

ZONING AFFIDAVIT

Instructions to the Applicant: Complete Items 1 - 14. Sign and date the form and submit it to ABC.

1. APPLICANT(S) NAME (Last, first, middle)

3525 W. 8th ST., INC.

2. PREMISES ADDRESS (Street number and name, city, zip code)

3525 W. 8TH STREET, LOS ANGELES, CA. 90005

3. PARCEL NUMBER OF PROPERTY (Obtain from
County Assessor's Office)

5093011046

4. TYPE OF LICENSE APPLIED FOR

21 OFF-SALE GENERAL

5. UPGRADE OF LICENSED PRIVILEGES

☐ Yes☒ No

6. CURRENT LICENSE TYPE AT THIS LOCATION, IF ANY

N/A

7. TYPE OF BUSINESS (i.e., restaurant, mini-mart, gas station, etc.)

SUPERMARKET

8. ARE THE PREMISES INSIDE THE CITY LIMITS?

☒ Yes

No

For answers to Questions 8 - 14, contact your local city OR county planning department (if inside the city limits, contact city planning; if outside, contact county planning).

9. HOW ARE APPLICANT PREMISES ZONED? STATE TYPE (i.e., "C" commercial, "R" residential, etc.)

COMMERCIAL - (T)(Q) C2-2D

10. DOES ZONING PERMIT INTENDED USE?

☒ Yes☐ No11. IS A CONDITIONAL USE PERMIT (C.U.P.) NEEDED?
(If yes, please attach copy of receipt or C.U.P.)☒ Yes☐ No

12. IF YES, DATE YOU FILED APPLICATION FOR C.U.P.

12/18/2015

13. NAME OF PLANNER CONTACTED AT PLANNING DEPARTMENT

Lakshmi Gangamreddypalli

Digitally signed by Lakshmi Gangamreddypalli
Date: 2024.03.20 16:11:10 -07'00'

14. PLANNER'S PHONE NUMBER

(213) 978-1394

Under the penalty of perjury, I declare the information in this affidavit is true to the best of my knowledge.

15. APPLICANT'S SIGNATURE (One signature will suffice)

16. DATE SIGNED

FOR DEPARTMENT USE ONLY☐ C.U.P. Approved

IF APPROVED, EFFECTIVE DATE

FILE NUMBER

☐ C.U.P. Denied

DATE DENIED

GENERAL INFORMATION

•Section 23790 of the Business and Professions Code says that ABC may not issue a retail license contrary to a valid zoning ordinance. This form will help us determine whether your proposed business is properly zoned for alcoholic beverage sales.

•A conditional use permit (CUP) (Item 11) is a special zoning permit granted after an individual review of proposed land-use has been made. CUP's are used in situations where the proposed use may create hardships or hazards to neighbors and other community members who are likely to be affected by the proposed use. The ABC district office will not make a final recommendation on your license application until after the local CUP review process has been completed. If the local government denies the CUP, ABC must deny your license application.

23790. Zoning ordinances. No retail license shall be issued for any premises which are located in any territory where the exercise of the rights and privileges conferred by the license is contrary to a valid zoning ordinance of any county or city.

Premises which had been used in the exercise of those rights and privileges at a time prior to the effective date of the zoning ordinance may continue operation under the following conditions:

(a) The premises retain the same type of retail liquor license within a license classification.

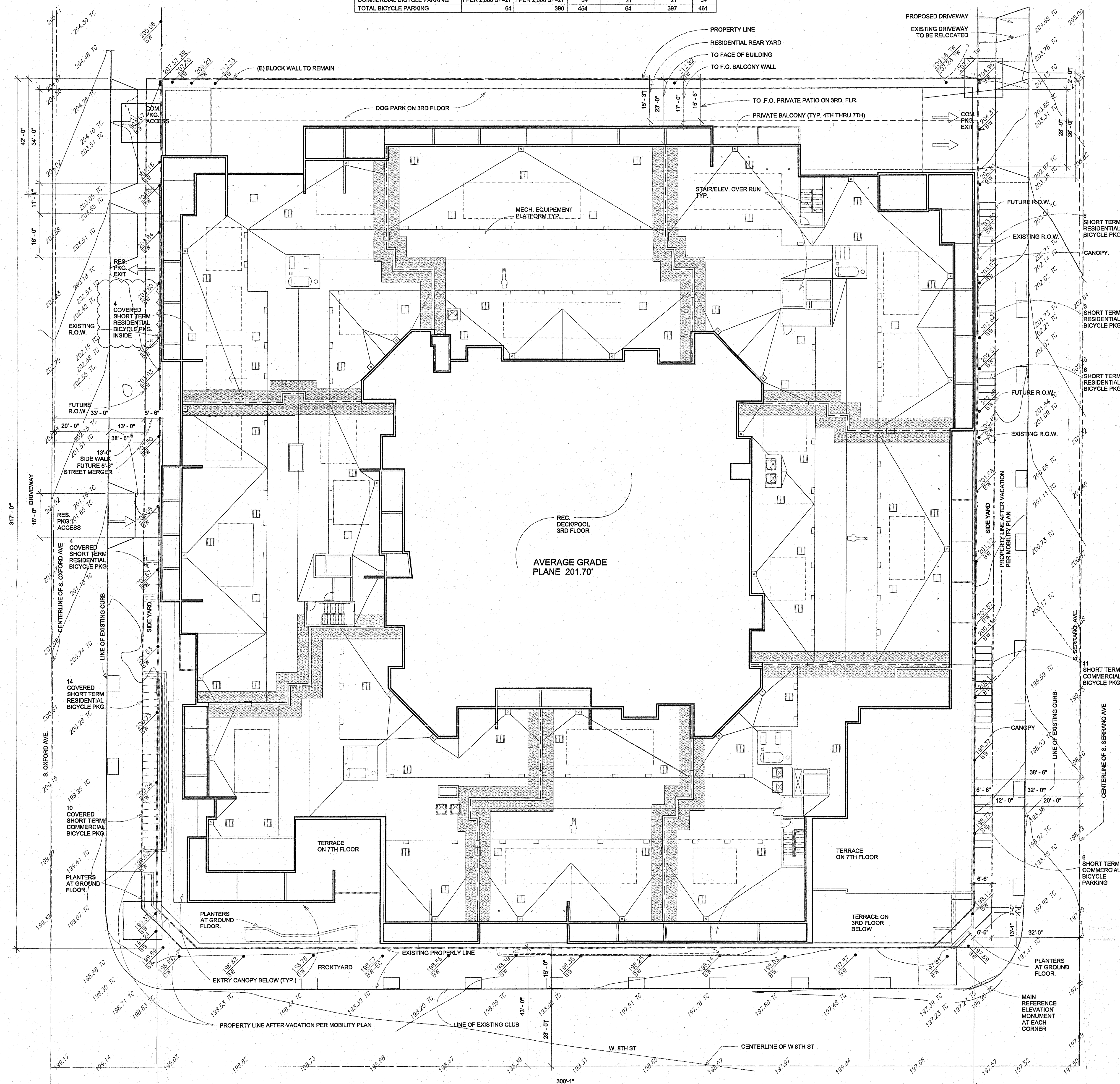
(b) The licensed premises are operated continuously without substantial change in mode or character of operation.

For purposes of this subdivision, a break in continuous operation does not include:

(1) A closure for not more than 30 days for purposes of repair, if that repair does not change the nature of the licensed premises and does not increase the square footage of the business used for the sale of alcoholic beverages.

(2) The closure for restoration of premises rendered totally or partially inaccessible by an act of God or a toxic accident, if the restoration does not increase the square footage of the business used for the sale of alcoholic beverages.

	REQUIRED (PER LAMC SEC. 12.21 A. 16)			PROVIDED		
	SHORT TERM	LONG TERM	TOTAL	SHORT TERM	LONG TERM	TOTAL
RESIDENTIAL BICYCLE PARKING	1 PER 10 UNITS=37	1 PER UNIT =363	400	37	370	407
COMMERCIAL BICYCLE PARKING	1 PER 2,000 SF=27	1 PER 2,000 SF=27	54	27	27	54
TOTAL BICYCLE PARKING	64	390	454	64	397	461



PLANS APPROVED
City of Los Angeles
City Planning Department

Date: 1/9/2020 By: M. P. [Signature]
Comments: **CPC-2015-4617**

SITE PLAN
1/16" = 1'-0"

1

A1.04A

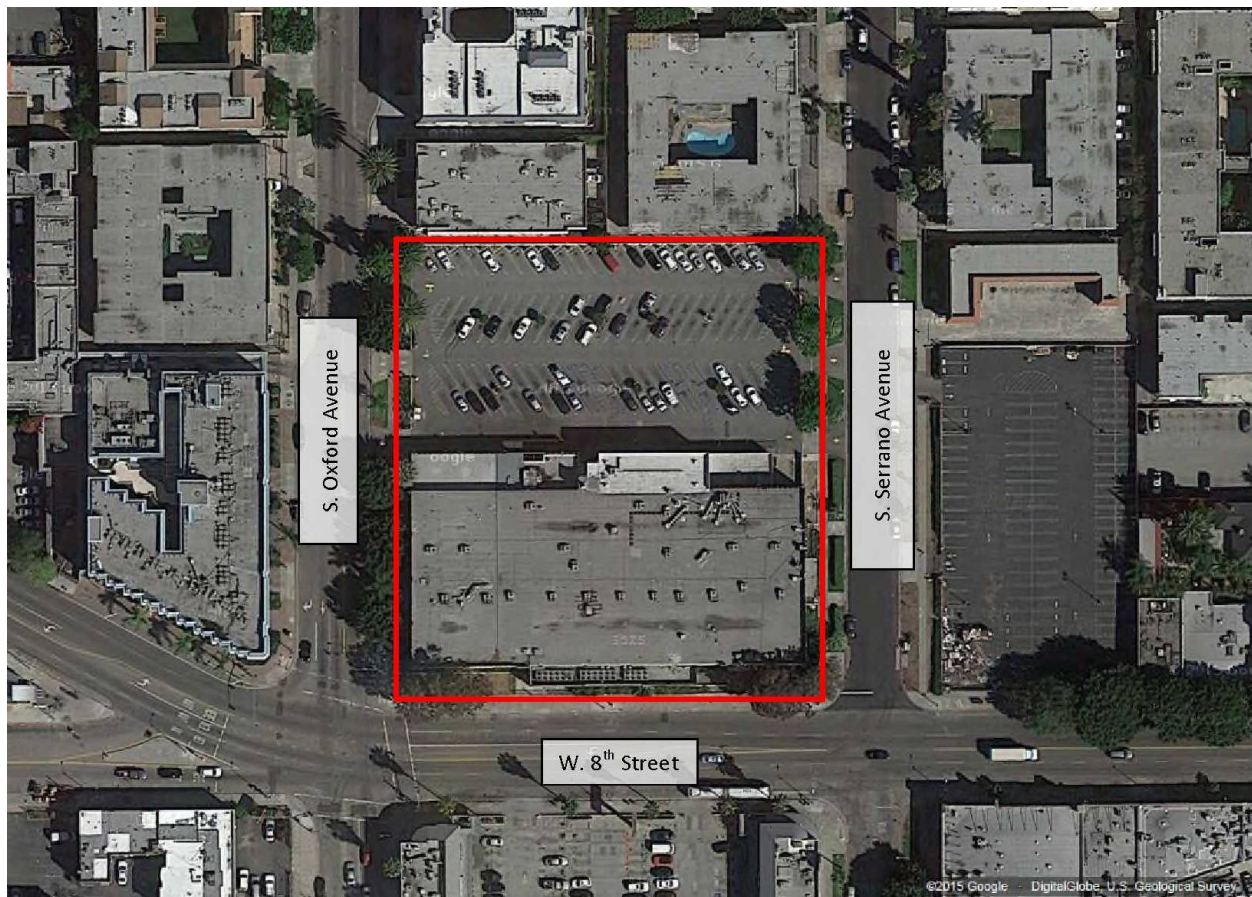
PLOT DATE:

I. Project Description

A. Applicant and Property

Rescore Koreatown, LLC (the “**Applicant**”) proposes to construct, use, and maintain a mixed-use project at 3525 West 8th Street (the “**Property**”)¹. The Property consists of eight contiguous lots bounded by South Oxford Avenue on the west, South Serrano Avenue on the east, and West 8th Street on the south. The Property is approximately 2.18 acres and is currently developed with a grocery store, general retail, restaurant, wholesale market, and a surface parking lot. Figure 1, below, depicts the location of the Property outlined in red.

Figure 1 – Property Location



¹ The Property includes a total of eight lots with the following street addresses: 3525 W 8th St/765 S Serrano Ave; 739, 745, 753 S Serrano Ave; and 736, 744, 750, 762 S Oxford Ave. All lots are assigned Assessor’s Parcel Number 5093-011-013.

B. Project Overview

The mixed-use project (the “**Project**”) would include approximately: (i) 367 residential apartment units, consisting of 242 one-bedroom units, 125 studio units, and recreation and fitness rooms, and (ii) approximately 52,525 square feet of commercial space made up of a 22,906–square-foot full-service grocery store, and 29,619 square feet of retail use. The Project would be seven floors above ground and three levels below ground. The commercial uses would be located on the ground floor with associated parking on the second floor. The commercial parking would provide approximately 227 parking spaces for the various commercial uses. The residential portion would be within the five floors above the commercial uses with associated parking located on three subterranean levels. The residential parking would provide 528 parking spaces.

The Project is located within a vibrant commercial area in Koreatown conveniently accessible by various transit options, including the Purple Metro Line at the Wilshire/Western Metro Station and the Wilshire Bus Rapid Transit. Also in close proximity are various local and regional bus lines, and two of the Los Angeles Department of Transportation’s (“**LADOT**”) DASH lines - Wilshire Center/Koreatown and Hollywood/Wilshire.

The mixed uses of the Project would blend well with the neighboring residential and commercial uses. The Project’s commercial uses – full-service grocery store and retail – would be located along West 8th Street and South Serrano Avenue, which would activate the ground floor and contribute to the neighborhood’s bustling commercial activity. The residential portion would be located above the grocery store transitioning well into the multi-family residential uses along South Oxford and South Serrano Avenues.

The architecture of the ground floor commercial component is well articulated with much of the retail space located along the property line on West 8th Street, and then pulled in for the main corner entry plaza at South Oxford Avenue. It also offers breaks between the retail spaces for pedestrian entryways at the South Serrano Avenue corner and midway up the block, which are visually interesting and inviting pedestrian-oriented characteristics. The various retail shops would be located along West 8th Street and South Serrano Avenue, and accessed internally from the various entries that lead to the center of the Project, where the grocery store would be located.

The residential component would consist of approximately 367 units located on the third through seventh floors. The main entry to the residential portion of the Project would be from South Oxford Avenue and include its main lobby, mail center, and offices. An additional residential lobby would also be located on South Serrano Avenue. Secured resident and guest parking on the subterranean levels and visitor turnaround would be accessed from South Oxford Avenue. Additional residential amenities include a swimming pool and spa, an approximately 4,200-square-foot gym and a 2,178-square-foot recreation room located on the third floor. An approximately 15,000-square-foot recreation deck on the interior of the third floor would be open air, creating an atrium with the private balconies of the interior residential units overlooking it. The third floor

would also provide a dog park and wash station available to residents. The seventh floor would include two terraces at the two corners along the West 8th Street edge of the Property. The Project would be approximately 102 feet in height measuring to the top of the highest parapet.

C. Requests

The Applicant requests that the City of Los Angeles (the “City”) approve the following entitlements to allow for the development of the Project:

1. Pursuant to Section 558 of the City Charter and Section 11.5.6 of the Los Angeles Municipal Code (the “LAMC”), a **General Plan Amendment** for the Property to amend the adopted Wilshire Community Plan’s land use designation from the current “Neighborhood Office Commercial” land use designation to “Commercial Regional” land use designation;
2. Pursuant to Section 558 of the City Charter, **amend Ordinance No. 114,296** (Case 1434) **and Ordinance No. 114,320** (Case 1435) to remove the Building Lines for the Property along South Oxford and South Serrano Avenues, respectively;
3. Pursuant to LAMC Section 12.32F, a **Vesting Zone Change** for the Property from (Q)C2 and (T)(Q)C2 Zones to C2;
4. Pursuant to LAMC Section 12.32Q, a **Height District Change** for the Property from Height District No. 1 to Height District No. 2;
5. Pursuant to LAMC Section 12.24.W1, **Conditional Use** approval to permit the sale and dispensing for off-site consumption of a full line of alcoholic beverages;
6. Pursuant to LAMC Section 16.05, **Site Plan Review** approval for a development that creates an increase of 50 or more dwelling units; and
7. Pursuant to LAMC 17.15, a **Vesting Tentative Tract Map** to merge and resubdivide the Property into five lots (one master and four air space lots) for commercial and residential purposes.

D. Existing Conditions

The Property is located within the Wilshire Community Plan (the “**Community Plan**”) area. The Community Plan designates the Property as Neighborhood Office Commercial. The Property is made up of eight contiguous lots that are primarily zoned C2-1 with a floor area ratio (“**FAR**”) of 1.5:1. However, several of the lots have a (T) and/or (Q) condition that assigns the respective lots varying residential zones and height restrictions as indicated in *italics* below in Table 1. The Property is also located within the Wilshire Center/Koreatown Redevelopment Project Area and the Los Angeles State Enterprise Zone.

The Property is currently developed with commercial spaces for a grocery store, retail shops, and a wholesale market on one-half of the Property along West 8th Street. The northern half of the Property is a surface parking lot for the commercial uses.

Table 1, below, identifies the existing lot areas and zoning on the Property.

Table 1 – Street Addresses, Area, and Zoning		
Street Address	Area	Zone
3525 W 8 th St/ 765 S Serrano Ave	13,689.4 sf	(Q)C2-1
762 S Oxford Ave	13,687.2 sf	(Q)C2-1
753 S Serrano Ave	11,250.0 sf	(Q)C2-1 <i>R3-1</i>
750 S Oxford Ave	11,244.2 sf	(Q)C2-1 <i>R3-1</i>
745 S Serrano Ave	11,250.1 sf	(T)(Q)C2-1 <i>R3-1</i>
744 S Oxford Ave	11,245.0 sf	(T)(Q)C2-1 <i>R3-1</i>
739 S Serrano Ave	11,250.0 sf	(Q)C2-1 <i>R3-2</i>
736 S Oxford Ave	11,245.7 sf	(Q)C2-1 <i>R4-2</i>
Total Lot Area	94,856.6 sf² (2.18 acres)	

The Property is located on West 8th Street, which is primarily zoned for commercial use and includes many types of existing development such as hotel, office, restaurant, and retail in many forms of design, massing, and materials. The surrounding uses along South Oxford and South Serrano Avenues are predominantly multi-family apartment buildings developed in a variety of forms and periods of construction. Among the multi-residential uses are also a few properties that have hotel, motel, and office uses.

