor commercial uses, within a commercial zone designated for mixed-use development. In addition, no residents will be displaced as part of the project.

Framework Element. The Framework Element for the General Plan 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 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.

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.

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

The proposed project is consistent with the provisions of the Framework Element in that the proposed project will create a mixed-use development to serve the community's existing and future residents and will provide new multi-family housing, including affordable units, along a commercial boulevard within 120 feet of a bus stop and located one-half mile from a future light rail station, without displacing any existing housing.

Housing Element. The project is consistent with and implements the Housing Element of the General Plan, which includes objectives to encourage the availability of affordable units. Goal 1 of the Housing Element is to ensure "...an adequate supply of ownership and rental housing that is safe, healthy, sanitary and affordable to people of all income levels, races, ages, and suitable for their various needs." It is also consistent with many other provisions of the Housing Element, including Objective 1.1: "... production of an adequate supply of rental and ownership housing for households of all income levels and needs;" Policy 1.1.2: "Promote affordable rental housing for all income groups that need assistance;" and Objective 1.4: "Promote an equitable distribution of affordable housing opportunities throughout the City."

3. **The Transportation Element** of the General Plan is not likely to be affected by the recommended action herein. The residential development proposed by the project is 71 dwelling units, which exceeds the threshold of 40 units for apartments to require a traffic study. Accordingly, the Department of Transportation conducted a Transportation Analysis of the proposed project and determined in a letter dated March 25, 2014 that the impact of trip generation will be less than significant. In addition, the Department of Transportation imposed a number of requirements that have been incorporated into the conditions of approval of this case, along with numerous other conditions and mitigation measures to address traffic flow. In addition, the subject property is located within the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP), and will require clearance from the Department of Transportation along with the payment of applicable traffic impact fees prior to the issuance of building permits.
4. **The Sewerage Facilities Element** of the General Plan will not be affected by the recommended action.

### **Entitlement Findings**

5. **Affordable Housing - Density Bonus Compliance Findings.** After thorough consideration of the information, statements, and plans contained in the application; the reports received from other City departments and government agencies; the California State Government Code Section 65915 (State Density Bonus Program), the requirements for issuing a Density Bonus Compliance Review approval have been established by the following:



**a. The project substantially complies with the applicable regulations, standards, and provisions of the State Density Bonus Program.**

As conditioned by this approval, the proposed project complies with all applicable provisions of Government Code 65915-65918 and LAMC Section 12.22-A,25. By setting aside 11% of the units for Very Low Income households, the project qualifies for a 35% density bonus and two development incentives. The Code allows projects that provide the minimum number of set aside units be granted an automatic increase in density and reduced parking requirements. The applicant is utilizing Parking Option 1, which permits one parking space per studio and one-bedroom unit and two spaces per two- and three-bedroom unit. The proposed project will provide a minimum of 79 residential parking spaces and a minimum of 14 commercial parking spaces for a total of 93 required parking spaces. The applicant is proposing to provide 94 residential parking spaces and 14 commercial parking spaces for a total of 108 parking spaces.

In addition, the applicant is requesting the following waivers and modifications to development standards ("Off-Menu" Affordable Housing Incentives):

- (1) **Floor Area Ratio.** Pursuant to the California Government Code 69515 and Los Angeles Municipal Code Section 12.25-A,25(f)(4), relief from building height limits is allowable as an off-menu incentive to help alleviate the costs of providing affordable housing, which will permit increasing the project's allowable FAR from the otherwise maximum 1.5:1 to a 3:1 FAR. The proposed project will utilize a maximum 2.72:1 FAR.
  - (2) **Building Height.** Pursuant to Government Code 69515 and Los Angeles Municipal Code Section 12.22-A,25(f)(5), relief from the height and story limits to permit an increase in building height to 56 feet in lieu of the otherwise maximum allowable 45 feet, and to permit a five-story building in lieu of the otherwise maximum allowable three stories.
- b. The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project to the extent physically feasible.**

In compliance with the requirements of the California Environmental Quality Act (CEQA), the project was issued a Mitigated Negative Declaration (ENV-2014-336-MND) on May 28, 2014. The project is subject to various specific measures during both the construction and operation phases of the project. The project would not cause adverse impacts on fish or wildlife resources as far as earth, air, water, plant life, and animal life, or risk of upset to these resources are concerned. Furthermore, the project site, as well as the surrounding area is an urban environment and is developed with structures and commercial land uses which do not provide a natural habitat for fish or wildlife.

