

ATTACHMENT I

SITE PLAN REVIEW FINDINGS

VENTURA/TYRONE REDEVELOPMENT PROJECT

14311 Ventura Boulevard
Sherman Oaks, CA 91423

PROJECT OVERVIEW/REQUEST

The Applicant, 14311 Ventura Development, LLC, proposes the construction, use, and maintenance of an approximately 52,433-square foot specialty grocery store over two levels of parking (ground level and one subterranean level) containing 240 parking spaces (the “proposed Project”), within the C2-1VL Zone and the Ventura/Cahuenga Boulevard Corridor Specific Plan (the “Specific Plan”) area, on the property located at 14311 Ventura Boulevard on the northeast corner of Ventura Boulevard and Tyrone Avenue (the “Subject Property”).

With respect to the instant request, the Applicant is seeking **SITE PLAN REVIEW** approval, pursuant to Los Angeles Municipal Code (“LAMC”) Section 16.05, for a change of use which results in a net increase of 1,000 or more average daily trips as determined by, and using the trip generation factors promulgated by the Department of Transportation.

SITE PLAN REVIEW FINDINGS

The following information has been developed pursuant to LAMC Section 16.05 F, and Form CP-2150, “*Site Plan Review Supplemental Application*”.

- 1. That 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 General Plan Framework Element sets out to guide the long-term growth and development of the City of Los Angeles through its goals, objectives, and policies, which are implemented through individual Community Plans and Specific Plans. Each element of the General Plan addresses a different, but equally important, component of development that must be viewed in the context of development on a citywide basis. As such, it is essential for proposed developments to meet the intent of the applicable elements to implement the City’s vision for its future. The proposed Project has been designed to provide a use that will be consistent with the purposes, intent, and provisions of the General Plan and applicable Community and Specific Plans. The proposed subdivision is located within the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan (the “Community Plan”) and the Ventura/Cahuenga Boulevard Corridor Specific Plan (the “Specific Plan”). A review of the relevant and applicable General Plan goals, objectives, policy is presented below.

General Plan Framework Element

The General Plan Framework Element provides the strategies and policies related to long-term growth citywide. The proposed subdivision request will allow for the construction, use, and maintenance of an approximately 52,433-square foot neighborhood-serving grocery store on the Subject Property. The proposed Project, including its use, design, and the subdivision request is in conformance with the following purposes of the General Plan Framework:

- GOAL 3A:** *A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable city.*
- Objective 3.1:** *Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*
- Objective 3.2:** *Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.*
- Policy 3.2.4:** *Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.*
- 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 neighborhood districts.*
- GOAL 3H:** *Lower-intensity, highway-oriented and local commercial nodes that accommodate commercial needs outside centers and districts.*
- Policy 3.12.1:** *Accommodate the development of uses in areas designated as "General Commercial" in the community plans in accordance with Tables 3-1 and 3-7. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.*
- GOAL 3K:** *Transit stations to function as a primary focal point of the City's development.*

- Objective 3.15:** *Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.*
- GOAL 5A:** *A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.*
- Objective 5.2:** *Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.*
- Objective 5.5:** *Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.*
- GOAL 7A:** *A vibrant economically revitalized City.*
- GOAL 7B:** *A City with land appropriately and sufficiently designated to sustain a robust commercial and industrial base.*
- Objective 7.2:** *Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.*
- GOAL 7C:** *A City with thriving and expanding businesses.*
- Objective 7.3:** *Maintain and enhance the existing businesses in the City.*

The proposed subdivision is in harmony with the General Plan Framework Element because it will allow the proposed specialty grocery store to be constructed on the Subject Property, in place of an underutilized, antiquated, and generally less desirable use. The proposed Project meets the intention to provide viable commercial developments that revitalize the economy of the City and local community, and to expand and encourage developments within commercial corridors that are well served by public transit and function as commercial centers for the surrounding community. The proposed Project is ideally located within the existing Ventura Boulevard commercial corridor, and in close proximity (well within approximately 1,500 feet) of several public transportation opportunities and a mix of multi-family and single-family residential neighborhoods with medium to high density. As such, the proposed Project will help enhance the livability of this neighborhood, as it will provide a convenient, necessary, and beneficial use for the employees, residents, and patrons of the area.

