

May 5, 2014

Dear PLUM Committee Members:

Please note that the Catalina Project that you are looking at today has a highly irregular history with the City Planning Department and Transportation Department and other City Departments.

For a quick reference the Catalina Project was first brought in 2006 as a 22 story complex with 224 residential units, 500 parking spaces and retail space with a helipad on the roof- DENIED. *Attached: Letter of August 21, 2008 explains the required additional environmental review signed by Charles J. Rausch, Jr.*

There is a DOT Traffic Impact Study issued by City DOT to City Planning that states the that the developer contribute to a Neighborhood Traffic Management Plan (NTMP). This same report discusses the classification of 'Highway designation of 8th Street' and local street designation on Catalina and Kenmore as **requiring street widening**. Street widening is not a possibility on Catalina as the other side of the street abuts the the Robert F. Kennedy Schools aka Ambassador Hotel site. Nor is widening the local side streets of Catalina and Kenmore an option as the location is completely full of other residences. *Attached: City of Los Angeles Inter-Departmental Correspondence dated April 25, 2008.*

The City's own Department of Transportation has concluded that the traffic congestion requires the widening of the streets- which in this situation is not possible, as across 8th street from the proposed site is the Ambassador site- Robert F. Kennedy Schools. Not sure how you can get around the need for a widening of the streets to accommodate the traffic congestion to be created, especially in light of the fact that there have been new complexes in the very near vicinity- less than a block and half away that have brought an additional 479 residential units or so on Berendo St. between Wilshire & 7th.

In 2009, the Catalina Project came back as a 35 story building with 270 residential units and 633 parking spaces and denied by the Planning Commission on October 8, 2009. Exhibit D shows that the Planning Commissioners voted 6-0 to deny the request and explicitly states –see the 7 action items findings attached- important to reiterate here is that the MND was not adopted per #6 of 7 items listed. *Los Angeles City Planning Commission Determination Mailing Date: Nov. 24, 2009.*

In 2014, the City Planning Commission once again denied 8-0, the request on December 11, 2014. The project had changed to 27 story with 270 residential units and 562 parking spaces and retail. Page F-6 d) of the same report states that the there is no adverse impact or that they have been mitigated. This finding does not make sense, I could not find how the Traffic congestion could be resolved without widening the streets. The MND was not approved by the commissioners. Additionally, on the same F-6 page

under 8. CEQA Findings- the MND was not adopted. I have not been able to locate the new MND that was circulated- only found that it was provided on a CD. **“Air quality and noise were found to have potentially significant impact unless mitigated.... The proposed revised project does not conform to the City’s land use goals and policies.”**

Department of City Planning Recommendation Report dated December 11, 2014.

California Environmental Quality Act (CEQA) has not been adequately fulfilled. The changed circumstances of the area were not fully addressed. The updated MND was and is inappropriate as it does not address the issues adequately to provide mitigated circumstances.

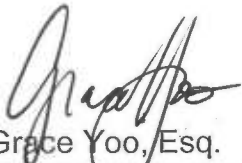
CEQA Guideline 15074.

Consideration and Adoption of a Negative Declaration or Mitigated Negative Declaration.

(b) Prior to approving a project, the decision-making body of the lead agency shall consider the proposed negative declaration or mitigated negative declaration together with any comments received during the public review process. **The decision-making body shall adopt the proposed negative declaration or mitigated negative declaration only if it finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence that the project will have a significant effect on the environment and that the negative declaration or mitigated negative declaration reflects the lead agency's independent judgment and analysis.**

It is my hope that this committee will act in the best interests of the community residents and see that regular residents get as much help and assistance so that the right thing is done here. A full Environmental Impact Report is certainly warranted for this Catalina project in light of all the changes to the neighborhood over the duration of this project spanning nine years.

Sincerely,



Grace Yoo, Esq.
3540 Wilshire Blvd, #1030
Los Angeles, CA 90010
(323) 487-2310

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
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August 21, 2008

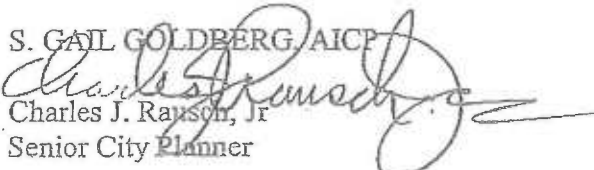
Armen D. Ross
1218 El Prado St., Ste 128
Torrance, CA. 90501

Subject: ENV-2006-7211-EAF

At its meeting of August 20, 2008, the Department of City Planning's Environmental Staff Advisory Committee (ESAC) met to consider the aforementioned Environmental Assessment Form. It was the determination at that meeting that the Initial Study for the project which includes the demolition of eleven residential buildings, containing 68 units, the grading and export of an estimated 37,000 cubic yards of soil and the construction of a 22 story, mixed use building containing 224 residential units, 7,000 square feet of retail commercial space and five levels of parking (two subterranean) containing 500 parking spaces required additional environmental review. Such additional environmental review would fully analyze the project's impacts by the production of a full air quality analysis for both short term construction impacts and operational impacts, a similar full noise analysis, a full shade/shadow impact study and a full Department of Water and Power water consumption analysis in addition to the applicant's traffic study. The document should also include an analysis of the effects of the project's plan amendment to the Wilshire Community Plan's land use element. An analysis of cumulative impacts should also be included in the document. Until such an analysis has been written and approved, a hold will be placed on all entitlement applications pending approval of the environmental document. This will result in the need for the project applicant to contract with an environmental consultant to develop a draft initial study for the approval of the Department of City Planning. Please contact me 213-978-1167 or e-mail me at charlie.rausch@lacity.org, and we will supply a list of consultants that you may contact.

Sincerely;

S. GAIL GOLDBERG, AICP

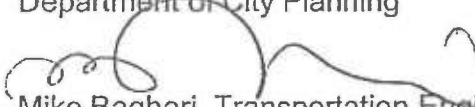

Charles J. Rausch, Jr.
Senior City Planner

CITY OF LOS ANGELES
INTRA-DEPARTMENTAL CORRESPONDENCE

8th & Catalina
DOT Case No. CEN 06-3710

Date: April 25, 2008

To: Hadar Plafkin, City Planner
Department of City Planning

From: 
Mike Bagheri, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC IMPACT STUDY FOR THE PROPOSED RESIDENTIAL
CONDOMINIUM DEVELOPMENT LOCATED ON THE SOUTHWEST
CORNER OF CATALINA STREET AND 8TH STREET (ENV-2006-7211-
EAF)**

The Department of Transportation (DOT) has reviewed the traffic study, prepared by traffic consultant Katz, Okitsu & Associates, dated May 9, 2007, and the supplemental analysis dated April 2, 2008 for the proposed residential condominium development located on the southwest corner of Catalina Street and 8th Street (Attachment 1). The study analyzed nine (9) intersections and three (3) residential street segments and determined that none of the study intersections and one street segment would be significantly impacted by the project related traffic (Attachment 2). Except as noted, the study adequately evaluated the project related traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

Project Description

The project proposes to construct 300 residential condominiums and 5,000 square feet of retail space along the frontage of the project at 805 South Catalina Street near the Central Los Angeles New Learning Center #1 (former Ambassador Hotel). The proposed access to the project will be via two driveways: one on Kenmore Avenue and one on Catalina Street. The build out year for the project is expected to be in 2009.

Trip Generation

The project will generate approximately 1,935 daily trips with 137 trips in the AM peak hour and 57 trips in the PM peak hour (Attachment 3).

Significant Traffic Impact Location

The proposed project will significantly impact the residential street of Kenmore Street south of 8th Street.

PROJECT REQUIREMENTS

A. Neighborhood Traffic Management Plan (NTMP)

The study indicated that the Kenmore Street south of 8th Street residential street segment surrounding the project may experience adverse impacts from the related trips and it recommended that the developer contribute towards a NTMP. DOT supports the concept of a NTMP. The exact amount of funding will be determined by DOT to cover the cost to plan, develop and implement traffic calming measures. The plan should include a separate amount of monies for implementation of a preferential parking district if requested by the neighborhood and found warranted by DOT. The actual amount of funding for the NTMP and preferential parking program are still to be determined.

B. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

C. Highway dedication and street widening requirements

8th Street is classified as a Secondary Highway, which requires 35-foot half-width roadway on a 45-foot half-width right-of-way.

Catalina Street is classified as a Local Street, which requires 20-foot half-width roadway on a 30-foot half-width right-of-way.

Kenmore Street is also classified as a Local Street.

It appears that highway dedication and widening may be required for streets fronting the proposed project. The developer must check with the Bureau of Engineering's (BOE) Land Development Group to determine the highway dedication, street widening and sidewalk requirements for the project.

D. Parking Analysis

The traffic study did not include a parking analysis. The developer should check with the Department of Building and Safety on the number of Code required parking spaces needed for the project.

E. Driveway Access

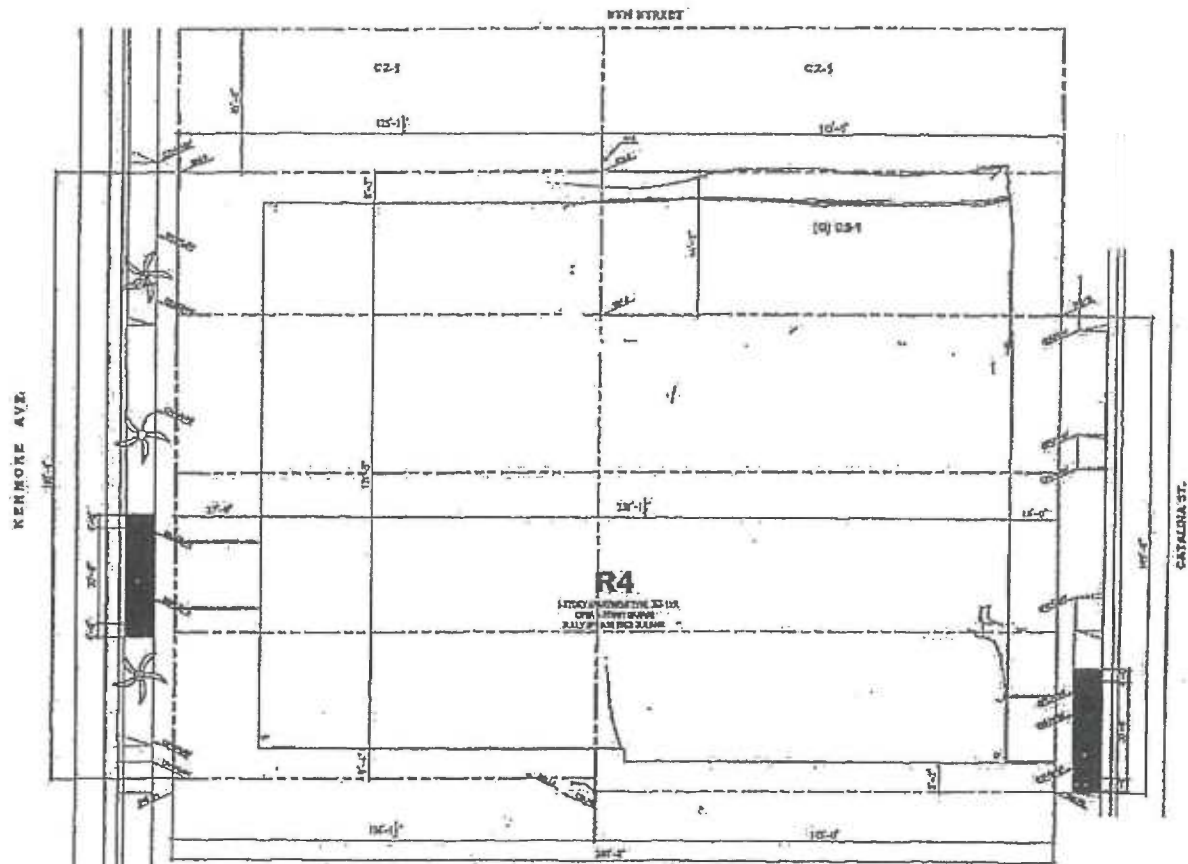
The review of this study does not constitute approval of the driveway access and circulation scheme. Those require separate review and approval and should be coordinated as soon as possible with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024) to avoid delays in the building permit approval process. In order to minimize and prevent last minute building design changes, it is imperative that the applicant, prior to the commencement of building or parking layout design efforts, contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes. All driveways should be Case 2 driveways and 16 feet and 30 feet for one-way and two-way operations, respectively. Any proposed gates should have 40' minimum reservoir space from the property line. All delivery truck loading and unloading shall take place on-site with no trucks backing into or out of the project site from any adjacent street.

