

1156-1158 N Kingsley Drive, Los Angeles, CA 90029

Attachment A: Actions Requested, Project Description, and Findings

AMS Hollywood, LLC & CGS Hollywood, LLC (“the Applicants”) requests the following administrative approvals for the construction, use, and maintenance of a new eight (8)-story, 97,141 square foot apartment building consisting of 213 residential dwelling units, inclusive of 212 units for restricted affordable housing – 169 units reserved for Low-Income Households (80% AMI or below) and 43 units reserved for Moderate-Income Households (120% AMI or below), in addition to one (1) market rate manager’s unit (“The Project”).

- 1) Pursuant to **LAMC Section 12.22A.25(g)(3)** and **California Government Code Section 65913.4**, the Applicant proposes to set aside 212 units (100% of the units, exclusive of one (1) manager’s unit) restricted for Low- (80% AMI or below) and Moderate-Income Households (120% AMI or below) and requests four (4) Off-Menu Incentives, and five (5) Waiver of Development Standards. Pursuant to AB 1763, the Project qualifies for unlimited density and zero (0) on-site vehicular parking in order to achieve a total of 213 units. The Project requests the following **four (4) Off-Menu Incentives and five (5) Waiver of Development Standards**.
 - a) An Off-Menu Incentive to allow for a zero (0) foot front yard setback in lieu of the otherwise required 15 feet.
 - b) An Off-Menu Incentive to allow for a four foot and six-inch (4'-6") rear yard setback in lieu of 15 feet
 - c) An Off-Menu Incentive to allow for a five (5) foot westerly side yard setback in lieu of the otherwise required 11 feet.
 - d) An Off-Menu Incentive to allow for a five (5) foot easterly side yard setback in lieu of the otherwise required 11 feet.
 - e) A Waiver of Development Standard to allow for a 90.5% decrease in Open Space requirements in order to allow for 2,035 square feet in lieu of the otherwise required 21,300 square feet.
 - f) A Waiver of Development Standard to allow for zero (0) long term bicycle parking spaces in lieu of the otherwise required 129 spaces
 - g) A Waiver of Development Standard to allow for zero (0) on-site trees in lieu of the otherwise required 54
 - h) A Waiver of Development Standard to allow for a Floor Area Ratio (“FAR”) of 6.31:1 in lieu of the otherwise allowed maximum 3:1 FAR.
 - i) A Waiver of Development Standard to allow for a Zoning Height of ninety feet and six and three-quarter inches (90'-6 ¾") in lieu of the otherwise permitted 30 feet

Note: Pursuant to various sections of the LAMC, the Applicant will also request administrative approvals and permits from the Building and Safety Department and other municipal agencies for project construction actions, including but not limited to the following: demolition, excavation, shoring, grading, foundation, building, haul route, street tree removal, and tenant improvements.

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SITE INFORMATION

The Project Site is located at 7762-7770 W Hollywood Boulevard, within the Hollywood Community Plan area and is comprised of one (1) parcel with an Assessor Parcel Number (“APN”) of 5551-014-011. The Project Site is rectangularly shaped, and contains approximately 21,717.5 square feet of lot area. The Project Site is located mid-block along W Hollywood Boulevard, and contains approximately 150 feet of linear frontage along W Hollywood Boulevard. The Project Site is currently improved with three (3) multi-family apartment buildings and two (2) garage structures, all proposed for demolition. The Project Site is within the Hollywood Community Plan Area, the City of Los Angeles Transit Priority Area, and the Alquist-Priolo Earthquake Fault Zone.

PROJECT DESCRIPTION

AMS Hollywood, LLC & CGS Hollywood, LLC (“the Applicants”) propose to develop the approximately 0.499-acre (21,717.5 square foot) property at 7762-7770 W Hollywood Boulevard, within the Hollywood Community Plan (“Project Site”). The Project Site is currently improved with three (3) multi-family apartment buildings and two (2) garage structures, all proposed for demolition. The Applicant would propose to construct an approximately 97,141 square feet, eight (8)-story, multi-family apartment building containing 213 residential units. Of these 213 units, 212 units would be designated for Low- (80% AMI or below) and Moderate-Income Households (120% AMI or below). Given that the Project consists of 100% affordable housing, the Project would qualify for unlimited density and zero (0) on-site vehicular parking pursuant to AB 1763 in order to achieve a total of 213 units, consistent with California Government Code Section 65915, California Government Code Section 65913.4, and LAMC Section 12.22A.25.

The Project Site is zoned [Q]R3-1XL and maintains a General Plan Land Use designation of Medium Residential. Pursuant to the [Q]R3-1XL Zone, the LAMC would allow for one (1) dwelling unit for every 800 square feet of lot area. Therefore, the number of dwelling units allowed by right would be 27 units (21,745/800 = 27.15 units). However, as the Project qualifies as an Affordable Housing Project, the base density (27.15) would be rounded up to 28 units. In addition, a development may request a density of greater than 45 units per acre if eligible for a density bonus under Density Bonus Law.