The Property is located one block east of Western Avenue and two blocks south of Wilshire Boulevard, which are major commercial corridors that are zoned for much higher intensity and height limits. Western Avenue has a mix of dense shopping plazas and low-rise restaurant and retail uses. Wilshire Boulevard has several high-rise office buildings and mixed-use projects, the historic Wiltern Theatre, and many banking and educational institutions.

² A survey calculated the Property (including easements) to be 97,505 square feet, and without easement to be 94,880 square feet. However, per the sum of ZIMAS' parcel information above, their calculation of the Property area is 94,861.6 square feet.

E. Project Description

The Project would provide an efficient reuse of the Property that currently has an underutilized commercial use and surface parking lot with an integrated mix of uses that would contribute much needed housing and jobs while blending within its neighborhood context. The existing uses would be demolished and replaced with approximately 367 residential apartment units, including 242 1-bedroom units, 125 studio units, and approximately 52,525 square feet (gross) of commercial space. The Property would be permitted a maximum FAR of 6.0:1. However, the Project's density would be at or less than a 4.0:1 FAR, which would be appropriately scaled for a mixed-use project, compatible with existing surrounding uses and accommodating of future growth of an urban community. The Project would provide approximately 227 parking spaces for the commercial use on the second floor and approximately 534 parking spaces for residents and visitors, and 30 spaces for grocery store employees – would be located on the subterranean levels. There will be approximately 456 long term and short term bicycle parking spaces located throughout the Project available, to residents, guests, commercial patrons and employees of the Project. Table 2, below, identifies the Project's proposed uses.

Table 2 – Proposed Uses	
Use	Floor Area (gross)
Commercial – Market	22,906 sf
Commercial – Retail (including common areas)	29,619 sf
Residential – Apartments	326,995 sf
Total Proposed Development	379,520 sf Commercial = 52,525 sf Residential = 326,995 sf

Figure 2a, below, is a conceptual plan of the ground floor for the Project, and Figure 2b, below, depicts the plot plan for the Project.

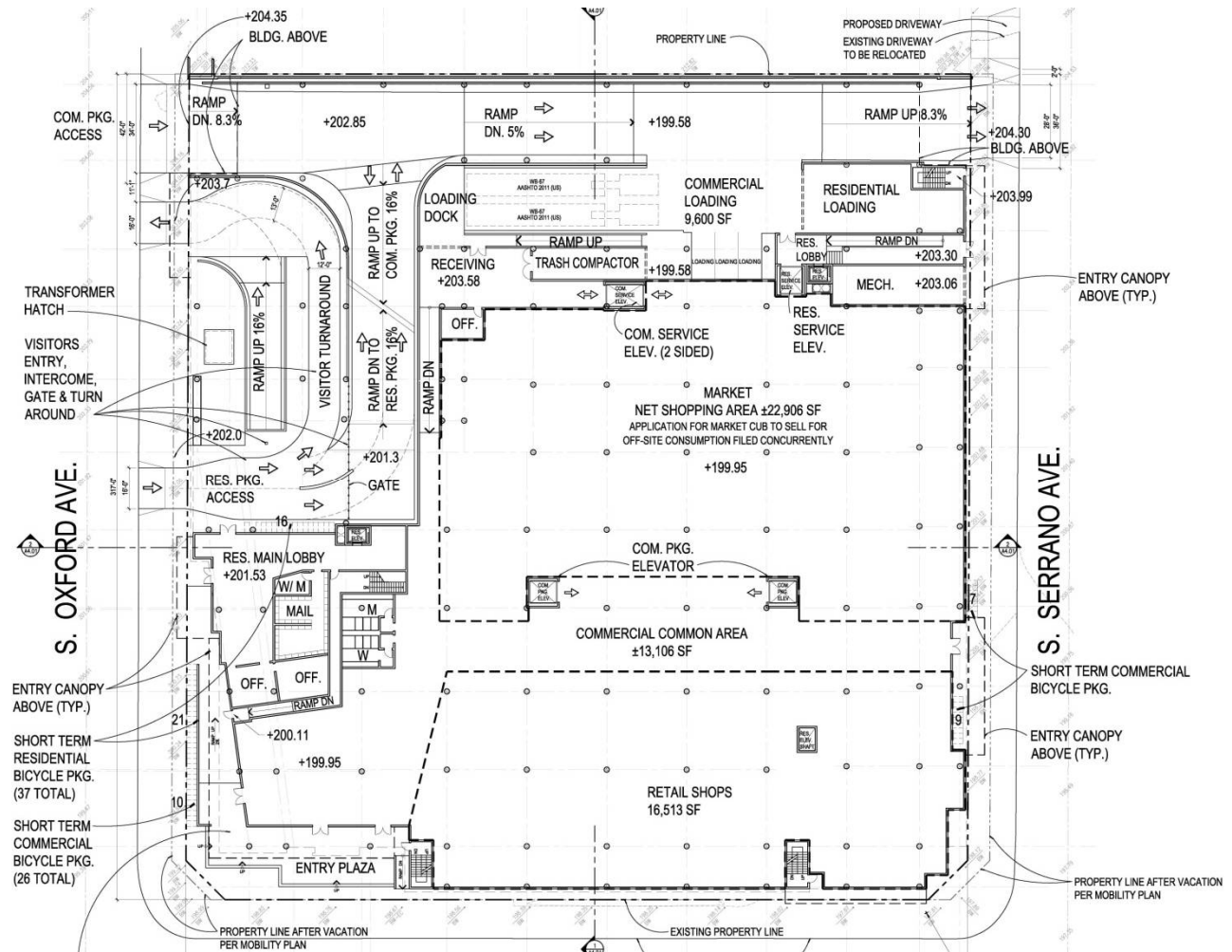
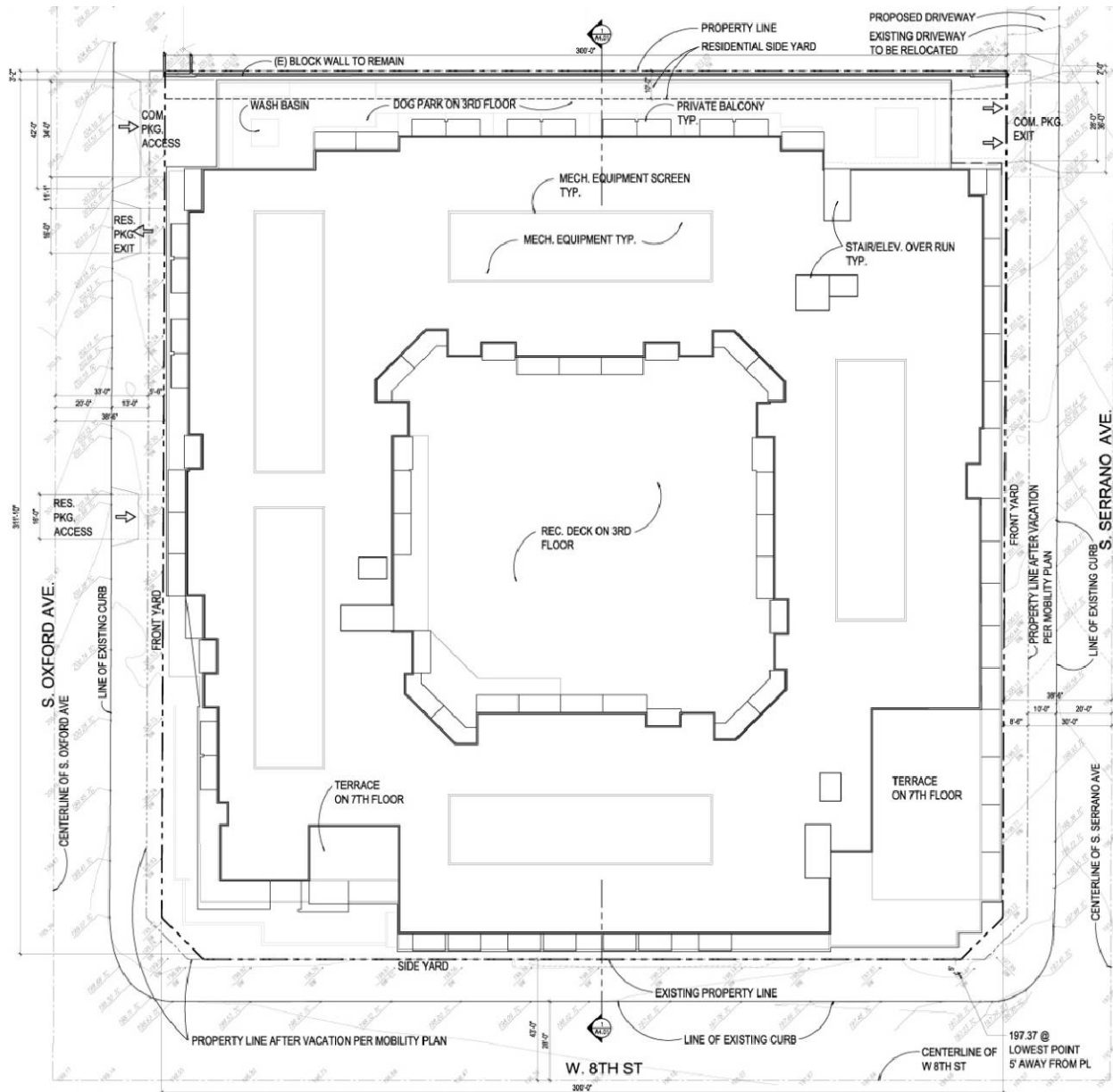
Figure 2a – Conceptual Ground Floor Plan

Figure 2b – Plot Plan

1. Residential Component

The residential component, including the 367 residential apartment units, would occupy approximately 326,995 square feet of floor area primarily located on the third through seventh floors of the Project. The residential uses would have a variety of amenities, including a swimming pool and spa, recreation deck, recreation room, gym, a dog park, and several terraces. Table 3, below, identifies the Project's type of units by number.

Table 3 – Residential Unit Type	
Unit Type	Number of Units
Studio	125
1 bedroom	242
Total Units	367

2. Commercial Component

The Project would include approximately 52,525 square feet of commercial floor area (gross), generally located on the ground floor along West 8th Street and South Serrano Avenue. The proposed commercial uses would consist of approximately 22,906 square feet (net) of a full-service grocery store and approximately 16,513 square feet (net) of retail shops.

The Applicant's request for approval for Vesting Tentative Tract Map No. 73995 (the "VTTM") would merge the existing eight contiguous lots and resubdivide the Property into five lots to separate the residential and commercial uses. The VTTM consists of one master lot and four airspace lots.

3. Recreation, Open Space, and Landscaping

The Project would include a variety of recreational and outdoor open spaces. Based on the anticipated number of dwelling units and the mix of unit types, the Project would be required to provide a minimum of 36,700 square feet of open space, of which, at least 18,350 square feet is required to be common open space. The Project would provide approximately 38,524 square feet of open space, of which, 23,174 square feet would be common open space and 15,350 square feet would be private open space (e.g., private balcony within units). The common open space would be provided throughout the Project.

The common open space would include an approximately 15,000-square-foot recreation deck and two additional terraces of approximately 3,240 square feet on the seventh floor. The third floor would also include a dog park and wash station, and 307 of the residential units would include its own private balcony. Additional amenities would include an approximately 4,200-square-foot gym and a 2,178-square-foot recreation room on the third floor available to residents.

The Project is required to provide approximately 92 on-site trees (one tree for every four dwelling units). The Project would include the planting of at least 92 trees either on-site or in the public right-of-way surrounding the Property.

4. Parking, Access, and Circulation

Access to the Property has been designed to be pedestrian-friendly and to promote access to the Project from the nearby transit and commercial uses.

The Project separates the parking floors dedicated for the commercial and residential components. In total, the Project would provide approximately 791 parking spaces. The parking for commercial uses of approximately 227 spaces would be located on the second floor, with its entry driveway located toward the rear of the Property on South Oxford Avenue, and its exit driveway also located toward the rear of the Property on South Serrano Avenue. The driveway between the commercial parking entry and exit points along the rear of the Property on the ground floor would provide access to the approximately 9,600-square-foot commercial loading area with loading docks that connect to the rear of the grocery store. This driveway would also provide access to the residential loading area located near the residential lobby on South Serrano Avenue.

The Project is located within a Los Angeles State Enterprise Zone, which allows commercial uses a lower parking ratio for offices, retail, restaurants, and related uses. Per LAMC Section §12.21.A.4(x)(3), a ratio of two parking spaces per 1,000 square feet of gross commercial area is permitted as shown below in Table 4.

Access to parking for residential uses and grocery store employees would be located on the subterranean levels. The approximately 791 parking spaces would consist of 534 secured spaces for residents and guests located on the three subterranean levels and 30 spaces for grocery store employees would be located on the first floor below grade.

An additional feature of the Project is the visitor turnaround located on South Oxford Avenue, which would provide a safe and convenient on-site area for drop-offs and pick-ups and prevent disruption in circulation on nearby streets or in the Project's parking areas.

Approximately 456 bicycle parking spaces would be provided in a several convenient locations throughout the Project. Approximately 26 short term bicycle parking spaces for the commercial uses would be located near the two corner plaza entries on West 8th Street. An additional 26 long term bicycle parking spaces for commercial uses would be located on the second floor. Approximately 37 short term bicycle parking spaces would be available for guests to the residential uses. Approximately 367 long term bicycle parking would be available for the residential uses on B1. Table 4, below, identifies the required/provided number of parking spaces for the Project.

Table 4 – Proposed Parking for Project				
Use	Floor Area (gross)/ Number of Units	Required Per Use/Unit	Number of Required Parking Spaces	Number of Provided Parking Spaces
Commercial – Market, Retail	52,525 sf	2/1,000 sf ¹	105	257
Subtotal for Commercial			105	257
Studio	125 units	1 space/unit	125	534
1-bedroom	242 units	1.5 spaces/unit	363	
Subtotal for Residential			488	534
Total Number of Parking Spaces			593	791
¹ Project is located in Enterprise Zone where a ratio of 2 parking spaces/1,000 sf (gross) commercial area is allowed per LAMC Section §12.21.A.4(x)(3).				

Table 5, below, identifies the required number of bicycle parking spaces.

Table 5 – Bicycle Parking				
Use	Short Term Required	Long Term Required	Total Required	Total Provided
Commercial	26	26	52	52
Residential	37	367	404	404
Total Required Bicycle Parking Spaces			456	456

5. Transit

The Property is located within one of the best served public transit locations in the City. The Metro Purple Line is conveniently located within 1,500 feet at the Wilshire/Western Metro Station. The Purple Line connects east to the Red Line at Vermont Avenue, and the Exposition and Blue Lines at the 7th Street/Metro Center. The Purple Line Extension is currently under

construction and will eventually extend west to major employment and destination centers such as Miracle Mile, Beverly Hills, Century City, West Los Angeles, and Westwood.

The recently implemented Wilshire Bus Rapid Transit (the “**BRT**”) has stops also conveniently located at Wilshire Boulevard and Western Avenue. The improved run times allow for expedient service between West Los Angeles and Downtown Los Angeles.

Other regional lines include the Santa Monica Big Blue Bus, which has the Rapid service that connects Koreatown to the Rimpau Transit Center and Santa Monica, and the Foothill Transit, which provides an express service that connects Koreatown to Downtown and El Monte. There are also various local and regional bus lines with stops along West 8th Street and Western Avenue, and LADOT’s two DASH lines – Wilshire Center/Koreatown and Hollywood/Wilshire – accessible from Western Avenue and Wilshire Boulevard, respectively.

Bus stops for Metro Local Line 66 are located on West 8th Street across the street from the Project. Western Avenue, which is less than 500 feet from the Property, has stops for Lines 66 and 207. The Wilshire/Western corner has stops for the following Metro bus lines: 18, 20, 66, 207, 209, 481, 710, 720, and 757. The Santa Monica Big Blue Bus Rapid also stops at the Wilshire/Western corner, which provides service between Downtown Los Angeles and Santa Monica along Wilshire Boulevard. Figure 3 below illustrates the many Metro transit rail and bus lines conveniently accessible to the Project.

Figure 3 – Metro Rail and Bus Transit

The LADOT's DASH provides two bus lines nearby. The Wilshire Center/Koreatown line has stops located on Western Avenue at West 8th Street, which provides service throughout Koreatown and the Vermont Corridor. The Hollywood/Wilshire line has a stop located at the Wilshire/Western corner, which provides service between Koreatown and Hollywood.

F. Design Guidelines

The Project is subject to the Commercial and Residential Citywide Design Guidelines (the “**Guidelines**”), which have been adopted by the City Planning Commission. The design of Project considered the objectives outlined in the Guidelines and is consistent with their intent and as they apply to this specific condition of this Project.

For example, the site planning of the Project considered the neighborhood’s context and linkages in the design of the building. This informed the location of the entry plaza to the commercial uses to be oriented toward the commercial- and transit-rich corridor along Western Avenue. The Project has been designed to be appealing and convenient to patrons and residents that arrive by either mode of travel. The entrances to the commercial plaza and residential component have multiple entrances for those that travel by foot, and provide convenient bicycle storage throughout the Project for those that travel by bicycle.

In general, the Project employed high quality design in order to provide a pleasant and convenient experience for its residents and patrons, but to also blend well with its surrounding street conditions and various uses. The architecture of the ground floor commercial component is well articulated with much of the retail space located along the property line on West 8th Street, and then pulled in for the main corner entry plaza at South Oxford Avenue. It also offers breaks between the retail spaces for pedestrian entryways at the South Serrano Avenue corner and midway up the block, which are visually interesting and inviting pedestrian-oriented characteristics. The various retail shops would be located along West 8th Street and South Serrano Avenue, and accessed internally from the various entries that lead to the center of the Project, where the grocery store would be located.

In addition, the residential component would provide more than the required amount of open space and would consist of many types of spaces for residents of varied interests. A few of the amenities would include a swimming pool and spa, a recreation room, a gym room, a dog park, and several terraces on different floors.

The Project is consistent with the Commercial and Residential Citywide Design Guidelines as identified in the Commercial and Residential Citywide Design Guidelines Checklist submitted in conjunction with this application.

G. Surrounding Properties

The Property is centrally located in Koreatown, which includes numerous commercial and civic resources within walking distance. It is located one block east of Western Avenue and two blocks south of Wilshire Boulevard, which are vibrant commercial corridors that provide many transit options for local and regional travel.

The Project is approximately 4 miles north of the Santa Monica (I-10) Freeway, approximately 2.5 miles southwest of the Hollywood (101) Freeway, and less than three miles to the Harbor (110) Freeway.