Additionally, the proposed Project will substantially improve the aesthetic value of the Subject Property, and the portion of the commercial corridor in which it is located. As shown on the enclosed Landscape Plans (Sheet LP1.0), the Subject Property will include well designed landscaping and screening consistent with the Sherman Oaks Streetscape Plan and Design

Guidelines, to ensure that the proposed Project is compatible with adjacent properties and uses. The proposed Project will employ a variety of high quality building materials, architectural articulations, and landscaping to add visual interest, activate adjacent streets, and create compatibility with neighboring properties and use. The proposed Project is designed to be easily accessible to pedestrians and bicyclists, with a welcoming main lobby entrance on Ventura Boulevard and a combined total of 52 long-term and short-term bicycle parking spaces.

The proposed Project will furthermore be compatible with the adjacent uses and will preserve the character of residential districts because the surrounding uses are comprised of a mix of retail, commercial, professional, and service uses. The Subject Property is also well buffered from any sensitive uses since there are no abutting residential properties. The proposed Project utilizes commercially zoned land located within a highway- and transit-oriented node that already functions as a local commercial district for the community.

The proposed Project is consistent with the intent of the “General Commercial” section of the Framework Element for the use of the Subject Property as a neighborhood grocery store, and will revitalize and reinvigorate this key corner of the Ventura Boulevard commercial corridor by capturing customers and patrons from the local area as well as those already passing by the Subject Property on their way to and from other destinations. The proposed neighborhood-serving use will be an asset to the community that will help attract future investment and will overall stimulate and support the local economy through greater job opportunities, market demand for specialty food products, and tax revenues. Moreover, the proposed Project will be a symbiotic use for the existing commercial corridor, as it will be convenient use for those that already work, live, and visit the existing retail and commercial uses, while also attracting and encouraging patronage of surrounding uses. As such, the proposed subdivision that will allow a neighborhood-serving specialty grocery store is consistent with the General Plan Framework Element.

General Plan Mobility Element (Mobility Plan 2035)

The Mobility Plan 2035 is the element of the General Plan that defines the high-level priorities for Los Angeles’s transportation system, in the context of development, environmental constraints, public health issues, access, and infrastructure. The proposed Project helps to meet the following policies set forth by the Mobility Plan 2035.

- Policy 2.10:*** *Facilitate the provision of adequate on and off-street loading areas.*

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

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

- Policy 3.9:*** *Discourage the vacation of public rights-of-way.*

- Policy 5.2:*** *Support ways to reduce vehicle miles traveled (VMT) per capita.*

The proposed Project aligns with these policies of the Mobility Plan 2035 because it will promote alternative modes of transportation, including biking, walking, and the use of public transit. The proposed Project provides a total of 52 combined long-term and short-term bicycle parking spaces, and has several pedestrian entrances. The proposed Project is centrally located along an existing commercial corridor with a mix of commercial, retail, and professional uses, and is located in close proximity to multi-family and single-family residential neighborhoods. Additionally, the following public transportation services are located within a 1,500-foot radius of the Subject Property: Metro Local Line 155 Bus, Metro Local Line 233 Bus, Metro Rapid Line 750 Bus, Metro Rapid Line 744 Bus, Metro Local Line 150/240 Bus, Metro Local Line 158 Bus, and the Van Nuys/Studio City DASH Bus Line.

As a result of its location, the proposed specialty grocery store will be convenient for the substantial populations that work, live, and visit the Sherman Oaks community. Due to the Subject Property's proximity to public transportation and convenient location, the proposed Project has the potential to result in fewer vehicle trips and to attract consumers who already pass through the area during their daily routine.