Pursuant to LAMC, the maximum permitted density bonus for the Project Site would be 38 units, calculated by using a traditional 35% density increase. However, as the Applicant proposes to set aside 100% of the units (exclusive of one (1) manager’s unit) as Low- and Moderate-Income restricted affordable housing, and therefore, the Project would qualify for unlimited density and zero (0) on-site vehicular parking pursuant to AB 1763 in order to achieve a total of 213 units. The unit breakdown would consist of 213 one (1)-bedroom units.

A total of 21,300 square feet of Open Space would be required for the Project’s 213 units with less than three (3) habitable rooms. However, pursuant to LAMC Section 12.22A.25(g)(3), the Project would request a Waiver of Development Standard to allow for a 90.5% reduction in Open Space requirements, which would allow for a new requirement of 2,035 square feet. The proposed Open Space would be provided in the form of two (2) courtyard areas within the ground level, for a total of 2,035 square feet of Open Space. The two (2) proposed courtyard areas would contain 509 square feet of Landscaped Open Space.

Pedestrian access to the Project would be from the lobby along W Hollywood Boulevard. The Project would propose zero (0) long-term bicycle parking stalls and 14 short-term bicycle stalls.

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DENSITY

The Project is located within the Hollywood Community Plan area and contains a corresponding zone of [Q]R3-1XL with a Land Use Designation of Medium Residential. In accordance with the LAMC, the minimum lot area per dwelling unit is 800 square feet per dwelling unit in the R3 Zone. Therefore, the number of dwelling units allowed by right would be 27 units ($21,717.5 \text{ SF} / 800 = 27.15$ units). However, as the Project qualifies as an Affordable Housing Project, the base density (27.15) would be rounded up to 28 units. In addition, a development may request a density of greater than 45 units per acre if eligible for a density bonus under Density Bonus Law. In further accordance with AB 1763, the Applicant intends to set aside 100% of the base density (212 units) as Low- and Moderate-Income restricted affordable units. The Project therefore qualifies for unlimited density and zero (0) on-site vehicular parking, which would allow the project to effectively achieve the proposed 213 dwelling units.

FLOOR AREA

Per the Height District 1XL contained within the [Q]R3-1XL Zone, the allowable Floor Area Ratio ("FAR") would be 3:1. The FAR would be measured by the Project Site's Buildable Area. Buildable Area is calculated by taking the total lot area and deducting setbacks consistent with a 1-story building for the respective Zone. Therefore, the Project Site would contain a Buildable Area of approximately 15,399 square feet. The immediate vicinity is surrounded by the [Q]R3-1XL Zone, which would allow for a FAR of 3:1. However, pursuant to LAMC Section 12.22A.25(g)(3), the Project would request an Off-Menu Incentive to allow for a maximum FAR of 6.31:1 in lieu of the otherwise allowed 3:1. The proposed FAR of the Project would be 6.31:1, with approximately 97,141 square feet of Floor Area ($97,141 \text{ SF} / 15,399 = 6.31$).

HEIGHT

The Hollywood Community Plan area identifies the immediate vicinity as [Q]R3-1XL, which would limit building heights to 30 feet. The Height District 1XL limit within the [Q]R3-1XL Zone would allow for a maximum height of 30 feet. However, pursuant to AB 1763, as the Project consists of 100% restricted affordable housing units, the Project would be allowed up to a 33-foot and 3-story height increase without the use of an Incentive or Waiver of Development Standard. However, pursuant to LAMC Section 12.22A.25(g)(3), the Project would propose a Waiver of Development Standard to allow for a Zoning Height of ninety feet and six and three-quarter inches ($90'-6 \frac{3}{4}"$) in lieu of the otherwise permitted 30 feet. All rooftop structures would be setback a minimum of six (6) feet on all sides in order to comply with Los Angeles Fire Department ("LAFD") requirements and would further be screened from view at street level by parapet or sloping roof.

YARDS

The Project Site is located mid-block along W Hollywood Boulevard, and contains approximately 150 feet of linear frontage along W Hollywood. The front yard is considered to be along W Hollywood Boulevard and the rear yard is considered to be the southern property line. The two side yards are along the western and eastern property lines.

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Front Yard Setback

Pursuant to LAMC Section 12.10.C1, projects in the R3 Zone are required to provide a front yard setback of no less than 15 feet. However, pursuant to Section 12.22A.25(g)(3), the Applicant would request an Off-Menu Incentive to allow for a zero (0)-foot front yard setback in lieu of the otherwise required 15 feet.

Side Yard Setbacks

Pursuant to LAMC Section 12.10.C2, projects in the R3 Zone are required to provide side yard setbacks of at least five (5) feet, with an additional one (1) foot required for each story above the second, not to exceed 16 feet. As the Project is proposed at eight (8) levels, the required side yard setback on each side of the building would be 11 feet.

However, pursuant to LAMC Section 12.22A.25(g)(3), the Applicant would request two (2) Off-Menu Incentives to allow for a reduction of both the westerly and easterly side yard setback requirements. Both side yard setbacks would be reduced by 55% in order to allow for setbacks of five (5) feet in lieu of the otherwise required 11 feet.