The land uses within the general vicinity of the Property are characterized by a mix of low- to medium-intensity residential, commercial, and high-rise office buildings, which vary widely in building style and period of construction.

The properties to the east, west, and south along West 8th Street are all zoned for commercial uses and developed with a variety of intensities. A hotel is located west of the Property, a mini-shopping center with restaurants and retail shops is located across West 8th Street, and offices and more retail with a surface parking lot are just east of the Property.

The properties along West 8th Street and Western Avenue are commercial corridors (generally zoned C2), and are developed with a variety of intensities in the form of older office buildings, mini-shopping centers, restaurants, retail shops, and surface parking lots. Just north of the Property toward 7th Street and Wilshire Boulevard are a variety of neighborhood resources and regional destinations. Along 7th Street is a Ralphs's supermarket, Pio Pico Public Library, Shepherd International Universities, Bryan College, Azusa Pacific University, and the Los Angeles High School of the Arts campus. Two blocks north of the Property along the Wilshire corridor are several high rise buildings of more intense use generally zoned C4. Along Wilshire Boulevard are the historic Wiltern Theatre, high-rise office and mixed-use buildings, numerous banking institutions, a golf driving range, and several churches and synagogues.

The properties located between the major streets in the area are generally zoned residential. These properties, including those north of the Property along South Oxford and South Serrano Avenues, are developed with various styles of multi-family residential buildings that range in density and period of construction.

H. Streets and Circulation

Per the Mobility Element, Mobility Plan 2035, the following are the designation of the adjoining streets:

- West 8th Street, which adjoins the Property on the south, is designated as an Avenue II with a right-of-way dimension of 86 feet and a roadway of 56 feet in width;
- South Oxford Avenue, which adjoins the Property on the west, is designated as a Collector Street with a right-of-way dimension of 77 feet; and
- South Serrano Avenue, which adjoins the Property on the east, is designated as a Local Street with a right-of-way dimension of 60 feet.

Under the previous Transportation Element, the following were the designations of the adjoining streets:

- West 8th Street was designated as a Secondary Highway with a width of 88 feet;
- South Oxford Avenue was designated as a Secondary Highway in the Wilshire Community Plan and designated as a Collector Street with Bureau of Engineering, with a width of 83 feet; and
- South Serrano Avenue, which adjoins the Property on the east, was designated as a Local Street with a width of 77 feet.

I. Previous Cases, Affidavits, Permits, Etc.

The following are the more recent cases, affidavits, and permits related to the Property:

- **ZA-2013-82-CUB/ ENV-2013-83-CE:** Related to Suite #208. Conditional use to permit beer and wine for on-site consumption in conjunction with a new 35-seat, 1,170 square foot restaurant with daily hours of operation from 11 a.m. to 11 p.m. The subject site consists of 131,705 square feet and is zoned (Q)C2-1;
- **DIR-2013-79-CLQ:** Q Clarification Requests related to Condition Nos. 1c, 1e and #9 to allow a 1,170 square foot, 35-seat, full service restaurant, and waive the associated traffic impact study and environment document requirement, and allow for a change in signage as proposed and depicted in the application. A request further related to signage: that any future sign change proposal be permitted to be reviewed by Development Services Center sign off only as opposed to a full Zone Variance process.
- **CPC-2012-2894-ZC-GPA/ENV-2012-2895-ND:** Zone Change and General Plan Amendment from R3-2 and R4-2 to C2-1, and from High/Medium Residential to Neighborhood/Office Commercial in conjunction with an overall 96,203 square foot site. Several (Q) conditions were removed or amended, however, the condition for the Property to be maintained as surface parking for 3525 West 8th Street was maintained;
- **DIR-2011-3051-CLQ:** Q Clarification to remove Condition #36 Of CPC 2006-9524(ZC)(CUB)(CU)(SPR) / Ordinance No. 180559, on a 96,203 square foot site, on a multiple zoned site (P-1, R#P-1, And C2-1)
- **CPC-2006-9524-ZC-CUB-CU-SPR/DIR-2013-79-CLQ:** Q clarification requests related to Condition Nos. 1C, 1E and 9 to allow a 1,170 square foot, 35-seat, full service restaurant, and waive the associated traffic impact study and environmental document requirement, and allow for a change in signage as proposed and depicted in the application. A request further related to signage: that any future sign change proposal be permitted to be reviewed by development services center sign off only as opposed to a full zone variance process;
- **ZA-1999-51-CUB-CUX-CUZ-ZV-SPR:** Not found on LA City website;

- **CPC-1999-38-ZC:** Zone change from R3P-1 to C2-1 for lots 78, 79, 113, 114, and 139-141 to permit a change of use from office to retail/commercial;
- **ZA-1997-212-CUB-CUZ-ZV-SPR:** Not found on LA City website;
- **CPC-1986-834-GPC:** General Plan/Zoning Consistency - Wilshire, Westlake, Sherman Oaks, Studio City, Toluca Lake;
- **Ordinance No. 180,559:** Pursuant to LAMC Section 12.32G, lots 79, 80, 112, and 113 are zoned (T)(Q)C2-1 Zone and subject to “Q” Qualified classification as it relates to the Conditional Uses pursuant to CPC-2006-9524-ZC-CUB-CU-SPR; (ZIMAS map and parcel report are inconsistent in that ZIMAS only shows these 4 parcels with a (q) condition, and other 2 parcels with a (t)(q).)
- **Ordinance No. 172,882:** LAMC Section 12.04 amended by changing the zones and zone boundaries consistent with the approval of CPC-1999-38-ZC; and
- **Affidavit 15611:** The affidavit was recorded on Lot 13 in 1950 and states the bar sink, installed in the single family home on the lot, is only to be used for recreational purposes.

II. Proposed Findings

The Applicant requests that the City of Los Angeles (the “City”) approve the following entitlements to allow for the development of the Project:

1. Pursuant to Section 558 of the City Charter and Section 11.5.6 of the Los Angeles Municipal Code (the “LAMC”), a **General Plan Amendment** for the Property to amend the adopted Wilshire Community Plan’s land use designation from the current “Neighborhood Office Commercial” land use designation to “Commercial Regional” land use designation;
2. Pursuant to Section 558 of the City Charter, **amend Ordinance No. 114,296** (Case 1434) **and Ordinance No. 114,320** (Case 1435) to remove the remaining Building Lines for the Property along South Oxford and South Serrano Avenues, respectively;
3. Pursuant to LAMC Section 12.32F, a **Vesting Zone Change** for the Property from (Q)C2 and (T)(Q)C2 Zones to C2;
4. Pursuant to LAMC Section 12.32Q, a **Height District Change** for the Property from Height District No. 1 to Height District No. 2;
5. Pursuant to LAMC Section 12.24.W1, **Conditional Use** approval to permit the sale and dispensing for off-site consumption of a full line of alcoholic beverages;
6. Pursuant to LAMC Section 16.05, **Site Plan Review** approval for a development that creates an increase of 50 or more dwelling units; and
7. Pursuant to LAMC Section 17.15, a **Vesting Tentative Tract Map** to merge and resubdivide the Property into five lots (one master and four air space lots) for commercial and residential purposes.

A. General Plan Amendment

City Charter Sections 556 and 558 Findings

Pursuant to Section 558 of the City Charter and LAMC Section 11.5.6A, the Applicant requests a General Plan amendment to amend the Wilshire Community Plan’s land use designation for the Property from the current “Neighborhood Office Commercial” land use designation to the “Commercial Regional” land use designation. The General Plan amendment would be in compliance with Sections 556 and 558 of the City Charter as it would be in substantial conformance with the purposes, intent and provisions of the Wilshire Community Plan and General Plan. Further, it would allow the Project to support many goals, objectives, and policies of the Community and General Plans and in conformity with public necessity, convenience, general welfare, and good zoning practice.

The request for the General Plan amendment to a Commercial Regional land use designation would be consistent with the Wilshire Community and General Plans and the land use patterns in the general vicinity. The Commercial Regional land use designation permits a mixed-use project with commercial uses and a residential component of up to R-5 density. It would allow a mixed-use project of a particular intensity that would be appropriate for its location, within the Wilshire Community Plan's designated Regional Center and in a transit oriented district, where a multi-modal transit hub at Wilshire Boulevard and Western Avenue is located less than one-third mile. The proposed Commercial Regional designation is also in conformance as the Property is located on a Mixed Use Boulevard, as designated in the Wilshire Community Plan.

The varied types of land uses within the general vicinity are currently characterized by a mix of low-to high-density commercial, institutional, and residential, and span the spectrum of building style and period of construction. The properties to the east, west, and south along West 8th Street are all zoned for commercial uses and developed with a variety of intensities. A hotel is located west of the Property, a mini-shopping center with restaurants and retail shops is located across West 8th Street, and offices and more retail with a surface parking lot are just east of the Property.

The properties along West 8th Street and Western Avenue, which are commercial corridors (generally zoned C2), and are developed with a variety of intensities in the form of older office buildings, mini-shopping centers, restaurants, retail shops, and surface parking lots. Just north of the Property toward 7th Street and Wilshire Boulevard are a variety of neighborhood resources and regional destinations. Along 7th Street is a Ralphs's supermarket, Pio Pico Public Library, Shepherd International Universities, Bryan College, Azusa Pacific University, and the Los Angeles High School of the Arts campus. Two blocks north of the Property along the Wilshire corridor are several high rise buildings of more intense use generally zoned C4. Along Wilshire Boulevard are the historic Wiltern Theatre, high-rise office and mixed-use buildings, numerous banking institutions, and several churches and synagogues.

The properties located between the major streets in the area are generally zoned residential. These properties, including those properties north along South Oxford and South Serrano Avenues, are developed with various styles of multi-family residential buildings that range in density from two-story four-plexes from the 1930's to much denser four- to five-story buildings built in the latter half of the 20th century.

The existing landscape is not a fully built-out regional center, but rather a community of sporadic occurrences of taller, high-density buildings among lower intensity development, such as strip malls. However, in efforts to accommodate future growth near an expanding transit hub and existing infrastructure, the Wilshire Community Plan has designated this segment of West 8th Street to be a Mixed Use Boulevard as well as its surrounding neighborhood designated as a Regional Center. The requested General Plan amendment would allow the construction and operation of the Project to be appropriately scaled and designed within its surrounding area, and consistent with the intent and purpose of the Wilshire Community Plan.

Substantial conformance with the purposes, intent and provisions of the Wilshire Community Plan

The Project is an appropriate mix of uses and intensity for this location as it is located within a designated Regional Center area and on a designated Mixed Use Boulevard, as indicated in the Wilshire Community Plan. The Property is also located in a prime location less than one-third mile from the Wilshire Boulevard/Western Avenue hub of transit options – including, the Purple Line, Wilshire Rapid Bus, various regional, express, and local bus lines, and additional local and regional bus lines located one block east of Western Avenue and on West 8th Street.

The mixed-use Project is made up of a residential component and commercial uses. It would contribute approximately 367 apartment units to the City's much needed housing stock. The units offer a variety of floor plans for studios and 1-bedroom units to accommodate for a range of household types. It would also provide an array of amenities that would appeal to different household types, including a swimming pool, recreation room, a dog park, terraces, and secure bicycle parking. The commercial component would consist of approximately 52,525 square feet of commercial space of neighborhood amenities, including an approximately 22,906-square-foot grocery store.

The Project would provide a well-designed multiple family development over a ground floor commercial component that would blend well with the commercial corridor on West 8th Street and the multi-family buildings along South Oxford and South Serrano Avenues. The architecture of the ground floor commercial component is well articulated with much of the retail space located along the property line on West 8th Street, and then pulled in for the main corner entry plaza at South Oxford Avenue. It also offers breaks between the retail spaces for pedestrian entryways at the South Serrano Avenue corner and midway up the block, which are visually interesting and inviting pedestrian-oriented characteristics. The various retail shops are located along West 8th Street and South Serrano Avenue, and within the arcades that lead from the various plaza entries toward the center of the Property where the grocery store would be located.

The Project would include sufficient automobile and bicycle parking for each of the components. Automobile parking for residents and guests would be located on the three subterranean levels. Parking for patrons of the commercial uses would be located on the second floor above the grocery store and shops. The Project would also be supportive of active transportation modes such as bicycling with various bicycle parking facilities. Approximately 456 bicycle parking spaces would be provided in a several convenient locations throughout the Project. Approximately 26 short term bicycle parking spaces for the commercial uses would be located near the two corner plaza entries on West 8th Street. An additional 26 long term bicycle parking spaces for commercial uses would be located on the second floor. Approximately 37 short term bicycle parking spaces would be available for guests to the residential uses. Approximately 367 long term bicycle parking would be available for the residential uses on level B1. Each of the locations would offer secure parking and storage equipment, be in well-lit areas, and conveniently accessible to the commercial or residential components they serve. The requested action for a General Plan amendment to change the land use

designation to Commercial Regional and the intended Project are in conformance with the following objectives and policies of the Wilshire Community Plan:

- ***Objective 1-1.3 - Provide for adequate Multiple Family residential development;***
- ***Objective 1-1.4 - Provide for housing along mixed-use boulevards where appropriate;***
- ***Objective 1-2.1 - Encourage higher density residential uses near major public transportation centers;***
- ***Objective 1-4.3 - Encourage multiple family residential and mixed use development in commercial zones;***
- ***Objective 2-2.1 - Encourage pedestrian-oriented design in designated areas and in new development;***
- ***Objective 2-2.3 - Encourage the incorporation of retail, restaurant, and other neighborhood serving uses in the first floor street frontage of structures, including mixed use projects located in Neighborhood Districts;***
- ***Policy 11-2.3 - Protect and improve existing pedestrian oriented street segments;***
- ***Objective 2-3.1 - Improve streetscape identity and character through appropriate controls of signs, landscaping, and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods; and***
- ***Policy 11-1.4 - Support the provision of bicycle facilities in all new development.***

Substantial conformance with the purposes, intent and provisions of the Framework Element of the General Plan

The proposed General Plan amendment and intended Project are also in conformance with purpose and intent of the various elements of the General Plan, including the Framework Element that sets forth a strategy for long-range growth and development providing a context for updates to community plans and citywide elements.

The Project would contribute 367 apartment units to the City's much needed housing stock with convenient access to major employment centers and educational institutions across the regional via a host of mobility options. The Project's commercial component of approximately 52,525 square feet would include a grocery store and smaller commercial spaces that would provide a variety of neighborhood resources to the Project's residents and nearby community. The Project is conveniently located near numerous transit options that are available on West 8th Street and one block away at Western Avenue. Less than one-third mile is a multi-modal transit hub located at Wilshire Boulevard and Western Avenue that includes the Metro Purple Line, Wilshire Rapid Bus,

Santa Monica Big Blue Bus Express, and various other regional and local bus lines. The Project also includes several conveniently located bicycle parking facilities for patrons, residents, and guests. With a supportive mixed-use design and convenient location, residents and guests are encouraged to engage in active transportation modes rather than vehicular trips. They would be less likely to drive or drive less if neighborhood resources are nearby and employment opportunities are accessible via transit. The Wilshire Community Plan identifies the particulate segment of West 8th Street, where the Project is located, as a Mixed Use Boulevard within one of the few designated Regional Center areas within the Community Plan area. Therefore, the request to change the land use designation to Regional Commercial and the Project's mixed-use character and density is appropriate for this location. Further, the Project is well-designed so that the ground floor commercial is pedestrian-oriented and aesthetically pleasing, while blending well with the multi-residential developments along the side streets. Many of the Project's characteristics are in line within the objectives and policies from the Land Use and Housing chapters of the Framework Element outlined below:

- **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;*
- **Objective 3.4** - *Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts; and*
- **Objective 4.2** - *Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.*

In terms of Urban Form and Neighborhood Design, the Project's design of the ground floor commercial component is well articulated with much of the retail space located along the property line on West 8th Street, and then pulled in for the main corner entry plaza at South Oxford Avenue, which activates the area creating a safer environment. The ground floor design also offers breaks between the retail spaces for pedestrian entryways at the South Serrano Avenue corner and midway up the block, which are visually interesting and inviting pedestrian-oriented characteristics. The various retail shops are located along West 8th Street and South Serrano Avenue, and within the arcades that lead from the various plaza entries toward the center of the Property where the grocery store would be located. It is consistent with the intent of the following design objectives and policies:

- **Objective 5.9** - *Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day;*
- **Policy 5.9.1** - *Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas; and*
- **Policy 5.9.2** - *Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours through the development of ground floor retail uses and sidewalk cafes.*

The open and common spaces included in the Project help support the City's intent to increase the area and quality of open spaces in this park-scarce urban area of Los Angeles. The Project includes many types of open and common spaces that would appeal to a variety of household types. They include a swimming pool and recreation deck available to residents. There is also a recreation room for indoor entertainment activities. The Project would also provide residents a dog park and several terraces in addition to the private balcony included in most units.

