REQUEST TO DEMOLISH FOUR SINGLE-FAMILY RESIDENCES ON THREE CONTIGUOUS LOTS AND CONSTRUCT THREE FOUR-STORY, SEVEN-UNIT CONDOMINIUM BUILDINGS WITH SUBTERRANEAN PARKING GARAGES

LOCATION: 1008, 1016, AND 1020 NORTH OGDEN DRIVE

INITIATED BY: COMMUNITY DEVELOPMENT DEPARTMENT
(David DeGrazia, Planning Manager, CHPP)
(Antonio Castillo, Associate Planner)

STATEMENT ON THE SUBJECT

The proposal includes the demolition of four single-family residences on three contiguous 6,500-square-foot lots and construction of the following:

1008 N. Ogden Drive:
- 12,818-square-foot, seven-unit, four-story condominium building over a subterranean parking garage with one affordable housing unit.

1016 N. Ogden Drive:
- 12,261-square-foot, seven-unit, four-story condominium building over a subterranean parking garage with one affordable housing unit.

1020 N. Ogden Drive:
- 12,491-square-foot, seven-unit, four-story condominium building over a subterranean parking garage with one affordable housing unit.

Two detached single-family residences exist at 1008 N. Ogden and a single residence exists on each of the other two properties. Each proposed development has been submitted as a separate application for each lot, but the three projects are proposed by the same applicant team and have been processed simultaneously. While each must be considered as an individual project, all three will have a combined effect on the urban design and landscape of the street and neighborhood. As such they are being analyzed as a group, while also noting the individual building designs. Additionally, each project includes green building features earning a minimum 90 Green Building points.

RECOMMENDATION

Staff recommends that the Commission hold consolidated public hearings, consider all pertinent testimony, and adopt the following resolutions:
   (EXHIBIT A)

2) Draft Resolution No. PC 15-1125: "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST HOLLYWOOD, CONDITIONALLY APPROVING A TENTATIVE TRACT MAP (MAJOR LAND DIVISION NO. 72977), FOR THE PROPERTY LOCATED AT 1008 NORTH OGDEN DRIVE, WEST HOLLYWOOD, CALIFORNIA."
   (EXHIBIT B)

   (EXHIBIT C)

4) Draft Resolution No. PC 15-1127: "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST HOLLYWOOD, CONDITIONALLY APPROVING A TENTATIVE TRACT MAP (MAJOR LAND DIVISION NO. 72978), FOR THE PROPERTY LOCATED AT 1016 NORTH OGDEN DRIVE, WEST HOLLYWOOD, CALIFORNIA."
   (EXHIBIT D)

   (EXHIBIT E)

6) Draft Resolution No. PC 15-1129: "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST HOLLYWOOD, CONDITIONALLY APPROVING A TENTATIVE TRACT MAP (MAJOR LAND DIVISION NO. 72979), FOR THE PROPERTY LOCATED AT 1020 NORTH OGDEN DRIVE, WEST HOLLYWOOD, CALIFORNIA."
   (EXHIBIT F)
BACKGROUND

Application Information
A. Date of Applications: July 3, 2014
B. Applications Deemed Complete: January 26, 2015
C. Applicant: Francisco Pila, Dean Larkin Design
D. Property Owner: JV Fund Properties LLC and The Raphael & Vicky Mense Living Trust
E. Locations: 1008, 1016, and 1020 N. Ogden Drive
F. Zoning / General Plan: R3B (Residential, Multi-Family Medium Density) / R3
G. Environmental Statuses: Categorically Exempt per CEQA Section 15332 (In-Fill Development Projects)
H. Public Notices: The public hearings were advertised in accordance with the WHMC.