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachments

cc: Wendy Fraticelli, Council District No. 10
Jeannie Shen, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Carl Mills, Central District, BOE
Jasper Domingo, KOA Corporation

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SITE PLAN
SCALE: 1/8" = 1'-0"



Katz, Okitsu & Associates
Planning and Engineering

8th and Catalina Residential Project

Figure 2
Project Site Plan

LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTION¹

<u>Level of Service</u>	<u>Volume/Capacity Ratio</u>	<u>Definition</u>
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

¹Source: Transportation Research Board, Interim Materials on Highway Capacity, Transportation Research Circular No. 212, January 1980.

SIGNIFICANT TRANSPORTATION IMPACT CRITERIA

1. A transportation impact on an intersection shall be deemed "significant" in accordance with the following table except as otherwise specified in a TSP, ICO or CMP:

SIGNIFICANT TRANSPORTATION IMPACT

<u>Level of Service</u>	<u>Final V/C Ratio</u>	<u>Project-Related Increase In V/C</u>
C	> 0.700 - 0.800	equal to or greater than 0.040
D	> 0.800 - 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

2. A local residential street shall be deemed significantly impacted² based on an increase in the projected average daily traffic (ADT) volumes:

<u>Projected Average Daily Traffic with Project (Final ADT)</u>	<u>Project-Related Increase in ADT</u>
0 to 999	16% or more of final ADT*
1,000 or more	12% or more of final ADT
2,000 or more	10% or more of final ADT
3,000 or more	8% or more of final ADT

*For projects in West Los Angeles Transportation Improvement and Mitigation Specific Plan area, use 120 or more trips.

²Source: Traffic Infusion on Residential Environment (TIRE) Index developed by D.K. Goodrich and modified by LADOT for Los Angeles City conditions.

Preliminary Levels of Service Analysis
8th Street Condominium

Weekday AM Peak Hour									
Intersection		Existing Conditions (Year 2007)		Future Base Conditions (Year 2009)		Future Base with Project Conditions (Year 2009)		Diff.	Signif?
		V/C	LOS	V/C	LOS	V/C	LOS		
1.	Normandie Avenue & Wilshire Boulevard	0.596	A	0.710	C	0.713	C	0.003	No
2.	Catalina Avenue & Wilshire Boulevard	0.514	A	0.605	B	0.638	B	0.033	No
3.	Vermont Avenue & Wilshire Boulevard	0.740	C	0.876	D	0.880	D	0.004	No
4.	Irolo Avenue & 8th Street	0.801	D	0.866	D	0.868	D	0.002	No
5.	Catalina Avenue & 8th Street	0.566	A	0.498	A	0.537	A	0.039	No
6.	Vermont Avenue & 8th Street	0.718	C	0.757	C	0.760	C	0.003	No
7.	Irolo Avenue & James Wood Boulevard	0.696	B	0.765	C	0.778	C	0.013	No
8.	Vermont Avenue & James Wood Boulevard	0.612	B	0.669	B	0.685	B	0.016	No
9.	Irolo Avenue & San Marino Avenue	0.651	B	0.719	C	0.731	C	0.012	No

Preliminary Levels of Service Analysis
8th Street Condominium

Weekday PM Peak Hour								
Intersection	Existing Conditions (Year 2007)		Future Base Conditions (Year 2009)		Future Base with Project Conditions (Year 2009)		Diff.	Signif?
	V/C	LOS	V/C	LOS	V/C	LOS		
1. Normandie Avenue & Wilshire Boulevard	0.673	B	0.865	D	0.872	D	0.007	No
2. Catalina Avenue & Wilshire Boulevard	0.644	B	0.760	C	0.781	C	0.021	No
3. Vermont Avenue & Wilshire Boulevard	0.791	C	0.973	E	0.975	E	0.002	No
4. Irolo Avenue & 8th Street	0.903	E	0.998	E	1.007	F	0.009	No
5. Catalina Avenue & 8th Street	0.772	C	0.720	C	0.755	C	0.035	No
6. Vermont Avenue & 8th Street	0.733	C	0.779	C	0.780	C	0.001	No
7. Irolo Avenue & James Wood Boulevard	0.901	E	0.989	E	0.997	E	0.008	No
8. Vermont Avenue & James Wood Boulevard	0.714	C	0.780	C	0.785	C	0.005	No
9. Irolo Avenue & San Marino Avenue	0.967	E	1.057	F	1.063	F	0.006	No

Project Traffic Impacts

Table 12 provides a comparison of weekday study scenarios within the existing and future periods. Traffic impacts created by the project are calculated by comparing the increase in percentage of project traffic against the future base traffic volumes with the threshold mentioned above. The overall traffic impacts created by the proposed Project, and the determination of a significant impact, are provided in the right three columns of the table.

Table 12 – Determination of Project Impacts on Residential Streets

Street Segments	Time Period	Base Volumes				Proposed Project				
		Existing	Ambient Growth	Related Projects	Future Base	Project Only	Future with Project	Increase (%)	Significant Impact Criteria	Significant Impact
1 Catalina Street north of 8th Street	ADT	10,259	2.0%	775	11,239	716	11,955	6.4%	8.0%	No
2 Kenmore Street south of 8th Street	ADT	1,333	2.0%	0	1,360	387	1,747	28.5%	12.0%	Yes
3 James Wood Boulevard east of Catalina Street	ADT	7,625	2.0%	535	8,313	387	8,700	4.7%	8.0%	No

As indicated in Table 12, the project would impact Kenmore Street in this study effort.

4. Project Traffic

This section defines the traffic that would be generated by the proposed Project in a three-step process including trip generation, trip distribution, and trip assignment.

A. Project Trip Generation

As indicated in Section I, the proposed project includes 300 dwelling units of condominiums with 5,000 square feet of retail along the frontage of the project. Table 7 summarizes the project trip generation rates that were utilized, and the trip generation calculated from these rates. Trip generation for the proposed project land use was calculated by utilizing rates published in ITE's *Trip Generation*, 7th Edition. Based on the proposed 300 dwelling units of condominiums and 5,000 square feet floor area of retail, and the rates found in *Trip Generation*, the proposed project would generate approximately 1,935 daily trips of which 137 and 167 trips would occur during the morning and afternoon peak hours, respectively.

Table 7 – Project Trip Generation Estimates

Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Trip Rates [1]									
Condominium (ITE Code 230)	-	DU	5.86	0.44	17%	83%	0.52	67%	33%
Specialty Retail (ITE Code 814) [2]	-	KSF	44.32	1.33	60%	40%	2.71	44%	56%
Pass-By Trip Reduction			10%		10%		10%		10%
Internal Trip Reduction			10%		10%		10%		10%
Estimated Trips									
Condominium (ITE Code 230)	300	DU	1,758	132	22	110	156	105	51
Specialty Retail (ITE Code 814)	5,000	KSF	222	7	4	8	14	6	8
Pass-By Trip Reduction			(22)	(1)	(1)	0	(1)	(1)	(1)
Internal Trip Reduction			(22)	(1)	(1)	0	(1)	(1)	(1)
TOTAL TRIPS			1,935	137	24	119	167	110	57

[1] Trip generation rates were from ITE Trip Generation Manual, 7th Edition, unless otherwise noted.

[2] Morning trip generation rates were derived from San Diego Association of Governments (SANDAG).

B. Project Trip Distribution

Trip distribution is the process of assigning the direction of travel to and from a project site. Trip distribution is dependent upon the land use characteristics of the project and the general locations of land uses to which project trips would originate or terminate. Project trip distribution was based on the geographic distribution of population from which the residents, patrons and employees of the proposed development would originate or terminate as well as knowledge of development trends in the area, local and sub-regional traffic routes, and regional traffic flows.

Figure 17 illustrates the intersection trip distribution percentages that were utilized to assign project traffic volumes.

CITY OF LOS ANGELES
 OFFICE OF THE CITY CLERK
 ROOM 395, CITY HALL
 LOS ANGELES, CALIFORNIA 90012
 CALIFORNIA ENVIRONMENTAL QUALITY ACT
 PROPOSED MITIGATED NEGATIVE DECLARATION


LEAD CITY AGENCY City of Los Angeles		COUNCIL DISTRICT CD 10 - Herb J. Wesson, Jr.
PROJECT TITLE Catalina Apartments Project		CASE NO. ENV-2006-7211-MND and CPC-2006-8689-GPA-ZC-HD-CU-ZAA-SPR
PROJECT LOCATION 805-823 S. Catalina Street and 806-820 S. Kenmore Avenue, Los Angeles, CA 90005		
PROJECT DESCRIPTION Construction of a mixed use building with 27 stories of 300.5 feet in height, 269 residential units, 7,500 square feet of ground/second floor retail space, and 562 parking spaces, including two subterranean levels. The total floor area proposed is 322,238 square feet, and the site is 53,857 square feet. A total of 33,046 square feet of open space and common amenities, including a gym/recreation area; library; lounge; theater; a courtyard with a swimming pool, lounging areas, and putting green; and rooftop lounge, will be provided on the project site. A General Plan Amendment from Neighborhood Office Commercial and High Medium Residential to Regional Center Commercial, a zone change from [Q]C2-1 and R4-2 to R5-2, a Height District change from Height District 1 to Height District 2, a Conditional Use permit to allow a commercial use in the R5-2 zone, a Zoning Administrator Adjustment for Yard Reductions, and a Site Plan Review approval are being requested by the applicant.		
NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY Colony Holdings 140 S. Beverly Drive, Suite 200 Beverly Hills, CA 90212		
FINDING: The <u>City Planning Department</u> of the City of Los Angeles has proposed that a mitigated negative declaration be adopted for this project because the mitigation measures(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance.		
SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.		
Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt this mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.		
THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.		
NAME OF PERSON PREPARING THIS FORM Debbie Lawrence	TITLE City Planner	TELEPHONE NUMBER (213) 978-1163
ADDRESS 200 N. Spring Street, Room 621 Los Angeles, CA 90012	SIGNATURE (Official) 	DATE Nov. 5, 2014



EXHIBIT D

ORIGINAL PROJECT-Determinative
CPC-2006-8689-GPA-ZC-HD-CU-ZAA

Los Angeles City Planning Commission

200 North Spring Street, Room 272, City Hall, Los Angeles, CA 90012
www.cityofla.org/PLN/index.htm

Determination Mailing Date: NOV 24 2009

CASE NO. CPC-2006-8689-GPA-ZC-HD-CU-ZAA-SPR
CEQA: ENV-2006-7211-MND

Location: 805-833 S. Catalina Street and 806-836 S. Kenmore Avenue and Add Area: 800 S. Kenmore Avenue and 3130 W. 8th Street
Council District: No. 10
Plan Area: Wilshire
Request(s): General Plan Amendment, Zone/Height District Change, Conditional Use, Zoning Administrator's Adjustment, Site Plan Review

Applicant: Mike Hakim, Colony Holdings, LLC
Representative: Armen Ross, Grumpy Old Men Co.

At its meeting on October 8, 2009, the following action was taken by the City Planning Commission:

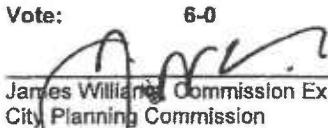
1. **Disapproved and recommended** that the City Council **not adopt** the requested **General Plan Amendment** (Periodic Plan Review for Window 162, Geographic Area 2) to the Wilshire Community Plan from Neighborhood Commercial and High Medium Residential to Regional Commercial.
2. **Disapproved and recommended** that the City Council **not adopt** the requested **Zone Change** from C2-1 and R4-2 to R5-2.
3. **Denied a Conditional Use** for a development combining residential and commercial uses in the R5 zone when located in a redevelopment project area.
4. **Denied Adjustments** to Section 12.12C as follows: To permit an 11 foot setback along Catalina Street in lieu of the minimum 15 foot setback otherwise required; and to permit a 15.5 foot setback along the northerly portion of the property parallel to 8th Street in lieu of the minimum 16 foot setback otherwise required.
5. **Denied a Site Plan Review approval** for a development project which will result in an increase of 50 or more dwelling units.
6. **Did not adopt Mitigated Negative Declaration No. ENV-2006-7211-MND.**
7. **Adopted the attached Findings.**

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

This action was taken by the following vote:

Moved: Cardoso
Seconded: Roschen
Ayes: Burton, Kezios, Orozco, Romero
Absent: Freer, Woo
Vacant: One

Vote: 6-0


James Williams, Commission Executive Assistant I
City Planning Commission

Effective/Appeals: The Commission's determination will be final 20 days from the mailing date of this determination unless an appeal is filed to the City Council within that time. If the Commission has disapproved the **Zone Change/Height Density request**, in whole or in part, the applicant may appeal that disapproval to the Council within 20 days after the mailing date of this determination. Any appeal not filed within the 20-day period shall not be considered by the Council. All appeals shall be filed on forms provided at the Planning Department's Public Counters at 201 N. Figueroa Street, Fourth Floor, Los Angeles, or at 6262 Van Nuys Boulevard, Suite 251, Van Nuys.