- **Objective 6.4** - *Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass; and*
- **Policy 6.4.8 a.** - *Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other spaces that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.*

The Project includes numerous characteristics that also support the economic development of the community and its residents. The mixed-use nature of the Project contributes much needed housing opportunity and neighborhood resources to the community and conveniently accessible to a variety of transit options. The residential component consists of many different floor plans for a range of household types. The commercial component is also uniquely supportive of the community's economic development as it offers condominium commercial spaces for sale, as opposed the typical leasing option. The Project is consistent with the following Economic Development objectives and policies:

- **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;*
- **Policy 7.2.2** - *Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use*

corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods;

- ***Policy 7.2.3*** - *Encourage new commercial development in proximity to rail and bus transit corridors and stations; and*
- ***Objective 7.9*** - *Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's work force to both live and work in the City;*

Substantial conformance with the purposes, intent and provisions of the Housing Element of the General Plan

The Project contributes 367 quality housing units as a part of a mixed-use building with many amenities including neighborhood commercial resources within a transit-rich area. This contribution is welcome as the City continues to experience a housing shortage as indicated by trends shared in the City's Housing Element 2013-2021. Although housing production in the City has exceeded population growth in the past few years, the historical deficit of housing growth compared to population has still not allowed supply to relieve demand, as indicative of housing costs and rents. In response to this, the Housing Element outlines four main goals in an effort to preserve existing housing, encourage production of all housing types, and guide quality and strategic development in a sustainable manner. The Project is consistent and helps to meet the following objectives and policies outlined in the Housing Element:

- ***Objective 1.1*** - *Produce an adequate supply of rental and ownership housing in order to meet current and projected needs;*
- ***Policy 1.1.4*** - *Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards;*
- ***Policy 1.3.5*** – *Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City's Framework Element of the General Plan;*
- ***Objective 2.2*** – *Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit;*
- ***Policy 2.2.3*** – *Promote and facilitate a jobs/housing balance at a citywide level;*
- ***Policy 2.2.5*** – *Provide sufficient services and amenities to support the planned population while preserving the neighborhood for those currently there.*

- **Objective 2.3** – *Promote sustainable building, which minimize adverse effects on the environment and minimize the use of non-renewable resources;*
- **Objective 2.4** – *Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City;*
- **Policy 2.4.1** - *Promote preservation of neighborhood character in balance with facilitating new development;*
- **Policy 2.4.2** - *Develop and implement design standards that promote quality residential development;*
- **Policy 2.4.3** - *Develop and implement sustainable design standards in public and private open space and street rights-of-way. Increase access to open space, parks and green spaces; and*
- **Goal 3** – *Housing opportunities without discrimination.*

Substantial conformance with the purposes, intent and provisions of the Mobility Element of the General Plan

The design of the Project, its location, and various amenities all support the basic principles of the City's Mobility Element. The Project is in Koreatown, which is in a central part of the City. It is conveniently located less than a few miles from the Interstate 10 – Santa Monica Freeway, US Route 101 – Hollywood Freeway, State Route 110 – Harbor Freeway, and State Route 2 – Santa Monica Boulevard. It is also located within a few blocks of major transit corridors such as Western Avenue and Wilshire Boulevard

It is also less than one-third mile from the Wilshire Blvd/Western Ave multi-modal transit hub, which conveniently connects residents and guests to regional and local destinations via rail and bus service. It is designed so that the ground floor is well articulated, which activates the street level and is aesthetically pleasing and inviting for guests that commute by foot. There are several entrances to the commercial and residential components of the building that are safe and accessible to pedestrians. Similarly, residents, patrons and guests are conveniently welcomed to the various parts of the Project. Several safe, well-lit, and convenient bicycle parking options would be located throughout the Project. There will be short-term and long-term parking options in each of the commercial and residential areas. Therefore, the Project is supportive of active transportation modes, such as walking and bicycling. The Project is consistent with the recently adopted Mobility Element and specifically the following objectives and policies:

- **2.3 Pedestrian Infrastructure** - *Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment;*

- **2.6 Bicycle Networks** - *Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities;*
- **Policy 3.12** - *Promote the enhancement of transit access to neighborhood districts, community and regional centers, and mixed-use boulevards; and*
- **Policy 3.13** - *Enhance pedestrian circulation in neighborhood districts, community centers, and appropriate locations in regional centers and along mixed-use boulevards; promote direct pedestrian linkages between transit portals/platforms and adjacent commercial development through facilities orientation and design.*

Public necessity, convenience, general welfare, and good zoning practice

The Project would contribute 367 housing units, which would help address the housing shortage in the City. It is an infill project that would replace an underutilized development that consists of a two-story grocery store and smaller commercial shops on one-half of the Property and a surface parking lot on the remainder of the Property. The Project would locate new quality housing near employment centers and numerous neighborhood resources within walking distance, and also help to improve the jobs/housing balance within the city center. The proposed commercial component of approximately 52,525 square feet would provide additional neighborhood resources and also blend well within the existing commercial corridors in the area. The Project is also centrally located and conveniently accessible to various transit options including the Metro Purple Line, Wilshire Bus Rapid Transit, and many regional and local bus lines.

The purpose of the General Plan amendment to change the land use designation is to provide for a mix of commercial uses and a residential density consistent with the R5 zone, as allowed per LAMC Section 12.22.A.18(a). Currently, the Neighborhood Office Commercial land use designation coupled with the existing C2 zone and various (T) and (Q) conditions, would limit the density to that allowed R3 and R4 zones, 800 and 400 square feet of buildable area required per dwelling unit, respectively. The General Plan amendment to Commercial Regional would allow the existing C2 zone to be developed at a density consistent with R5 zone, which would have otherwise deprived the City of at least 200 units of much needed housing. The requested change to Height District No. 2 would permit a FAR of 6:1. However, the Project would be at or less than a 4:1 FAR for the 367 proposed units. The Project's density would be consistent with the existing development and projected growth in the surrounding area.

The Project would have residential and commercial components that would blend well with the existing character of the area and also contribute more housing and commercial opportunities at such a centrally located area in the City. The proposed commercial uses that include a full-service grocery store and retail shops would be compatible and complementary with the variety of commercial activity in the vicinity such as the mini-shopping center across the street, various neighborhood retail and restaurants along West 8th Street and Western Avenue. The design of the residential portion located on the upper floors and accessible on the side streets would blend well with the adjacent multi-family apartment buildings to the north.

The Project is in conformity with public necessity and convenience as it would contribute 367 much needed new apartment units to the City's scarce rental market and locate them along a commercial corridor within a transit-oriented district. The General Plan amendment is also in conformity as it would allow for the proposed mix of uses with its appropriately dense housing component. The mixed-use nature would contribute to the revitalization of an area that has not recently received much new commercial development, much less a significant amount of quality housing at this density. The Project would help alleviate the housing shortage and provide a variety of units for different types of households. The City's Housing Element indicates that in order for the City to keep up with the expected growth rate in the next few years, there would need to be an increase of approximately 82,000 housing units by 2021, which averages to approximately 10,000 housing units per year.

The Project would offer a mix of uses for the convenience of its residents and the neighborhood. The increased density near transit also serves the public necessity and convenience as it would support transit ridership and encourage similar mixed-use projects along the corridor. The convenient location of the Project would improve the current imbalance of the jobs to housing ratio in the City.

The Project would serve a greater public necessity and convenience by locating a more intensive mix of uses in a transit oriented district. Being near a fixed rail transit station and numerous bus stations would greatly benefit the residents in offering efficient transit alternatives and contribute to building up a critical mass necessary to support a productive regional transit system. Within walking distance, is a multi-modal transit hub located at Wilshire Boulevard and Western Avenue. This hub offers numerous service options to major employment centers such as Santa Monica, Hollywood, Century City, Wilshire Corridor, and Downtown Los Angeles, to name a few. The many transit options include Metro's Purple Line, Wilshire Bus Rapid Transit, various regional and local bus lines, Santa Monica's Big Blue Bus, and two local circulator bus lines run by LADOT's DASH. The mix of commercial and residential uses and proximity to transit decreases the need for residents to drive, thereby contributing to the general welfare of future residents and the City.

The Project introduces 367 new housing opportunities and convenient commutes for employees at the various major job centers nearby, which would help improve the jobs/housing balance. In addition to the major employment centers accessible via transit, there are several branches of major banking institutions, high-rise office buildings, and busy commercial corridors within walking distance. The Project would also provide housing opportunities for college and continuing education students. As previously mentioned, there is convenient service to major destinations along the Wilshire corridor that could provide direct access to schools such as UCLA and Southwestern Law School, with convenient transfers to Los Angeles City College and USC. Also, just within a two-block radius of the Project, are a number of educational and vocational institutions such as the Los Angeles Vocational Institute, Azusa Pacific University, Bryan College, and Language Scholastics, to name a few.

According to the Southern California Association of Governments (the “SCAG”), the jobs/housing balance within the SCAG region in 2008 was 1.33 jobs for each household and is projected to be 1.30 by 2020. Within the City, the ratio was 1.32 in 2008 and is projected to be 1.25 by 2020. The projected decreased ratio indicates an improvement in the jobs/housing balance, which means fewer employees need to endure extensive commutes to work. However, the imbalance still indicates less than ideal levels of traffic congestion, air quality, and quality of life.

The imbalanced ratio also indicates a need for more housing opportunities near jobs in the City. The Project would provide 367 housing units and employment opportunities in the retail/service sector. By contributing more housing than employment to a central City neighborhood, the net result of the Project will be to improve the overall jobs/housing balance in Los Angeles. With a more balanced jobs/housing ratio, local to regional benefits would be produced that include a reduction in driving and congestion, reduction in air emissions, lower costs to businesses and commuters, and a higher quality of life, to name a few.

In addition to the public necessity, another convenience is the nature of the infill development within a well established commercial center and transit accessibility with plans for continued growth. As the City’s Framework Element of the General Plan indicates, the City has a shortage of vacant land and in order to accommodate future growth and new development, “most likely it will require the recycling and/or intensification of existing developed properties or conversion of certain uses.”

Public necessity and convenience are also served by allowing for a more efficient use through an increased floor area on an underutilized property in the Wilshire Community Plan area. Permitting additional floor area will allow for a range of unit types and sizes that would attract a range of household types. This would help accommodate projected population growth in mixed-use and residential projects in transit-rich areas and contribute to the vitality of the community.

In addition, the general welfare is served by the proposed General Plan amendment that would allow for more intense and compatible uses of an underutilized property that blends well within its surrounding context. The Project’s density and scope were appropriately designed for the Property and the surrounding properties. The Project would replace a neighborhood-serving grocery store, general retail, restaurant, and wholesale market, and surface parking lot with similar updated commercial uses while contributing 367 housing units to the City’s housing stock. The proposed land use, zone and height designations of the Property would encourage more neighborhood-serving mixed-use developments that would also accommodate for projected growth in the area. The increased density would provide a range of residential unit types and sizes that would contribute toward a healthy demographic mix in the community. The Project would also provide an increased tax base in terms of property and sales tax to the City, which would assist in providing the necessary City services and contribute to improving the general welfare of the City.

The Project also includes a unique commercial component that would allow each of the commercial spaces to be individually owned as opposed to simply leasing space. The addition of these types of commercial condominium spaces provides entrepreneurial opportunities to small business owners in the community, and also contributes towards more locally balanced jobs/housing ratio.

The Project would conform with good planning practices as it would help meet regional and local goals on sustainability and smart growth. In addition, the proposed General Plan Amendment for the Property would support good planning practices beyond the Project and encourage redevelopment of underutilized land that supports a transit-oriented community while improving the City's jobs/housing ratio and contributing much needed housing to its housing stock.

The Project is consistent with regional planning goals and practices with regard to sustainability and livability. State laws, commonly referred to as Senate Bill (“**SB**”) 375 and Assembly Bill (“**AB**”) 32, mandate a reduction in greenhouse gas (“**GHG**”) emissions through integrated land use, housing and transportation planning. A key contributor of GHG is emissions from passenger vehicles. Therefore, strategic planning of land use and for a more balanced job-housing balance in the City would help reduce commute times, congestion and GHG levels, and comply with SB 375 and AB 32. Projects that follow good planning practices help meet state goals and are also beneficial to households as they reduce transportation and energy costs and improve the quality of life.

The Project also meets regional goals such as those outlined in the SCAG 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (the “**RTP/SCS**”). The plan calls for comprehensive improvements to mobility, economy and sustainability. In order to increase mobility options, it recommends the encouragement of non-motorized modes to help people with their daily commutes to work school, shopping and recreation. The Project is well-designed to be within a transit-oriented area with characteristics that are supportive of non-motorized active transportation modes. The ground floor of the Project is pedestrian-oriented, visually interesting, and well-lit with various pedestrian entrances conveniently located along the three street frontages. The Project also encourages bicycling as it offers bike parking at various locations throughout it. There will be short term bike racks available in a safe and convenient area for guests or patrons. There will also be long term bike parking available for employees and residents.

In addition to mobility, the RTP/SCS lists the need to improve economic activity and sustainability in order to bring comprehensive change to the region. The plan acknowledges that in order to grow economic activity in the region, there must be improvements to mobility and reductions in congestion and commute times. Similarly, it also defines improvements in sustainability as a reduction in pollutant emissions and expansion of opportunities for active transportation. The Project contributes toward these goals as it is located in a transit-rich area, designed to support alternative modes of transportation, and provides a mix of land uses so that visitors and residents have the choice to not drive or spend less time in their cars, thus reducing congestion and lowering emission levels.

The Project's prime location is ideal for those that are transit-dependent and also attractive to choice riders that have access to a vehicle but may opt to not utilize because of the convenience of mobility options. The Project is increasingly attractive to pedestrians as its design is well-articulated with several ground floor entrances to the commercial plaza and the residential component. There will also be a number of bicycle parking areas located throughout the Project. There will be 52 bicycle spaces of short and long term parking for visitor and employees of the commercial uses as well as 456 short and long term bicycle spaces for residents and their guests.

B. Amendment to Ordinance Nos. 114,296 and 114,320 to remove Building Lines.

Pursuant to Section 558 of the City Charter, Applicant requests an amendment to Ordinance No. 114,296 (Case 1434) and Ordinance No. 114,320 (Case 1435) to remove the remaining Building Lines for the Property along South Oxford and South Serrano Avenues, respectively. Currently there is 15-foot Building Line on Lots 77, 78, and 79 along South Oxford Avenue and on Lots 113, 114, and 115 along South Serrano Avenue of the Property. The remainder of the Building Lines has been removed from the other lots of the Property per Ordinance No. xx and xx. As indicated in Exhibit XX, several other adjacent properties that were subject to the original Ordinances, have removed their respective Building Line and constructed projects at or near their property lines. The LAMC provides the minimum setback area that is required for different types of development in each zone accordingly. Since the Property is located on the Wilshire Community Plan's Mixed Use Boulevard within the designated Regional Center area, it seems the City's intention would be to minimize the setback areas for a mixed-use project at this Property in order to achieve an appropriate density and street frontage for a safer and more pedestrian-oriented design. The removal of the Building Lines would be in conformance with recent developments on adjacent properties. It would also allow the Project to calculate the Buildable Area based on the entire Property area and not based on calculations of the area within the Building Lines. Assuming the Buildable Area to be the entire Property area would be consistent with development standards for a mixed-use project in a commercial zone, per LAMC Section 12.22.A.18. The amendments to Ordinance No. 114,296 (Case 1434) and Ordinance No. 114,320 (Case 1435) and the intended Project would be in compliance with Section 558 of the City Charter as it would be in conformity with public necessity, convenience, general welfare, and good zoning practice.

Public necessity, convenience, general welfare, and good zoning practice

The Project would contribute 367 housing units, which would help address the housing shortage in the City. It is an infill project that would replace an underutilized development that consists of a two-story grocery store and smaller commercial shops on one-half of the Property and a surface parking lot on the remainder of the Property. The Project would locate new quality housing near employment centers and numerous neighborhood resources within walking distance, and also help to improve the jobs/housing balance within the city center. The proposed commercial component of approximately 52,525 square feet would provide additional neighborhood resources and also blend well within the existing commercial corridors in the area. The Project is also centrally located and conveniently accessible to various transit options including the Metro Purple Line, Wilshire Bus Rapid Transit, and many regional and local bus lines.

The purpose of the amendments to the ordinances that originally established the 15-foot Building Lines, is to bring the Property into conformance with surrounding properties that have also removed their respective building lines and to allow for the Property area to be calculated as the Buildable Area, which would be consistent with development standards for a mixed-use project in a

commercial zone, per LAMC Section 12.22.A.18. The Project's density would be consistent with the existing development and projected growth in the surrounding area.

The Project would have residential and commercial components that would blend well with the existing character of the area and also contribute more housing and commercial opportunities at such a centrally located area in the City. The proposed commercial uses that include a full-service grocery store and retail shops would be compatible and complementary with the variety of commercial activity in the vicinity such as the mini-shopping center across the street, various neighborhood retail and restaurants along 8th Street. The design of the residential portion located on the upper floors and accessible on the side streets would blend well with the adjacent multi-family apartment buildings to the north.

The Project is in conformity with public necessity and convenience as it would contribute 367 much needed new apartment units to the City's scarce rental market and locate them along a commercial corridor within a transit-oriented district. The amended ordinances would also be in conformity as they would allow for the proposed mix of uses with the Project's appropriately dense housing component. The mixed-use nature would contribute to the revitalization of an area that has not recently received much new commercial development, much less a significant amount of quality housing at this density. The Project would help alleviate the housing shortage and provide a variety of units for different types of households. The City's Housing Element indicates that in order for the City to keep up with the expected growth rate in the next few years, there would need to be an increase of approximately 82,000 housing units by 2021, which averages to approximately 10,000 housing units per year.

It would offer a mix of uses for the convenience of its residents and the neighborhood. The increased density near transit also serves the public necessity and convenience as it would support transit ridership and encourage similar mixed-use projects along the corridor. The convenient location of the Project would improve the current imbalance of the jobs to housing ratio in the City.

The Project would serve a greater public necessity and convenience by locating a more intensive mix of uses in a transit oriented district. Being near a fixed rail transit station and numerous bus stations would greatly benefit the residents in offering efficient transit alternatives and contribute to building up a critical mass necessary to support a productive regional transit system. Within walking distance, is a multi-modal transit hub located at Wilshire Boulevard and Western Avenue. This hub offers numerous service options to major employment centers such as Santa Monica, Hollywood, Century City, Wilshire Corridor, and Downtown Los Angeles, to name a few. The many transit options include Metro's Purple Line, Wilshire Bus Rapid Transit, various regional and local bus lines, Santa Monica's Big Blue Bus, and two local circulator bus lines run by LADOT's DASH. The mix of commercial and residential uses and proximity to transit decreases the need for residents to drive, thereby contributing to the general welfare of future residents and the City.

The Project introduces 367 new housing opportunities and convenient commutes for employees at the various major job centers nearby, which would help improve the jobs/housing balance. In addition to the major employment centers accessible via transit, there are several branches of major banking institutions, high-rise office buildings, and busy commercial corridors within walking distance. The Project would also provide housing opportunities for college and continuing education students. As previously mentioned, there is convenient service to major destinations along the Wilshire corridor that could provide direct access to schools such as UCLA and Southwestern Law School, with convenient transfers to Los Angeles City College and USC. Also, just within a two-block radius of the Project, are a number of educational and vocational institutions such as the Los Angeles Vocational Institute, Azusa Pacific University, Bryan College, and Language Scholastics, to name a few.

According to SCAG, the jobs/housing balance within the SCAG region in 2008 was 1.33 jobs for each household and is projected to be 1.30 by 2020. Within the City, the ratio was 1.32 in 2008 and is projected to be 1.25 by 2020. The projected decreased ratio indicates an improvement in the jobs/housing balance, which means fewer employees need to endure extensive commutes to work. However, the imbalance still indicates less than ideal levels of traffic congestion, air quality, and quality of life.

The imbalanced ratio also indicates a need for more housing opportunities near jobs in the City. The Project would provide 367 housing units and employment opportunities in the retail/service sector. By contributing more housing than employment to a central City neighborhood, the net result of the Project will be to improve the overall jobs/housing balance in Los Angeles. With a more balanced jobs/housing ratio, local to regional benefits would be produced that include a reduction in driving and congestion, reduction in air emissions, lower costs to businesses and commuters, and a higher quality of life, to name a few.

In addition to the public necessity, another convenience is the nature of the infill development within a well established commercial center and transit accessibility with plans for continued growth. As the City's Framework Element of the General Plan indicates, the City has a shortage of vacant land and in order to accommodate future growth and new development, "most likely it will require the recycling and/or intensification of existing developed properties or conversion of certain uses."