Site and Area Conditions
The three contiguous sites are located on the east side of Ogden Drive between Santa Monica Boulevard to the north and Romaine Street to the south. The relatively flat sites are each approximately 6,500 square feet in size and measure approximately 50 feet wide and 130 feet deep. The property at 1008 N. Ogden was built in 1922 with a single-family residence at the front and maintains a detached residence at the rear also built in 1922. The properties at 1016 and 1020 N. Ogden were each built in 1920 and developed with a single-family
dwelling and detached garages. The sites were reviewed as part of the 2008 Historic Resources Survey and found not to be eligible for designation as local cultural resources. This block of Ogden Drive between the alley south of Santa Monica Boulevard to the north and Romaine Street to the south is developed with 11 two-story multi-family structures and ten single-family dwellings. One of the existing single-family dwellings (i.e., 1021 Ogden) was recently approved for demolition to construct a three-story, multi-family development. All properties in the immediate vicinity are located within the R3B zone.

Environmental Review
Pursuant to the California Environmental Quality Act (CEQA), the Planning Division has analyzed each proposal. The proposed projects have been determined not to have a significant effect on the environment and are categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (In-Fill Development Projects). This section of CEQA considers in-fill development projects which fit certain criteria and meets all of the requirements set forth in the CEQA guidelines. These projects are consistent with the City of West Hollywood Zoning Ordinance and General Plan; the projects are within the city limits on sites of no more than five acres both individually and combined; the projects are located in an urban area with no value as habitat for endangered, rare, or threatened species; approval of the projects would not result in any significant effects relating to traffic, noise, air or water quality; and the projects can be adequately served by all required utilities and public services.

Neighborhood Meeting
As required by the West Hollywood Municipal Code (WHMC), the applicant conducted a neighborhood meeting on the evening of January 6, 2015 to introduce the project to the neighborhood and answer any questions or receive any concerns. The meeting was advertised by the applicant by mailing a notice to all residents and property owners within a 500-foot radius of the site. There were 15 attendees at the meeting, in addition to the applicant's team and Planning staff. Discussion included an explanation of the project, as well as discussion of the neighborhood compatibility and potential impacts on adjacent residents. Several residents expressed concerns or made comments pertaining to the size of the three buildings in relationship to the area, privacy to neighboring properties, number and type of parking spaces, landscaping mostly along the front yard, the time frame for construction, and the cumulative impacts from all three projects.

Design Review Subcommittee Meeting
The project was reviewed by the Planning Commission Design Review Subcommittee on three separate occasions, including on October 9, 2014, February 12, 2015, and April 23, 2015. Overall, the subcommittee members believed the project was well designed and were supportive of the project's compatibility with the neighborhood. The subcommittee suggested various architectural modifications to the exterior design, all of which were incorporated into a revised version of the building's design. As a result, a condition has been included in the draft resolution to require strict adherence to the final materials schedule. The project's urban design analysis is provided below.
Public Comment

At the time the staff report was published, staff had received three inquiries from the public pertaining to the public hearing date, demolition date, and timing of construction. No comments were received other than those collected at the time of the neighborhood meeting.

ANALYSIS

Project Proposal

The applicant is requesting to demolish all structures on the three parcels, including four single-family dwellings and garages and construct three separate four-story, seven-unit condominium buildings. The proposed projects would qualify for incentives as high-achieving green buildings pursuant to Section 19.20.060.C as well as affordable housing incentives, pursuant to Chapter 19.22 of the WHMC.

The sites are approximately 6,500 square feet each and located within the R3B (Residential, Multi-Family Medium-Density) zone. The zoning for these sites permits up to five units on each and the applicant would be allowed to pay a fee in-lieu of providing on-site affordable housing. However, the applicant has elected to provide one required inclusionary housing unit in each building, and therefore the projects include a density bonus incentive bringing the total number of units to seven for each building.

Affordable Housing

Pursuant to Section 19.22.040 (Affordable Housing Fees) of the WHMC, developers of condominium projects of ten or fewer units may choose to build a minimum of one affordable unit or pay a fee in lieu of providing an on-site affordable unit. In this case, the applicant chose to build the affordable housing on-site. As such, the projects automatically qualify for a density bonus of two units for each building, bringing the total allowable to seven units per site, and also qualify for alternate parking standards.

The unit to be designated as affordable is the front-most of the two ground-level units for each building. These units are smaller than the other six units for each building; however, the City's Housing Services Division advised that the units are acceptable for the designated inclusionary units.