Rear Yard Setback

Pursuant to LAMC Section 12.10.C3, projects in the R3 Zone are required to provide a rear yard setback of no less than 15 feet in depth. However, pursuant to Section 12.22A.25(g)(3), the Applicant would request an Off-Menu Incentive to allow for a four foot and six-inch (4'-6") rear yard setback in lieu of the otherwise required 15 feet.

OPEN SPACE

Pursuant to LAMC 12.21G, the Project would be required to provide a total of 21,300 square feet of Open Space for the Project's proposed 213 units (213 units with less than three (3) habitable rooms). However, pursuant to LAMC Section 12.22A.25(g)(3), the Project would request a Waiver of Development Standard to allow for a 90.5% reduction in Open Space requirements. Therefore, the Project would be required a new Open Space requirement of 2,035 square feet. The proposed Open Space would be provided in the form of two (2) courtyard areas within the ground level, for a total of 2,035 square feet of Open Space.

Further, pursuant to LAMC Section 12.21G.2(a)(3), the Project would be required to landscape a minimum of 25% of the Common Open Space area. Therefore, the Project would be required to provide 508.75 square feet of landscaped area. The Project would meet this requirement by providing a total of 509 square feet via 509 square feet of Landscaped Open Space within the two (2) proposed ground floor courtyard areas.

Pursuant to LAMC Section 12.21G.2(a)(3), the Project would be required to provide one (1) tree for every four (4) residential dwelling units. As the Project is proposing 213 residential units, the Project would be required to provide 54 trees. However, pursuant to LAMC Section 12.22A.25(g)(3), the Project would request a Waiver of Development Standard to allow for zero (0) trees in lieu of the otherwise required 54.

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PARKING

Residential parking consistent with California Government Code Section 65915 and AB 2345 Guidelines would not be required for projects that are 100% affordable housing, and further, within ½ mile of Public Transit. The project site is within ½ mile of several transit stops, meeting the requirement laid out in the AB 2345 Guidelines. Therefore, the Applicant proposes to utilize the project space for 100% affordable housing and on-site parking would not be required.

However, the Applicant would voluntarily propose 25 on-site vehicular parking spaces. Of these 25 vehicular parking spaces, all would be standard spaces and would be inclusive of two (2) disabled parking spaces, one (1) disabled van parking space, eight (8) Electric Vehicle (“EV”) parking spaces, three (3) EV capable parking spaces, and one (1) EV capable with access aisle parking space, all located within a subterranean garage level, with driveway access via W Hollywood Blvd.

BICYCLE PARKING

Pursuant to LAMC Section 12.21A.16 the project would be required to provide 129 long-term bicycle parking spaces and 14 short term bicycle parking spaces, for a total of 143 bicycle parking spaces. However, the project would request a Waiver of Development Standard to allow for 0 long-term bicycle parking spaces and 14 short-term bicycle parking spaces within the front yard setback.

Dwelling Units	Short-term Spaces	Long-term Spaces
1-25	1 space per 10 units	1 space per unit
26-100	1 space per 15 units	1 space per 1.5 units
101-200	1 space per 20 units	1 space per 2 units
201+	1 space per 40 units	1 space per 4 units

TRANSIT OPTIONS

The Project Site is in close proximity to many buses and transit line options that service this immediate area of the City.

Metro Route 217 is located approximately 30 feet East of the Project Site at the corner of Hollywood Boulevard and Genessee Avenue, and travels east/west along Hollywood Boulevard and north/south along Fairfax Avenue. The northbound route begins in Hollywood at the La Cienega Station Terminal at the intersection of La Cienega Boulevard and Jefferson Boulevard, and ends in East Hollywood at the intersection of Vermont Avenue and Santa Monica Boulevard. Metro Route 217 runs approximately every 15 minutes during peak commutes on weekdays, and approximately every 15-20 minutes during non-peak hours. On weekends and holidays, Metro Route 4 runs approximately every 15 minutes during peak commutes, and approximately every 15-20 minutes during non-peak hours.

Metro Route 2 is located approximately 1,350 feet southwest of the Project Site at the corner of Fairfax Avenue and Sunset Boulevard, and travels east/west along Sunset Boulevard. The eastbound route begins in Westwood at the intersection of Le Conte Avenue and Broxton Avenue, and ends in South Central Los Angeles at the intersection Hill and Martin Luther King Boulevard. Metro Route 2 runs approximately every

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8-9 minutes during peak commutes on weekdays, and approximately every 12 minutes during non-peak hours. On weekends and holidays, Metro Route 2 runs approximately every 10 minutes during peak commutes, and approximately every 10 minutes during non-peak hours.

Metro Route 218 is located approximately 2,000 feet west of the Project Site at the corner of Laurel Canyon Boulevard and Hollywood Boulevard, and travels north/south along Laurel Canyon Boulevard. The northbound route begins in the City of Los Angeles at the intersection of South San Vicente Boulevard and Beverly Boulevard, and ends in Studio City at the intersection Laurel Canyon Boulevard and Ventura Boulevard. Metro Route 218 runs approximately every 50 minutes during peak commutes on weekdays, and approximately every 60 minutes during non-peak hours. On weekends and holidays, Metro Route 2 runs approximately every 50 minutes during peak commutes, and approximately every 60 minutes during non-peak hours.