Public necessity and convenience are also served by allowing for a more efficient use through an increased floor area on an underutilized property in the Wilshire Community Plan area. Permitting additional floor area will allow for a range of unit types and sizes that would attract a range of household types. This would help accommodate projected population growth in mixed-use and residential projects in transit-rich areas and contribute to the vitality of the community.

In addition, the general welfare is served by the proposed amended ordinances that would allow for more intense and compatible uses of an underutilized property that blends well within its

surrounding context. The Project's density and scope were appropriately designed for the Property and the surrounding properties. The Project would replace a neighborhood-serving grocery store, general retail, restaurant, wholesale market, and surface parking lot with similar updated commercial uses while contributing 367 housing units to the City's housing stock. The proposed land use, zone and height designations of the Property would encourage more neighborhood-serving mixed-use developments that would also accommodate for projected growth in the area. The increased density would provide a range of residential unit types and sizes that would contribute toward a healthy demographic mix in the community. The Project would also provide an increased tax base in terms of property and sales tax to the City, which would assist in providing the necessary City services and contribute to improving the general welfare of the City.

The Project also includes a unique commercial component that would allow each of the commercial spaces to be individually owned as opposed to simply leasing space. The addition of these types of commercial condominium spaces provides entrepreneurial opportunities to small business owners in the community, and also contributes towards more locally balanced jobs/housing ratio.

The Project would conform with good planning practices as it would help meet regional and local goals on sustainability and smart growth. In addition, the proposed amended ordinances for the Property would support good planning practices beyond the Project and encourage redevelopment of underutilized land that supports a transit-oriented community while improving the City's jobs/housing ratio and contributing much needed housing to its housing stock.

The Project is consistent with regional planning goals and practices with regard to sustainability and livability. State laws, commonly referred to as SB 375 and AB 32, mandate a reduction in GHG emissions through integrated land use, housing and transportation planning. A key contributor of GHG is emissions from passenger vehicles. Therefore, strategic planning of land use and for a more balanced job-housing balance in the City would help reduce commute times, congestion and GHG levels, and comply with SB 375 and AB 32. Projects that follow good planning practices help meet state goals and are also beneficial to households as they reduce transportation and energy costs and improve the quality of life.

The Project also meets regional goals such as those outlined in the SCAG's 2012-2035 RTP/SCS. The plan calls for comprehensive improvements to mobility, economy and sustainability. In order to increase mobility options, it recommends the encouragement of non-motorized modes to help people with their daily commutes to work school, shopping and recreation. The Project is well-designed to be within a transit-oriented area with characteristics that are supportive of non-motorized active transportation modes. The ground floor of the Project is pedestrian-oriented, visually interesting, and well-lit with various pedestrian entrances conveniently located along the three street frontages. The Project also encourages bicycling as it offers bike parking at various locations throughout it. There will be short-term bike racks available in a safe and convenient area for guests or patrons. There will also be long-term bike parking available for employees and residents.

In addition to mobility, the RTP/SCS lists the need to improve economic activity and sustainability in order to bring comprehensive change to the region. The plan acknowledges that in order to grow economic activity in the region, there must be improvements to mobility and reductions in congestion and commute times. Similarly, it also defines improvements in sustainability as a reduction in pollutant emissions and expansion of opportunities for active transportation. The Project contributes toward these goals as it is located in a transit-rich area, designed to support alternative modes of transportation, and provides a mix of land uses so that visitors and residents have the choice to not drive or spend less time in their cars, thus reducing congestion and lowering emission levels.

The Project's prime location is ideal for those that are transit-dependent and also attractive to choice riders that have access to a vehicle but may opt to not utilize because of the convenience of mobility options. The Project is increasingly attractive to pedestrians as its design is well-articulated with several ground floor entrances to the commercial plaza and the residential component. There will also be a number of bicycle parking areas located throughout the Project. There will be 52 bicycle spaces of short and long term parking for visitor and employees of the commercial uses as well as 456 short and long term bicycle spaces for residents and their guests.

C. Vesting Zone Change

Pursuant to LAMC Sections 12.32Q, the Applicant requests a Vesting Zone Change of the Property from a (T)(Q)C2 zone to C2. The Property consists of eight contiguous lots with (T) and (Q) classifications on several of the parcels. Previous planning cases indicate that the (T) and (Q) conditions are specific to a project that was partially implemented that consists of a grocery store, restaurant, and several smaller commercial uses with CUB-specific and project-specific conditions. Therefore, the Applicant requests a Vesting Zone Change and Height District change for the Property to a uniformed zone, C2-2, without the (T) and (Q) conditions as they would not apply to a new project. The requested action for the Vesting Zone Change would allow for the construction, operation, and maintenance of the Project, which is consistent with the General Plan and is beneficial in terms of public necessity, convenience, general welfare and good zoning practice.

Public necessity, convenience, general welfare, and good zoning practice

The Project would contribute 367 housing units, which would help address the housing shortage in the City. It is an infill project that would replace an underutilized development that consists of a two-story grocery store and smaller commercial shops on one-half of the Property and a surface parking lot on the remainder of the Property. The Project would locate new quality housing near employment centers and numerous neighborhood resources within walking distance, and also help to improve the jobs/housing balance within the city center. The proposed commercial component of approximately 52,525 square feet would provide additional neighborhood resources and also blend well within the existing commercial corridors in the area. The Project is also centrally located and conveniently accessible to various transit options including the Metro Purple Line, Wilshire Bus Rapid Transit, and many regional and local bus lines.

The purpose of the Vesting Zone Change is to provide for a mix of commercial uses and a residential density consistent with the R5 zone, as allowed per LAMC Section 12.22.A.18(a). Currently, the Neighborhood Office Commercial land use designation coupled with the existing C2 zone and various (T) and (Q) conditions, would limit the density to that allowed R3 and R4 zones, 800 and 400 square feet of buildable area required per dwelling unit, respectively. The requested change in land use designation to Commercial Regional would allow the C2 zone to be developed at a density consistent with R5 zone, which would have otherwise deprived the City of at least 200 units of much needed housing.

The Project would have residential and commercial components that would blend well with the existing character of the area and also contribute more housing and commercial opportunities at such a centrally located area in the City. The proposed commercial uses that include a full-service grocery store and retail shops would be compatible and complementary with the variety of commercial activity in the vicinity such as the mini-shopping center across the street, various neighborhood retail and restaurants along West 8th Street. The design of the residential portion

located on the upper floors and accessible on the side streets would blend well with the adjacent multi-family apartment buildings to the north.

The Project is in conformity with public necessity and convenience as it would contribute 367 much needed new apartment units to the City's scarce rental market and locate them along a commercial corridor within a transit-oriented district. The Vesting Zone Change is also in conformity as they would allow for the proposed mix of uses with the Project's appropriately dense housing component. The mixed-use nature would contribute to the revitalization of an area that has not recently received much new commercial development, much less a significant amount of quality housing at this density. The Project would help alleviate the housing shortage and provide a variety of units for different types of households. The City's Housing Element indicates that in order for the City to keep up with the expected growth rate in the next few years, there would need to be an increase of approximately 82,000 housing units by 2021, which averages to approximately 10,000 housing units per year.

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institutions such as the Los Angeles Vocational Institute, Azusa Pacific University, Bryan College, and Language Scholastics, to name a few.

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In addition to the public necessity, another convenience is the nature of the infill development within a well established commercial center and transit accessibility with plans for continued growth. As the City's Framework Element of the General Plan indicates, the City has a shortage of vacant land and in order to accommodate future growth and new development, "most likely it will require the recycling and/or intensification of existing developed properties or conversion of certain uses."

Public necessity and convenience are also served by allowing for a more efficient use through an increased floor area on an underutilized property in the Wilshire Community Plan area. Permitting additional floor area will allow for a range of unit types and sizes that would attract a range of household types. This would help accommodate projected population growth in mixed-use and residential projects in transit-rich areas and contribute to the vitality of the community.

In addition, the general welfare is served by the proposed Vesting Zone Change that would allow for more intense and compatible uses of an underutilized property that blends well within its surrounding context. The Project's density and scope were appropriately designed for the Property and the surrounding properties. The Project would replace a neighborhood-serving grocery store, general retail, restaurant, wholesale market, and surface parking lot with similar updated commercial uses while contributing 367 housing units to the City's housing stock. The proposed land use, zone and height designations of the Property would encourage more neighborhood-serving mixed-use developments that would also accommodate for projected growth in the area. The increased density would provide a range of residential unit types and sizes that would contribute toward a healthy demographic mix in the community. The Project would also provide

an increased tax base in terms of property and sales tax to the City, which would assist in providing the necessary City services and contribute to improving the general welfare of the City.

The Project also includes a unique commercial component that would allow each of the commercial spaces to be individually owned as opposed to simply leasing space. The addition of these types of commercial condominium spaces provides entrepreneurial opportunities to small business owners in the community, and also contributes towards more locally balanced jobs/housing ratio.

The Project would conform with good planning practices as it would help meet regional and local goals on sustainability and smart growth. In addition, the proposed Vesting Zone Change for the Property would support good planning practices beyond the Project and encourage redevelopment of underutilized land that supports a transit-oriented community while improving the City's jobs/housing ratio and contributing much needed housing to its housing stock.

The Project is consistent with regional planning goals and practices with regard to sustainability and livability. State laws, commonly referred to as SB 375 and AB 32, mandate a reduction in GHG emissions through integrated land use, housing and transportation planning. A key contributor of GHG is emissions from passenger vehicles. Therefore, strategic planning of land use and for a more balanced job-housing balance in the City would help reduce commute times, congestion and GHG levels, and comply with SB 375 and AB32. Projects that follow good planning practices help meet state goals and are also beneficial to households as they reduce transportation and energy costs and improve the quality of life.

The Project also meets regional goals such as those outlined in SCAG's 2012-2035 RTP/SCS. The plan calls for comprehensive improvements to mobility, economy and sustainability. In order to increase mobility options, it recommends the encouragement of non-motorized modes to help people with their daily commutes to work school, shopping and recreation. The Project is well-designed to be within a transit-oriented area with characteristics that are supportive of non-motorized active transportation modes. The ground floor of the Project is pedestrian-oriented, visually interesting, and well-lit with various pedestrian entrances conveniently located along the three street frontages. The Project also encourages bicycling as it offers bike parking at various locations throughout it. There will be short-term bike racks available in a safe and convenient area for guests or patrons. There will also be long-term bike parking available for employees and residents.

In addition to mobility, the RTP/SCS lists the need to improve economic activity and sustainability in order to bring comprehensive change to the region. The plan acknowledges that in order to grow economic activity in the region, there must be improvements to mobility and reductions in congestion and commute times. Similarly, it also defines improvements in sustainability as a reduction in pollutant emissions and expansion of opportunities for active transportation. The Project contributes toward these goals as it is located in a transit-rich area, designed to support alternative modes of transportation, and provides a mix of land uses so that visitors and residents

have the choice to not drive or spend less time in their cars, thus reducing congestion and lowering emission levels.

The Project's prime location is ideal for those that are transit-dependent and also attractive to choice riders that have access to a vehicle but may opt to not utilize because of the convenience of mobility options. The Project is increasingly attractive to pedestrians as its design is well-articulated with several ground floor entrances to the commercial plaza and the residential component. There will also be a number of bicycle parking areas located throughout the Project. There will be 52 bicycle spaces of short and long term parking for visitor and employees of the commercial uses as well as 456 short and long term bicycle spaces for residents and their guests.

D. Height District Change

Pursuant to LAMC Sections 12.32F, the Applicant requests a Height District Change from Height District No. 1 to Height District No. 2. The change to Height District No. 2 would permit a FAR of 6:1. Although the Project proposes a much less FAR that would be more appropriate and beneficial for a mixed-use project, while compatible with existing surrounding uses and projected future growth of an urban community within a transit-rich area.

The requested actions for the Height District Change would allow for the construction, operation, and maintenance of the Project, which is consistent with the General Plan and is beneficial in terms of public necessity, convenience, general welfare and good zoning practice.

Public necessity, convenience, general welfare, and good zoning practice

The Project would contribute 367 housing units, which would help address the housing shortage in the City. It is an infill project that would replace an underutilized development that consists of a two-story grocery store and smaller commercial shops on one-half of the Property and a surface parking lot on the remainder of the Property. The Project would locate new quality housing near employment centers and numerous neighborhood resources within walking distance, and also help to improve the jobs/housing balance within the city center. The proposed commercial component of approximately 52,525 square feet would provide additional neighborhood resources and also blend well within the existing commercial corridors in the area. The Project is also centrally located and conveniently accessible to various transit options including the Metro Purple Line, Wilshire Bus Rapid Transit, and many regional and local bus lines.

The purpose of the Height District Change is to provide for a mix of commercial uses and a residential density consistent with the R5 zone, as allowed per LAMC Section 12.22.A.18(a). The requested change to Height District No. 2 would permit a FAR of 6.0:1. However, the Project would be at or less than a 4.0:1 FAR for the 367 proposed units. The Project's density would be consistent with the existing development and projected growth in the surrounding area.

The Project would have residential and commercial components that would blend well with the existing character of the area and also contribute more housing and commercial opportunities at such a centrally located area in the City. The proposed commercial uses that include a full-service grocery store and retail shops would be compatible and complementary with the variety of commercial activity in the vicinity such as the mini-shopping center across the street, various neighborhood retail and restaurants along 8th Street. The design of the residential portion located on the upper floors and accessible on the side streets would blend well with the adjacent multi-family apartment buildings to the north.

The Project is in conformity with public necessity and convenience as it would contribute 367 much needed new apartment units to the City's scarce rental market and locate them along a commercial corridor within a transit-oriented district. The Height District Change is also in

conformity as they would allow for the proposed mix of uses with the Project's appropriately dense housing component. The mixed-use nature would contribute to the revitalization of an area that has not recently received much new commercial development, much less a significant amount of quality housing at this density. The Project would help alleviate the housing shortage and provide a variety of units for different types of households. The City's Housing Element indicates that in order for the City to keep up with the expected growth rate in the next few years, there would need to be an increase of approximately 82,000 housing units by 2021, which averages to approximately 10,000 housing units per year.

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The Project would serve a greater public necessity and convenience by locating a more intensive mix of uses in a transit oriented district. Being near a fixed rail transit station and numerous bus stations would greatly benefit the residents in offering efficient transit alternatives and contribute to building up a critical mass necessary to support a a productive regional transit system. Within walking distance, is a multi-modal transit hub located at Wilshire Boulevard and Western Avenue. This hub offers numerous service options to major employment centers such as Santa Monica, Hollywood, Century City, Wilshire Corridor, and Downtown Los Angeles, to name a few. The many transit options include Metro's Purple Line, Wilshire Bus Rapid Transit, various regional and local bus lines, Santa Monica's Big Blue Bus, and two local circulator bus lines run by LADOT's DASH. The mix of commercial and residential uses and proximity to transit decreases the need for residents to drive, thereby contributing to the general welfare of future residents and the City.

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According to SCAG, the jobs/housing balance within the SCAG region in 2008 was 1.33 jobs for each household and is projected to be 1.30 by 2020. Within the City, the ratio was 1.32 in 2008 and is projected to be 1.25 by 2020. The projected decreased ratio indicates an improvement in the jobs/housing balance, which means fewer employees need to endure extensive commutes to work.

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In addition to the public necessity, another convenience is the nature of the infill development within a well established commercial center and transit accessibility with plans for continued growth. As the City's Framework Element of the General Plan indicates, the City has a shortage of vacant land and in order to accommodate future growth and new development, "most likely it will require the recycling and/or intensification of existing developed properties or conversion of certain uses."

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The Project also includes a unique commercial component that would allow each of the commercial spaces to be individually owned as opposed to simply leasing space. The addition of these types of commercial condominium spaces, creates jobs in the neighborhood, provides entrepreneurial opportunities to small business owners in the community, and also contributes towards more locally balanced jobs/housing ratio.

The Project would conform with good planning practices as it would help meet regional and local goals on sustainability and smart growth. In addition, the proposed Height District Change for the Property would support good planning practices beyond the Project and encourage redevelopment of underutilized land that supports a transit-oriented community while improving the City's jobs/housing ratio and contributing much needed housing to its housing stock.

The Project is consistent with regional planning goals and practices with regard to sustainability and livability. State laws, commonly referred to as SB 375 and AB 32, mandate a reduction in GHG emissions through integrated land use, housing and transportation planning. A key contributor of GHG is emissions from passenger vehicles. Therefore, strategic planning of land use and for a more balanced job-housing balance in the City would help reduce commute times, congestion and GHG levels, and comply with SB 375 and AB32. Projects that follow good planning practices help meet state goals and are also beneficial to households as they reduce transportation and energy costs and improve the quality of life.

The Project also meets regional goals such as those outlined in SCAG's 2012-2035 RTP/SCS. The plan calls for comprehensive improvements to mobility, economy and sustainability. In order to increase mobility options, it recommends the encouragement of non-motorized modes to help people with their daily commutes to work school, shopping and recreation. The Project is well-designed to be within a transit-oriented area with characteristics that are supportive of non-motorized active transportation modes. The ground floor of the Project is pedestrian-oriented, visually interesting, and well-lit with various pedestrian entrances conveniently located along the three street frontages. The Project also encourages bicycling as it offers bike parking at various locations throughout it. There will be short-term bike racks available in a safe and convenient area for guests or patrons. There will also be long-term bike parking available for employees and residents.

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The Project's prime location is ideal for those that are transit-dependent and also attractive to choice riders that have access to a vehicle but may opt to not utilize because of the convenience of mobility options. The Project is increasingly attractive to pedestrians as its design is well-articulated with several ground floor entrances to the commercial plaza and the residential component. There will also be a number of bicycle parking areas located throughout the Project.

There will be 52 bicycle spaces of short and long term parking for visitor and employees of the commercial uses as well as 456 short and long term bicycle spaces for residents and their guests.

E. Conditional Use Permit (“CUP”) for sale of alcoholic beverages for off-site consumption.**General Conditional Use per CP-7772 (LAMC Section 12.2.4.W.)**

- 1. That the project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region.**

The Project would enhance the surrounding neighborhood, provide new housing, and introduce neighborhood-serving uses to the community. The Project would provide 367 much needed apartment units and approximately 52,525 square feet of commercial opportunities for neighborhood amenities and services, which will include a grocery store, within the Wilshire Community Plan area. The proposed full-service grocery store would utilize the conditional use permit to sell alcoholic beverages for off-site consumption. It would replace the current underutilized uses of the Property that consists of a two-story grocery store with smaller commercial spaces and a surface parking lot. The Property had been granted a CUP for the sale of alcoholic beverages for off-site consumption for the existing grocery store and for the sale of alcoholic beverages for on-site consumption for the restaurant per CPC-2006-9524-ZC-CUB-CU-SPR.