Each project qualifies for two concessions from Section 19.22.050 of the WHMC as a bonus for providing on-site affordable housing. These concessions are above and beyond the alternate parking standards and density bonus. The applicant has requested to take advantage of one concession for an additional story not to exceed ten feet of total project height and a second concession to apply a ten percent reduction in the minimum front yard setback for each of the projects.
## Residential Multi-family Standards

The proposed projects generally comply with the standards for residential districts (Chapter 19.06), multi-family dwellings (Section 19.36.280), and general development standards (Chapter 19.20). The following table summarizes the requirements and project compliance with minimum standards.

<table>
<thead>
<tr>
<th>Development Standard</th>
<th>Permitted / Required</th>
<th>Proposed (by address)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Density</td>
<td>One unit per 1210 SF of lot area, lot area is 6,500 SF = 5 units max. base density</td>
<td>5 units base; 1 affordable unit; 1 bonus unit = total of seven (7) units.</td>
</tr>
<tr>
<td>Maximum unit size</td>
<td>Maximum average unit size of 1,500 sq. ft.</td>
<td>Average unit size 1,173 sq. ft.</td>
</tr>
<tr>
<td>Height</td>
<td>35 feet / 3 stories</td>
<td>45' max height and four stories Concession pursuant to Chapter 19.22</td>
</tr>
<tr>
<td>Front yard setback</td>
<td>Average of adjacent properties (15' min, 30' max) and additional 6 feet for 2nd and upper stories in addition to 1st story setback.</td>
<td>27' for 1st floor plus additional 6' for 2nd &amp; 3rd floors (33') and an additional 8' for 4th floor (41').</td>
</tr>
<tr>
<td>Side yard setback</td>
<td>7'-0' minimum (4-story building)</td>
<td>7'-0&quot;</td>
</tr>
<tr>
<td>Rear yard setback</td>
<td>15'-0&quot;</td>
<td>15'-0&quot;</td>
</tr>
<tr>
<td>Parking</td>
<td>1 space per 1 bd unit, 2 spaces per 2-3 bd unit, No guest spaces req’d – 12 total spaces required</td>
<td>1 standard, 1 ADA, and 10 tandem – 12 total spaces. (1 space per 1bd unit and no guest parking required per Affordable Housing bonus)</td>
</tr>
<tr>
<td>Private open space</td>
<td>120 sq. ft. per unit</td>
<td>Varies, minimum 120 sq.ft. per unit provided.</td>
</tr>
<tr>
<td>Common open space</td>
<td>500 sq. ft. for 5-10 units</td>
<td>500 sq. ft. min. divided and added to private open spaces for each unit (Green Building High-Achieving incentive)</td>
</tr>
<tr>
<td>Driveway width (max.)</td>
<td>24 ft. maximum and 10 ft. minimum width</td>
<td>10'-0&quot;</td>
</tr>
<tr>
<td>Front facade</td>
<td>50% habitable space w/ private entry</td>
<td>Private entry to ground floor unit provided in façade.</td>
</tr>
<tr>
<td>Front yard setback paving (max.)</td>
<td>45% FYSB paved</td>
<td>40% of FYSB is paved</td>
</tr>
<tr>
<td>Permeable surface in setbacks</td>
<td>At least 50% permeable</td>
<td>50% of all setbacks will be permeable surfaces.</td>
</tr>
</tbody>
</table>

## Parking and Traffic

The parking for all units is provided in a separate subterranean level beneath the four residential levels for each building. Each two- and three-bedroom unit is provided with a pair of standard-size tandem parking spaces. The two one-
bedroom units are provided with one single standard-size space each. Pursuant to Section 19.22.050 (F) of the WHMC, no guest parking is required for projects providing the on-site affordable housing units.

The Institute of Transportation Engineers' (ITE) *Trip Generation, 9th Edition* is typically used by the City of West Hollywood to estimate the number of vehicle-trips expected to be generated by a proposed project. In accordance with the policy established by the City of West Hollywood, projects generating less than 500 net daily trips or 60 net peak hour daily trips are not subject to a traffic impact study. Based on the ITE trip generation rates for residential units, the net increase of dwelling units for each site (i.e., five units for 1008 Ogden, six units for 1016 Ogden, and six units for 1020 Ogden) would not meet the City-established criteria for requiring a traffic impact study (refer to table below).