PROJECT SITE

The Project Site is a rectangular-shaped property that consists of one (1) parcel and contains approximately 21,717.5 square feet of lot area. The Project Site is located in the TR 10359 Tract, Lot FR LT A. The Project Site has approximately 150 feet of frontage along W Hollywood Boulevard.

The Project Site is located within the Hollywood Community Plan area of Los Angeles, zoned [Q]R3-1XL and maintains a General Plan Land Use designation of Medium Residential. The [Q]R3-1XL Zone is traditionally a mid-density land use designation.

An Objective of the General Plan and corresponding Community Plan is to reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers (Objective 1-2). A resultant Policy is to encourage higher density residential uses near major public transportation centers (Policy 1-2.1).

EXISTING SITE CONDITIONS

The Project Site is currently improved with three (3) residential buildings and two (2) detached garages, on the southside of the street with Assessor Parcel Number ("APN") of 5551-014-011.

SURROUNDING PROPERTIES

North: 3-story, 36-unit multi-family apartment building; zoned [Q]R3-1XL (Medium Residential).

East: 3-story, 21-unit multi-family apartment building; zoned [Q]R3-1XL (Medium Residential).

South: 1-story, single-family building; zoned R1-1-HPOZ (Low II Residential).

West: 2-story, 14-unit multi-family apartment building; zoned [Q]R3-1XL (Low Medium II Residential).

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STREETS AND CIRCULATION

Mobility Plan 2035 provides the following street standards:

W Hollywood Boulevard: Adjoining the Project Site to the north is a designated Modified Avenue II, which is required to have a total right of way width of 80 feet and a total roadway width of 60 feet. The existing right of way is a variable width of between 70 feet to 85 feet, with an approximate roadway width of 50 feet and 10-foot sidewalk adjacent to the Project Site. Therefore, the project is required to dedicate a portion of the variable width of the right of way by five (5) feet in order to bring this portion of W Hollywood Blvd to mobility standard.

ORDINANCES

Ordinance 96312: Effective January 1, 2006, an Ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

Ordinance 183496: Effective May 27, 2014, an interim ordinance, adopted as an urgency measure pursuant to California Government Code Section 65858, establishing a moratorium on the issuance of building and demolition permits for properties withing the following five proposed Historic Preservation Overly Zones (HPOZs):

1. Sunset Square — Council District 4
2. Carthay Square — Council District 5
3. Holmby — Westwood — Council District 5
4. Oxford Square — Council District 10
5. El Sereno — Berkshire Craftsman District — Council District 14

Ordinance 164712: Effective May 16, 1989, An ordinance amending Section 12.04 of the Los Angeles Municipal Cod by amending the zoning map.

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SIMILAR PROJECTS AND CASES

The immediate vicinity includes many recent high-density residential properties. Some examples include:

- 1123-1161 South Main Street and 111 West 12th Street
 - DCP Case: ZA-2018-7378-ZV-TDR-SPR
 - CEQA: ENV-2018-7379-SCEA
 - 30 Stories (340 Feet Tall)
 - 363 Residential Units
 - 343,447SF of Floor Area (7.03:1 FAR)
 - Residential & Commercial Mixed-Use
- 1121-1149 N Gower Street; 6104-6124 W Lexington Avenue; 1124-1150 N Lodi Place
 - DCP Case: CPC-2020-3253-DB-SPR-HCA
 - CEQA: ENV-2020-3254-CE
 - 5 Stories (73 Feet 6 Inches Tall)
 - 169 Residential Units (19 Affordable)
 - 185,357 SF of Floor Area (2.85:1 FAR)
 - Residential & Commercial Mixed-Use
- 5526-5534 West Virginia Avenue
 - DCP Case: CPC-2020-7814-CU-DB-HCA
 - CEQA: ENV-2020-7815-CE
 - 6 Stories (67 Feet Tall)
 - 64 Residential Units
 - 45,809 SF of Floor Area (4.24:1 FAR)
 - Residential & Commercial Mixed-Use
- 7000-7010 West Melrose Avenue
 - DCP Case: CPC-2021-7217-DB-VHCA
 - CEQA: ENV-2021-7218-CE
 - 6 Stories (67 Feet Tall)
 - 63 Residential Units (6 Affordable)
 - 61,899 SF of Floor Area (3.7:1 FAR)
 - Residential & Commercial Mixed-Use

FINDINGS FOR DENSITY BONUS COMPLIANCE REVIEW PURSUANT TO LAMC SECTION 12.22A.25 PURSUANT TO SECTION 12.22A.25(c) OF THE LAMC, THE DIRECTOR SHALL APPROVE A DENSITY BONUS AND REQUESTED INCENTIVE(S) SO LONG AS THE DIRECTOR FINDS THAT:

The Incentives are required in order to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.2, or Section 50053 for rent for the affordable units.

The Project substantially complies with the applicable regulations, standards, and provisions of the State Density Bonus Program. The Applicant would propose to provide 100% of the Project's base density as restricted affordable housing for Low- and Moderate-Income Households. As such, the Project qualifies for unlimited density pursuant to AB 1763 in order to achieve a total of 49 units.