FINAL APPEAL DATE DEC 14 2009

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachment: Findings
City Planner: Lynda Smith

FINDINGS

A. **General Plan Finding.** The subject property is located within the Wilshire Community Plan, which was adopted by the City Council on September 19, 2001 (Case No. CPC 97-0051 CPU). The Plan map designates the subject property as Neighborhood Commercial with corresponding zones of: C1, C1.5, C2, C4, P, CR, RAS3 and RAS4 and High Medium Residential with corresponding zone(s) of R4 (with Height District 2).

B. **General Plan Text.** The Wilshire Community Plan text includes the following relevant land use objectives, policies and programs:

GOAL 1 A SAFE, SECURE, AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE, AND ETHNIC SEGMENTS OF THE COMMUNITY.

Policy 1-1.1. Protect existing stable single family and low density residential neighborhoods from encroachment by higher density residential uses and other uses that are incompatible as to scale and character, or would otherwise diminish quality of life.

Policy 1-1.2 Promote neighborhood preservation in all stable residential neighborhoods.

Program: With the implementation of the Wilshire Community Plan, all discretionary actions, Specific Plans, and any community and neighborhood residential projects must be consistent with Wilshire Community Plan recommendations.

Policy 1-1.4 Provide for housing along mixed-use boulevards where appropriate.

Program: Create Mixed Use Districts along targeted boulevards identified in the General Plan Framework to support the construction of mixed use development.

Program: Implement a Mixed Use District in the Wilshire Center Area, including the area generally bounded by Third Street, Hoover Street, Olympic Boulevard, and Western Avenue.

Objective 1-2. Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.

Policles 1-2.1. Encourage higher density residential uses near major public transportation centers.

Program: To accommodate the anticipated population increase to the Wilshire Community Plan Area by the year 2010, the Plan designates a number of increased residential density city blocks, in close proximity to the City's highest number of major public transit corridors, major bus route stops, and subway stations.

Policy 1-3.4. Monitor the impact of new development on residential streets. Locate access to major development projects so as not to encourage spillover traffic on local residential streets.

Program: Incorporate Neighborhood Traffic Mitigation Plans (NTMP) for major development and provide LADOT assistance to neighborhoods in design of NTMP's.

Policy 1.4-2. Ensure that new housing opportunities minimize displacement of residents.

Program: Decision-makers should adopt displacement findings in any decision relating to the construction of new housing.

Policy 1.4-3. Encourage multiple family residential and mixed use development in commercial zones.

Program: The community plan identifies areas for mixed use development in commercial zones, as illustrated on the General Plan Framework Map.

Program: Create and implement mixed-use districts along boulevards as designated in the General Plan Framework.

The proposed Zone Change from C2-1 and R4-2 to R5-2 and General Plan Amendment from Neighborhood Commercial and High Medium Residential to Regional Commercial, does not meet the above Goals, Policies and Objectives of the Wilshire Community Plan in that the proposed level of development is not consistent with the existing pattern of development, is not consistent with the Wilshire Community Plan and would better suited, and compatible with existing development along the Wilshire Corridor, to the north.

- C. City Charter Sections 556 and 558.** The recommended General Plan Amendment from Neighborhood Commercial and High Medium Density Residential **does not comply** with Charter Sections 556 and 558 in that the recommended amendment does not reflect the land use patterns, trends and uses in the immediate area and does not further the intent, purposes and objectives of the Wilshire Community Plan. The General Plan Amendment to Regional Commercial is **not** consistent with the Wilshire Community Plans Objectives and Policies to: Protect existing stable single family and low density residential neighborhoods from encroachment by higher density residential uses and other uses that are incompatible as to scale and character, or would otherwise diminish quality of life and Provide for housing along mixed-use boulevards where appropriate.

The subject site does not meet any of General Plan Framework criteria for designation as a Regional Center. It is not located on a Secondary Highway such as Wilshire Boulevard, is not sited on a large independent lot set back from the property frontages nor does it contain a retail commercial mall, such as the Beverly Center and is not identified as a Mixed Use Boulevard by General Plan Framework. The Wilshire Community Plan supports applicable commercially zoned portions of 8th Street (From Western Avenue to Vermont Avenue) as mixed use districts. However, the scale and intensity of the proposed project at the R5-2 and Regional Commercial density, is not compatible with the existing pattern of development along 8th Street and would better suited and consistent with development along the Wilshire corridor to the immediate north. In addition, the proposed project does not have direct access to, or frontage along, 8th Street.

Parcels located to the north, which have their primary orientation toward Wilshire Boulevard a designated Major Class II Highway, are zoned R5-2 and have a General Plan Land Use Designation of Regional Commercial. These parcels are designated for high density residential (R5) and regional serving commercial uses. These are the only parcels in the immediate area planned and zoned for Regional Commercial uses, and they contain historically designated (Normandie-Mariposa Apartment District) high density multiple family residential uses, the LAUSD Central Los Angeles Learning Center #1, and various regional serving office and commercial uses.

D. Zone and Height District Change Findings. Pursuant to Section 12.32C7 of the Municipal Code, and based on these findings, the recommended action is deemed NOT consistent with public necessity, convenience, general welfare and good zoning practice.

- a. The requested Zone and Height District Change from C2-1 and R4-2 to R5-2 is not in keeping with the prevailing zoning of the immediate area, and is not consistent with the existing, or planned, pattern of development within the immediate area, which includes one to six story, Low Medium Density Residential uses zoned R4-2 and one to three story Neighborhood serving Commercial uses zoned C2-1.

The subject parcel is located south of 8th Street and abuts two commercial zoned properties (to the immediate north) which face 8th Street and constitute the ADD AREA portion of the subject General Plan Amendment from Neighborhood Commercial to Regional Commercial. These parcels are zoned C2-1 and contain surface parking and a one story commercial structure, and are not part of the proposed project.

Parcels located further to the north, which have their primary orientation toward Wilshire Boulevard a designated Major Class II Highway, are zoned R5-2 and have a General Plan Land Use Designation of Regional Commercial. These parcels are designated for high density residential (R5) and regional serving commercial uses. These are the only parcels in the immediate area planned and zoned for Regional Commercial uses, and they also contain historically designated (Normandie-Mariposa Apartment District) high density multiple family residential uses, the LAUSD Central Los Angeles Learning Center #1, and various regional serving office and commercial uses.

The requested Zone Change from C2-1 and R4-2 to R5-2 will allow a level of development that is not consistent in scale or character with the existing, low to mid-rise multiple family and neighborhood serving commercial uses. The proposed project is the construction of a 35 story, 270 unit mixed use structure with a helipad on the roof. Existing development in the immediate area is one to six stories in height and structures contain 1 to 40 dwelling units per site. The approval of the R5-2 Zone will permit a level of development that is not consistent in intensity, scale or density to existing residential development and would be more appropriate if placed along Wilshire Boulevard, a designated Major Class II Highway, where the existing General Plan Land Use designation is Regional Commercial.

The proposed Zone Change and General Plan Amendment would permit Regional Commercial uses along 8th Street (a designated Secondary Highway), Catalina Street and Kenmore Avenue (both designated Local Streets). The proposed project is located two blocks south of Wilshire Boulevard which is identified in the General Plan Framework as a Transit-Related Priority street (major public transit corridor) as it has both high level rapid bus service and fixed rail transit. 8th Street is not an identified transit priority street as it supports only local bus traffic as is therefore, not identified in the Wilshire Community Plan as a location for increased residential density at the level which would be permitted by the Regional Commercial land use designation. In addition, the proposed project will generate 1,935 daily vehicle trips (270 proposed dwelling units), which will impact both Catalina Street and Kenmore Avenue (Local residential streets).

The subject site is located within the Koreatown Regional Commercial Center as identified by the Wilshire Community Plan. The Koreatown Regional Commercial Center runs along Olympic Boulevard, directly south of Wilshire Center. The intersection of Western Avenue and Olympic Boulevard is the core of this center. It is in the southwestern portion of the Plan Area, and is generally bounded by Eighth Street on the north, Twelfth Street on the south, Western Avenue on the west, and continues east towards Vermont Avenue. The Koreatown

Regional Center includes low to mid-rise office and retail uses along Olympic Boulevard, with adjoining multiple family apartment blocks. The area is a cultural meeting place and nucleus of Korean American businesses, restaurants, and shops in addition to a wide range of community serving commercial uses and large shopping centers. The proposed site is located along the northern border of the Koreatown Regional Commercial Center and the southern border of the Wilshire Center Regional Commercial Center. There are no R5-2 zoned properties currently located in the Koreatown Regional Commercial Center as this zone classification is permitted only on those parcels which are designated by the Wilshire Community Plan as Regional Commercial. The existing Wilshire Community Plan only contains this land use designation along Wilshire Boulevard between Hoover Street and Western Ave (Wilshire Center), Wilshire Boulevard between La Brea and La Cienega (Miracle Mile Center) and Beverly Boulevard (Beverly Center-Cedars Sinai) between Robertson Boulevard and San Vicente Boulevard.

The Citywide General Plan Framework identifies the subject site as being located within a Regional Center. These Centers contain a diversity of uses such as corporate and professional offices, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services. Region-serving retail commercial malls and retail services should be integrated where they complement and support the other uses in the regional center. The development of sites and structures integrating housing with commercial uses is encouraged in concert with supporting services, recreational uses, open spaces, and amenities.

While the Wilshire Community Plan does support applicable commercially zoned portions of 8th Street (From Western Avenue to Vermont Avenue) as lower density mixed use districts, the scale and intensity of the proposed project at the R5-2 and Regional Commercial designation, is not compatible with the existing pattern of development along 8th Street and would be better suited and more consistent with development along the Wilshire corridor to the immediate north.

E. **Conditional Use Denial Finding.** Pursuant to Section 12.24 W 15 of the Municipal Code, a Conditional use for a development combining residential and commercial uses in the R5 zone when located in a redevelopment project area.

a. ***The location of the project will NOT be desirable to the public convenience and welfare.***

The development of the proposed mixed use in the R5-2 Zone is not desirable to the public convenience and welfare in that it is neither consistent nor compatible with the existing or proposed pattern of development in the subject area. The requested Zone and Height District change to R5-2 and General Plan Amendment to Regional Commercial is being recommended for denial as indicated above.

b. ***The proposed project will NOT be proper in relation to adjacent uses or the development of the community.***

The proposed development of a 270 unit, 35 story mixed use development is not proper in relation to adjacent uses or the development of the community. The requested Zone and Height District Change and General Plan Amendment which would permit the development of the proposed use is being recommended for denial. While mixed use development is compatible with the Wilshire Community Plan, the proposed intensity and scale is not and would be better suited for Wilshire Boulevard where the requested density is permitted,

consistent and compatible.

- c. *The proposed project will be materially detrimental to the character of development in the immediate neighborhood.***

As stated above, the scale and level of intensity of the proposed project is not compatible with the existing level of development in the immediate area and is not consistent with the Wilshire Community Plan as state above.

- d. *The proposed project will NOT be in harmony with the various elements and objectives of the General Plan.***

The proposed project will not be in harmony with the Wilshire Community Plan in that the proposed intensity and scale is not compatible with the existing pattern of development and the requested Zone/Height District Change from C2-1 and R4-2 to R5-2 and General Plan Amendment from Neighborhood Commercial and High Medium Residential to Regional Commercial is not consistent with the Wilshire Community Plan.

- F. Adjustment Denial Findings.** Pursuant to Section 12.28 of the Municipal Code Adjustments to Section 12.12.C as follows: to permit an 11 foot setback along Catalina Street in lieu of the minimum 15 foot setback otherwise required; and to permit a 15 ½ foot setback along the northerly portion of the property parallel to 8th Street in lieu of the minimum 16 foot setback otherwise required.

- a. *The granting of an adjustment will NOT result in development compatible and consistent with the surrounding area.***

The granting of the requested adjustments will not result in development compatible and consistent with the surrounding area. The proposed mixed use project is much greater in scale and intensity (270 dwelling units/ 35 stories in height) than any existing development in the immediate area. The proposed density is better suited along Wilshire Boulevard, to the north, where the existing General Plan Land Use Designation is Regional Commercial and will permit the R5-2 zone. The proposed mixed use project is located immediately adjacent to low level residential uses to the south. The project frontage is proposed along Catalina Street, which contains multiple family residential structures which do not exceed 6 stories in height. The intent of the required setback of 15 feet is to provide some buffer between the sidewalk and the structures and to soften the street frontage. The intensity and scale of the proposed mixed use project further support the placement of the required setbacks.