Given that all three projects are proposed on contiguous sites, staff also analyzed the three combined sites. The net increase of 17 dwelling units for the three sites would result in an increase of 84 trips per day for a total of 123 daily trips. Additionally, the three combined sites would result in a morning peak hour daily trip increase of five for a total of nine and a net evening peak hour increase of eight for a total of 12. Therefore, the additional trips generated by the three projects individually and combined do not meet City-established criteria for requiring a traffic impact study.

<table>
<thead>
<tr>
<th>1080 Ogden</th>
<th>Daily</th>
<th>AM Peak</th>
<th>PM Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td>Condo (new)</td>
<td>7 du</td>
<td>41</td>
<td>3</td>
</tr>
<tr>
<td>Single Family (existing)</td>
<td>2 du</td>
<td>19</td>
<td>2</td>
</tr>
<tr>
<td>Net</td>
<td></td>
<td>22</td>
<td>1</td>
</tr>
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<table>
<thead>
<tr>
<th>1016 Ogden</th>
<th>Daily</th>
<th>AM Peak</th>
<th>PM Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td>Condo (new)</td>
<td>7 du</td>
<td>41</td>
<td>3</td>
</tr>
<tr>
<td>Single Family (existing)</td>
<td>1 du</td>
<td>10</td>
<td>1</td>
</tr>
<tr>
<td>Net</td>
<td></td>
<td>31</td>
<td>2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>1016 Ogden</th>
<th>Daily</th>
<th>AM Peak</th>
<th>PM Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td>Condo (new)</td>
<td>7 du</td>
<td>41</td>
<td>3</td>
</tr>
<tr>
<td>Single Family (existing)</td>
<td>1 du</td>
<td>10</td>
<td>1</td>
</tr>
<tr>
<td>Net</td>
<td></td>
<td>31</td>
<td>2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Net total of 3 sites</th>
<th>Daily</th>
<th>AM Peak</th>
<th>PM Peak</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>84</td>
<td>5</td>
<td>8</td>
</tr>
</tbody>
</table>

**Green Building**

West Hollywood Municipal Code Section 19.20.060 requires new buildings to adhere to a point system wherein the applicant chooses from a range of options on the Green Building Point System Table to ensure that the building will help achieve the City's goals of conserving natural resources, increasing energy efficiency, and improving indoor air quality. All qualifying new projects are required to include elements that add up to 60 points. Projects amassing 90
points or more qualify for certain incentives. As proposed, each project is designed to include a total of 90 points. As an allowed incentive, the applicant is requesting to divide the minimum 500-square-foot common open space requirement and add it to the private open space for each unit. The applicant has satisfied this requirement. In addition to the private open spaces for each unit, the side yards between the three proposed buildings are designed to function as courtyards, providing additional common open space for the properties.

Rent Stabilization & Housing Status
The Department of Rent Stabilization & Housing records indicate that the units on all properties are currently occupied by tenants and will be subject to removal of the property from the rental market (Ellis Act). Staff has included a condition of approval that would require full compliance with the City’s Rent Stabilization Ordinance pertaining to tenant relocation and eviction requirements.

Urban Design Analysis

Urban Design Context
While each must be considered as an individual building, all three properties will have a combined effect on the urban design and landscape of the street and neighborhood. As such, they are being analyzed as a group, while also noting the individual building designs.

The existing context on this block of Ogden Drive contains a majority of two-story buildings over surface or semi-subterranean parking, built in the 1960s and '70s. Entitlements for two seven-unit projects by the same applicant team have been approved across the street at 1021 North Ogden, and to the rear on 1013 North Genesee Avenue. Both projects are currently in plan check.