By setting aside 100% of the base units for Low- and Moderate-Income Households, the Project requests relief from regulations set forth by Ordinance and LAMC that are allowed not on the menu of incentives pursuant to LAMC Section 12.22A.25(g)(3) in order to construct the quantity of housing and affordable housing proposed. The requested Off-Menu Incentives and Waiver of Development Standards would permit the construction of a 213-unit residential project (inclusive of 212 units for Low- and Moderate-Income Households), and expand the Project's building envelope to ensure that units are designed to a practical and livable standard, consistent with other existing developments in the immediate area.

Off-Menu Incentives

Incentive 1: LAMC Section 12.22A.25(g)(3): A front-yard reduction to allow for a front-yard setback of zero (0) feet in lieu of the otherwise required 15 feet pursuant to LAMC 12.10.C1.

The LAMC cannot take into consideration every site-specific parcel, which is why the LAMC allows for relief actions. As the Project is providing 100% base density for Low- and Moderate-Income Households, the Project would qualify for relief from regulations set forth by Ordinance and LAMC that are allowed not on the menu of incentives pursuant to LAMC Section 12.22A.25(g)(3) in order to construct the quantity of housing and affordable housing proposed, as well as the overall total units needed to construct the Project. As a result, the Project requires a front yard reduction to allow for a setback of zero (0) in lieu of the otherwise required 15 feet pursuant to LAMC.

Without the Off-Menu Incentive to allow for the reduction in the front yard setback requirement, the Project would only be able to provide a fraction of the units, which would be approximately 191 dwelling units (190 affordable units). The 15-foot front yard requirement would reduce the building footprint by approximately 10.6%, thereby forcing the project to scale down by at least 22 affordable units or to shrink the size of each unit, degrading the residential efficiency of the units. This coupled with the other 15-foot rear yard requirement and the 11-foot easterly and westerly side yard requirements would reduce the building footprint by 25%, thereby forcing the project to scale down by at least 53 affordable. Therefore, the front yard setback requirement would preclude development of the proposed density bonus units and project amenities, and the Off-Menu Incentive is required to provide the additional 22 to 53 affordable housing units.

According to Government Code Section 65913.4(a), modifications to objective standards granted as part of a density bonus, concession, incentive, parking reduction, or waiver of development standards pursuant to Density Bonus Law Government Code Section 65915, or a local density bonus ordinance, shall be considered

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consistent with objective standards. Therefore, Off-Menu Incentives offered by way of LAMC 12.22A.25(g)(3) would be applicable to yard or set-back relief.

Incentive 2: LAMC Section 12.22A.25(g)(3): A rear yard reduction to allow for a rear yard setback of four feet and six-inches (4'-6") in lieu of the otherwise required 15 feet pursuant to LAMC 12.10.C3.

The LAMC cannot take into consideration every site-specific parcel, which is why the LAMC allows for relief actions. As the Project is providing 100% base density for Low- and Moderate-Income Households, the Project would qualify for relief from regulations set forth by Ordinance and LAMC that are allowed not on the menu of incentives pursuant to LAMC Section 12.22A.25(g)(3) in order to construct the quantity of housing and affordable housing proposed, as well as the overall total units needed to construct the Project. As a result, the Project requires a rear yard reduction to allow for a setback of four feet and six-inches (4'-6") in lieu of the otherwise required 15 feet pursuant to LAMC.

Without the Off-Menu Incentive to allow for the reduction in the rear yard setback requirement, the Project would only be able to provide a fraction of the units, which would be approximately 198 dwelling units (199 affordable units). The 15-foot rear yard requirement would reduce the building footprint by approximately 7.5%, thereby forcing the project to scale down by at least 15 affordable units or to shrink the size of each unit, degrading the residential efficiency of the units. This coupled with the other 15-foot front yard requirement and the 11-foot easterly and westerly side yard requirements would reduce the building footprint by 25%, thereby forcing the project to scale down by at least 53 affordable. Therefore, the front yard setback requirement would preclude development of the proposed density bonus units and project amenities, and the Off-Menu Incentive is required to provide the additional 15 to 53 affordable housing units

According to Government Code Section 65913.4(a), modifications to objective standards granted as part of a density bonus, concession, incentive, parking reduction, or waiver of development standards pursuant to Density Bonus Law Government Code Section 65915, or a local density bonus ordinance, shall be considered consistent with objective standards. Therefore, Off-Menu Incentives offered by way of LAMC 12.22A.25(g)(3) would be applicable to yard or set-back relief.

Incentive 3: LAMC Section 12.22A.25(g)(3): A side-yard reduction to allow for a westerly side-yard setback of five (5) feet in lieu of the otherwise required 11 feet pursuant to LAMC 12.10.C2.

The LAMC cannot take into consideration every site-specific parcel, which is why the LAMC allows for relief actions. As the Project is providing 100% base density for Low- and Moderate-Income Households, the Project would qualify for relief from regulations set forth by Ordinance and LAMC that are allowed not on the menu of incentives pursuant to LAMC Section 12.22A.25(g)(3) in order to construct the quantity of housing and affordable housing proposed, as well as the overall total units needed to construct the Project. As a result, the Project requires a westerly side yard reduction to allow for a setback of five (5) feet in lieu of the otherwise required 11 feet pursuant to LAMC.