Additionally, the proposed Project will provide adequate on-site loading areas, including a 740-square foot enclosed loading dock for deliveries. As shown on the enclosed Ground Floor Level Plan (Sheet A1.2), all truck maneuvers will occur within property lines in order to reduce any potentially adverse impacts to circulation on the adjacent street.

While the proposed Project will merge a portion of the abutting public alley, the Applicant will also provide an alley easement for public use and access that will provide the same ingress and egress functions of the existing alley, with through access from Moorpark Street to the existing alley. The alley easement for public use will also provide a connection to the vehicular circulation route on-site. For all intents and purposes, the alley easement for public use will function as a relocation of the existing public alley, and will provide the same public circulation and access functions for the Subject Property and adjacent properties to the east. Substantial physical constraints would result if the proposed merger of the public alley were not permitted. In particular, the properties that are under common ownership could not be used in a manner that would allow for a unified development and use. Because the function of the current public alley will remain as a result of the proposed Project (and the provision of the publically accessible alley easement), there is absolutely no loss of public circulation or access while accommodating the re-use of the Subject Property with a well-designed and appropriate neighborhood serving grocery store.

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

As part of the General Plan, the Plan for a Healthy Los Angeles provides guidelines to help create healthier and more sustainable communities throughout Los Angeles, and to promote public health agenda in the context of new development. The proposed Project for a neighborhood-serving grocery store along an existing commercial corridor is consistent with several of the goals within this element, as follows:

Policy 4.2: *Promote the development of a local food system and industry that will increase access to affordable and fresh food in underserved*

communities, create jobs and economic opportunities, attract tourism, and reduce distribution costs and pollution associated with transporting foods over long distances.

Policy 4.4: *Pursue funding, public, private, and nonprofit partnerships, and develop financial land use and similar incentives and programs to encourage the equitable availability of healthy, affordable food outlets within close proximity of all residences.*

Policy 4.6: *Encourage the conservation of resources throughout the food cycle.*

Policy 4.7: *Foster and promote local initiatives and partnerships that empower, educate, and train Angelenos to grow and eat healthy food.*

The proposed Project meets these goals by utilizing commercially zoned infill land for a commercial use that will stimulate the local and citywide economy in close proximity to several transit services, and provide a more healthful living environment. The proposed Project for an approximately 52,433-square foot grocery store located within an urbanized commercial corridor meets the instant policies related to food and health issues and policies within Los Angeles. Chapter 4 of the “Plan for a Healthy Los Angeles” states, “Research indicates that food retail options have a significant effect on residents’ health. Residents with greater access to grocery stores stocked with affordable, health food are more likely to have healthier diets, and in turn, have better health outcomes”¹. The proposed Project’s location on a major commercial thoroughfare, Ventura Boulevard, that is well-served by public transportation services, will help to meet these policies since it will increase access to fresh food for local residents living in close proximity to the Project and numerous patrons and visitors of this commercial corridor.

In addition to their regular full line of grocery products, the proposed grocery operator also provides an in-house brand of organic food products, which is competitively and affordably priced. This product line still meets the operator’s high quality standards, with no artificial flavorings, colorings, sweeteners, preservatives and hydrogenated fats. As such, affordable, healthy foods will be more available and accessible to those who live and work nearby the proposed Project, as well as visitors and patrons of the existing commercial corridor where it is located. The availability of these healthier, high quality, and affordable foods will improve the general welfare of these populations, with potentially greater health outcomes in the long term.