The Project’s well-designed and mixed-use character would promote a synergy between commercial corridors along West 8th Street and Western Avenue and the residential uses adjacent to major thoroughfares, such as the multi-family residences along Oxford and Serrano Avenues. The proposed designations would permit an aesthetically appealing, mixed-use project of high quality that will promote vital street life with its ground floor commercial, higher density living, and comfortable transitions to the neighboring uses. It would serve to accommodate for the area’s projected growth that would require additional housing and neighborhood commercial amenities. The location of the 367 housing units to the City’s rental stock helps to balance the City and region’s jobs/housing ratio. The move to a more balanced ratio produces numerous benefits to the community, City and region such as a reduction in driving and congestion, improvement in air quality, and a higher quality of life, to name a few. It is located within a transit oriented district with a variety of transit options and an employment and educational centers within walking distance. As the City’s Housing Element states, “achieving the goal of proximity of jobs and...housing is critical to maintaining the City’s quality of life, managing traffic congestion, and reducing air pollution.” Additionally, the Project includes a commercial condominium component, which is much more supportive of entrepreneurial opportunities in the community with the sale of the smaller commercial spaces as opposed to the conventional leasing option.

- 2. That the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood or the public health, welfare, and safety.**

The Project would be compatible with and not adversely affect or further degrade adjacent properties, the surrounding neighborhood or the public health, welfare, and safety. In fact, the Project would reuse the underutilized Property, with a mix of uses that would activate the ground floor with neighborhood-serving commercial uses and housing on the upper floors.

The Project is located in the Wilshire Community Plan area. Per the Community Plan's Update III Land Use Diagram, the Property is within one of four of the Plan's Regional Commercial Centers. It is specifically located in the Wilshire Center Regional Commercial Center boundary that extends from Wilton Place west to Hoover Street and from West 5th Street south to West 8th Street. The Property is also located on a segment of West 8th Street, which the Plan designates as one of several Mixed Use Boulevards in the area. The Project would be consistent and help further meet the various goals and objectives such as the following from the Plan's Land Use chapter on commercial development:

- ***Objective 2-2.1** - Encourage pedestrian-oriented design in designated areas and in new development; and*
- ***Objective 2-2.3** - Encourage the incorporation of retail, restaurant, and other neighborhood serving uses in the first floor street frontage of structures, including mixed use projects located in Neighborhood Districts.*

The mixed uses of the Project would blend well with the neighboring residential and commercial uses. The Project's commercial uses – full-service grocery store and retail – of approximately 52,525 square feet would be located along West 8th Street and South Serrano Avenue, which would activate the ground floor and contribute to the commercial activity of the neighborhood. The second floor would provide approximately 227 parking spaces for the commercial uses. The five floors of 367 apartment units would be located above the commercial parking, transitioning well into the multi-family residential uses along South Oxford and South Serrano Avenues. The residential component would consist of a variety of floor plans for studio and 1-bedroom uses, various common open spaces, recreational areas, a dog park, and most units would include a private balcony. The parking of approximately 534 spaces for the residential component would be located on the three subterranean levels. The parking area would also provide access to the grocery store's basement on one story and also include bicycle parking for residents and their guests. In total, the Project would be approximately 52,525 square feet of commercial space, 326,995 square feet of residential space, seven floors above ground with 102 feet being the top elevation including the highest parapet.

The architecture of the ground floor commercial component is well articulated with much of the retail space located along the property line on West 8th Street, and then pulled in for the main corner entry plaza at South Oxford Avenue. It also offers breaks between the retail spaces for pedestrian entryways at the South Serrano Avenue corner and midway up the block, which are visually interesting and inviting pedestrian-oriented characteristics. The various retail shops would be located along West 8th Street and South Serrano Avenue, and within the arcades that lead from the various plaza entries toward the center of the Property where the grocery store would be located.

The residential component would consist of 367 units located on the third through seventh floors. The main entry to the residential portion of the Project would be from South Oxford Avenue and include its main lobby, mail center, and offices. An additional residential lobby would also be located on South Serrano Avenue. Secured resident and guest parking on the three subterranean levels and visitor turnaround would be accessed from South Oxford Avenue. Additional residential amenities include a 4,200-square-foot gym and a 2,178-square-foot recreation room located on the third floor. An approximate 15,000-square-foot recreation deck on the interior of the third floor would be open air, creating an atrium with the private balconies of the interior residential units overlooking it. The third floor would also provide a dog park and wash station for residents. The seventh floor would include two terraces at the two corners along the West 8th Street edge of the Property. The Project would be approximately 102 feet in height measuring to the top of the highest parapet.

3. That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

The Project is in substantial conformance with the purposes, intent and provisions of the Wilshire Community Plan and General Plan and also in support of the General Plan's Framework Element, as it provides a strategy for long-term growth. The Project's uses and designs meet the many goals, objectives, and policies outlined below.

Substantial conformance with the purposes, intent and provisions of the Wilshire Community Plan

The Project is an appropriate mix of uses and intensity for this location as it is located within a designated Regional Center area and on a designated Mixed Use Boulevard, as indicated in the Wilshire Community Plan. The Property is also located in a prime location less than one-third mile from the Wilshire Boulevard/Western Avenue hub of transit options – including, the Purple Line, Wilshire Rapid Bus, various regional, express, and local bus lines, and additional local and regional bus lines located one block east of Western Avenue and on West 8th Street.

The mixed-use Project is made up of a residential component and commercial uses. It would contribute approximately 367 apartment units to the City's much needed housing stock. The units

offer a variety of floor plans for studios and 1-bedroom units to accommodate for a range of household types. It would also provide an array of amenities that would appeal to different household types, including a swimming pool and spa, recreation room, gym room, a dog park, terraces, and secure bicycle parking. The commercial component would consist of approximately 52,525 square feet of commercial space of neighborhood amenities, including an approximately 22,906-square-foot grocery store.

The Project would provide a well-designed multiple family development over a ground floor commercial component that would blend well with the commercial corridor on West 8th Street and the multi-family buildings along South Oxford and South Serrano Avenues. The architecture of the ground floor commercial component is well articulated with much of the retail space located along the property line on West 8th Street, and then pulled in for the main corner entry plaza at South Oxford Avenue. It also offers breaks between the retail spaces for pedestrian entryways at the South Serrano Avenue corner and midway up the block, which are visually interesting and inviting pedestrian-oriented characteristics. The various retail shops are located along West 8th Street and South Serrano Avenue, and within the arcades that lead from the various plaza entries toward the center of the Property where the grocery store would be located.

The Project would include sufficient automobile and bicycle parking for each of the components. Automobile parking for residents and guests would be located on the three subterranean levels. Parking for patrons of the commercial uses would be located on the second floor above the grocery store and shops. The Project would also be supportive of active transportation modes such as bicycling with various bicycle parking facilities located throughout the development. Approximately 456 bicycle parking spaces would be provided in a several convenient locations throughout the Project. Approximately 26 short term bicycle parking spaces for the commercial uses would be located near the two corner plaza entries on West 8th Street. An additional 26 long term bicycle parking spaces for commercial uses would be located on the second floor. Approximately 37 short term bicycle parking spaces would be available for guests to the residential uses. Approximately 367 long term bicycle parking would be available for the residential uses on level B1. Each of the locations would offer secure parking and storage equipment, be in well-lit areas, and conveniently accessible to the commercial or residential components they serve. The requested action for a General Plan amendment to change the land use designation to Commercial Regional and the intended Project are in conformance with the following objectives and policies of the Wilshire Community Plan:

- ***Objective 1-1.3 - Provide for adequate Multiple Family residential development;***
- ***Objective 1-1.4 - Provide for housing along mixed-use boulevards where appropriate;***
- ***Objective 1-2.1 - Encourage higher density residential uses near major public transportation centers;***

- **Objective 1-4.3** - *Encourage multiple family residential and mixed use development in commercial zones;*
- **Objective 2-2.1** - *Encourage pedestrian-oriented design in designated areas and in new development;*
- **Objective 2-2.3** - *Encourage the incorporation of retail, restaurant, and other neighborhood serving uses in the first floor street frontage of structures, including mixed use projects located in Neighborhood Districts;*
- **Policy 11-2.3** - *Protect and improve existing pedestrian oriented street segments;*
- **Objective 2-3.1** - *Improve streetscape identity and character through appropriate controls of signs, landscaping, and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods; and*
- **Policy 11-1.4** - *Support the provision of bicycle facilities in all new development.*

Substantial conformance with the purposes, intent and provisions of the Framework Element of the General Plan

The CUP for the sale of alcoholic beverages for off-site consumption and the intended Project are also in conformance with purpose and intent of the various elements of the General Plan, including the Framework Element that sets forth a strategy for long-range growth and development providing a context for updates to community plans and citywide elements.

The Project would contribute 367 apartment units to the City's much needed housing stock with convenient access to major employment centers and educational institutions across the regional via a host of mobility options. The Project's commercial component of approximately 52,525 square feet would include a grocery store and smaller spaces that would provide a variety of neighborhood resources to the Project's residents and nearby community. The Project is conveniently located near numerous transit options that are available on West 8th St and one block away at Western Avenue. Less than one-third mile is a multi-modal transit hub located at Wilshire Boulevard and Western Avenue that includes the Metro Purple Line, Wilshire Rapid Bus, Santa Monica Big Blue Bus Express, and various other regional and local bus lines. The Project also includes several conveniently located bicycle parking facilities for patrons, residents, and guests. With a supportive mixed-use design and convenient location, residents and guests are encouraged to engage in active transportation modes rather than vehicular trips. They would be less likely to drive or drive less if neighborhood resources are nearby and employment opportunities are accessible via transit. The Wilshire Community Plan identifies the particulate segment of West 8th Street, where the Project is located, as a Mixed Use Boulevard within one of the few designated Regional Center areas within the Community Plan area. Therefore, the request to change the land use designation to Regional Commercial and the Project's mixed-use character and density is appropriate for this location.

Further, the Project is well-designed so that the ground floor commercial is pedestrian-oriented and aesthetically pleasing, while blending well with the multi-residential developments along the side streets. Many of the Project's characteristics are in line within the objectives and policies from the Land Use and Housing chapters of the Framework Element outlined below:

- **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;
- **Objective 3.4** - Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts; and
- **Objective 4.2** - Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.

In terms of Urban Form and Neighborhood Design, the Project's design of the ground floor commercial component is well articulated with much of the retail space located along the property line on West 8th Street, and then pulled in for the main corner entry plaza at South Oxford Avenue, which activates the area creating a safer environment. The ground floor design also offers breaks between the retail spaces for pedestrian entryways at the South Serrano Avenue corner and midway up the block, which are visually interesting and inviting pedestrian-oriented characteristics. The various retail shops are located along West 8th Street and South Serrano Avenue, and within the arcades that lead from the various plaza entries toward the center of the Property where the grocery store would be located. It is consistent with the intent of the following design objectives and policies:

- **Objective 5.9** - Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day;
- **Policy 5.9.1** - Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas; and

- ***Policy 5.9.2*** - *Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours through the development of ground floor retail uses and sidewalk cafes.*

The open and common spaces included in the Project help support the City's intent to increase the area and quality of open spaces in this park-scarce urban area of Los Angeles. The Project includes many types of open and common spaces that would appeal to a variety of household types. They include a swimming pool and recreation deck available to residents. There is also a recreation room for indoor entertainment activities and a gym. The Project would also provide residents a dog park and several terraces in addition to the private balcony included in most units.

- ***Objective 6.4*** - *Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass; and*
- ***Policy 6.4.8 a.*** - *Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other spaces that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.*

The Project includes numerous characteristics that also support the economic development of the community and its residents. The mixed-use nature of the Project contributes much needed housing opportunity and neighborhood resources to the community and conveniently accessible to a variety of transit options. The residential component consists of many different floor plans for a range of household types. The commercial component is also uniquely supportive of the community's economic development as it offers condominium commercial spaces for sale, as opposed the typical leasing option. The Project is consistent with the following Economic Development objectives and policies:

- ***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;*
- ***Policy 7.2.2*** - *Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods;*
- ***Policy 7.2.3*** - *Encourage new commercial development in proximity to rail and bus transit corridors and stations; and*
- ***Objective 7.9*** - *Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and*

access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's work force to both live and work in the City.

Substantial conformance with the purposes, intent and provisions of the Housing Element of the General Plan

The Project contributes 367 quality housing units as a part of a mixed-use building with many amenities including neighborhood commercial resources within a transit-rich area. This contribution is welcome as the City continues to experience a housing shortage as indicated by trends shared in the City's Housing Element 2013-2021. Although housing production in the City has exceeded population growth in the past few years, the historical deficit of housing growth compared to population has still not allowed supply to relieve demand, as indicative of housing costs and rents. In response to this, the Housing Element outlines four main goals in an effort to preserve existing housing, encourage production of all housing types, and guide quality and strategic development in a sustainable manner. The Project is consistent and helps to meet the following objectives and policies outlined in the Housing Element:

- ***Objective 1.1*** - *Produce an adequate supply of rental and ownership housing in order to meet current and projected needs;*
- ***Policy 1.1.4*** - *Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards;*
- ***Policy 1.3.5*** – *Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City's Framework Element of the General Plan;*
- ***Objective 2.2*** – *Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit;*
- ***Policy 2.2.3*** – *Promote and facilitate a jobs/housing balance at a citywide level;*
- ***Policy 2.2.5*** – *Provide sufficient services and amenities to support the planned population while preserving the neighborhood for those currently there.*
- ***Objective 2.3*** – *Promote sustainable building, which minimize adverse effects on the environment and minimize the use of non-renewable resources;*
- ***Objective 2.4*** – *Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City;*
- ***Policy 2.4.1*** - *Promote preservation of neighborhood character in balance with facilitating new development;*

- ***Policy 2.4.2 - Develop and implement design standards that promote quality residential development;***
- ***Policy 2.4.3 - Develop and implement sustainable design standards in public and private open space and street rights-of-way. Increase access to open space, parks and green spaces; and***
- ***Goal 3 – Housing opportunities without discrimination.***

Substantial conformance with the purposes, intent and provisions of the Mobility Element of the General Plan

The design of the Project, its location, and various amenities all support the basic principles of the City's Mobility Element. The Project is in Koreatown, which is in a central part of the City. It is conveniently located less than a few miles from the Interstate 10 – Santa Monica Freeway, US Route 101 – Hollywood Freeway, State Route 110 – Harbor Freeway, and State Route 2 – Santa Monica Boulevard. It is also located within a few blocks of major transit corridors such as Western Avenue and Wilshire Boulevard

It is also less than one-third mile from the Wilshire Boulevard/Western Avenue multi-modal transit hub, which conveniently connects residents and guests to regional and local destinations via rail and bus service. It is designed so that the ground floor is well articulated, which activates the street level and is aesthetically pleasing and inviting for guests that commute by foot. There are several entrances to the commercial and residential components of the building that are safe and accessible to pedestrians. Similarly, residents, patrons and guests are conveniently welcomed to the various parts of the Project. Several safe, well-lit, and convenient bicycle parking options would be located throughout the Project. There will be short-term and long-term parking options in each of the commercial and residential areas. Therefore, the Project is supportive of active transportation modes, such as walking and bicycling. The Project is consistent with the recently adopted Mobility Element and specifically the following objectives and policies:

- ***2.3 Pedestrian Infrastructure - Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.***
- ***2.6 Bicycle Networks - Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.***
- ***Policy 3.12 - Promote the enhancement of transit access to neighborhood districts, community and regional centers, and mixed-use boulevards;and***
- ***Policy 3.13 - Enhance pedestrian circulation in neighborhood districts, community centers, and appropriate locations in regional centers and along mixed-use boulevards;***

promote direct pedestrian linkages between transit portals/platforms and adjacent commercial development through facilities orientation and design.

F. Conditional Use Permit (“CUP”) for sale of alcoholic beverages for off-site consumption.**Additional Findings per CP-7773 (LAMC Section 12.24.W.1)****1. Explain how the proposed use will not adversely affect the welfare of the pertinent community.**

The approval for a CUP for the sale of alcoholic beverages for off-site consumption will not adversely affect the welfare of the community, but would actually be beneficial as it would be a welcome convenience as part of Project’s full-service grocery store. The residential character of the neighborhood is predominantly made up of multi-family dwellings, with many of them being family households. The potential loss of the existing grocery store would present an inconvenience; therefore, the Project including an updated full-service grocery store would be a welcome amenity and neighborhood resource. The Project’s ground floor commercial uses would provide approximately 52,525 square feet of neighborhood-serving amenities, including the approximately 22,906-square-foot full-service grocery store, which is a similar use to the existing grocery store on the Property.

2. Explain how the approval of the application will not result in or contribute to an undue concentration of such establishments.

The approval for a CUP for the sale of alcoholic beverages for off-site consumption will not result or contribute to an undue concentration of such establishments. The existing use of the Property includes a similar grocery store that was granted a CUP for sale of alcoholic beverages for off-site consumption and a restaurant that was also permitted to sell alcoholic beverages for on-site consumption (CPC-2006-9524-ZC-CUB-CU-SPR). Therefore, since the Project would demolish the existing uses (grocery store and restaurant included) and replace it with a new full-service grocery store, there would not be an undue concentration of such establishments.

3. Explain how the approval of the application will not detrimentally affect nearby residential zones or uses.

The approval for a CUP for sale of alcoholic beverages for off-site consumption will not detrimentally affect nearby residential uses. The ability to sell alcoholic beverages for off-site consumption is a typical use for grocery stores and an added convenience for nearby residents. The grocery store that is currently in use on the Property also sells alcoholic beverages for off-site consumption. The Project would remove the existing and construct a new full-service grocery store in its place with similar services, including the ability to sell alcoholic beverages for off-site consumption.

G. Conditional Use Permit (“CUP”) for sale of alcoholic beverages for off-site consumption.**Supplemental Questions from Form CP-7773****3. Questions regarding the physical development of the site****a. What is the total square footage of the building or center the establishment is located in?**

The Project is a mixed-use building that would include ground floor commercial uses with its associated parking on the second floor, and approximately 367 apartment units in the upper five floors with its dedicated parking located in the three subterranean floors. In total, the Project is 379,520 square feet, inclusive of the commercial and residential uses and parking. The proposed grocery store of approximately 32,514 square feet (22,906 square feet on the ground floor and 9,608 square feet of storage in the basement) is the subject establishment (the “**Grocery Store**”) that is requesting a CUP to sell a full line of alcoholic beverages for off-site consumption purposes.

b. What is the total square footage of the space the establishment will occupy?

The Grocery Store is approximately 22,906 square feet located on the ground floor of the Project. It would include additional storage located in the rear of its use on the ground floor and also in its basement on the first subterranean floor.

c. What is the total occupancy load of the space as determined by the Fire Department?

