

ATTACHMENT H

PROJECT PERMIT COMPLIANCE REVIEW FINDINGS

VENTURA/TYRONE REDEVELOPMENT PROJECT

14311 Ventura Boulevard
Sherman Oaks, CA 91423

PROJECT OVERVIEW/REQUEST

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

With respect to the instant request, the Applicant is seeking a **PROJECT PERMIT COMPLIANCE REVIEW**, pursuant to Los Angeles Municipal Code (“LAMC”) Section 11.5.7 C., for the proposed Project under the Ventura/Cahuenga Boulevard Corridor Specific Plan (Ordinance 174,052).

PROJECT PERMIT COMPLIANCE REVIEW FINDINGS

The following information has been developed pursuant to LAMC Section 11.5.7 C, and the filing instructions for the Ventura/Cahuenga Boulevard Corridor Specific Plan, established by Ordinance No. 174,052:

1. That the project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.

As explained in greater detail below, the proposed Project is in compliance with the applicable regulations, findings, standards and provisions of the Ventura/Cahuenga Boulevard Corridor Specific Plan (the “Specific Plan”), with the exception of the associated requests for three Specific Plan Exceptions as part of this application. The proposed Project designated as Neighborhood and General Commercial under Specific Plan, and is within a Pedestrian Development District of the Sherman Oaks area of the Specific Plan.

Section 5: Prohibitions, Violations, Enforcement, Use Limitations and Restrictions, and Exemptions

Section 5.C.2.b. Pedestrian Development District – Sherman Oaks

This provision prohibits the use of drive-through establishments and auto-related uses in the Pedestrian Development District on both sides of Ventura Boulevard bounded by Fulton Avenue on the east and Beverly Glen Boulevard/Tyrone Avenue on the west. The proposed Project is a specialty retail grocery store, and will not include any of these prohibited uses. Thus,

the proposed Project is in compliance with this provision, and since the Subject Property was previously improved with a car wash and collision/auto body center, the proposed Project will be eliminating these restricted uses from the Specific Plan area.

Section 5.C.3, Other Limitations within the Ventura/Cahuenga Boulevard Corridor Specific Plan Area

This provision restricts the use of permanent cargo containers, and allows for the use of temporary permits for cargo containers for incidental storage to an existing commercial use. The proposed Project will not employ the use of cargo containers, and thus, is in compliance with this provision.

Section 6: Building Limitations

Section 6.B.3. Floor Area Ratio Limitations

This provision limits projects within the Neighborhood and General Commercial Plan Designations to a maximum Floor Area Ratio of 1.0:1. The proposed Project includes approximately 52,433 square feet of floor area on an approximately 82,514-square foot lot, with a buildable area of approximately 79,304 square feet (excluding required yard/setback areas and post dedications). This results in a Floor Area Ratio of 0.66:1, and as such, the proposed Project is in compliance with this provision.

Section 7: Land Use Regulations

Section 7.A.3. Neighborhood and General Commercial Plan Designation Areas

a.3. Front Yards and Setbacks for lots which are wider than 200 feet:

i. No Project may be built within 18 inches of the front lot line; however, floors above 15 feet may be built to the lot line. This 18-inch setback shall be landscaped.

Since the Subject Property is a through lot, this provision applies to the proposed Project's Ventura Boulevard and Moorpark Street frontages. As shown on the enclosed Plot Plan (Sheet A1.0) and Landscape Plan (Sheet LP1.0), the proposed Project exceeds the minimum 18-inch front yard setback requirement along Ventura Boulevard with a 4-foot, 6-inch setback, and meets the requirement along the Moorpark Street frontage with an 18-inch setback. Setback areas will be landscaped as required. Thus, the proposed Project is in compliance with this provision.

b. Side Yards: For corner lots, the side of the lot facing the side street intersecting with Ventura or Cahuenga Boulevard shall require a minimum 18 inch and maximum 15 foot landscaped setback.