- b. *The granting of an adjustment will NOT be in conformance with the intent and purpose of the General Plan of the City.***

The proposed project will not be harmony with the Wilshire Community Plan in that the proposed intensity and scale is not compatible with the existing pattern of development and the requested Zone/Height District Change from C2-1 and R4-2 to R5-2 and General Plan Amendment from Neighborhood Commercial and Medium High Residential to Regional Commercial is not consistent with the Wilshire Community Plan, therefore, the granting of the subject adjustments will not be in conformance with the intent and purpose of the Wilshire Community Plan.

- c. *The granting of an adjustment is NOT in conformance with the spirit and intent of***

the Planning and Zoning Code of the City.

The granting of the requested Adjustments is in conformance with the spirit and intent of the LAMC in that the requested Zone/Height District Change and General Plan Amendment are not consistent with the Wilshire Community Plan.

- d. ***There are no adverse impacts from the proposed adjustment or any adverse impacts have been mitigated.***

For the reasons set forth in Proposed Mitigated Negative Declaration No. ENV 2006-7211-MND, the project will not have a significant effect on the environment.

- e. ***The site and/or existing improvements DO NOT make strict adherence to zoning regulations impractical or infeasible.***

The proposed mixed use project is located immediately adjacent to low level residential uses to the south. The project frontage is proposed along Catalina Street, which contains multiple family residential structures which do not exceed 6 stories in height. The intent of the required setback of 15 feet is to provide some buffer between the sidewalk and the structures and to soften the street frontage. The intensity and scale of the proposed mixed use project further support the placement of the required setbacks.

- G. **Site Plan Review Denial Findings.** Pursuant to Section 16.05 F of the Municipal Code. The project Does NOT comply with all applicable provisions of the Los Angeles Municipal Code, Planning and Zoning Section and any applicable specific plan: The project is NOT consistent with the General Plan: The project is NOT consistent with any applicable adopted redevelopment plan: The project does NOT consist of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, load areas, lighting, landscaping, trash collections, and other such pertinent improvements, which is or will be compatible with existing and future developments, on the neighboring properties: Any project containing residential uses provides its residents with appropriate type and placement of recreational facilities and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties where appropriate. (For Residential Projects Only.).

The proposed mixed use project is much greater in scale and intensity (270 dwelling units/ 35 stories in height) than any existing development in the immediate area. The subject site does not meet any of the above criteria for designation as a Regional Center. It is not located on a Secondary Highway such as Wilshire Boulevard, is not sited on a large independent lot set back from the property frontages nor does it contain a retail commercial mall, such as the Beverly Center and is not identified as a Mixed Use Boulevard by General Plan Framework. The Wilshire Community Plan supports applicable commercially zoned portions of 8th Street (From Western Avenue to Vermont Avenue) as mixed use districts. However, the scale and intensity of the proposed project at the R5-2 and Regional Commercial density, is not compatible with the existing pattern of development along 8th Street. The requested density is better suited along Wilshire Boulevard, to the north, where the existing General Plan Land Use Designation is Regional Commercial and will permit the R5-2 zone. The proposed mixed use project is located immediately adjacent to low level residential uses to the south. The project frontage is proposed along Catalina Street, which contains multiple family residential structures which do not exceed 6 stories in height.

The proposed project will not be in harmony with the Wilshire Community Plan in that the

proposed intensity and scale is not compatible with the existing pattern of development and the requested Zone/Height District Change from C2-1 and R4-2 to R5-2 and General Plan Amendment from Neighborhood Commercial and High Medium Residential to Regional Commercial is not consistent with the Wilshire Community Plan.

DETERMINATION LETTER
CPC-2006-8689-GPA-ZC-HD-
CU-ZAA-SPR
MAILING DATE: 01/16/15

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DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT



CITY PLANNING COMMISSION

Date: December 11, 2014
Time: After 8: 30 a.m.
Place: Los Angeles City Hall
Public Works Board Room 350
200 N. Main Street
Los Angeles, CA 90012

Public Hearing: August 7, 2009, for project as originally proposed; December 11, 2014, for revised project
Appeal Status: Not applicable
Expiration Date: January 27, 2015

Case No.: CPC-2006-8689-GPA-ZC-HD-CU-ZAA-SPR
CEQA No.: ENV-2006-7211-MND
Related Case No. None
Council No.: 10 – Herb J. Wesson Jr.
Plan Area: Wilshire
Specific Plan: N/A
Certified NC: Wilshire Center – Koreatown
GPLU: Neighborhood Commercial High Medium Residential
Zone: (Q)C2-1 and R4-2
Applicant: Mike Hakim, Colony Holdings LLC
Representative: Applicant

PROJECT

LOCATION: 805-833 S. Catalina Street and 806-836 S. Kenmore Avenue

PROPOSED PROJECT:

The project as originally proposed was a 35-story mixed use building with 270 dwelling units and 3,600 square feet of commercial use. As revised, the project is proposed as a 27-story (300.5 feet tall) mixed use building with 269 dwelling units and 7,500 square feet of commercial use. The total floor area proposed is 322,238 square feet on a site of 53,857 square feet. A total of 33,046 square feet of common open space and 562 parking spaces will be provided.

The project is located in the Wilshire Community Plan area and is bounded by 8th Street to the north, Catalina Street to the east, Kenmore Avenue to the west, and multi-family residential use to the south. The project involves the demolition of three residential buildings containing 14 residential units. The environmental analysis for the project as originally proposed, ENV-2006-7211-MND, was updated to reflect the revised project description and published on October 16, 2014.

A separate public hearing has not been held for the revised project. The City Planning Commission Meeting on December 11, 2014 will serve as the public hearing.

NOTE ON PROJECT PROCESS:

On October 8, 2009, the City Planning Commission disapproved and recommended that the City Council not adopt the project. The applicant appealed the decision, and subsequently revised the project. The City Attorney has directed the revised project back to City Planning Commission, and the December 11th meeting will also serve as the public hearing. Consistent with the Department of City Planning's original recommendation, the current recommendation is for denial.


**REQUESTED
ACTIONS:**

1. Pursuant to Section 21082.1(c) of the California Public Resources Code, **Adopt** the Mitigated Negative Declaration (MND) ENV-2006-7211-MND (for an expanded Initial Study/MND) and required Findings for the above referenced project.
2. Pursuant to Section 11.5.6 of the Municipal Code, a **General Plan Amendment** to the Wilshire Community Plan from Neighborhood Office Commercial and High Medium Residential to Regional Commercial.
3. Pursuant to Section 12.32 of the Municipal Code, a **Zone/Height District Change** from (Q)C2-1 (Commercial Zone) and R4-2 (Multiple Dwelling Zone, one unit for each 400 square feet of lot area) to R5-2 (Multiple Dwelling Zone , one unit for each 200 square feet of lot area).
4. Pursuant to Section 12.24 W 15 of the Municipal Code, a **Conditional Use** for a development combining residential and commercial uses in the R5 zone when located in a redevelopment project area.
5. Pursuant to Section 12.28 of the Municipal Code, **Zoning Administrator Adjustments** to Section 12.12.C as follows: to permit a 15 foot side yard setback along the northerly portion of the property parallel to 8th Street and along the southern portion of the property in lieu of the minimum 16 foot setback otherwise required.
6. Pursuant to Section 16.05 of the Municipal Code, a **Site Plan Review** approval for a development project which will result in an increase of 50 or more dwelling units.

**RECOMMENDED
ACTIONS:**

1. **Do not Adopt** Mitigated Negative Declaration No. ENV-2006-7211-MND, an expanded Initial Study/MND).
2. **Deny** the requested General Plan Amendment to the Wilshire Community Plan from Neighborhood Commercial and Medium Density Residential to Regional Commercial.
3. **Deny** a Zone Change from (Q)C2-1 and R4-2 to R5-2.
4. **Deny** a Conditional Use for a development combining residential and commercial uses in the R5 zone when located in a redevelopment project area.
5. **Deny** Zoning Administrator Adjustments to permit a 15 foot side yard setback along the northerly portion of the property parallel to 8th Street and along the southern portion of the property in lieu of the minimum 16 foot setback otherwise required.
6. **Deny** a Site Plan Review approval for a development project which will result in an increase of 50 or more dwelling units.
7. **Adopt** the attached findings for denial.


MICHAEL J. LOGRANDE
Director of Planning



Daniel Scott, Principal City Planner



Shana Bonstin, Senior City Planner



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PROJECT ANALYSIS

Project Summary

The project is located in the Wilshire Community Plan area and is bounded by 8th Street to the north, Catalina Street to the east, Kenmore Avenue to the west, and multi-family residential use to the south. The project involves the demolition of three residential buildings containing 14 residential units. The subject request represents a revised project. The project as originally proposed was a 35-story mixed-use building with 270 residential units and 3,600 square feet of commercial/retail space. The Department of City Planning recommended denial of the project as proposed, stating that it was not in harmony with the Wilshire Community Plan, in that; 1) the proposed intensity and scale was not compatible with the existing pattern of development and the requested Zone/Height District Change from (Q)C2-1 and R4-2 to R5-2; and 2) that a General Plan Amendment (GPA) from Neighborhood Commercial and High Medium Residential to Regional Commercial was not consistent with the Wilshire Community Plan. Additionally, the project as originally proposed studied an Add Area, which included 800 S. Kenmore Avenue and 3130 W. 81st Street (two parcels north of the proposed project site) for the GPA to Regional Center. On October 8, 2009, the City Planning Commission agreed with staff's recommendation of denial, and disapproved and recommended that the City Council not adopt the project. The applicant appealed the decision, and has subsequently revised the project. Based on advice from the City Attorney's Office, a new environmental document was prepared and the revised project was directed back to the City Planning Commission. The original case numbers are retained.

The revised project consists of 269 units with 7,500 square feet of commercial use, 562 parking spaces, and is 27 stories in height (300.5 feet tall). The total floor area proposed is 322,238 square feet, on a site of 53,857 square feet. A total of 33,046 square feet of common open space and 562 parking spaces will be provided.

The subject request is a General Plan Amendment from Neighborhood Commercial and High Medium Residential to Regional Commercial, a Zone and Height District Change from (Q)C2-1 and R4-2 to R5-2, an Adjustment for reduced side yard setbacks of 15 feet along the northerly portion of the property parallel to 8th Street and along the southern portion of the property in lieu of the minimum 16 foot setback otherwise required, a Conditional Use to permit mixed use development in the R5 zone when located in a Redevelopment Area, and a Site Plan Review for projects having more than 50 dwelling units. The parcel zoned (Q)C2-1 is regulated by "Q" Qualified Conditions imposed by Ordinance No. 169,036 (October 14, 1993), and includes conditions related to tenant relocation, energy and water conservation, and landscaping, and also limits the footprint of the existing building to a maximum of 4,000 square feet.

Background

The subject site is located on a through-lot with frontage along Catalina Street and Kenmore Avenue. The lots are immediately adjacent to commercially zoned properties that front 8th Street to the north. The site does not have direct access to 8th Street. Wilshire Boulevard is located approximately two blocks north. The LAUSD Central Learning Center #1 (Robert F. Kennedy High School) is located to the north, between 8th Street and Wilshire Boulevard. Catalina Street and Kenmore Avenue are designated Local Streets (70 and 60 feet in width, respectively) and are improved with gutter and sidewalks. 8th Street, to the north, is a designated Collector Street, 80 feet in width and is also improved with gutter and sidewalks.

The existing pattern of development consists of lower height 1- to 6-story multiple family residential and neighborhood serving commercial uses. These parcels are zoned R4-2 and C2-1 and are designated, like the subject property, as High Medium Residential and Neighborhood Commercial.

Parcels located further to the north, which have their primary orientation on Wilshire Boulevard (a designated Major Class II Highway), are zoned R5-2 and have an existing General Plan Land Use Designation of Regional Commercial. These parcels are designated High Density Residential (R5). These are the only parcels in the immediate area planned and zoned for Regional Commercial uses. They also contain historically designated (Normandie-Mariposa Apartment District) high density multi-family residential uses, the LAUSD Central Los Angeles Learning Center #1 (Robert F. Kennedy High School), and various regional serving office and commercial uses.