Additionally, the proposed Project will provide a combined total of 52 short-term and long-term bicycle parking spaces for the uses contained on-site, which will enable residents living nearby and visitors to utilize alternative forms of transportation that reduce air pollution. The proposed Project will include various design elements that would promote pedestrian circulation and connectivity to the surrounding area, including the street entrances located along Ventura Boulevard and an open restaurant deck on the second story, consistent with the design elements addressed in the Community Plan, Specific Plan Streetscape Guidelines, Walkability Checklist, and the Citywide Commercial Design Guidelines. The proposed Project will also

¹ Page 67, Chapter 4: “Food that Nourishes the Body, Soul, and Environment” of the Health and Wellness Element of the General Plan, the “Plan for a Healthy Los Angeles”.

create opportunities for jobs within the local economy and greater Los Angeles economy, by increasing demand for on-site staff as well as demand for goods and services to meet the operational needs of a typical grocery store.

Moreover, the proposed grocery store operator’s practices meet several of the aforementioned policies. The proposed operator strives to achieve the following: selling the highest quality natural and organic products available, supporting team member employee happiness, practicing and advancing environmental stewardship, serving and supporting local and global communities, and promoting the health of stakeholders through healthy eating education. The operator’s grocery model focuses on sustainable, organic, and responsibly-sourced food, and strives to ensure that a range of diet needs are met through their products, and will provide a wide array of fresh food and product options, including affordable, specialty, and high-end products. As such, the proposed Project will help ensure that a range of affordable and specialty fresh food products are available to a greater number of Los Angeles residents, and will promote healthier foods and a more environmentally sustainable food cycle, consistent with the goals of the Health and Wellness Element of the General Plan.

The Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan

The proposed grocery store use is also consistent with the applicable Sherman Oaks – Studio City – Toluca Lake – Cahuenga Pass Community Plan, which is a component of the Land Use Element of the General Plan, meeting several purposes of as follows:

GOAL 2: *A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district.*

Objective 2-1: *To conserve and strengthen viable commercial development.*

Policy 2-1.1: *New commercial uses shall be located in existing established commercial areas or existing shopping centers.*

Policy 2-1.3: *Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.*

Policy 2-3.2: *New development needs to add to and enhance the existing pedestrian street activity.*

Policy 2-3.3: *Ensure that commercial infill projects achieve harmony with the best of existing development.*

Objective 2-4: *To enhance the appearance of commercial districts.*

Policy 2-4.1: *Require that any proposed development be designed to enhance and be compatible with adjacent development.*

Policy 2-4.2: *Preserve community character, scale, and architectural diversity.*

Policy 2-4.3: Improve safety and aesthetics of parking areas in commercial areas.

GOAL 15: *A sufficient system of well designed and convenient on-street parking and off-street parking facilities throughout the plan area.*

Objective 15-1: *To provide parking in appropriate locations in accord with Citywide standards and community needs.*

Policy 15-1.3: New parking lots and new parking garages shall be developed in accordance with design standards.

The proposed Project is in harmony with the goal to create a strong and competitive commercial sector, as the proposed specialty grocery store is a commercial use that will revitalize this portion of the Ventura Boulevard commercial corridor and serve the members of the community. The proposed Project is also consistent with the intent to locate a neighborhood-serving commercial use on an infill parcel of land located within an existing commercial corridor and which does not abut any residential uses. As a result, the proposed Project will help to preserve the character of the district, and will be an aesthetic and economic improvement for this portion of the commercial corridor. The proposed specialty grocery store will meet the demand for organic, natural, and health foods, and will provide healthy market competition for existing grocery stores in the vicinity, strengthening the viability of the local economy. The P Zone that the proposed Project will eliminate would not have permitted the proposed viable commercial development, in direct contrast to the stated goals and objectives of the Community Plan and the Community Plan designation of the Subject Property.

Additionally, the proposed new specialty grocery store has been designed to be compatible with the adjacent properties and mix of commercial, retail, service, and professional uses, and to enhance the existing built environment along this corridor. The proposed Project will substantially improve the aesthetic value of the Subject Property with landscaping, high-quality building materials, and a thoughtful design that encourages the utilization of multi-modal transportation with pedestrian oriented-entrances and a combined total of 52 long-term and short-term bicycle parking spaces. The new, modernized grocery store will screen the ground floor level parking, as well as the parking circulation ramp, with extensive landscaping that is consistent with the Sherman Oaks Streetscape Plan and Design Guidelines. Moreover, the proposed restaurant component of the Project will help activate this corner with connectivity to the street and pedestrian activity.