This provision applies to the Subject Property, which is a corner lot located at the northeast intersection of Ventura Boulevard and Tyrone Avenue. As shown on the enclosed Plot Plan (Sheet A1.0) and Landscape Plan (Sheet LP1.0), the proposed Project provides a minimum 18-inch landscaped building setback along Tyrone Avenue, which is the side of the lot facing the

side street that intersects with Ventura Boulevard. Thus, the proposed Project is in compliance with this provision.

c. Rear Yards

The proposed Project does not have a designated rear yard as it is a Through Lot. LAMC Section 12.03 defines a Through Lot as “A lot having a frontage or [sic] two parallel or approximately parallel streets, but not including those lots having frontage on a street and frontage on a navigable public canal or waterway parallel or approximately parallel to said street.” The Subject Property has frontage on two parallel or approximately parallel streets – Ventura Boulevard and Moorpark Street – designating them both as front yards and the yard along Tyrone Avenue and all remaining yards as side yards. Thus, the rear yard provisions of the Specific Plan do not apply to the proposed Project.

Section 7.B.2. Lot Coverage

This provision applies to the Neighborhood and General Commercial Plan Designation Areas, and restricts buildings and structures to cover no more than 60 percent of the lot area. The instant application includes a Specific Plan Exception from this provision, pursuant to LAMC Section 11.5.7 F, in order to permit a lot coverage of approximately 68.2% in lieu of the maximum 60% lot coverage permitted. Please see **Attachment G** for more information regarding this request.

Section 7.D. Landscaping Requirements

3. Yards, Setbacks, and Building Frontages

a. At least 60 percent of all Front Yards or front setbacks in excess of 18 inches shall be landscaped and the remainder shall be finished to City standards for sidewalks, or finished with other paving materials, including concrete pavers, brick masonry pavers.

This provision applies to the portions of the proposed Project’s front yard setbacks that are in excess of 18 inches. The proposed Project provides a 4 foot-6 inch front yard setback along Ventura Boulevard, and will be in full compliance with this provision.

b. The Applicant shall install an automatic irrigation system to maintain all required landscaping.

As shown on the enclosed Landscape Plan (Sheet LP1.0), the proposed Project will install an automatic irrigation system to maintain all required landscaping on the Subject Property.

Section 7.E. Height Limit – Sherman Oaks

b.1. From the intersection of Fulton Avenue and Ventura Boulevard to the intersection of Tyrone/Beverly Glen Boulevard and Ventura Boulevard: On both sides of Ventura Boulevard – 30 feet.

This provision applies to the Subject Property, since it is located at the northeast corner of the intersection of Ventura Boulevard and Tyrone Avenue/Beverly Glen Boulevard. As an

associated request for the proposed Project, the Applicant is seeking a Specific Plan Exception to permit a maximum height of approximately 38 feet-10 inches, in lieu of the 30-foot maximum permitted by this provision. Please see *Attachment G – Specific Plan Exception Findings* for additional information regarding this request.

f. In addition, in the Community Commercial and Neighborhood and General Commercial Plan Designation Areas, buildings abutting a major or secondary highway may only exceed 30 feet in height if, for each 15 foot increment, or portion of that increment, above 25 feet, at least a ten foot setback from the roof perimeter is provided.

As the Project is proposed to reach a maximum height of 38 feet-10 inches, this provision applies. As part of the instant request, the Applicant is seeking a Specific Plan Exception for relief from this setback requirement. Please see *Attachment G* for additional information regarding this request.

Section 7.F.1. Parking

a. For commercial uses, other than offices, at least one parking space for each 250 square feet of floor area.

The proposed Project includes approximately 52,433-square feet of floor area associated with the proposed grocery store, approximately 5,328 square feet of which will be allocated to the ancillary restaurant proposed within the grocery store. The remaining approximately 47,105 square feet of grocery store floor area is subject to this parking required, with 188 parking spaces required. The proposed Project meets this requirement.

c. For restaurants, take-out food establishments, banquet rooms and related uses, at least one parking space for each 100 square feet of floor area.