Any impacts that have been identified as "Potentially Significant Unless Mitigation Incorporated" in the Mitigated Negative Declaration have attached mitigation measures to mitigate any potentially significant impacts to less than significant or no impact levels. These measures are required and have been incorporated into the project's conditions of approval.

The proposed project will not be constructed over a designated hazardous materials site, flood zone, landslide area, hillside grading area, methane gas zone, or dam inundation zone. The project would not place any occupants or residents near a

hazardous materials site or involve the regular use or transport of hazardous materials or substances. The subject site fronts on a Major Highway and is within 1,000 feet of a freeway. However, issues related to air quality have been addressed and mitigation measures are included as part of the conditions of approval. The proposed use is consistent with the recommended zoning and land use designation, resulting in a development that is compatible with the surrounding uses and other improvements in the same zone and Community Plan area.

The project will be required to meet the conditions of the various City agencies, including the Department of Transportation, Public Works, Fire Department, and Urban Forestry, among others, to ensure adequate vehicular access and parking, and for the provision of street trees as well as improvements to the right-of-way. The proposed project will be connected to the public sewer system and therefore would not violate the California Water Code. As presented, the design of the proposed project materially conforms to the CEQA Statute and all other applicable policies and regulations of the Affordable Housing – Density Bonus Program and the Los Angeles Municipal Code.

6. **Site Plan Review Findings.** In order for the site plan review to be granted, all three of the legally mandated findings delineated in Section 16.05-F of the Los Angeles Municipal Code must be made in the affirmative:

- 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.**

The subject property is within the Palms-Mar Vista-Del Rey Community Plan with a General Commercial land use designation, corresponding to the C1.5, C2, C4, RAS3, and RAS4 Zones. The proposed residential and commercial uses are consistent with the General Commercial designation and are permitted within the underlying zones. The site is located in Height District 1VL, which limits a project's height to 45 feet with a maximum floor area ratio of 1.5:1. The mixed-use project is requesting a maximum height of 56 feet and five stories.

The proposed project substantially complies with the intent and objectives of the General Plan and the West Pico Boulevard Community Design Overlay District. The Palms-Mar Vista-Del Rey Community Plan encourages a variety of housing options in order to meet the housing demands of the area. Furthermore, the subject site is designated with a General Commercial land use which allows multi-family development. The proposed market-rate and affordable mixed-use project is consistent with a number of goals, objectives, and policies of the Community Plan. The proposed project will not displace any existing housing and will provide much needed market-rate and affordable housing units in West Los Angeles. The proposed mixed-use development is located in an area surrounded by services, other multi-family developments, and is near public transit, which satisfies a number of Objectives and Policies of the Community Plan. In addition, the ground floor commercial component of the project would strengthen the viability of commercial development in the community, provide additional opportunities for new commercial development and services within existing commercial areas, and would activate this section of Pico Boulevard, as recommended in the Community Plan and the Community Design Overlay guidelines and standards.

The subject property is located within the area of the West Los Angeles Transportation Improvement and Mitigation Specific Plan, a traffic impact ordinance administered by the City's Department of Transportation (LADOT). This project will require clearance from LADOT and will likely require the payment of traffic impact fees.

The proposed project is a redevelopment of the site will contribute to the advancement of the goals, objectives, and policies set forth in the General Plan by contributing to the growing demand for adequate affordable housing and new commercial development. Therefore, the project is consistent with the General Plan.

- 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 surrounding area is generally characterized by mostly level topography with a mix of commercial, institutional, and single- and multi-family dwellings. Properties to the east and west, along Pico Boulevard, are developed with mostly one- and two-story office, commercial, and retail uses, including corner shopping centers, a hair salon, and several small restaurants. The properties to the north, across Pico Boulevard, are zoned [Q]C2-1VL-CDO and are developed with single-story buildings, including a school, nightclub, and corner shopping center. Properties to the south, across the alley, are zoned RD1.5-1 and R3-1 and are developed with one- and two-story single-family homes and three- and four-story apartment buildings. The Santa Monica Freeway (Interstate 10) is located approximately 650 feet to the south of the site. The future Bundy Expo Line Station is located within one-half mile of the subject site. The project will provide all Code required on-site automobile and bicycle parking.