The Project will incorporate sufficient off-street parking facilities for the proposed uses on site, with 240 parking spaces, 12 spaces in excess of the 228 parking spaces required. The proposed Project will also provide safe and convenient vehicular ingress and egress, with an entrance on Ventura Boulevard and Moorpark Street, and will provide a fully enclosed loading dock area in order to mitigate any potential negative impacts associated with those activities. As part of the instant request, the Project will merge a portion of the adjacent public alley with the Subject Property, but will maintain the existing function and circulation of the public alley by providing an alley easement for public use and access.

The Ventura/Cahuenga Boulevard Corridor Specific Plan

The Ventura/Cahuenga Boulevard Corridor Specific Plan is also a part of the Land Use Element of the General Plan, and sets forth purposes for the uses and types of development desired for the community. The proposed Project is consistent with the following applicable purposes:

- Purpose A:** *To assure that an equilibrium is maintained between the transportation infrastructure and land use development in the Corridor and within each separate community of the Ventura/Cahuenga Boulevard Corridor Specific Plan area.*
- Purpose C:** *To provide building and site design guidelines to promote attractive and harmonious multi-family and commercial development.*
- Purpose D:** *To assure a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area.*
- Purpose G:** *To enhance the plan area landscaping by providing guidelines and a process for a coordinated landscaping program of public and private property for the Specific Plan’s communities.*
- Purpose H:** *To promote an attractive pedestrian environment which will encourage pedestrian activity and reduce traffic congestion.*
- Purpose M:** *To preserve alleys, wherever possible, in the corridor to facilitate traffic flow.*

The Subject Property is Community Plan designated for General Commercial Land Uses, which corresponds to the proposed C2-1VL Zone, and is located within the Neighborhood and General Commercial Plan Designation area of the Specific Plan. With regard to use, the Specific Plan limits, regulates, and prohibits certain uses, such as automotive uses, and drive-through establishments. The Subject Property is located within a Pedestrian Development District of the Specific Plan, which specifically does not permit these types of uses. Other than these identified uses, the Specific Plan defers to the uses permitted by the underlying zone and land use designation set forth in the regulations of the LAMC.

The proposed Project for an approximately 52,433-square foot grocery store is in harmony with the Subject Property’s land use designation of General Commercial as well as the C2-1VL Zone. As part of the instant request, the Applicant is seeking a Vesting Zone Change on a portion of the Subject Property from the [Q]P-1VL to the C2-1VL Zone, consistent with the zoning designation of the remainder of the Subject Property and the Community Plan designation. Since the General Commercial land use designation promotes uses permitted in the C2 Zone, and the C2 Zone allows grocery stores, the proposed Project is in harmony with the intended land uses for the Subject Property. The proposed Project will also replace the most recent improvements on site which are in the process of being demolished, including a collision/auto body center and car wash, which are uses that are not desired within the Specific Plan area.

Additionally, the Specific Plan defines the Neighborhood and General Commercial Plan designation as “a focal point for surrounding residential neighborhoods and containing a diversity of land uses, such as restaurants, retail outlets, grocery stores, child care facilities, small professional offices, community meeting rooms, pharmacies, religious facilities, and other similar services”². Consistent with these intents, the proposed Project is for a neighborhood-serving grocery store that will provide goods and services for the surrounding multi-family and single-family residential neighborhoods within approximately 1,500 feet of the Subject Property. As such, the proposed Project fulfills the intent for the use of the Subject Property in the context of the Specific Plan.