The proposed Project will contain approximately 5,328 square feet of restaurant area, including 1,837 square feet of covered outdoor patio area. For the approximately 5,328 square feet of restaurant floor area, 53 parking spaces required. This requirement will be met.

For all uses on site, there is a subtotal of 228 parking spaces required. As permitted under LAMC Section 12.21 A.4, the proposed Project will replace 1 required parking space for every 4 bicycle spaces provided on site. With a combined total of 52 long-term and short-term bicycle parking spaces provided on site, required parking is reduced by 13 parking spaces to 228 parking spaces required. The proposed Project will provide a total of 240 parking spaces, with a surplus of 12 parking spaces over the amount required.

Section 8: Sign Regulations

Section 8, B.1.

a. Wall Signs

As shown on the Sign Exhibit Plan (Sheet A2.2), the Applicant proposes two wall signs, each comprised of individual internally lit can letters.

1. Number of Signs

In compliance with this provision, the proposed Project will provide one wall sign on the south-facing elevation of the building along the Ventura Boulevard frontage and one wall sign on the west-facing elevation of the building along the Tyrone Avenue frontage, the latter of which will also be visible from the north elevation. These signs are permitted, since one wall sign per tenant is allowed on a building's street frontage (Ventura Boulevard), and one additional wall sign is allowed on a portion of a building facing a street other than the primary building frontage (Tyrone Avenue).

2. Area

In compliance with this provision, the two proposed wall signs will not exceed two square feet for each foot of lot frontage. The south lot line frontage is approximately 353 feet, which would allow for a wall sign on that frontage of up to 706 square feet. The west lot line frontage is approximately 244 feet, which would allow for a wall sign on that frontage of up to 488 square feet. Each of the two proposed wall signs will be approximately 475 square feet, with approximate dimensions of 81 feet-5 inches (length) by 5 feet-10 inches (height), with a design feature over one letter with additional approximate dimensions of 4 feet-9 inches (length) by 2 feet-11 inches (height). The proposed wall sign areas are within the limitations of this provision.

3. Projections

In compliance with this provision, the proposed wall signs will not project from a building face more than 12 inches or above the lowest elevation of the roof eave visible from the street. Additionally, the wall signs will not be located on new or remodeled parapet walls above the roofline.

b. Monument Signs

As shown on the Sign Exhibit Plan (Sheet A2.2), the Applicant proposes one monument sign that will be comprised of a prefinished aluminum sign cabinet with internally lit letters or reverse channel letters with an internally lit "market" portion.

1. Number of Signs

In compliance with this provision, the proposed Project will provide one monument sign located at the northeast corner of Ventura Boulevard and Tyrone Avenue.

2. Landscaping

In compliance with this provision, the proposed Project will provide the monument sign within an approximately 200-square foot circular planter.

3. Height

In compliance with this provision, the proposed Project will provide one monument sign at a height of 6 feet.

4. Total Area.

In compliance with this provision, the proposed Project will provide one monument sign with approximate dimensions of 6 feet (height) by 10 feet (width) by 1 foot (depth), for a total area of 60 square feet per side of the sign.

Section 9: Project Permit Compliance

Section 9.A.1. Project Permit Compliance Process

In compliance with this section, the subject request is for a Project Permit Compliance Review. In compliance with this provision, the instant application includes a submittal of plot plans, landscape and irrigation drawings, building elevations, site plan for each proposed sign, information on exterior building materials and sign materials, photographic renderings, and an Environmental Assessment Form.

Section 10: Transportation Mitigation Standards and Procedures

With regards to the Specific Plan’s Transportation Mitigation Standards and Procedures, the Applicant has previously submitted an Application for Consideration to the Los Angeles Department of Transportation (“LADOT”), and with a Traffic Study for the proposed Project prepared by Linscott, Law & Greenspan Engineers, dated July 19, 2016. LADOT has prepared a Traffic Assessment, dated July 25, 2016, for the proposed Project. Please see the LADOT Traffic Assessment document included as part of this application submittal for additional information.