Without the Off-Menu Incentive to allow for the reduction in the side yard setback requirement, the Project would only be able to provide a fraction of the units, which would be approximately 197 dwelling units (196 affordable units). The 11-foot side yard requirement would reduce the building footprint by approximately 7.86%, thereby forcing the project to scale down by at least 16 affordable units or to shrink the size of each unit, degrading the residential efficiency of the units. This coupled with the other 15-foot front yard requirement, the 15-foot rear yard requirement, and the 11-foot easterly side yard requirements would reduce

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the building footprint by 25%, thereby forcing the project to scale down by at least 53 affordable. Therefore, the front yard setback requirement would preclude development of the proposed density bonus units and project amenities, and the Off-Menu Incentive is required to provide the additional 16 to 53 affordable housing units

According to Government Code Section 65913.4(a), modifications to objective standards granted as part of a density bonus, concession, incentive, parking reduction, or waiver of development standards pursuant to Density Bonus Law Government Code Section 65915, or a local density bonus ordinance, shall be considered consistent with objective standards. Therefore, Off-Menu Incentives offered by way of LAMC 12.22A.25(g)(3) would be applicable to yard or set-back relief.

Incentive 4: LAMC Section 12.22A.25(g)(3): A side-yard reduction to allow for an easterly side yard setback of five (5) feet in lieu of the otherwise required 11 feet pursuant to LAMC 12.10.C2.

The LAMC cannot take into consideration every site-specific parcel, which is why the LAMC allows for relief actions. As the Project is providing 100% base density for Low- and Moderate-Income Households, the Project would qualify for relief from regulations set forth by Ordinance and LAMC that are allowed not on the menu of incentives pursuant to LAMC Section 12.22A.25(g)(3) in order to construct the quantity of housing and affordable housing proposed, as well as the overall total units needed to construct the Project. As a result, the Project requires an easterly side yard reduction to allow for a setback of five (5) feet in lieu of the otherwise required 11 feet pursuant to LAMC.

Without the Off-Menu Incentive to allow for the reduction in the side yard setback requirement, the Project would only be able to provide a fraction of the units, which would be approximately 197 dwelling units (196 affordable units). The 11-foot side yard requirement would reduce the building footprint by approximately 7.86%, thereby forcing the project to scale down by at least 16 affordable units or to shrink the size of each unit, degrading the residential efficiency of the units. This coupled with the other 15-foot front yard requirement, the 15-foot rear yard requirement, and the 11-foot westerly side yard requirements would reduce the building footprint by 25%, thereby forcing the project to scale down by at least 53 affordable. Therefore, the front yard setback requirement would preclude development of the proposed density bonus units and project amenities, and the Off-Menu Incentive is required to provide the additional 16 to 53 affordable housing units

According to Government Code Section 65913.4(a), modifications to objective standards granted as part of a density bonus, concession, incentive, parking reduction, or waiver of development standards pursuant to Density Bonus Law Government Code Section 65915, or a local density bonus ordinance, shall be considered consistent with objective standards. Therefore, Off-Menu Incentives offered by way of LAMC 12.22A.25(g)(3) would be applicable to yard or set-back relief.

Waiver of Development Standards

Waiver 1: LAMC Section 12.22A.25(g)(3): A 90.5% reduction in Open Space requirements.

Pursuant to LAMC Section 12.21G, the Project would be required to provide 21,300 square feet of Open Space for the Project's proposed 213 units (213 units with less than three (3) habitable rooms). However, pursuant to LAMC Section 12.22A.25(g)(3), the Project would seek a Waiver of Development Standard to allow for an up to 90.5% reduction in the Open Space requirement. Therefore, the project would allow for a

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new requirement of 2,035 square feet of Open Space. The proposed Open Space would be provided in the form of two (2) courtyard areas within the ground level, for a total of 2,035 square feet of Open Space. The two (2) proposed courtyard areas would contain 509 square feet of Landscaped Open Space.

Without the use of a Waiver of Development Standard to allow for the reduction in the Open Space requirement, the Project would only be able to provide a fraction of the units, which would be approximately 167 dwelling units (166 affordable units). The only feasible area for additional Open Space would be at the ground level. With 2,035 square feet of Open Space on the ground level already planned, the building footprint would have to be reduced by approximately 22%, thus, reducing the number of units the Project would be able to provide to approximately 167 units (166 affordable units). Therefore, the Open Space requirement would preclude development of the proposed density bonus units and project amenities, and the Waiver of Development Standard would be required to provide the additional 46 units.

The LAMC cannot take into consideration every site-specific parcel, which is why the LAMC allows for relief actions. As the Project is providing 100% base density for Low- and Moderate-Income Households, the Project would qualify for relief from regulations set forth by Ordinance and LAMC that are allowed not on the menu of incentives pursuant to LAMC Section 12.22A.25(g)(3) in order to construct the quantity of housing and affordable housing proposed, as well as the overall total units needed to construct the Project. As a result, the Project would require a reduction in Open Space requirements to allow for a maximum Open Space requirement of 2,035 square feet in lieu of the otherwise required 21,300 square feet.