The proposed site is located at the northern border of the Koreatown Regional Commercial Center and south of the Wilshire Center Regional Commercial Center, as identified by the Wilshire Community Plan. The Koreatown Regional Commercial Center runs along Olympic Boulevard, directly south of Wilshire Center. The intersection of Western Avenue and Olympic Boulevard is the core of this center. It is in the southwestern portion of the Plan Area, and is generally bounded by Eighth Street on the north, Twelfth Street on the south, Western Avenue on the west, and continues east towards Vermont Avenue. The Center includes low to mid-rise office and retail uses along Olympic Boulevard, with adjoining multiple family apartment blocks. The area is a cultural meeting place and nucleus of Korean American businesses, restaurants, and shops in addition to a wide range of community serving commercial uses and large shopping centers. However, there are no R5-2 zoned properties currently located in the Koreatown Regional Commercial Center as this zone classification. This zone classification is permitted only on those parcels which are designated by the Wilshire Community Plan with the Regional Commercial Land Use Designation. The existing Wilshire Community Plan only contains this land use designation along Wilshire Boulevard between Hoover Street and Western Ave (Wilshire Center), Wilshire Boulevard between La Brea and La Cienega (Miracle Mile Center) and Beverly Boulevard (Beverly Center- Cedars Sinai) between Robertson Boulevard and San Vicente Boulevard.

The Wilshire Community Plan supports commercially zoned portions of 8th Street (from Western Avenue to Vermont Avenue) as lower density mixed use districts. However, the scale and intensity of the proposed project at the R5-2 and Regional Commercial density, is not compatible with the existing pattern of development along 8th Street or with the planned density for this area. The project frontage is along Catalina Street, which contains multiple family residential structures that do not exceed 6 stories in height. The R5-2 density is better suited along Wilshire Boulevard to the north, where the Wilshire Community Plan General Plan Land Use Designation is Regional Commercial and the General Plan Framework identifies the corridor as part of a Regional Center.

The proposed General Plan Amendment from Neighborhood Commercial and High Medium Residential to Regional Commercial and associated Zone/Height District change from (Q)C2-1 and R4-2 to R5-2 is not consistent with the Wilshire Community Plan. The proposed revised mixed use project is still much greater in scale and intensity than any existing development in the immediate area and is located immediately adjacent to low level residential uses to the south. While the original project proposed 270 dwelling units/35 stories in height, the revised project proposes 269 dwelling units/27 stories in height.

Conclusion

Staff recommends denial of all entitlement requests for the revised project. While the development of the site as a mixed use project (at a lower density), is compatible with the intent of the Wilshire Community Plan, the requested Zone/Height District Change, General Plan Amendment, and the proposed scale and intensity of the proposed revised project are still not consistent with the Wilshire Community Plan and are not appropriate for the subject location. A 27-story building is still well above the 1 to 6-story buildings that characterize the area, and is better suited further north along the Wilshire Boulevard corridor in the Wilshire Center Regional Center.

FINDINGS

1. **General Plan Finding.** The subject property is located within the Wilshire Community Plan, which was adopted by the City Council on September 19, 2001 (Case No. CPC 97-0051 CPU). The Plan map designates the subject property as Neighborhood Commercial with corresponding zones of: C1, C1.5, C2, C4, P, CR, RAS3 and RAS4 and High Medium Residential with corresponding zone(s) of R4 (with Height District 2).
2. **General Plan Text.**

Framework Element

The Citywide General Plan Framework Element is a guide for communities to implement growth and development policies by providing a comprehensive long-range view of the City as a whole. The Element establishes categories of land use -- Neighborhood District, Community Center, Regional Center, Downtown Center, and Mixed-Use Boulevard -- that are broadly described by ranges of intensity/density, heights, and lists of typical uses. The definitions reflect a range of land use possibilities found in the City's already diverse urban, suburban, and rural land use patterns.

The Citywide General Plan Framework text defines policies related to growth and includes policies for land use, housing, urban form/neighborhood design, open space/conservation, economic development, transportation, and infrastructure/public services. The proposed project would be in conformance with several goals of the Framework as described below.

Objective 3.4. Distribution of Land Use: 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.

Policy 3.4.1. Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

Wilshire Community Plan.

The Wilshire Community Plan text includes the following relevant land use objectives and policies:

GOAL 1: A SAFE, SECURE, AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE, AND ETHNIC SEGMENTS OF THE COMMUNITY.

Policy 1-1.1. Protect existing stable single family and low density residential neighborhoods from encroachment by higher density residential uses and other uses that are incompatible as to scale and character, or would otherwise diminish quality of life.

Policy 1-1.2. Promote neighborhood preservation in all stable residential neighborhoods.

Program: With the implementation of the Wilshire Community Plan, all discretionary actions, Specific Plans, and any community and neighborhood residential projects must be consistent with Wilshire Community Plan recommendations.

Policy 1-1.4 Provide for housing along mixed-use boulevards where appropriate.

Program: Create Mixed Use Districts along targeted boulevards identified in the General Plan Framework to support the construction of mixed use development.

Objective 1-2. Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.

Policies 1-2.1. Encourage higher density residential uses near major public transportation centers.

Policy 1-3.4. Monitor the impact of new development on residential streets. Locate access to major development projects so as not to encourage spillover traffic on local residential streets.

Policy 1.4-2. Ensure that new housing opportunities minimize displacement of residents.

Policy 1.4-3. Encourage multiple family residential and mixed use development in commercial zones.

Program: The community plan identifies areas for mixed use development in commercial zones, as illustrated on the General Plan Framework Map.

Program: Create and implement mixed-use districts along boulevards as designated in the General Plan Framework.

The proposed Zone Change from (Q)C2-1 and R4-2 to R5-2 and General Plan Amendment from Neighborhood Commercial and High Medium Residential to Regional Commercial, does not meet the above Goals, Policies and Objectives of the Wilshire Community Plan in that the proposed level of development is not consistent with the existing pattern of development, is not consistent with the Wilshire Community Plan and would be better suited, and compatible with existing development along the Wilshire Corridor, to the north.

3. City Charter Sections 556 and 558. The recommended General Plan Amendment from Neighborhood Commercial and High Medium Density Residential does not comply with Charter Sections 556 and 558 in that the recommended amendment does not reflect the land use patterns, trends and uses in the immediate area and does not further the intent, purposes and objectives of the Wilshire Community Plan. The General Plan Amendment to Regional Commercial is not consistent with the Wilshire Community Plans Objectives and Policies to: Protect existing stable single family and low density residential neighborhoods from encroachment by higher density residential uses and other uses that are incompatible as to scale and character, or would otherwise diminish quality of life and Provide for housing along mixed-use boulevards where appropriate.

As described in the Framework Element, Regional centers are intended to serve as the focal points of regional commerce, identity, and activity. They contain a diversity of uses such as corporate and professional offices, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services. The development of sites and structures integrating housing with commercial uses is encouraged in concert with supporting services, recreational uses, open spaces, and amenities. They are typically high-density places whose physical form is substantially differentiated from the lower-density neighborhoods of the City. Generally, regional centers will range from FAR 1.5:1 to 6:1 and are characterized by six- to twenty-story (or higher) buildings as determined in the community plan. Their densities and functions support the development of a comprehensive and inter-connected network of public transit and services.

The subject site does not meet any of General Plan Framework criteria for designation as a Regional Center. It is not located on a Secondary Highway such as Wilshire Boulevard, is not sited on a large independent lot set back from the property frontages nor does it contain a retail commercial mall, such as the Beverly Center and is not identified as a Mixed Use Boulevard by the General Plan Framework. The Wilshire Community Plan supports applicable commercially zoned portions of 8th Street (From Western Avenue to Vermont Avenue) as mixed use districts. However, the scale and intensity of the proposed project at the R5-2 and Regional Commercial density, is not compatible with the existing pattern of development along 8th Street and would be better suited and consistent with development along the Wilshire corridor to the immediate north. In addition, the proposed project does not have direct access to, or frontage along, 8th Street.

Parcels located to the north, which have their primary orientation toward Wilshire Boulevard a designated Major Class II Highway, are zoned R5-2 and have a General Plan Land Use Designation of Regional Commercial. These parcels are designated for high density residential (R5) and regional serving commercial uses. These are the only parcels in the immediate area planned and zoned for Regional Commercial uses, and they contain historically designated (Normandie-Mariposa Apartment District) high density multiple family residential uses, the LAUSD Central Los Angeles Learning Center #1, and various regional serving office and commercial uses.

4. **Zone and Height District Change Findings.** *Pursuant to Section 12.32C7 of the Municipal Code, and based on these findings, the recommended action is deemed NOT consistent with public necessity, convenience, general welfare and good zoning practice.*

The requested Zone and Height District Change from (Q)C2-1 and R4-2 to R5-2 is not in keeping with the prevailing zoning of the immediate area, and is not consistent with the existing, or planned, pattern of development within the immediate area, which includes one to six story, Low Medium Density Residential uses zoned R4-2 and one to three story Neighborhood serving Commercial uses zoned C2-1.

The subject parcel is located south of 8th Street and abuts two commercially zoned properties (to the immediate north) which face 8th Street and constitute the ADD AREA portion of the subject General Plan Amendment from Neighborhood Commercial to Regional Commercial. These parcels are zoned C2-1 and contain surface parking and a one story commercial structure, and are not part of the proposed project.

Parcels located further to the north, which have their primary orientation toward Wilshire Boulevard a designated Major Class II Highway, are zoned R5-2 and have a General Plan Land Use Designation of Regional Commercial. These parcels are designated for high density residential (R5) and regional serving commercial uses. These are the only parcels in the

immediate area planned and zoned for Regional Commercial uses, and they also contain historically designated (Normandie-Mariposa Apartment District) high density multiple family residential uses, the LAUSD Central Los Angeles Learning Center #1, and various regional serving office and commercial uses.

The requested Zone Change from (Q)C2-1 and R4-2 to R5-2 would allow a level of development that is not consistent in scale or character with the existing, low to mid-rise multiple family and neighborhood serving commercial uses. The proposed project is the construction of a 27 story, 269 unit mixed use structure. Existing development in the immediate area is one to six stories in height and structures contain 1 to 40 dwelling units per site. The approval of the Zone Change to R5-2 would permit a level of development that is not consistent in intensity, scale or density to existing residential development and would be more appropriate if placed along Wilshire Boulevard, a designated Major Class II Highway, where the existing General Plan Land Use designation is Regional Commercial.

The proposed Zone Change and General Plan Amendment would permit Regional Commercial uses along 8th Street (a designated Secondary Highway), Catalina Street and Kenmore Avenue (both designated Local Streets). The proposed project is located two blocks south of Wilshire Boulevard which is identified in the General Plan Framework as a Transit-Related Priority street (major public transit corridor) as it has both high level rapid bus service and fixed rail transit. 8th Street is not an identified transit priority street as it supports only local bus traffic as is therefore, not identified in the Wilshire Community Plan as a location for increased residential density at the level which would be permitted by the Regional Commercial land use designation. In addition, according to the Traffic Impact Study (September, 2014) the proposed project will generate 2,012 daily vehicle trips, which will impact both Catalina Street and Kenmore Avenue (Local residential streets).

The project site is located along the northern border of the Koreatown Regional Commercial Center and the southern border of the Wilshire Center Regional Commercial Center. The Koreatown Regional Commercial Center runs along Olympic Boulevard, directly south of Wilshire Center. The intersection of Western Avenue and Olympic Boulevard is the core of this center. It is in the southwestern portion of the Plan Area, and is generally bounded by Eighth Street on the north, Twelfth Street on the south, Western Avenue on the west, and continues east towards Vermont Avenue. The Koreatown Regional Center includes low to mid-rise office and retail uses along Olympic Boulevard, with adjoining multiple family apartment blocks. The area is a cultural meeting place and nucleus of Korean American businesses, restaurants, and shops in addition to a wide range of community serving uses and large shopping centers. There are no R5-2 zoned properties currently located in the Koreatown Regional Commercial Center as this zone classification is permitted only on those parcels which are designated by the Wilshire Community Plan as Regional Commercial. The existing Wilshire Community Plan only contains this land use designation along Wilshire Boulevard between Hoover Street and Western Ave (Wilshire Center), Wilshire Boulevard between La Brea and La Cienega (Miracle Mile Center) and Beverly Boulevard (Beverly Center-Cedars Sinai) between Robertson Boulevard and San Vicente Boulevard. The Wilshire Center Regional Commercial Center area is approximately 100 acres in size and includes a dense collection of high rise office buildings, large hotels, regional shopping complexes, churches, entertainment centers, and both high-rise and low-rise apartment buildings. It includes Wilshire Boulevard in the eastern central portion of the Plan Area and is generally bounded by 3rd Street on the north, 8th Street on the south, Hoover Street on the east, and Wilton Place on the west. The Wilshire Center includes the Vermont, Normandie, and Western Metro Red Line subway stations along Wilshire Boulevard.

While the Wilshire Community Plan does support applicable commercially zoned portions of 8th Street (From Western Avenue to Vermont Avenue) as lower density mixed use districts, the scale and intensity of the proposed project at the R5-2 and Regional Commercial designation, is not compatible with the existing pattern of development along 8th Street and would be better suited and more consistent with development along the Wilshire corridor to the immediate north.