Furthermore, the proposed Project is centrally located along the Ventura Boulevard commercial corridor in close proximity to several public transportation opportunities and major thoroughfares. The proposed Project will be a convenient use for many of the workers, residents, and visitors of the local community, as well as for patrons of the adjacent retail, commercial, and professional uses. The proposed Project will fulfill a substantial demand for organic, natural, and health food products in which the grocery store operator specializes, and will boost the local economy with greater job opportunities and increased tax revenues.

The Applicant will also provide an alley easement for public use and access that will provide the same ingress and egress functions as the existing alley, with through access from Moorpark Street to the existing alley. The alley easement for public use will also provide a connection to the on-site vehicular circulation. For all intents and purposes, the alley easement for public use will function as a relocation of the existing public alley, and will provide the same circulation and access functions for the Subject Property and adjacent properties to the east. Substantial physical constraints would result if the proposed merger of the public alley were not permitted. In particular, the properties that are under common ownership could not be used in a manner that would allow for a unified development and use. Because the function of the current public alley will remain as a result of the proposed Project (and the provision of the publically accessible alley easement), there is absolutely no loss of public circulation or access while accommodating the re-use of the Subject Property with a well-designed and appropriate neighborhood serving grocery store.

The proposed Project will enhance the built environment along this corridor and will replace underutilized and less desirable uses. As shown on the enclosed Landscape Plans (Sheet LP1.0), the Subject Property will include landscaping and screening consistent with the Sherman Oaks Streetscape Plan and Design Guidelines, to ensure that the proposed Project is compatible with adjacent properties and uses. The proposed Project is designed to be easily accessible to pedestrians and bicyclists, with a welcoming main lobby entrance on Ventura Boulevard and a combined total of 52 long-term and short-term bicycle parking spaces. The proposed Project for a neighborhood-serving grocery store is in compliance with the intent of the Specific Plan for the use of the Subject Property, and will revitalize and reinvigorate this key corner of the Sherman Oaks Ventura Boulevard commercial corridor by attracting new customers and patrons.

In consideration of the above with regards to the Goals, Objectives, and Policies of the General Plan Framework Element, Mobility Element, the Sherman Oaks-Studio City-Toluca

² Page 6, Section 4: Definitions, Ventura-Cahuenga Boulevard Corridor Specific Plan.

Lake-Cahuenga Pass Community Plan, and the Ventura/Cahuenga Boulevard Corridor Specific Plan, the proposed Project for a new grocery store located in an urbanized area on an existing commercial corridor that is well served by transit aligns with the intent and policies of all elements of the General Plan and related planning documents.

- 2. That the project consists of an arrangement of buildings and structures (including height, bulk, and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collections, and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties.**

The proposed, approximately 52,433-square foot, maximum 38-foot, 10-inch high podium-style grocery store over one level of ground floor parking and one level of subterranean parking will be compatible with existing and future developments on adjacent and neighboring properties due to its zoning, design, site layout, features, and associated improvements. The proposed Project is located within the Ventura/Cahuenga Boulevard Corridor Specific Plan, therefore, the provisions of the Specific Plan generally supersede the regulations of the LAMC as they apply to the proposed Project. With the exception of the deviations requested from the LAMC and Specific Plan (as identified in *Attachment B*), the proposed Project is in substantial conformance with the applicable provisions of the Specific Plan and any other applicable zoning regulations. Additionally, the proposed Project will comply with the Citywide Commercial Design Guidelines, Walkability Checklist, applicable Design Guidelines for Commercial Development of the Community Plan, and the Sherman Oaks Streetscape Design Guidelines of the Specific Plan to ensure greater compatibility with existing adjacent uses.

As part of the instant request, the Applicant is seeking a Vesting Zone Change on the [Q]P-1VL-zoned portion of the Subject Property, from the [Q]P-1VL to the C2-1VL Zone. The C2-1VL Zone permits a maximum Floor Area Ratio (“FAR”) of 1.5:1 under the zoning regulations of the LAMC. However, the Subject Property is located within a Neighborhood and General Commercial Plan Designation area of the Specific Plan, and is thus limited to a maximum FAR of 1:1. The proposed Project falls well below the FAR limitation, with a proposed FAR of 0.66:1.