According to Government Code Section 65913.4(a), modifications to objective standards granted as part of a density bonus, concession, incentive, parking reduction, or waiver of development standards pursuant to Density Bonus Law Government Code Section 65915, or a local density bonus ordinance, shall be considered consistent with objective standards. Therefore, Waivers of Development Standards offered by way of LAMC 12.22A.25(g) would be applicable to Open Space requirements.

Waiver 2: LAMC Section 12.22A.25(g)(3): To allow for zero (0) Long-Term Bicycle Parking Spaces in lieu of the otherwise required 129.

Pursuant to LAMC Section 12.21G, the Project would be required to provide 129 Long-Term Bicycle Parking Spaces for the Project's proposed 213 units. However, pursuant to LAMC Section 12.22A.25(g)(3), the Project would seek a Waiver of Development Standard to allow for a reduction in the required 129 Long-Term Bicycle Parking Spaces in order to allow for zero (0) Long-Term Bicycle Parking Spaces.

Without the use of a Waiver of Development Standard to allow for the reduction in the Long-Term Bicycle Parking Space requirement, the Project would only be able to provide a fraction of the units, which would be approximately 200 dwelling units (199 affordable units). If Long-Term Bicycle Parking Spaces would otherwise be required, then each double rack would contain a dimension of at least two and half (2'-6") feet by three (3) feet, and would further require a minimum three (3) foot clearance all around, which would require a total area of approximately eight and a half (8'-6") feet by nine (9) feet, thereby, requiring a total space of 76.5 square feet for each double rack.

As there would otherwise be a requirement for 129 Long-Term Bicycle Parking Spaces, there would then be a requirement of at least 65 bicycle racks, therefore, occupying a total of 4,972.5 square feet of area (76.5 SF X 65 = 4,972.5); this coupled with the LAMC requirement for a 100 square foot bicycle workshop area would require a total area of 5,072.5 SF. As each proposed dwelling unit is proposed with an average unit

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size of 370 square feet, this would effectively reduce the number of affordable housing units by 13 units or by shrinking the size of each unit, therefore degrading the residential efficiency of the units.

The LAMC cannot take into consideration every site-specific parcel, which is why the LAMC allows for relief actions. As the Project is providing 100% base density for Low- and Moderate-Income Households, the Project would qualify for relief from regulations set forth by Ordinance and LAMC that are allowed not on the menu of incentives pursuant to LAMC Section 12.22A.25(g)(3) in order to construct the quantity of housing and affordable housing proposed, as well as the overall total units needed to construct the Project. As a result, the Project would require a reduction in Long-Term Bicycle Parking requirements to allow for a maximum Long-Term Bicycle Parking requirement of zero (0) spaces in lieu of the otherwise required 129.

According to Government Code Section 65913.4(a), modifications to objective standards granted as part of a density bonus, concession, incentive, parking reduction, or waiver of development standards pursuant to Density Bonus Law Government Code Section 65915, or a local density bonus ordinance, shall be considered consistent with objective standards. Therefore, Waivers of Development Standards offered by way of LAMC 12.22A.25(g) would be applicable to Long Term Bicycle Parking requirements.

Waiver 3: LAMC Section 12.22A.25(g)(3): To allow for zero (0) On-Site Trees in lieu of the otherwise required 54.

Pursuant to LAMC Section 12.21G, the Project would be required to provide 54 trees for the Project's proposed 213 units (1 tree for every 4 units). However, pursuant to LAMC Section 12.22A.25(g)(3), the Project would seek a Waiver of Development Standard to allow for a reduction of the required 54 On-Site Trees in order to allow for zero (0) On-Site Trees.

Without the use of a Waiver of Development Standard to allow for the reduction in the On-Site Tree requirement, the Project would only be able to provide a fraction of the units, which would be approximately 208 dwelling units (207 affordable units). With a requirement of two (2) feet by two (2) feet of planter space for every box tree planted and the additional two (2) feet of clearance required between each tree, approximately 1,944 square feet must be dedicated to the 54 required On-Site Trees. Therefore, the Development Standard would preclude development of the proposed density bonus units and project amenities, and relief is required to provide the additional five (5) units.

The LAMC cannot take into consideration every site-specific parcel, which is why the LAMC allows for relief actions. As the Project is providing 100% base density for Low- and Moderate-Income Households, the Project would qualify for relief from regulations set forth by Ordinance and LAMC that are allowed not on the menu of incentives pursuant to LAMC Section 12.22A.25(g)(3) in order to construct the quantity of housing and affordable housing proposed, as well as the overall total units needed to construct the Project. As a result, the Project would require a reduction in On-Site Tree requirements to allow for a maximum On-Site Tree requirement of zero (0) in lieu of the otherwise required 54 On-Site Trees.

According to Government Code Section 65913.4(a), modifications to objective standards granted as part of a density bonus, concession, incentive, parking reduction, or waiver of development standards pursuant to Density Bonus Law Government Code Section 65915, or a local density bonus ordinance, shall be considered consistent with objective standards. Therefore, Waivers of Development Standards offered by way of LAMC 12.22A.25(g) would be applicable to On-Site Tree requirements.