The total occupancy load space for the Grocery Store is 775 (30 square feet per person of market area and 300 square feet of storage area)

d. What is the total number of seats that will be provided indoors? Outdoors?

N/A. The Grocery Store is not seeking a CUP for on-site consumption of alcoholic beverages at this point. Nor will the Grocery Store include any seating indoors or outdoors.

e. If there is an outdoor area, will there be an option to consume alcohol outdoors?

N/A. The Grocery Store is not seeking a CUP for on-site consumption of alcoholic beverages at this point.

f. If there is an outdoor area, is it on private property or the public right-of-way, or both?

N/A

i. If an outdoor area is on the public right-of-way, has a revocable permit been obtained?

N/A

g. Are you adding floor area? If yes, how much is enclosed? Outdoors?

The Grocery Store is a part of a Project that would demolish the existing grocery store and construct a new mixed-use building that would include the Grocery Store, additional commercial uses, and the residential component in an enclosed building.

h. Parking**i. How many parking spaces are available on the site?**

The Project's commercial component is approximately 52,525 square feet, and will provide vehicular parking for patrons of the commercial uses on the second floor of the Project. Since the Property is located within a Los Angeles State Enterprise Zone (the "EZ"), commercial uses within the designated EZ may utilize a lower parking ratio of one parking space for every 500 square feet per LAMC Section 12.21A4(x)(3).

Specifically, the Grocery Store will be approximately 22,906 square feet and required to provide 46 parking spaces per the EZ ratio. Even though the minimum requirement for the commercial component is 105 spaces per the EZ ratio, the Project will provide a total number of 257 parking spaces, which would include parking for employees.

Parking for the residential uses and employee parking will be provided in the three subterranean floors. A total of 534 parking spaces will be provided for residents and guests, and 30 parking spaces will be provided and reserved for employees of the Grocery Store on the first level of subterranean parking

ii. Are they shared or designated for the subject use?

The Project will provide 227 parking spaces that are dedicated for the commercial uses on the second floor of the Project. Specifically, the Grocery Store will be approximately 22,906 square feet and required to provide 46 parking spaces per the EZ ratio. Even though the minimum requirement for the commercial component is 105 spaces per the EZ ratio, the Project will provide a total number of 257 parking spaces, which would include parking for employees.

iii. If you are adding floor area, what is the parking requirement as determined by the Department of Building & Safety?

The Grocery Store is a part of a Project that would demolish the existing grocery store and construct a new mixed-use building that would include the Grocery Store, additional commercial uses, and the residential component. The Project will provide more than the minimum requirement for the commercial component, which is 105 parking spaces per the EZ ratio and 488 parking spaces for the residential component.

iv. Have any arrangements been made to provide parking off-site?

All parking for the Grocery Store, remainder of the commercial uses, and for the residential uses will be provided on-site.

1. If yes, is the parking secured via a private lease or a covenant/affidavit approved by the Department of Building & Safety?

N/A

Note: Required parking must be secured via a covenant pursuant to LAMC 12.26 E 5. A private lease is only permitted by a Zone Variance.

2. Please provide a map showing the location of the off-site parking and the distance, in feet, for pedestrian travel between the parking area the use it is to serve.

N/A

3. Will valet service be available? Will the service be for a charge?

No valet service will be necessary or required at this time; however a parking attendant (at no charge) will be on-site during high volume weekend traffic for the commercial tandem spaces on the second floor. The proposed parking for the Grocery Store, commercial uses, residential uses exceed the minimum parking requirements.

i. Is the site within 1,000 feet of any schools (public, private or nursery schools), churches or parks?

There are no sensitive uses (schools, churches or parks) located within 1,000 feet from the Property. The nearest public schools are Hobart Boulevard Elementary and Wilton Place Elementary Schools located at least 1,200 and 1,800 feet from the Property, respectively. The nearest public park is Seoul International Park at least 1,800 feet from the Property. Wilshire Boulevard Temple and St. Basil Catholic Church are located at least 1,200 and 1,500 feet, respectively.

j. For massage parlors and sexual encounter establishments, is the site within 1,000 feet of any other Adult Entertainment Businesses as defined by LAMC 12.70 B17?

The Grocery Store will not include massage parlors or sexual encounter establishments.

4. Questions regarding the operation of the establishment**a. What are the proposed hours of operation and which days of the week will the establishment be open?**

	M	T	W	TH	F	SA	SU
Proposed Hours of Operation	8:00am 12:00am	8:00am 12:00am	8:00am 12:00am	8:00am 12:00am	8:00am 12:00am	8:00am 12:00am	8:00am 12:00am
Proposed Hours of Alcohol Sale	8:00am 12:00am	8:00am 12:00am	8:00am 12:00am	8:00am 12:00am	8:00am 12:00am	8:00am 12:00am	8:00am 12:00am

b. Will there be entertainment such as a piano bar, dancing, live entertainment, movies, karaoke, video game machines, etc...? Please specify:

The Grocery Store will not include entertainment such as a piano bar, dancing, live entertainment, movies, karaoke, video game machines, etc.

***Note:** An establishment that allows for dancing needs a conditional use pursuant to 12.24 W.18.*

c. Will there be minimum age requirements for entry? If yes, what is the minimum age requirement and how will it be enforced?

The Grocery Store will be open to the public of all ages.

d. Will there be any accessory retail uses on the site? What will be sold?

The Grocery Store will primarily sell groceries, produce, household items, and other typical products found at a neighborhood grocery store. The other commercial uses of the Project have not been secured to date. They may be neighborhood retail, restaurant, or café spaces.

e. Security

i. How many employees will you have on the site at any given time?

The store will have at any given time of operations a minimum of 40 employees.

ii. Will security guards be provided on-site?

Yes

1. If yes, how many and when?

The store will have one (1) unarmed security guard on location 7 days a week from 10:00 am to 12:30 am.

iii. Has LAPD issued any citations or violations? If yes, please provide copies.

The Grocery Store and the Project will be a newly constructed project, therefore, there are no previous citations or violations that have been issued by LAPD.

f. Alcohol

i. Will there be beer & wine only, or a full-line of alcoholic beverages available?

The request is for the Grocery Store to be permitted to sell a full line of alcoholic beverages for off-site consumption.

ii. Will “fortified” wine (greater than 16% alcohol) be sold?

Yes, fortified wine will be sold

iii. Will alcohol be consumed on any adjacent property under the control of the applicant?

Alcohol will not be allowed to be consumed within the commercial spaces of the Project or adjacent property. However, residents would be allowed to consume in the privacy of their residences in the upper floors.

iv. Will there be signs visible from the exterior that advertise the availability of alcohol?

There are no intentions to advertise the sale of alcohol on the exterior of the premises. However, there may be seasonal vendors (specific brands) that would be occasionally advertised.

v. Food**1. Will there be a kitchen on the site?**

Yes.

2. Will alcohol be sold without a food order?

N/A. The grocery store will not include a kitchen for restaurant purposes. Alcoholic beverages would not be sold for on-site consumption.

3. Will the sale of alcohol exceed the sale of food items on a quarterly basis?

No. Alcoholic beverages would not be sold for on-site consumption.

4. Provide a copy of the menu if food is to be served.

Not available at this time. Alcoholic beverages would not be sold for on-site consumption.

(vi) On-Site**1. Will a bar or cocktail lounge be maintained incidental to a restaurant?**

N/A. There will not be a bar or cocktail lounge as a part of the Project. Alcoholic beverages would not be sold for on-site consumption.

a. If yes, the floor plans must show the details of the cocktail lounge and the separation between the dining and lounge facilities.

N/A.

2. Will off-site sales of alcohol be provided accessory to on-site sales ("Take Out")?

The grocery store will not serve alcoholic beverages for on-site consumption.

a. If yes, a request for off-site sales of alcohol is required as well.

N/A. Duly noted.

3. Will discounted alcoholic drinks (“Happy Hour”) be offered at any time?

The grocery store will not serve alcoholic beverages for on-site consumption.

vii. Off-Site**1. Will cups, glasses or other containers be sold which might be used for the consumption of alcohol on the premises?**

The Grocery Store may sell household items such as cups, glasses or other containers. However, consumption of alcohol on the premises will not be permitted or encouraged.

2. Will beer or wine coolers be sold in single cans, or will wine be sold in containers less than 1 liter (750 ml)?

Yes, single cans of beer and wine coolers less than 1 liter will be sold individually.

viii. Contact the CA Department of Alcoholic Beverage Control (ABC) regarding its requirements -- <http://www.abc.ca.gov/>.

Applicant is in process of contacting ABC.

5. Caldera bill (*CA Business and Professions Code Section 23958 and 23958.4*)**a. Is this application a request for on-site or off-site sales of alcoholic beverages?**

Yes, this application is for a Grocery Store to be permitted to sell a full line of alcoholic beverages for off-site consumption.

i. If yes, is the establishment a bona-fide eating place (restaurant) or hotel/motel?

No, the Grocery Store is not a restaurant or hotel/motel.

1. If no, contact the CA Department of Alcoholic Beverage Control (ABC) to determine whether the proposed site is located in an area whereby:

- a. issuance of a license to serve alcohol on-site or off-site would tend to create a law enforcement problem, or**
- b. if issuance would result in, or add to an undue concentration of licenses.**

b. If ABC has determined that an eligible use is in an area of high crime or undue concentration of licenses, the City Council will need to make the finding that the issuance of the license is required for public convenience or necessity.

The Property is considered to be in an area of high crime and is located within the City of Los Angeles, which is considered to have an undue concentration of licenses. However, the request for a Conditional Use Permit for the Grocery Store to sell alcoholic beverages for off-site consumption would replace the existing grocery store that currently has a permit and ABC license for the sale of alcoholic beverages for off-site consumption. The approval for the CUP would be found to be for

the public convenience in that the proposed Grocery Store would maintain convenience for the Project's residents, neighbors, and patrons of the existing use.

Currently, the Property includes a grocery store, Assi Plaza, which has been issued a CUP by the City, and a Type 21 license for the general sale of alcoholic beverages for off-site consumption by the ABC. The Project would demolish the existing uses, including Assi Plaza, and construct a mixed-use building to include a Grocery Store on the ground floor. The Applicant would work toward securing the transfer of the existing ABC License No. 357950, issued to Assi Supermarket, to be used by the proposed Grocery Store.

The existing Assi Plaza has been a welcome and popular asset to the Koreatown neighborhood. It provides a wide selection of authentic Asian groceries and fresh produce that typical supermarkets, such as Ralphs's, do not provide. It has been a convenient resource within the Koreatown community that is conveniently located in a densely populated neighborhood and accessible by various modes of transit. The loss of this resource of a community ethnic market with the ability to sell specialty foods and alcoholic beverages would be a loss of convenience to its patrons and growing community. The Project's proposal for the Grocery Store would be able to maintain this type of resource and convenience for shoppers' one-stop shopping experience. The one-stop shopping experience would be a great convenience to preserve for the many transit-dependent patrons that would not need to visit several different stores in order to purchase groceries and alcoholic beverages.

Therefore, the approval for the CUP to allow the sale of alcoholic beverages for off-site consumption would not contribute to the high crime of the area or toward the number of licenses in the areas, but it would also allow the Project's Grocery Store to maintain the public convenience that has been an existing resource for the community.

6. Additional requirements for master CUBs/CUXs.

In addition to all requirements detailed in the Master Land Use Application Instructions (CP-7810), applications for Master CUBs/CUXs shall include:

- *A separate sheet containing a table identifying all CUB or CUX requests on the subject site, indicating: the type of alcohol permit sought; the square footage of each particular restaurant, bar or event space; the identifying address or suite/unit number corresponding to each CUB/CUX request; and (if known) the tenant-operator of each alcohol or adult entertainment establishment.*
- *All CUB or CUX requests on the subject site clearly identified and labeled on the plot plan and applicable floor plans, indicating: each type of alcohol permit sought; the square footage of each particular restaurant, bar or event space; and the identifying address or suite/unit number corresponding to each CUB/CUX request.*

H. Site Plan Review

1. That the project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any application specific plan.

The requested entitlements and related actions would allow the construction and operation of the Project to be appropriately scaled and designed within its surrounding area, and consistent with the purposes, intent, and provisions of the Wilshire Community Plan, the General Plan, including its Framework Element.

Substantial conformance with the purposes, intent and provisions of the Wilshire Community Plan

The Project is an appropriate mix of uses and intensity for this location as it is located within a designated Regional Center area and on a designated Mixed Use Boulevard, as indicated in the Wilshire Community Plan. The Property is also located in a prime location less than one-third mile from the Wilshire Boulevard/Western Avenue hub of transit options – including, the Purple Line, Wilshire Rapid Bus, various regional, express, and local bus lines, and additional local and regional bus lines located one block east of Western Avenue and on West 8th Street.

The mixed-use Project is made up of a residential component and commercial uses. It would contribute approximately 367 apartment units to the City's much needed housing stock. The units offer a variety of floor plans for studios and 1-bedroom units to accommodate for a range of household types. It would also provide an array of amenities that would appeal to different household types, including a swimming pool and spa, recreation room, gym room, a dog park, terraces, and secure bicycle parking. The commercial component would consist of approximately 52,525 square feet of commercial space of neighborhood amenities, including an approximately 22,906-square-foot grocery store.

The Project would provide a well-designed multiple family development over a ground floor commercial component that would blend well with the commercial corridor on West 8th Street and the multi-family buildings along South Oxford and South Serrano Avenues. The architecture of the ground floor commercial component is well articulated with much of the retail space located along the property line on West 8th Street, and then pulled in for the main corner entry plaza at South Oxford Avenue. It also offers breaks between the retail spaces for pedestrian entryways at the South Serrano Avenue corner and midway up the block, which are visually interesting and inviting pedestrian-oriented characteristics. The various retail shops are located along West 8th Street and South Serrano Avenue, and within the arcades that lead from the various plaza entries toward the center of the Property where the grocery store would be located.

The Project would include sufficient automobile and bicycle parking for each of the components. Automobile parking for residents and guests would be located on the three subterranean levels. Parking for patrons of the commercial uses would be located on the second floor above the grocery store and shops. The Project would also be supportive of active transportation modes

such as bicycling with various bicycle parking facilities located throughout the development. Approximately 456 bicycle parking spaces would be provided in a several convenient locations throughout the Project. Approximately 26 short term bicycle parking spaces for the commercial uses would be located near the two corner plaza entries on West 8th Street. An additional 26 long term bicycle parking spaces for commercial uses would be located on the second floor. Approximately 37 short term bicycle parking spaces would be available for guests to the residential uses. Approximately 367 long term bicycle parking would be available for the residential uses on B1. Each of the locations would offer secure parking and storage equipment, be in well-lit areas, and conveniently accessible to the commercial or residential components they serve. The requested action for a General Plan amendment to change the land use designation to Commercial Regional and the intended Project are in conformance with the following objectives and policies of the Wilshire Community Plan:

- ***Objective 1-1.3 - Provide for adequate Multiple Family residential development;***
- ***Objective 1-1.4 - Provide for housing along mixed-use boulevards where appropriate;***
- ***Objective 1-2.1 - Encourage higher density residential uses near major public transportation centers;***
- ***Objective 1-4.3 - Encourage multiple family residential and mixed use development in commercial zones;***
- ***Objective 2-2.1 - Encourage pedestrian-oriented design in designated areas and in new development;***
- ***Objective 2-2.3 - Encourage the incorporation of retail, restaurant, and other neighborhood serving uses in the first floor street frontage of structures, including mixed use projects located in Neighborhood Districts;***
- ***Policy 11-2.3 - Protect and improve existing pedestrian oriented street segments;***
- ***Objective 2-3.1 - Improve streetscape identity and character through appropriate controls of signs, landscaping, and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods; and***
- ***Policy 11-1.4 - Support the provision of bicycle facilities in all new development.***

Substantial conformance with the purposes, intent and provisions of the Framework Element of the General Plan

The Project is also in conformance with purpose and intent of the various elements of the General Plan, including the Framework Element that sets forth a strategy for long-range growth and development providing a context for updates to community plans and citywide elements.

The Project would contribute 367 apartment units to the City's much needed housing stock with convenient access to major employment centers and educational institutions across the regional via a host of mobility options. The Project's commercial component of approximately 52,525 square feet would include a grocery store and smaller spaces that would provide a variety of neighborhood resources to the Project's residents and nearby community. The Project is conveniently located near numerous transit options that are available on West 8th St and one block away at Western Avenue. Less than one-third mile is a multi-modal transit hub located at Wilshire Boulevard and Western Avenue that includes the Metro Purple Line, Wilshire Rapid Bus, Santa Monica Big Blue Bus Express, and various other regional and local bus lines. The Project also includes several conveniently located bicycle parking facilities for patrons, residents, and guests. With a supportive mixed-use design and convenient location, residents and guests are encouraged to engage in active transportation modes rather than vehicular trips. They would be less likely to drive or drive less if neighborhood resources are nearby and employment opportunities are accessible via transit. The Wilshire Community Plan identifies the particulate segment of West 8th Street, where the Project is located, as a Mixed Use Boulevard within one of the few designated Regional Center areas within the Community Plan area. Therefore, the request to change the land use designation to Regional Commercial and the Project's mixed-use character and density is appropriate for this location. Further, the Project is well-designed so that the ground floor commercial is pedestrian-oriented and aesthetically pleasing, while blending well with the multi-residential developments along the side streets. Many of the Project's characteristics are in line within the objectives and policies from the Land Use and Housing chapters of the Framework Element outlined below:

- **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;
- **Objective 3.4** - Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts; and
- **Objective 4.2** - Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.

In terms of Urban Form and Neighborhood Design, the Project's design of the ground floor commercial component is well articulated with much of the retail space located along the property line on West 8th Street, and then pulled in for the main corner entry plaza at South Oxford Avenue, which activates the area creating a safer environment. The ground floor design also offers breaks

between the retail spaces for pedestrian entryways at the South Serrano Avenue corner and midway up the block, which are visually interesting and inviting pedestrian-oriented characteristics. The various retail shops are located along West 8th Street and South Serrano Avenue, and within the arcades that lead from the various plaza entries toward the center of the Property where the grocery store would be located. It is consistent with the intent of the following design objectives and policies:

- **Objective 5.9** - *Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day;*
- **Policy 5.9.1** - *Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas; and*
- **Policy 5.9.2** - *Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours through the development of ground floor retail uses and sidewalk cafes.*

The open and common spaces included in the Project help support the City's intent to increase the area and quality of open spaces in this park-scarce urban area of Los Angeles. The Project includes many types of open and common spaces that would appeal to a variety of household types. They include a swimming pool and recreation deck available to residents. There is also a recreation room for indoor entertainment activities. The Project would also provide residents with a dog park and several terraces in addition to the private balcony included in most units.