The Project proposes building setbacks on the ground floor that comply with or exceed the applicable provisions of the Specific Plan. As a through lot, the Subject Property has two front yards, (along Ventura Boulevard and along Moorpark Street), two side yards along the street (along Tyrone Avenue and the eastern property line), and no designated rear yard. The proposed Project’s front yard along Ventura Boulevard exceeds the minimum 18-inch setback required by the Specific Plan with a 4-foot, 6-inch proposed setback. Additionally, the Project complies with the 18-inch setbacks required along Tyrone Avenue, Moorpark Street, and the eastern property line.

For proposed C2-1VL Zone across the entire Subject Property, the regulations of the LAMC permit a maximum height of 45 feet. However, since the proposed Project is also located within the Ventura/Cahuenga Boulevard Corridor Specific Plan, the Subject Property is limited to a height of 30 feet. As part of the instant request, the Applicant is seeking a Specific Exception, pursuant to LAMC Section 11.5.7 F, to permit a maximum height of approximately

38 feet-10 inches, in lieu of the 30-foot maximum permitted. Since the proposed two-story grocery store will exceed the permitted height limit by only 8 feet and 10 inches, and surrounding properties of the Subject Property include buildings between one and three stories, the proposed height and number of stories are consistent and compatible with the existing and adjacent developments. The requested increase in height accounts for the sloping condition of the Subject Property, which results in an approximate 6-7-foot grade differential from the highest point at the southern property line (Ventura Boulevard) to the lowest point at the northern property line (Moorpark Street). As further described in *Attachment G – Specific Plan Exception Findings*, the Subject Property is uniquely configured and is a through lot with frontage on Ventura Boulevard, Tyrone Avenue and Moorpark Street, among other conditions, necessitating the requested exception for height.

As described above, the Project’s proposed Floor Area, height, and setbacks on the ground floor will comply with the intent of the regulations of the proposed zoning and the provisions of the Specific Plan to ensure compatibility with existing and future developments. More importantly, the proposed Project has been designed to be compatible with and connected to existing developments, which consist of a mix of commercial and retail uses. The proposed Project will employ a variety of high quality building materials, architectural articulations, and landscaping to add visual interest, activate adjacent streets, and create compatibility with neighboring properties and use.

With regards to off-street parking facilities, the proposed Project will provide a total of 240 parking spaces for all uses contained on-site, 12 spaces in excess of the 228 parking spaces required. 188 parking spaces are required for the approximately 47,105 square feet of floor area of a grocery store use (at a rate of 1 parking space per 250 square feet of commercial/retail floor area), and 53 parking spaces are required for the approximately 5,328 square feet of floor area of associated restaurant use (at a rate of 1 parking space per 100 square feet of restaurant floor area). Per LAMC Section 12.21 A.4, the required automobile parking is to be reduced by accounting for bicycle parking spaces at a ratio of 1 automobile parking space per four bicycle parking spaces. Since the Project will provide a total of 52 bicycle spaces, the required parking is reduced by 13 spaces, for a total of 228 required automobile parking spaces.

Off-street parking will be provided within one ground level of parking and one subterranean level of parking. The proposed Project will screen the ground floor parking area from view by pedestrians and adjacent buildings with a variety of architectural elements, plants, and trees. The Project proposes to provide a total of 38 trees on-site and within the public right-of-way (including existing trees to remain and new trees), and will locate several of these trees around the perimeter of the building. The trees will be minimally spaced in a manner to most effectively buffer the parking from the adjacent sidewalk and uses.

With regards to landscaping, the proposed Project will provide approximately 12,045 square feet of landscaped area on the ground floor of the Subject Property, including setback areas which will be landscaped in compliance with the Specific Plan. Additionally, as shown on the enclosed Landscape Plans (Sheet LP1.0), the proposed Project will provide a 9-foot landscape buffer around the perimeter of the ground floor parking, in addition to the trees mentioned above around the perimeter of the parking area in order to beautify the Subject Property.