Section 11: Project Impact Assessment Fee

As stated above, LADOT has prepared a Traffic Assessment, dated July 25, 2016, for the proposed Project and determined the applicable Project Impact Assessment Fee. Please see the LADOT Traffic Assessment document included as part of this application submittal for additional information.

Section 14: Public Right-of-Way Improvements

Sherman Oaks Streetscape Plan and Design Guidelines

This section refers to design guidelines specifically created for the Sherman Oaks area of the Specific Plan, known as the Sherman Oaks Streetscape Plan and Design Guidelines (“Streetscape Guidelines”). The Subject Property is located within Subarea D of the Streetscape Guidelines, which has its own distinct street tree, planting, and design recommendations.

In compliance with these guidelines, the proposed Project will provide eight Maidenhair trees, which is a tree species included in the recommended street tree list. The Maidenhair Tree is specifically recommended for Subarea D, as shown in Table 1 (Section 2.2.1), and the proposed Project will provide an additional eight Evergreen Pear trees and fourteen Drake Elm trees in addition to these recommended trees. Section 2.3 of the Streetscape Guidelines also recommends that Projects extend the plantings and improvements to Off-Boulevard/Extended Streetscape areas, which are streets crossing or abutting Ventura Boulevard. In harmony with

this guideline, the proposed Project will continue the tree schedule throughout the Subject Property and along its Off-Boulevard frontages on Tyrone Avenue and Moorpark Street.

Additionally, the Streetscape Guidelines provide “On-Site Improvement Standards/Design Guidelines”, of which the following are applicable to the proposed Project.

Section 6.3 Lighting

In harmony with this guideline, the proposed Project will provide on-site lighting that is directed on site and will not be directed towards adjacent properties, including residential uses. Lighting for the associated parking structure will also be directed only towards the parking structure and will not produce glare onto adjacent uses.

Section 6.4.1 Parking Lot/Structure Landscaping

Accordant with these guidelines, the proposed Project’s parking area will be adequately buffered with a 9-foot landscape buffer and screened from adjacent rights-of-way and less intensive uses with sufficient planting material, including shrubs and trees within the setbacks that are incorporated with the landscaped design. As shown on the enclosed Landscape Plan (Sheet LP1.0), the proposed Project will screen the parking structure from view with a variety of plants and trees. A total of 38 trees will be provided and maintained on and around the Subject Property (within the public right-of-way) with minimal spacing between in order to adequately buffer it from adjacent uses, in compliance with this provision.

In addition, in harmony with this guideline, the ground floor façade of the parking structure has been designed to be integrated with the design of the building for which it serves in order to provide greater aesthetic continuity. As shown on the enclosed Elevation Plans (Sheet A2.0-A2.1), perforated metal or bankerwire mesh panels are proposed along the upper portions of the building’s exterior. The ground-floor parking level is proposed to be screened with similar perforated metal panels, as shown on Sheet A.2.2, so as to integrate the parking screening with the grocery store design and facade. As such, the parking structure will use the same materials as the building it serves with the same colors and architectural styles, in compliance with this provision.

Section 6.6.1 On-Site Circulation and Access

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

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

2. That the project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review, which would mitigate the negative environmental effects of the project, to the extent physically feasible.

A Mitigated Negative Declaration with an Expanded Initial Study is being prepared to analyze the potential impacts of the proposed Project on the environment, and to propose and incorporate feasible mitigation measures in order to diminish these impacts. The proposed Project is not expected to have a significant effect on the environment since the Subject Property has been previously developed, and is located within an urbanized area. However, the proposed Project will incorporate mitigation measures, and monitoring measures if necessary, to mitigate the negative environmental effects of the proposed Project.

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