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Waiver 4: LAMC Section 12.22A.25(g)(3): To allow for a Floor Area Ratio (“FAR”) increase to permit a 6.31:1 FAR in a Height District 1XL, in the [Q]R3-1XL Zone, in lieu of the otherwise permitted pursuant to Ordinance and LAMC which would allow for a Floor Area Ratio (“FAR”) of 3:1.

The LAMC cannot take into consideration every site-specific parcel, which is why the LAMC allows for relief actions. As the Project is providing 100% base density for Low- and Moderate-Income Households, the Project would qualify for relief from regulations set forth by Ordinance and LAMC that are allowed not on the menu of incentives pursuant to LAMC Section 12.22A.25(g)(3) in order to construct the quantity of housing and affordable housing proposed, as well as the overall total units needed to construct the Project. As a result, the Project would require an increase in FAR to allow for a maximum FAR of 6.31:1 in lieu of the otherwise permitted 3:1.

Without the use of a Waiver of Development Standard to allow for the increase in FAR, the Project would only be able to provide a fraction of the units, which would be approximately 125 dwelling units (124 affordable units). Therefore, the Development Standard would preclude development of the proposed density bonus units and project amenities, and relief is required to provide the additional 88 units.

According to Government Code Section 65913.4(a), modifications to objective standards granted as part of a density bonus, concession, incentive, parking reduction, or waiver of development standards pursuant to Density Bonus Law Government Code Section 65915, or a local density bonus ordinance, shall be considered consistent with objective standards. Therefore, Off-Menu Incentives offered by way of LAMC 12.22A.25(g)(3) would be applicable to Floor Area Ratio.

Waiver 5: LAMC Section 12.22A.25(g)(3): To allow for a Zoning Height of 90 and six and three quarter (90'-6 ¾") in lieu of the otherwise permitted 30 feet.

The LAMC cannot take into consideration every site-specific parcel, which is why the LAMC allows for relief actions. As the Project is providing 100% base density for Low- and Moderate-Income Households, the Project would qualify for relief from regulations set forth by Ordinance and LAMC that are allowed not on the menu of incentives pursuant to LAMC Section 12.22A.25(g)(3) in order to construct the quantity of housing and affordable housing proposed, as well as the overall total units needed to construct the Project. As a result, the Project would require an increase in Zoning Height to allow for 90 and six and three quarter (90'-6 ¾") in lieu of the otherwise permitted 30 feet.

Without the use of a Waiver of Development Standard to allow for the increase in Zoning Height, the Project would only be able to provide a 33.33% of the units, which would be approximately 71 dwelling units (70 affordable units). Therefore, the Development Standard would preclude development of the proposed density bonus units and project amenities, and relief is required to provide the additional 142 units and to provide ample storage space for future residents.

According to Government Code Section 65913.4(a), modifications to objective standards granted as part of a density bonus, concession, incentive, parking reduction, or waiver of development standards pursuant to Density Bonus Law Government Code Section 65915, or a local density bonus ordinance, shall be considered consistent with objective standards. Therefore, Waiver of Development Standard offered by way of LAMC 12.22A.25(g)(3) would be applicable to Zoning Height.

DENSITY BONUS LEGISLATION BACKGROUND

The California State Legislature has declared that "[t]he availability of housing is of vital statewide importance," and has determined that state and local governments have a responsibility to "make adequate provision for the housing needs of all economic segments of the community." Section §65580, subdivision (a) and (d). Section 65915 further provides that an applicant must agree to, and the municipality must ensure, the "continued affordability of all Low- and Very Low-Income units that qualified the applicant" for the density bonus.

California State Assembly Bill 2222 went into effect on January 1, 2015. The bill introduces rental dwelling unit replacement requirements, which pertain to cases filed as of January 1, 2015. The new state law also increases covenant restrictions from 30 to 55 years for cases issued after January 1, 2015.

With Senate Bill 1818 (2004), state law created a requirement that local jurisdictions approve a density bonus along with "concessions or incentives" for projects that include defined levels of affordable housing in their projects. In response to this requirement, the City of Los Angeles created an Ordinance that includes a menu of incentives and also includes requests for waivers or modifications to any development standard(s) not on the menu. In order to grant approval of an incentive or development waiver, the City utilizes the same findings contained in state law for the approval of incentives or concessions.

Under Government Code Section § 65915(a), § 65915(d)(2)(C) and § 65915(d)(3) the City of Los Angeles complies with the State Density Bonus law by adopting density bonus regulations and procedures as codified in Section 12.22A.25 of the Los Angeles Municipal Code. Section 12.22A.25 creates a procedure to waive or modify zoning code standards which may prevent, preclude or interfere with the effect of the density bonus by which the incentive or concession is granted, including legislative body review. The Ordinance must apply equally to all new residential development.

In exchange for setting aside a defined number of affordable dwelling units within a development, applicants may request up to three incentives in addition to the density bonus and parking relief which are permitted by right. The incentives are deviations from the City's development standards, thus providing greater relief from regulatory constraints. Utilization of the Density Bonus/Affordable Housing Incentives Program supersedes requirements of the Los Angeles Municipal Code and underlying ordinances relative to density, number of units, parking, and other requirements relative to incentives, if requested.