5. **Conditional Use Denial Finding.** Pursuant to Section 12.24 W 15 of the Municipal Code, a Conditional use for a development combining residential and commercial uses in the R5 zone when located in a redevelopment project area.

- a. ***The location of the project will NOT be desirable to the public convenience and welfare.***

The development of the proposed mixed use in the R5-2 Zone is not desirable to the public convenience and welfare in that it is neither consistent nor compatible with the existing or proposed pattern of development in the subject area. The requested Zone and Height District change to R5-2 and General Plan Amendment to Regional Commercial is being recommended for denial as indicated above.

- b. ***The proposed project will NOT be proper in relation to adjacent uses or the development of the community.***

The proposed development of a 269 unit, 27 story mixed use development is not proper in relation to adjacent uses or the development of the community. The requested Zone and Height District Change and General Plan Amendment which would permit the development of the proposed use is being recommended for denial. While mixed use development is compatible with the Wilshire Community Plan, the proposed intensity and scale is not and would be better suited for Wilshire Boulevard where the requested density is permitted, consistent and compatible.

- c. ***The proposed project will be materially detrimental to the character of development in the immediate neighborhood.***

As stated above, the scale and level of intensity of the proposed project is not compatible with the existing level of development in the immediate area and is not consistent with the Wilshire Community Plan as state above.

- d. ***The proposed project will NOT be in harmony with the various elements and objectives of the General Plan.***

The proposed project will not be in harmony with the Wilshire Community Plan in that the proposed intensity and scale is not compatible with the existing pattern of development and the requested Zone/Height District Change from (Q)C2-1 and R4-2 to R5-2 and General Plan Amendment from Neighborhood Commercial and High Medium Residential to Regional Commercial is not consistent with the Wilshire Community Plan.

6. **Adjustment Denial Findings.** Pursuant to Section 12.28 of the Municipal Code Adjustments to Section 12.12.C as follows: to permit a 15 foot side yard setback along the northerly portion of the property parallel to 8th Street and along the southern portion of the property in lieu of the minimum 16 foot setback otherwise required.

- a. *The granting of an adjustment will NOT result in development compatible and consistent with the surrounding area.*

The granting of the requested adjustments will not result in development compatible and consistent with the surrounding area. The proposed mixed use project is much greater in scale and intensity (269 dwelling units/27 stories in height) than any existing development in the immediate area. The proposed density is better suited along Wilshire Boulevard, to the north, where the existing General Plan Land Use Designation is Regional Commercial and will permit the R5-2 zone. The proposed mixed use project is located immediately adjacent to low level residential uses to the south. The project frontage is proposed along Catalina Street, which contains multiple family residential structures that do not exceed 6 stories in height. The intent of the required setback of 15 feet is to provide some buffer between the sidewalk and the structures and to soften the street frontage. The intensity and scale of the proposed mixed use project further support the placement of the required setbacks.

- b. *The granting of an adjustment will NOT be in conformance with the intent and purpose of the General Plan of the City.*

The proposed project will not be harmony with the Wilshire Community Plan in that the proposed intensity and scale is not compatible with the existing pattern of development and the requested Zone/Height District Change from (Q)C2-1 and R4-2 to R5-2 and General Plan Amendment from Neighborhood Commercial and Medium High Residential to Regional Commercial is not consistent with the Wilshire Community Plan, therefore, the granting of the subject adjustments will not be in conformance with the intent and purpose of the Wilshire Community Plan.

- c. *The granting of an adjustment is NOT in conformance with the spirit and intent of the Planning and Zoning Code of the City.*

The granting of the requested Adjustments is not in conformance with the spirit and intent of the LAMC in that the requested Zone/Height District Change and General Plan Amendment are not consistent with the Wilshire Community Plan.

- d. *There are no adverse impacts from the proposed adjustment or any adverse impacts have been mitigated.*

For the reasons set forth in Proposed Mitigated Negative Declaration No. ENV 2006-7211-MND, the project will not have a significant effect on the environment. A Traffic Study was prepared for the project in September 2014 and found that the addition of project traffic would not result in significant impacts at any of the study area intersections. The Los Angeles Department of Transportation has established specific thresholds for project-related increases in the Volume/Capacity (V/C) ration of signalized intersections.

- e. *The site and/or existing improvement DO NOT make strict adherence to zoning regulations impractical or infeasible.*

The proposed mixed use project is located immediately adjacent to low level residential uses to the south. The project frontage is proposed along Catalina Street, which contains multiple family residential structures which do not exceed 6 stories in height. The intent of the required setback of 15 feet is to provide some buffer between the sidewalk and the structures and to soften the street frontage. The

intensity and scale of the proposed mixed use project further support the placement of the required setbacks.

7. **Site Plan Review Denial Findings.** Pursuant to Section 16.05 F of the Municipal Code. The project does NOT comply with all applicable provisions of the Los Angeles Municipal Code,

Planning and Zoning Section and any applicable specific plan: The project is NOT consistent with the General Plan: The project is NOT consistent with any applicable adopted redevelopment plan: The project does NOT consist of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, load areas, lighting, landscaping, trash collections, and other such pertinent improvements, which is or will be compatible with existing and future developments, on the neighboring properties: Any project containing residential uses provides its residents with appropriate type and placement of recreational facilities and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties where appropriate.

The proposed mixed use project is much greater in scale and intensity (269 dwelling units/27 stories in height) than any existing development in the immediate area. The subject site does not meet any of the above criteria for designation as a Regional Center. It is not located on a Secondary Highway such as Wilshire Boulevard, is not sited on a large independent lot set back from the property frontages nor does it contain a retail commercial mall, such as the Beverly Center and is not identified as a Mixed Use Boulevard by General Plan Framework. The Wilshire Community Plan supports applicable commercially zoned portions of 8th Street (From Western Avenue to Vermont Avenue) as mixed use districts. However, the scale and intensity of the proposed project at the R5-2 and Regional Commercial density, is not compatible with the existing pattern of development along 8th Street. The requested density is better suited along Wilshire Boulevard, to the north, where the existing General Plan Land Use Designation is Regional Commercial and will permit the R5-2 zone. The proposed mixed use project is located immediately adjacent to low level residential uses to the south. The project frontage is proposed along Catalina Street, which contains multiple family residential structures which do not exceed 6 stories in height.

The proposed project will not be in harmony with the Wilshire Community Plan in that the proposed intensity and scale is not compatible with the existing pattern of development and the requested Zone/Height District Change from (Q)C2-1 and R4-2 to R5-2 and General Plan Amendment from Neighborhood Commercial and High Medium Residential to Regional Commercial is not consistent with the Wilshire Community Plan.

8. **CEQA Findings**

An expanded Initial Study/Mitigated Negative Declaration (ENV-2006-7211-MND) was prepared for the proposed project but was not adopted. Because the applicant revised the project description, and the previous MND was more than five years old at the time of the revision, ENV-2006-7211-MND was updated and recirculated for a period of 20 days, beginning October 16, 2014 and ending November 4, 2014. No comments were received. On the basis of the whole of the record before the lead agency, the lead agency finds that, with imposition of the mitigation measures described in the MND, there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, at 200 North Spring Street.

The categories of Cultural Resources, Air Quality and Noise were found to have potentially significant impacts unless mitigated. Although the proposed project was identified in the MND as having a less-than-significant environmental impact with regard to Planning and Land Use, the proposed revised project does not conform to the City's land use goals and policies as defined in the General Plan Framework Element or Land Use Element (the Wilshire Community Plan). The environmental analysis indicates that the proposed project would be consistent with statewide, regional and local policies, citing recent legislation (i.e. SB 743 and SB 375) that encourages development of mixed-use projects in transit priority areas, thereby reducing greenhouse gas emissions through reduced vehicle trips.

PUBLIC HEARING AND COMMUNICATIONS

The public hearing for the revised project is being held at the City Planning Commission meeting on December 11, 2014. A public hearing for the project as originally proposed was held August 7, 2009 at 200 N. Spring Street, Los Angeles, California, 10th floor hearing room. There were approximately seven people in attendance. The project representative and architect spoke and indicated the following:

- The project phase has taken approximately two years;
- The applicant has held meetings with both the Community Redevelopment Agency and the LA Unified School District;
- The project is one of the first major privately funded in community;
- The commercial component will front Catalina Street;
- Developer feels that this type of project is wanted in the community;
- 36,000 square feet of open space is being provided;
- Project will provide 663 parking spaces (626 required).
- Student safety is a requirement of LAUSD;
- The building/structure will be set-back from the street;
- Project access (vehicle) will be reviewed by LAUSD;
- Provided parking is being done to condominium standard, not apartment;
- Approximately 108 spaces available for guests;
- Commercial is neighborhood serving;
- Project was financed on apartment rents, not condominium sales;
- Final project will be three to four years out
- Hazards related to circulation and traffic were addressed in the MND;
- The structure will meet all seismic requirements and building codes.

One member of the public spoke in opposition to the project. The speaker's comments were as follows:

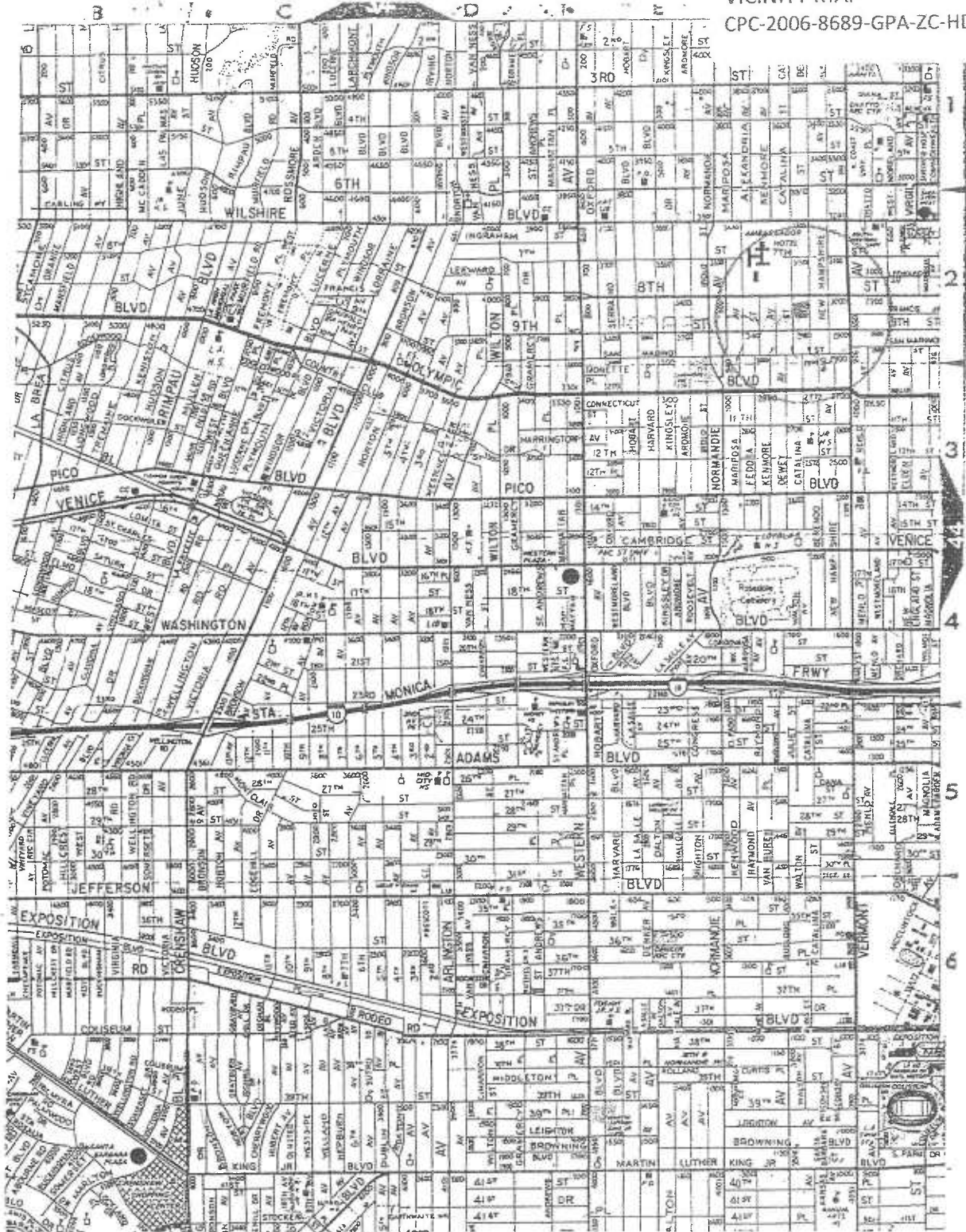
- There will be student safety issues along the Catalina Street entrance;
- New school facility to the north will mean more traffic related to pick up and drop offs;
- Many students will walk to school and project is along direct path of student access;
- The project's potential affect upon students was not addressed in the MND;
- Parking for the project is not sufficient;
- Project vehicle access is not adequate;
- City of Los Angeles may be liable since environmental review was not adequate
- 8th Street will also be affected by project;
- MND is old and does not analyze school and other development in the area;
- Existing off street parking is inadequate in the area;
- Project will diminish the quality of life of area;
- The impact of the retail/commercial component was not taken into account;
- Older apartments in the area are vacant, yet new development continues;
- Project will have negative impact on existing residential properties;
- Five to six stories is the average height of development in the area;
- 30-story and higher developments are located on Wilshire, not in the immediate area;
- The sidewalk along the school frontage off Catalina Street has been increased to accommodate students, so setbacks will not be consistent along the street;
- Fault lines were not identified in the MND;
- An Environmental Impact Report should have been done.