- **Objective 6.4** - *Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass; and*
- **Policy 6.4.8 a.** - *Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other spaces that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.*

The Project includes numerous characteristics that also support the economic development of the community and its residents. The mixed-use nature of the Project contributes much needed housing opportunity and neighborhood resources to the community and conveniently accessible to a variety of transit options. The residential component consists of many different floor plans for a range of household types. The commercial component is also uniquely supportive of the community's economic development as it offers condominium commercial spaces for sale, as

opposed the typical leasing option. The Project is consistent with the following Economic Development objectives and policies:

- **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;*
- **Policy 7.2.2** - *Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods;*
- **Policy 7.2.3** - *Encourage new commercial development in proximity to rail and bus transit corridors and stations; and*
- **Objective 7.9** - *Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's work force to both live and work in the City;*

Substantial conformance with the purposes, intent and provisions of the Housing Element of the General Plan

The Project contributes 367 quality housing units as a part of a mixed-use building with many amenities including neighborhood commercial resources within a transit-rich area. This contribution is welcome as the City continues to experience a housing shortage as indicated by trends shared in the City's Housing Element 2013-2021. Although housing production in the City has exceeded population growth in the past few years, the historical deficit of housing growth compared to population has still not allowed supply to relieve demand, as indicative of housing costs and rents. In response to this, the Housing Element outlines four main goals in an effort to preserve existing housing, encourage production of all housing types, and guide quality and strategic development in a sustainable manner. The Project is consistent and helps to meet the following objectives and policies outlined in the Housing Element:

- **Objective 1.1** - *Produce an adequate supply of rental and ownership housing in order to meet current and projected needs;*
- **Policy 1.1.4** - *Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards;*
- **Policy 1.3.5** – *Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City's Framework Element of the General Plan;*

- **Objective 2.2** – *Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit;*
- **Policy 2.2.3** – *Promote and facilitate a jobs/housing balance at a citywide level;*
- **Policy 2.2.5** – *Provide sufficient services and amenities to support the planned population while preserving the neighborhood for those currently there.*
- **Objective 2.3** – *Promote sustainable building, which minimize adverse effects on the environment and minimize the use of non-renewable resources;*
- **Objective 2.4** – *Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City;*
- **Policy 2.4.1** - *Promote preservation of neighborhood character in balance with facilitating new development;*
- **Policy 2.4.2** - *Develop and implement design standards that promote quality residential development;*
- **Policy 2.4.3** - *Develop and implement sustainable design standards in public and private open space and street rights-of-way. Increase access to open space, parks and green spaces; and*
- **Goal 3** – *Housing opportunities without discrimination.*

Substantial conformance with the purposes, intent and provisions of the Mobility Element of the General Plan

The design of the Project, its location, and various amenities all support the basic principles of the City's Mobility Element. The Project is in Koreatown, which is in a central part of the City. It is conveniently located less than a few miles from the Interstate 10 – Santa Monica Freeway, US Route 101 – Hollywood Freeway, State Route 110 – Harbor Freeway, and State Route 2 – Santa Monica Boulevard. It is also located within a few blocks of major transit corridors such as Western Avenue and Wilshire Boulevard

It is also less than one-third mile from the Wilshire Blvd/Western Ave multi-modal transit hub, which conveniently connects residents and guests to regional and local destinations via rail and bus service. It is designed so that the ground floor is well articulated, which activates the street level and is aesthetically pleasing and inviting for guests that commute by foot. There are several entrances to the commercial and residential components of the building that are safe and accessible to pedestrians. Similarly, residents, patrons and guests are conveniently welcomed to the various parts of the Project. Several safe, well-lit, and convenient bicycle parking options would be located throughout the Project. There will be short-term and long-term parking options in each of the commercial and residential areas. Therefore, the Project is supportive of active transportation

modes, such as walking and bicycling. The Project is consistent with the recently adopted Mobility Element and specifically the following objectives and policies:

- **2.3 Pedestrian Infrastructure** - *Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*
 - **2.6 Bicycle Networks** - *Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.*
 - **Policy 3.12** - *Promote the enhancement of transit access to neighborhood districts, community and regional centers, and mixed-use boulevards; and*
 - **Policy 3.13** - *Enhance pedestrian circulation in neighborhood districts, community centers, and appropriate locations in regional centers and along mixed-use boulevards; promote direct pedestrian linkages between transit portals/platforms and adjacent commercial development through facilities orientation and design.*
- 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 collection, and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties.**

The Project's scale, design, and relation to the street and surrounding community are appropriate for the community's needs and consistent with the City's intent for the future growth of the area. The various amenities are well-designed for its users and compatible with neighboring properties.

The ground floor commercial component is well articulated with much of the retail space located along the property line on West 8th Street, and then pulled in for the main corner entry plaza at South Oxford Avenue. It also offers breaks between the retail spaces for pedestrian entryways at the South Serrano Avenue corner and midway up the block, which are visually interesting and inviting pedestrian-oriented characteristics. The various retail shops would be located along West 8th Street and South Serrano Avenue, and within the arcades that lead from the various plaza entries toward the center of the Property where the grocery store is located.

In general, the main entrance to the residential and commercial components to the Project would be oriented toward the corner of West 8th Street and South Oxford Avenue as that direction faces the intersection of a vibrant commercial and transit-rich intersection at West 8th Street and Western Avenue.

The grand entry plaza to the commercial component would be inviting and visually interesting, oriented toward the corner of West 8th Street and South Oxford Avenue. Just outside of the entry plaza would be over 30 bicycle spaces, providing a well-lit and convenient path of travel. The

entry plaza would lead into an indoor plaza of retail shops and the full-service Grocery Store. An additional entry to the commercial spaces would be located on South Serrano Avenue, where additional bicycle spaces would be located. Vehicular circulation would include the entrance to the commercial parking lot from South Oxford Avenue and lead up to the second floor and the ramp down to the ground floor exit onto South Serrano Avenue. The second floor would provide approximately 227 parking spaces, an additional 26 long term bicycle parking spaces, and several sets of elevators and stairs to the ground floor commercial spaces. Behind the Grocery Store would include the back-of-house amenities such as the trash compactor, service elevators and an approximately 9,600 square feet of commercial loading area with a loading dock. The first subterranean level, B1, would also include approximately 30 parking spaces for employees of the commercial uses. It would also include an approximately 9,600 square feet of market storage space.

The residential component would have its main entrance located on South Oxford Avenue with a host of amenities for convenient access for all modes of travel. It will have a pedestrian entrance clearly and conveniently located at the property line that will lead into the main lobby equipped with tenants' mailboxes, leasing offices, and elevator and stairs to the upper floors. There will be over 30 bicycle parking spaces located at the corner of South Oxford Avenue and West 8th Street between the residential lobby and the entry plaza to the commercial plaza. The vehicular entrance for residents and guests would be accessed from South Oxford Avenue and lead down to the three subterranean levels. Additional long term bicycle parking for residents would also be located on the first subterranean level, B1. There will also be a convenient turn-around for those arriving or departing via taxi or carpool along South Oxford Avenue. An additional residential lobby would be located at the northeast corner of the Project site from South Serrano Avenue that would access another set of elevator and stairs to the upper residential floors. The northeast corner of the site would also have the residential vehicle loading area located near the residential service elevator.

The scale is compatible with surrounding uses along an established commercial corridor. The properties to the east, west, and south along West 8th Street are all zoned for commercial uses and developed with a variety of intensities. A hotel of four floors with no setbacks is located west of the Property. Several mini-shopping centers that range from two- to three-floors with restaurants and retail shops are located across West 8th Street. An older apartment building of five floors is located one block east. And several offices and retail uses with surface parking lots are located just east of the Property.

The properties along West 8th Street and Western Avenue are commercial corridors (generally zoned C2), and are developed with a variety of intensities in the form of older office buildings, mini-shopping centers, restaurants, retail shops, and surface parking lots. Just north of the Property toward 7th Street and Wilshire Boulevard are a variety of neighborhood resources and regional destinations. Along 7th Street is a Ralph's supermarket, Pio Pico Public Library,

Shepherd International Universities, Bryan College, Azusa Pacific University, and the Los Angeles High School of the Arts campus. Two blocks north of the Property along the Wilshire corridor are several high rise buildings of more intense use generally zoned C4. Along Wilshire Boulevard are the historic Wiltern Theatre, high-rise office and mixed-use buildings, numerous banking institutions, and several churches and synagogues.

The properties located along the local street in the area are generally zoned residential. These properties, including those north of the Property along South Oxford and South Serrano Avenues, are developed with various styles of multi-family residential buildings that range in density and period of construction.

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

The open and common spaces included in the Project help support the City's intent to increase the area and quality of open spaces in this park-scarce urban area of Los Angeles. The Project includes many types of open and common spaces that would appeal to a variety of household types. There would be several active and passive types of recreational areas fitting for residents of varied age range, lifestyle, and interests. The variety of recreational amenities would include a swimming pool and spa, a recreation deck, a gym room, a recreation room for indoor entertainment activities, a dog park, and several terraces in addition to the private balcony included in most units.

The residential component would also have offices located on the ground floor to provide leasing and maintenance support services. An added convenience would also be the commercial component located on the ground floor. Commercial uses would include an approximately 22,906-square-foot full-service grocery store and other neighborhood commercial uses. Mixed-use projects located within a commercial corridor minimize the need for residents or patrons to make extraneous trips and travel beyond the immediate area for basic needs and services. By locating a host of recreational and services amenities within the Project or nearby and minimizing the number of vehicle trips, this would translate to a less congestion, emissions, and an improved quality of life for Project residents and the surrounding community.

I. Vesting Tentative Tract Map

Applicant requests approval of VTTM No. 73995 in order to merge the existing eight contiguous ground lots and resubdivide into five lots for commercial and residential purposes per LAMC Section 17.15. The five lots would consist of one master lot and four airspace lots. Master Lot 1 would encompass the four air space lots with no upper or lower limits. Lot 2 would mainly entail the commercial uses on the ground floor and its associated parking on the second floor. Lot 3 would include commercial-related uses such as its storage area, employee parking, and circulation on the first subterranean level, B1. Lot 4 would mainly include the residential parking on subterranean levels B2 and B3. Lot 5 would include the 367 residential units and residential amenities on the ground and 3rd to 7th floors. The VTTM also reflects the updated right-of-way and street dimensions per the Mobility Plan 2035. According to the Mobility Plan 2035, the difference in right-of-way for South Oxford Avenue would allow for the vacation of 5-feet and 6-inches. Similarly, it would allow for the vacation of 8-feet and 6-inches along South Serrano Avenue.

1. The proposed map will be consistent with applicable General and Specific Plans.

The VTTM was prepared by a Licensed and Certified Surveyor and includes all the required information per the Subdivision Map Act and applicable sections of the LAMC.

The VTTM reflects the Project's plans for a mixed-use building that is consistent with the Proposed General Plan Land Use Designations of Commercial Regional land use designation that corresponds with the proposed Zone and Height District of C2-2. The Project consists of approximately 52,525 square feet of ground floor commercial uses and 367 apartment units in the upper floors, all within the permitted FAR and density per the requested actions. The VTTM is also in conformance as the Property is located on a Mixed Use Boulevard within a Regional Center, as designated in the Wilshire Community Plan.

The VTTM is also consistent with surrounding uses in the vicinity. The Property is located on West 8th Street, which is primarily zoned for commercial use and includes many types of existing development such as hotel, office, restaurant, and retail in many forms of design, massing, and materials. The surrounding uses along South Oxford and South Serrano Avenues are predominantly multi-family apartment buildings also in a variety of forms and periods of construction. The Property is located one block east of Western Avenue and two blocks south of Wilshire Boulevard, which are major commercial corridors that are zoned for much higher intensity and height limits. Western Avenue has a mix of dense shopping plazas and low-rise restaurant and retail uses. Wilshire Boulevard has several high-rise office buildings and mixed-use projects, the historic Wiltern Theatre, and many banking and educational institutions. Several high-rise buildings in the area contain mixed uses that incorporate ground floor commercial uses with residential in the upper floors.

An approval of the map is contingent upon the review and approval of the associated entitlements to be considered by the City Planning Commission and the Zoning Administrator. Therefore, the VTTM and Project are substantially consistent with the applicable General and Community Plans affecting the Property and demonstrates compliance with all applicable sections of the LAMC.

2. The design and improvement of the proposed subdivision are consistent with applicable General and Specific Plans.

The design and layout of the VTTM is consistent with the design standards established by the Subdivision Map Act and all applicable sections of the Los Angeles Municipal Code. Upon submittal, Applicant is committed to meeting with the various City staff in review of the VTTM and to reach a design that would be deemed satisfactory for approval. The subdivision will be required to comply with all regulations pertaining to grading, building permits, and street improvement permit requirements. Applicant assumes there will be Conditions of Approval for the design and improvement of the subdivision as required to be performed prior to the recordation of the VTTM, building permit, grading permit, and/or certificate of occupancy.

The design and layout of the VTTM is consistent with the General and Wilshire Community Plans and the land use patterns in the general vicinity. The proposed Commercial Regional land use designation permits a mixed-use project with commercial uses and a residential component of up to R-5 density. It would allow a mixed-use project of a particular intensity that would be appropriate for its location, within the Wilshire Community Plan's designated Regional Center and in a transit oriented district, where a multi-modal transit hub at Wilshire Boulevard and Western Avenue is located less than one-third mile. The proposed Commercial Regional designation is also in conformance as the Property is located on a Mixed Use Boulevard, as designated in the Wilshire Community Plan.

The VTTM reflects the Project's plans for a mixed-use building that is consistent with the Proposed General Plan Land Use Designations of Commercial Regional land use designation that corresponds with the proposed Zone and Height District of C2-2. The Project consists of approximately 52,525 square feet of ground floor commercial uses and 367 apartment units in the upper floors, all within the permitted FAR and density per the requested actions. Therefore, the design and improvement of the VTTM is consistent with the intent and purpose of the applicable General and Wilshire Community Plans.

3. The site is physically suitable for the proposed type of development.

The site is physically suitable for the proposed type of development. The Project consists of a mixed-use building to include approximately 52,525 square feet of commercial space and 367 apartment units with seven floors above ground and three subterranean levels.

The Project is an infill development that would replace an existing grocery store and commercial uses of approximately 52,525 square feet, and an associated surface parking lot. The Property is located within an urbanized and built-out commercial corridor with existing infrastructure. The Property is relatively level and is not located in a slope stability study area, a landslide or liquefaction area, or in the Alquist-Priolo Fault Zone. It is also no located in a flood zone or methane hazard site. The Property is located within a highly urbanized area surrounded by various commercial and multi-family uses. The Project's design and physical characteristics are consistent with the existing development of the surrounding community.

4. The site is physically suitable for the proposed density of development.

Applicant has concurrently submitted a request for a General Plan amendment to change the land use designation from "Neighborhood Office Commercial" to "Commercial Regional" and a Vesting Zone and Height District change from (Q)C2-1 and (T)(Q)C2-1 Zones to a consistent C2-2 zone. Per the LAMC Section 12.22.A.18(a), the Commercial Regional designation permits a mixed-use project with commercial uses and a residential component of up to R-5 density. The change to Height District No. 2 would permit a 6.0:1 FAR. However, the Project's density would be at or less than a 4.0:1 FAR, which would be appropriately scaled for a mixed-use project, compatible with existing surrounding uses and accommodating of future growth of an urban community.

The Property consists of eight contiguous lots with an approximate buildable area of 94,865.6 square feet. Per LAMC Section 12.22.A.18(a), a mixed-use building within a C2-2 zone would be permitted to build up to a maximum 6:1 FAR (569,193.6 square feet) and a maximum density consistent with a R5 density (474 dwelling units). The Project would be a total of 379,520 square feet and provide 367 apartment units, within its limits.

Further, the Property is located on one of a few segments in the area that is a designated Mixed Use Boulevard within an area designated as a Regional Center in the Wilshire Community Plan. Surrounding uses include a five-story hotel, several commercial strip malls, multi-family complexes, and high-rise buildings. The Project and its requested actions to change the land use designation, zone and height district, would be consistent with the Wilshire Community Plan, the General Plan, and the surrounding community. Therefore, the site is physically suitable for the proposed density of development.

5. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidable injure fish or wildlife or their habitat.

The Initial Study and Draft Mitigated Negative Declaration prepared for the Project did not identify any potential adverse impacts on fish or wildlife resources as far as earth, air, water, plant life, animal life, or risk of upset to these resources is concerned. The Property is located in an urbanized

and developed area with similar structures and land uses that do not provide a natural habitat for fish or wildlife. For those resource categories that could possibly have a potential impact, mitigation measures have been identified and included in the Mitigated Negative Declaration that would reduce potentially significant impacts to less than or no impact levels. Therefore, the Project would not cause substantial impacts on the environment, specifically any injury to fish, wildlife, or their habitat.

6. The design of the subdivision and the proposed improvements are not likely to cause serious public health problems.

The proposed subdivision and subsequent improvements are subject to the provisions of the Subdivision Map Act, Los Angeles Municipal Code, Building Code, and the City's Green Development Standards. Additional and more relevant health and safety related requirements as mandated by law would apply where applicable to ensure the public health and welfare during the construction and operation of the Project.

The Property is located within an urbanized and built-out commercial corridor with existing infrastructure. The Property is relatively level and is not located in a slope stability study area, a landslide or liquefaction area, or in the Alquist-Priolo Fault Zone. It is also not located in a flood zone, methane hazard site, over a hazardous materials site, or on unsuitable soil conditions. The Project would not place any occupants or residents near a hazardous materials site or involve the use or transport of hazardous materials or substances. The development would be connected to the City's sanitary sewer system and local utility systems. Additionally, an Initial Study/Draft Mitigated Negative Declaration was prepared for the Project and concluded that there would be no adverse impacts to the public health or safety would occur as a result of the design and improvement of the site. Therefore, the design of the subdivision and the proposed improvements are not likely to cause serious public health problems.

7. The design of the subdivision and the proposed improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

There are no recorded instruments that identify any public easements on the Property. The Property consists of eight contiguous lots identified by the Assessor's Parcel No. 5093-011-013. These eight lots have been operating as a single-use development for several years as there is currently a grocery store, additional commercial uses and their adjoining surface parking lot.

The three frontages of the Property are bounded by improved public streets and sidewalks designed and improved for the specific purpose of providing public access throughout the area. The project site does not adjoin or provide access to a public resource, natural habitat, public park, or any officially recognized public recreation area. Therefore, the design of the subdivision and the

proposed improvements would not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

8. The design of the proposed subdivision will provide, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the local climate conditions, contours, sun/shade study, site orientation, and other design and improvement requirements were considered. The topography and lot layout of the subdivision has been taken into consideration with respect to the north/south orientation and passive or natural heating and cooling opportunities. In addition, the final design of the building will also consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.