Site and Landscape Design
The landscape design for all three projects has been combined with the intent to maximize the open space at the front and between the projects. The three buildings are all set back from the property line roughly 27 feet. A combined landscape plan shows a complementary and varied design in the front setbacks and along the sides with a landscaped palette that works together as a whole. The landscape design at the front has a sense of openness with layers of planting that also provide a sense of privacy for the project. The front setback is
designed with benches and trees to be inviting to passersby and to enhance the public realm while being an asset to the project. These side setbacks are combined with the open space central to each project and designed with landscaping, special pavers, seating, etc. to maximize the open space on the site.

Mass and Scale

Each project has the same basic organization with two units per floor broken up in the center with open space and/or circulation. The fourth floor has a single unit that is set back from the building front. A comparison of sheets A0.5 for each project reveals minor differences in floor plans. 1016 and 1020 Ogden are very similar, with variations in the first and top levels, with 1008 Ogden presenting a bit more variation, in particular with placement of vertical circulation.

The frame elements are visible on all three projects for a similar language of elements that serves to break down the massing and provide visual interest. Within the frames, the window-walls and solid panels appear to read from floor-to-ceiling. Staff has included a condition of approval that would require additional strong horizontals at the door header that would provide shade and reduce the proportion of this tall reading.

Design and Detailing

All three projects present a similar palette of materials and volumetric development, tying them together, while design variations provide interest. Design elements turn the corner on all sides to provide a three-dimensional approach, with well-proportioned facades that will provide light and air to the residents while respecting the privacy of the neighbors.

The palette of materials includes perforated metal panel, wood and glass guardrails, metal and wood cladding, and integral color hand trowelled plaster— a variety of high quality materials that appear to work well with the clean, contemporary design. Attention to detail as the projects progress will be necessary for proper execution.
Design Summary

The design proposals for 1008, 1016 and 1020 Ogden are three separate applications that have been designed in relationship to one another. The design proposals have substantially improved over the course of the design review process. The three designs relate well to one another but are also three individual unique designs. As such, the buildings form an ensemble that appears appropriate for the neighborhood. High-quality materials are shown forming a nice palette with enough variety to enhance the design ideas.

WEST HOLLYWOOD STATUTES AND FINDINGS OF FACT

The applications for the proposed seven-unit condominium developments require approval of a Demolition Permit, Development Permit, and a Tentative Tract Map by the Planning Commission, as indicated in Sections 19.50.30 (Demolition Permits), 19.48.030 (Development Permits), and 20.04.050 (Tentative Tract Maps) of the West Hollywood Municipal Code (WHMC) and the California Environmental Quality Act (CEQA) Guidelines. The specific findings are described in the draft Resolutions attached as Exhibits A-F.

SUMMARY

Overall, each proposal is well suited for its respective site and the three projects combined are compatible with the surrounding medium-density neighborhood. These projects will provide seven condominium units each, and 21 units total combined, including one on-site inclusionary unit per building (3 total). This represents a net increase of 17 housing units to the City’s housing stock. The proposed projects provide high-achieving green building designs, are complementary to the context of the neighborhood, and meets the intent of the development standards and General Plan goals for residential buildings in this area. As proposed and as conditioned, all the required findings for each of the three separate projects can be satisfied. Therefore, staff recommends that the Planning Commission approve each project request separately, subject to the findings and conditions set forth by draft Resolutions attached in Exhibits A-F.

EXHIBITS

A. Draft Resolution No. PC 15-1124 (1008 N. Ogden Drive - DVP)
B. Draft Resolution No. PC 15-1125 (1008 N. Ogden Drive - TTM)
C. Draft Resolution No. PC 15-1126 (1016 N. Ogden Drive – DVP)
D. Draft Resolution No. PC 15-1127 (1016 N. Ogden Drive – TTM)
E. Draft Resolution No. PC 15-1128 (1020 N. Ogden Drive – DVP)
F. Draft Resolution No. PC 15-1129 (1020 N. Ogden Drive – TTM)
G. Radius Map
H. Tentative Tract Maps
I. Project Plans – (1008 N. Ogden Drive)
J. Project Plans – (1016 N. Ogden Drive)
K. Project Plans – (1020 N. Ogden Drive)