To provide greater aesthetic continuity, the design of the ground floor façade of the parking area will be integrated with the design of the building for which it serves. As shown on the enclosed Elevation Plans (Sheet A2.0-A2.1), perforated metal or bankerwire mesh panels are proposed along the upper portions of the building's exterior. The ground-floor parking level is proposed to be screened with similar perforated metal panels, as shown on Sheet A.2.2, so as to integrate the parking screening with the grocery store design and facade. As such, the parking area facade will use the same materials as the building it serves with the same colors and architectural styles, in compliance with this provision. The proposed Project's parking facilities will be compatible with existing and future development because it will accommodate an adequate supply of parking spaces for all uses contained on-site, and the building design and landscaping ensures that the parking will be an aesthetically pleasing element to pedestrians, motorists and the surrounding neighborhood.

The proposed Project will include loading docks that will accommodate the maneuvering, parking, and waiting areas for delivery and loading vehicles. As shown on the enclosed Ground Level Plan (Sheet A1.2), the loading dock for delivery, loading, and unloading activities normally associated with a grocery store use will be located within the ground floor parking level on the Subject Property's Moorpark Street frontage. As demonstrated on the plans, all truck maneuvers will be able to occur within the Subject Property's boundaries, and the loading dock will be fully enclosed in order to diminish the potentially adverse impacts associated with these activities, such as sound and aesthetics. Additionally, the proposed Project will comply with permitted Commercial Corner Development delivery hours, from 7:00 AM to 8:00 PM Monday through Friday, and 10:00 AM to 4:00 PM on Saturday and Sunday, and will include landscape screening around the ground level parking area to further reduce impacts to adjacent properties.

With regards to trash areas, the proposed Project aligns with the guideline to ensure trash areas are buffered and screened from sidewalks, streets, or residential uses, and to be designed to be compatible with the architecture of new and existing buildings. As shown on the enclosed Ground Level Plan (Sheet A1.2), the on-site trash area will be located at the ground level, adjacent to the proposed alley, and will be enclosed with 6-foot high masonry walls with a stucco exterior, to be accessed by a secured gate. This location and enclosure will ensure that the trash area is not a nuisance to pedestrian or residential areas, will be consistent with the building architecture, and will diminish adverse impacts to those areas with regards to odor and aesthetics.

The proposed Project will provide lighting that is directed on site and will not be directed towards adjacent properties, including any neighboring residential uses. Lighting for the proposed parking areas will also be directed only and will not produce glare onto adjacent uses.

The proposed Project has also been designed to accommodate and encourage alternative modes of transportation, with safe bicycle and pedestrian access. The proposed Project will provide a combined total of 52 short-term and long-term bicycle parking spaces for the uses contained on-site, which will enable residents living nearby and visitors to utilize alternative forms of transportation that reduce air pollution. The Subject Property is located within walking distance of several multi-family and single-family residential neighborhoods, as well as commercial and office uses, making it a convenient location for the nature of the use. The proposed Project will also include various design elements that would promote pedestrian circulation and connectivity to the surrounding area, including the street entrances located along

Ventura Boulevard and an open restaurant deck on the second story, consistent with the design elements addressed in the Community Plan, Sherman Oaks Streetscape Plan and Design Guidelines, Walkability Checklist, and the Citywide Commercial Design Guidelines.

The proposed Project’s design and features, including site layout, circulation, landscape, hardscape, automobile and bicycle parking facilities, and improvements, as well as its consistency with the land use and zoning regulations and patterns of the surrounding area, ensure that the proposed Project is compatible with existing and future developments on adjacent or neighboring properties.

3. That any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The proposed Project for a grocery store is not a residential project, and as such, this finding is not applicable.

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