Two written correspondences were received and are contained in the administrative file. One is dated 8/3/09 from a concerned neighbor indicating that the proposed project does not have adequate parking, local off street parking is being reduced and the traffic impact of the project on the neighborhood and the new school will be negative. A second correspondence was received dated 7/27/09 and also indicates that the proposed project will diminish the quality of life in the community by making street parking almost unavailable to residents and customers of existing businesses. This letter indicates that 1,000 new cars a day will be generated by the project and 663 parking spaces are not adequate. The correspondence also states that a new environmental review document should be completed since the environment has changed since it was issued in 2006.

EXHIBIT A-1

VICINITY MAP

CPC-2006-8689-GPA-ZC-HD-CU-ZAA-5



VICINITY MAP
SCALE 1" = 2800'

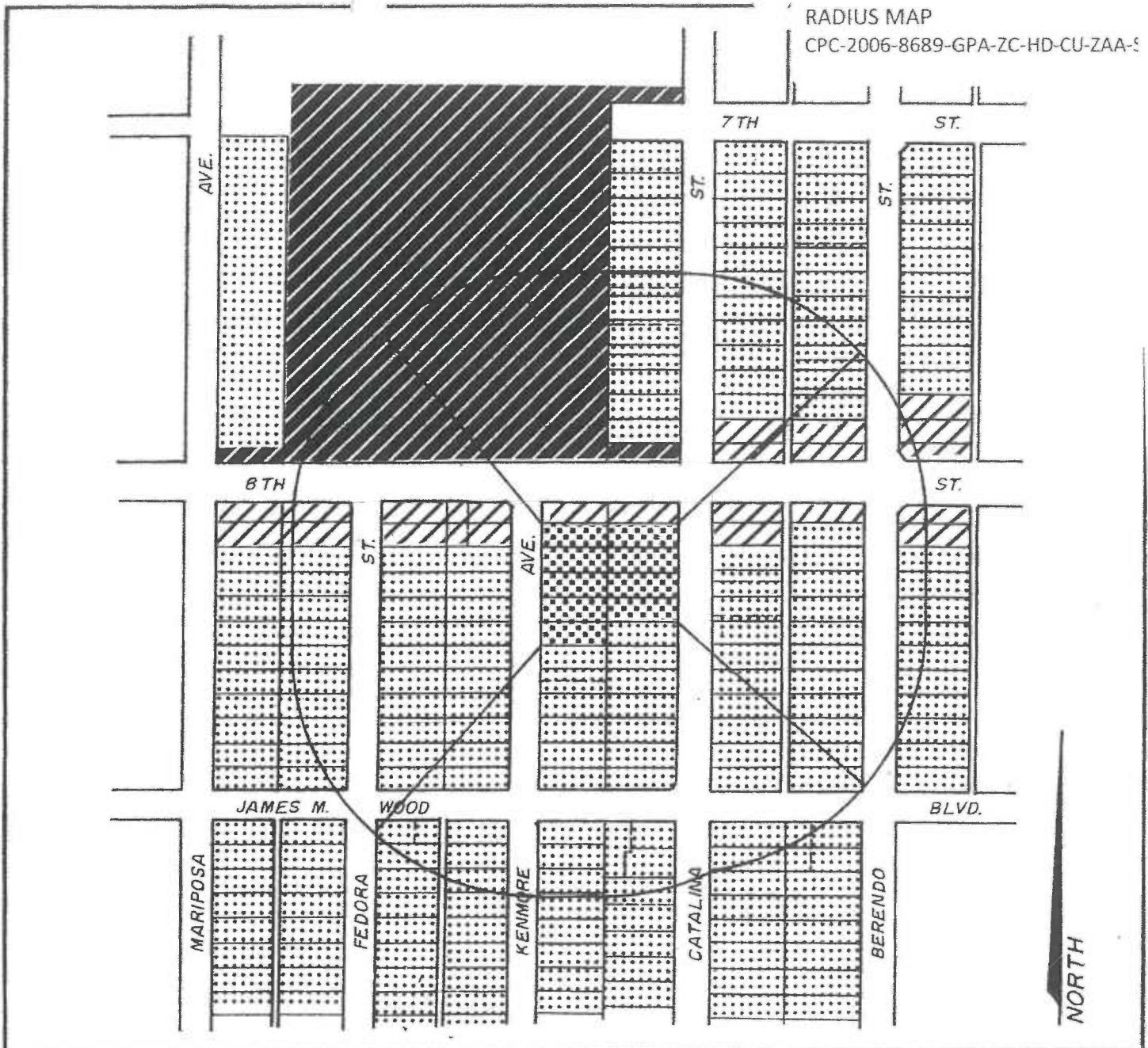
CPC 2006-8689-GPA-ZC-HD-CU-ZAA-SPR



EXHIBIT A-2

RADIUS MAP

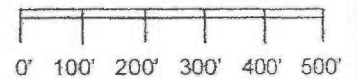
CPC-2006-8689-GPA-ZC-HD-CU-ZAA-5



REQUESTED WILSHIRE COMMUNITY PLAN

- | | |
|--|---|
|  R4 HIGH MEDIUM |  C1, C1.5, C2, C4, P, NEIGHBORHOOD CR, RAS3, RAS4 |
|  R5 HIGH |  CR, C1.5, C2, C4, P, PB REGIONAL RAS3, RAS4, R3, R4, R5 |

CASE NO.
DATE: MAY 29, 2013
SCALE:



THE KATHERMAN CO.
1308 SARTORI AVE. SUITE 109
TORRANCE, CA 90501
(310) 618-1999

CPC 2006-8689-GPA-ZC-HD-CU-ZAA-SPR



Address: 805 S CATALINA ST

Tract: WILSHIRE BOULEVARD
HEIGHTS

Zoning: (Q)C2-1

APN: 5094015002

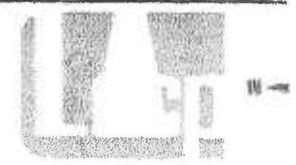
Block: I

General Plan: Neighborhood Office Commercial

PIN #: 132B197 516

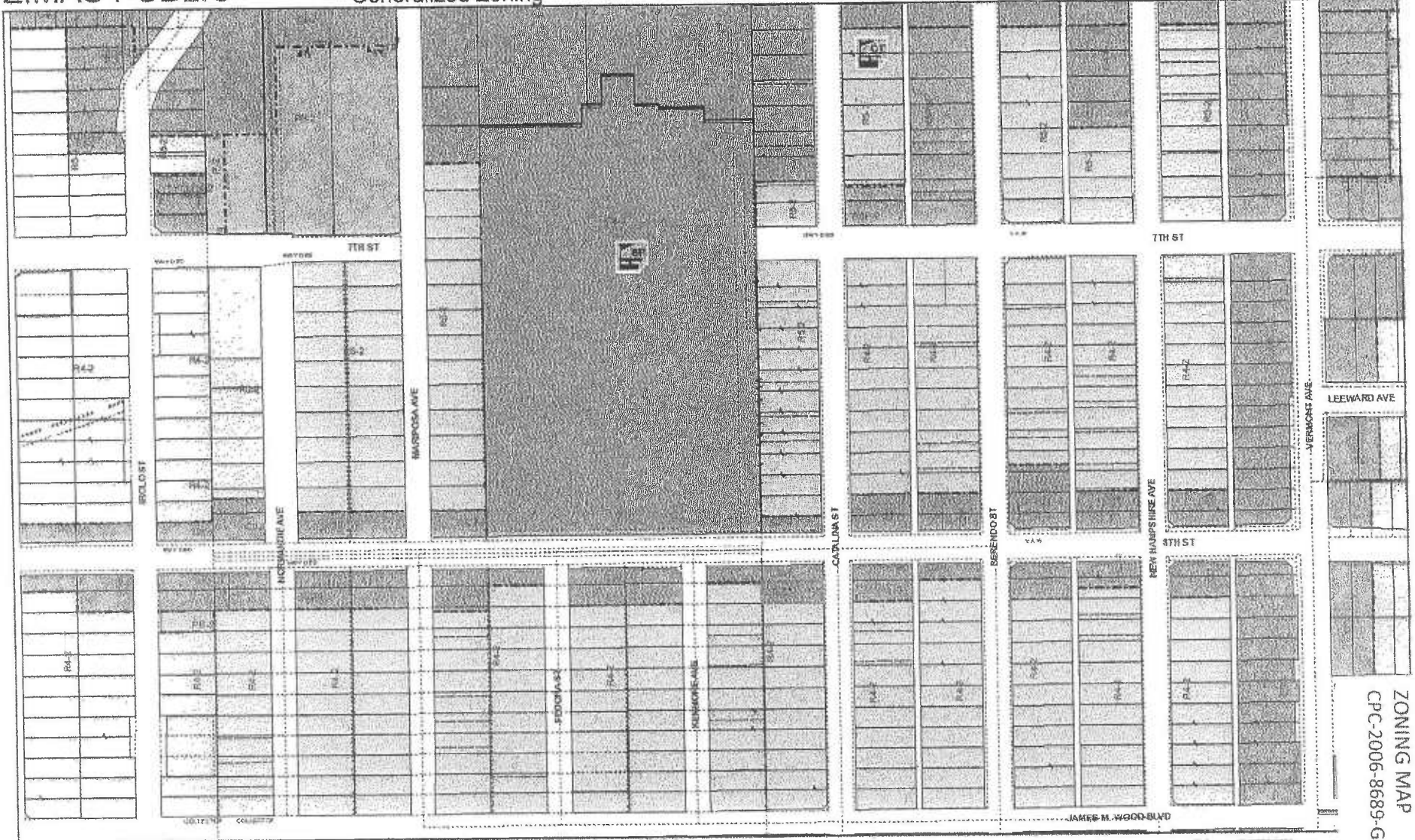
Lot: 2

Arb: None



Streets Copyright (c) Thomas Brothe

EXHIBIT A-3
GENERAL PLAN LAND USE
 CPC-2006-8689-GPA-ZC-HD-CU-ZAA-5



Address: 805 S CATALINA ST

Tract: WILSHIRE BOULEVARD
HEIGHTS

Zoning: (Q)C2-1

APN: 5094015002

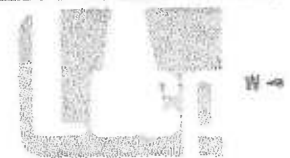
Block: 1

General Plan: Neighborhood Office Commercial

PIN #: 132B197 516

Lot: 2

Arb: None



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EXHIBIT A-4
ZONING MAP
 CPC-2006-8689-GPA-ZC-HD-CU-ZAA-S



Grace Yoo <grace.e.yoo@gmail.com>

Ethics Disclosure Violation by Applicant for Catalina Project

1 message

Grace Yoo <grace.e.yoo@gmail.com>

Tue, May 5, 2015 at 9:34 AM

To: Mark.Low@lacity.org

Cc: Jose Huizar <councilmember.huizar@lacity.org>, councilmember.englander@lacity.org, councilmember.krekorian@lacity.org

Goodmorning City Attorney Low:

On behalf of community members who have been actively engaged in opposing the Catalina Project, I am writing to request that you enforce the City-mandated disclosure requirements for lobbyists with respect to land use lobbyist Armen Ross. Mr. Ross is the lobbyist for a 27-story tower in Koreatown (case number CPC-2006-8689-GPA-ZC-HD-CU-ZAA-SPR).

The City's Municipal Lobbying Ordinance requires lobbyists to provide annual and quarterly reports of the lobbyists' activities. Those reports must disclose the names of clients and the amount of reimbursement the lobbyist received from those clients. A review of Mr. Ross' ethics disclosure form reveals that Colony Holdings, the applicant Mr. Ross currently represents before the PLUM Committee, is not listed as a client.