The apartment units have been designed with respect to light and ventilation and will be configured around a central courtyard. Each unit will feature a private balcony or patio. In addition, the fifth floor of the building will be stepped back from the property line to provide additional massing relief. Each unit has access to the provided open space. To reduce the overall massing of the project, the mixed-use building will have a maximum FAR of 2.72:1, which is less than the allowable 3:1 FAR under the requested Density Bonus incentives.

The project has been designed to be compatible with existing and future development on neighboring properties and in compliance with the City's Guidelines as discussed below:

Compatibility. The proposed five-story mixed-use building would be similar in height and scale to other commercial and mixed-use buildings within the same zoning, along Pico Boulevard. The proposed project is comprised of one "U-shaped" building configured around a central courtyard, with ground floor commercial uses and four stories of residential uses, located atop two levels of subterranean parking. The proposed project has demonstrated compliance with the provisions of the CDO. The project will also incorporate mitigation measures to ensure neighboring uses are not significantly impacted by the proposed development.

Site Planning. The project site is comprised of seven contiguous rectangular parcels that total approximately 19,250 square feet in size, with a 175- foot frontage along Pico Boulevard and a 175-foot frontage along the abutting alley, with a depth of 110 feet. The site is relatively level and is currently developed with a two-story vacant office building. The proposed project has been designed to minimize impacts to the surrounding area and will include open space, landscaping, recreation amenities, outdoor seating areas, and articulated building elevations. The "U"-shaped building configuration allows for the apartment units on floors two through five to face a central courtyard and serves to break up the building's massing.

The proposed building will be a maximum height of 56 feet and five stories. The building includes some parking on the ground floor, two subterranean levels of parking, one floor of ground floor commercial uses, and four stories of residential units.

Design. The scale, massing, and location of the proposed mixed-use building will respond to the topography of the site and to the commercial and residential context of the surrounding properties. The project will consist of two levels of subterranean parking; commercial uses, residential amenities, and commercial parking on the ground floor; and four levels of residential units. In addition, the project has included a landscaped roof deck for residents. The applicant has taken much care in providing an affordable and market-rate housing project that is aesthetically pleasing by and is compliant with the design guidelines and standards of the West Pico Boulevard Community Design Overlay. In addition, the building will be stepped back on the front and rear of the fifth floor to provide a reduction in the building's overall massing.

The proposed mixed-use development is one of first redevelopment projects in the area. The building design includes architectural elements that are unique to the community while avoiding unattractive blank walls or a stucco box design. The building design enhances the appearance of Pico Boulevard by including attractive storefronts on the ground floor, a large courtyard, an abundance of landscaped areas, building articulation, diversity in building materials, and varied massing patterns. Additionally, the project's parking is concealed from street view and is accessed from an alley, while the primary pedestrian entryways are from Pico Boulevard.

Setbacks. Under LAMC Section 12.22.A-18(c) for mixed-use projects in the C2 Zone, setbacks are not required; however, the applicant is providing an eight-foot setback from the sidewalk to allow for outdoor seating and landscaping, thereby activating this stretch of Pico Boulevard. In addition, the proposed project will include step backs along the fifth floor of the building to reduce the project's massing.

Walkability. The project is located within an area that is characterized by primarily commercial and residential uses. Businesses are neighborhood-serving in nature, and include restaurants, medical offices, corner shopping centers, beauty salons, and other services. Pico Boulevard is not yet conducive to pedestrian activity due to the lack of mixed uses along the commercial corridor. The proposed project will activate Pico Boulevard by providing both residential and commercial uses with the main pedestrian entrances along Pico Boulevard. Additionally, the ground floor of the project has been designed to house multiple commercial tenants and will include outdoor seating areas, planters, and distinct building materials to provide a pedestrian-friendly environment. The project is located 120 feet from the nearest bus stop and is within one-half mile of the future Bundy Expo Line Station, which will provide the benefit of public transit to the development's residents.

Landscaping. The project site will provide ample landscaping along Pico Boulevard, along the westerly side of the property, and within the podium-level central courtyard and rooftop amenity deck. The central courtyard will include multiple trees, raised planters, fire pits, and other shared amenities. As conditioned, all significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees proposed for removal will be replaced at a 1:1 ratio with a minimum 24-inch box tree. The applicant has also been conditioned to submit final landscape plans for review and approval by the Department of City Planning for verification of compliance with the Landscape Plan Ordinance.

Circulation and Driveway Access. Per the Department of Transportation's recommendation, vehicular ingress and egress to/from the parking garage will occur along the alley, which will result in the closure of two existing driveways along Pico Boulevard, thereby reducing associated vehicle and pedestrian conflicts. Commercial parking, short-term bicycle parking, and the trash and recycling room will be located on the first floor of the parking garage. Residential parking and a long-term bicycle storage area will be located on the second level of the parking garage. The applicant will be required to submit a final driveway and parking plan to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check.

Trash. A separate trash and recycling area will be located within an enclosure on the first floor of the parking garage and will therefore not be visible to the general public. As conditioned, recycling bins will be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

The proposed project will be compatible with the surrounding development pattern as it will replace a marginally viable office space with a mixture of modern commercial space and housing, including affordable units, within close proximity to public transit. The mixed-use development will function as a transitional land use buffer between the lower density residential uses to the south and the commercial activity along Pico Boulevard to the north. The commercial portion of the project will serve nearby residents, visitors, and transit passengers and is compatible with other commercial development located along Pico Boulevard.

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

The proposed project provides a number of recreational, service, and open space amenities totaling 7,312 square feet, including a lobby with concierge, a recreation room, landscaped courtyard and rooftop deck, and private balconies or patios in each unit. The ground floor retail will provide dining and service amenities to the project's residents as well as to the surrounding area. In addition, the subject site is located within 120 feet of a bus stop and one-half mile from a future rail transit station, which are also valuable amenities to serve residents.

**Community Design Overlay Findings**

**7. The project substantially complies with the adopted Community Design Overlay Guidelines and Standards.**

The proposed project is located within the West Pico Boulevard Community Design Overlay District. The Pico Boulevard façade is subject to the CDO Guidelines and Standards. As stated below, the proposed project substantially complies with the CDO.

The project involves the redevelopment of an underutilized office building and surface parking lot into a new mixed-use building that will include neighborhood-serving commercial uses and market-rate and affordable housing units. The proposed project is designed in a modern architectural style with varied articulation including horizontal and vertical design elements. The primary pedestrian entrances will be located along Pico Boulevard thereby activating the street frontage, along this commercial corridor. The residential portion is differentiated from the ground floor commercial use by the use of balconies, differentiated colors and materials, and window fenestration. The ground floor commercial space includes a larger glass-to-wall ratio and enhanced storefronts to differentiate the two uses. The project will comply with all applicable signage guidelines.

There are no exterior security grilles or parapet walls proposed as part of the project. In addition, all rooftop equipment will be screened from view and trash storage bins will be contained within the building.

The ground floor of the proposed project includes a front yard setback to allow for enhanced entryways that include patron seating areas, lighting, and landscaping within an eight foot setback. In addition, the main pedestrian entrance and lobby are oriented toward Pico Boulevard thereby providing direct pedestrian connection to the street. The proposed sign program for the ground floor level commercial tenant spaces complies with the provisions of the CDO.

8. **The structures, site plan and landscaping are harmonious in scale and design with existing development and any cultural, scenic or environmental resources adjacent to the site and the vicinity.**

The project is conditioned to comply with the CDO requirements and will be compatible with the existing commercial, residential, and institutional development along Pico Boulevard. The project introduces residential and commercial space with primary entrances along Pico Boulevard, all with large windows, where there is currently a two-story office building with a surface parking lot. The front of the building will be attractively landscaped, for patrons and residents while providing connections to the street. The proposed project is harmonious in scale and design with existing development and will activate an underutilized site along Pico Boulevard.

As conditioned, the project is in substantial conformance with the design guidelines and standards of the West Pico Boulevard Community Design Overlay District.

9. **Environmental Finding.** A Mitigated Negative Declaration (ENV-2014-336-MND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND, 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 Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street.
10. **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 Flood Zone X, areas determined to be outside 500-year flood plain. Currently, there are no flood zone compliance requirements for construction in these zones.