Mr. Ross has been actively lobbying this project since June 2013, when it was re-filed, through August 2014 when the City Attorney intervened to prevent the developer from avoiding review by the City Planning Commission, and through December 2014 when he represented the project before the City Planning Commission.

It is unclear how a lobbyist who had only two small clients last year could neglect to include the 27-story tower he has been pushing for two full years.

The failure to disclose lobbyist payments for such a large project that is increasingly gathering public, media and legal scrutiny does a disservice to the City. We urge you to request an accounting of Mr. Ross' lobbyist payments for this project.

We will be following up later this week to ensure that your office has brought Mr. Ross into compliance.

Sincerely,

Grace Yoo, Esq.
(323) 487-2310



May 5th, 2015

Re: 805-833 S. Catalina Street (CPC 2006-8689-GPA-ZC-HD-CU-ZAA-SPR; CD10)

Honorable Councilmember José Huizar
Chair, PLUM Committee
Los Angeles City Council
200 N. Spring Street, Room 465
Los Angeles, CA 90012

Dear Chair Huizar and Honorable Members of the Planning and Land Use Management Committee:

The Koreatown Immigrant Workers Alliance (KIWA) is a Koreatown-based nonprofit worker center organizing immigrant workers and low-income residents to promote just, respectful, and safe workplaces and sustainable community development. Catalina Street and 806-820 S. Kenmore Avenue (“Property”) as proposed. The development consists of a 27-story tower including five levels of unarticulated podium parking built to the lot lines, 269 luxury apartments and amenities secluded on the rooftop and 6th story podium (“Project”). The Project requests a General Plan Amendment and Zone Change to double the Property’s density and permit zero-foot yards at the first through fifth levels. The Project conflicts with numerous City policies and requests an illegal Yard Adjustment when no substantial evidence supports the findings. Moreover, the Project’s Mitigated Negative Declaration (“MND”) is so deficient in its traffic and aesthetic analysis that it fails as an informational document. New mitigation required in these impact areas will trigger recirculation. Finally, the MND fails to disclose significant project impacts, requiring the preparation of an Environmental Impact Report (“EIR”). KIWA respectfully requests that you join the unanimous recommendation of the City Planning Commission and deny the Project as proposed.

I. No Substantial Evidence Supports the Yard Adjustment Findings

The Project requests a Yard Adjustment pursuant to Los Angeles Municipal Code Section 12.28. One of the legally required findings for an Adjustment is “that while site characteristics or existing improvements make strict adherence to the zoning regulations impractical or infeasible, the project nonetheless conforms with the intent of those regulations.” The Property is square and flat. It is over 300 feet long and 285 feet deep. The wide area of the lot and its regular proportions cannot conceivably make it “infeasible” or even “impractical” to satisfy mere 15 foot side setbacks. Considering the Project has demonstrated the feasibility of 14 foot side yards, no reasonable person could conclude that the flat, square lot makes 15 foot side yards impracticable or infeasible. The City’s approval of the Yard Adjustment would constitute an abuse of discretion because no substantial evidence can possibly support this finding.

II. The MND Lacks an Aesthetic Threshold of Significance and Ignores the Significant

Aesthetic Impacts of 27-Story Tower and a Monolithic 5-Story Parking Structure Within a Low-Rise Residential Neighborhood

The MND fails to analyze the Project's aesthetic impacts relative to degrading the visual character of the project site and its surroundings as required by the Los Angeles CEQA Thresholds Guide ("Thresholds Guide"). To begin, the MND (p. 2.1) accurately describes the project vicinity as characterized by a "low rise apartment buildings" including a "two story apartment building" abutting the project. The image below illustrates the view from Catalina and 8th Street looking south (the Property is on the right):



The image below illustrates the view from Kenmore and 8th Street looking south (the Property is on the left):



Despite accurately describing the emphatically low-rise character of the Project vicinity, the MND fails to disclose the extent of the contrast between the Project (27 stories with a 5-story parking podium) and its low-rise context, as required by the Thresholds Guide. The Thresholds Guide for Initial Study Question 1.c (whether a project would "substantially degrade the existing visual character or quality of the site and its surroundings") provides the following factors to guide the determination:

- The degree of contrast between proposed features and existing features that represent the area's valued aesthetic image;

- The degree to which a proposed zone change would result in buildings that would detract from the existing style or image of the area due to density, height, bulk, setbacks, signage, or other physical elements;
- The degree to which the project would contribute to the area's aesthetic value; and
- Applicable guidelines and regulations.

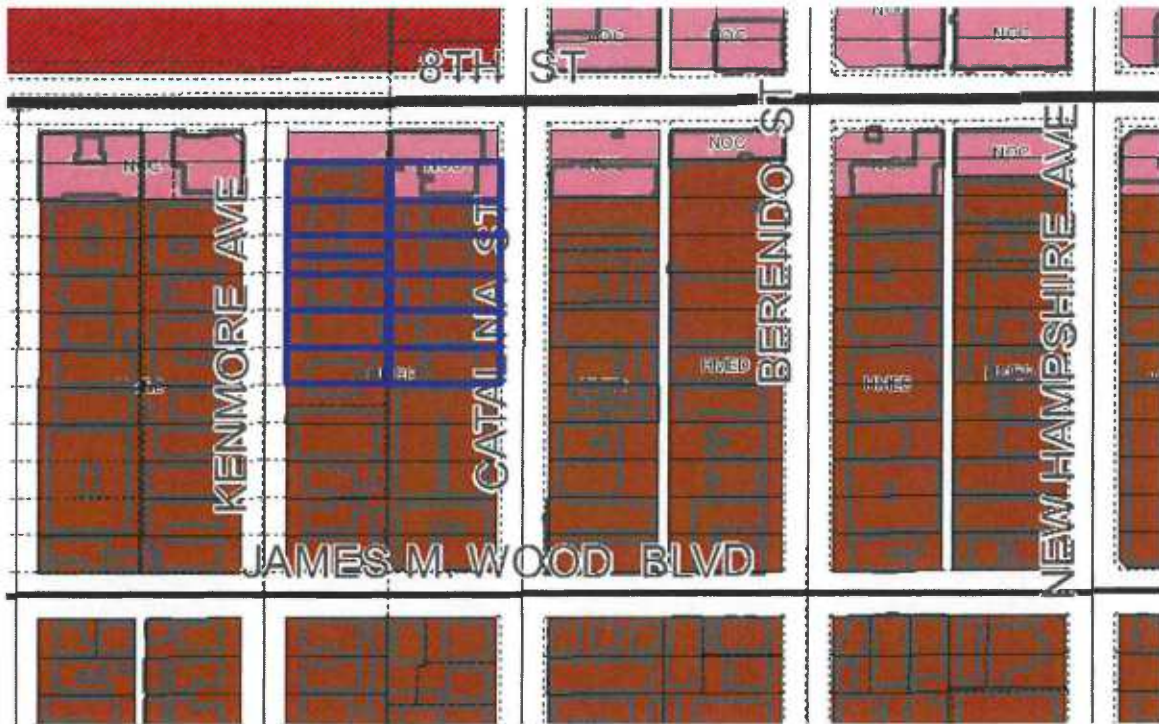
Despite this clear guidance, this section of the MND fails to mention that the project will include a *five story podium* with minimal setbacks on a street that is characterized by two- to six-story structures. It fails to mention that the requested General Plan Amendment and Zone Change *double* the permissible density. It fails to mention that all other R4-Zoned properties on in the vicinity must comply with front, side and rear yards, but the General Plan Amendment and Zone Change to the C2 Zone removes the required yards at commercially-used levels. As a result, the parking podium does not require the 16-foot side yards that would otherwise be required on the northerly and southerly lot lines, or the 15-foot front yard on Catalina that would otherwise be required. Rather than provide meaningful disclosure and analysis in accordance with the Thresholds Guide, the MND simply notes that “[a]lthough the proposed project would entail a higher density and scale than the surrounding uses, the proposed project *would be designed to enhance the neighborhood character*[.]” This analysis is entirely conclusory and fails to inform the public about the true extent of the aesthetic contrast. What is the average height of a building on the Project’s block? What percent of the surrounding area is developed with buildings between two and six stories? Moreover, the MND fails to articulate what design measures could possibly enhance the character of a 5-story parking structure built to the lot lines in a low-rise multifamily neighborhood (only one structure on the block exceeds 5 stories). The MND’s aesthetic analysis is so deficient and misleading that it fails in its informational purpose and defies public comment. The MND must be recirculated for public review.

III. The MND’s Land Use Analysis Fails to Disclose the Project Creates an Island of Regional Center Surrounded by Lower-Density Designations

The land use section of the MND (p. 3-28 to 3-32) fails to disclose the Project’s conflicts with numerous City policies regarding spot zoning and general plan amendments. The Thresholds Guide specifically mentions that a significant land use impact may occur when a project results in a “spot zone”, which “occurs when the zoning or land use designation for only a portion of a block changes, or a single zone or land use designation becomes surrounded by more or less intensive land uses.” Not one word in the MND discloses that the Project would result in an island of Regional Center surrounded by lower-intensity designations. The MND falls so far short of disclosing the Project’s conflict with a core zoning concept outlined in the Thresholds Guide that its approval would constitute an abuse of discretion. This is a fatal defect that compromises the MND’s function as an informational document.

As illustrated in the figure below, the Property is located mid-block and is currently designated High Medium Residential and Neighborhood Office Commercial. The lots to the north lining 8th Street are designated Neighborhood Office Commercial. The lots to the south are designated High Medium Residential. To the east across Catalina Street and to the west across Kenmore Avenue, lots are designated High Medium Residential and Neighborhood Office Commercial. The Project would result in an island of Regional Center in a sea of High

Medium Residential and Neighborhood Office Commercial. Moreover, even to the extent the property north of 8th Street is designated Regional Center Commercial, it is occupied by a school campus.



The implications of the Project’s spot zoning are severe – the Regional Center designation corresponds to *commercial zones* with no setbacks required below residentially-used levels. The Regional Center designation permits *twice* the density of the surrounding designations (one unit per 200 square feet of lot area compared to one per 400). The MND must be substantially revised and recirculated to disclose the significant land use impacts associated with the General Plan Amendment.

IV. The MND’s Traffic Counts Conflict with Established LADOT Policy

The LADOT 2013 Traffic Study Policies and Procedures provides that “[t]he traffic study should not use any traffic counts that are more than two years old.” In direct conflict with this rule, the MND includes traffic analysis based on traffic counts from 2006, 2007 and 2011. Of nine intersections studied, only one count is from 2014 and complies with the LADOT Policy. Departures from standard City policies require the support of substantial evidence. The record includes no evidence that the 0.4% annual increase – a County-wide average – represents the actual increases in the urban core of Koreatown from 2006 to 2015, which has seen rapid new development over the past decade. The MND’s failure to justify its departure from standard practice would be an abuse of discretion, if adopted by the City.

Whereas eight of the nine traffic counts were over four years old in violation of LADOT policy, the ninth count was taken when school was not in session. The LADOT 2013 Traffic Study Policies also provide that “unless otherwise required, all traffic counts should generally be taken when local schools or colleges are in session[.]” Despite this clear instruction, the MND relies on a Thursday, July 24, 2014 count at Catalina Street and James M.

Wood Boulevard, in the middle of summer when schools were not in session. This deficiency is fatal for the MND because the Robert F. Kennedy Community Schools campus is located barely *one block north of the Project on Catalina Boulevard*. Despite its location on the same street as a campus serving 4,000 students, the MND applies 19% adjustments for a.m. peak and 12% for p.m. peak. The MND includes no citation for this adjustment, nor does it substantiate that the 19% adjustment is derived from comparable sites on the same street as major school campuses. The MND's failure to adhere to established LADOT traffic count policies is a vulnerability that must be corrected.

V. Conclusion

The Project's entitlements and MND are deficient. No substantial evidence supports the Yard Adjustment finding. The MND is so deficient in its aesthetic analysis that it defied public comment and must be revised and recirculated. The aesthetic analysis fails to analyze or disclose significant aesthetic impacts of the General Plan Amendment and Zone Change permitting a five-story monolithic parking structure with no setbacks on a low-rise residential neighborhood. Every single traffic count used in the MND deviated from LADOT policy and failed to provide substantial evidence to justify its deviation.

KIWA respectfully requests that you join the unanimous recommendation of the City Planning Commission and deny the Project. Should the Committee recommend approval of the Project to the full City Council, KIWA will have no choice but to consider additional avenues of appeal to achieve an outcome that will advance affordable housing and employment needs in our community.

We consider that land-use regulations uphold a public good. These regulations must not be violated for the sake of private profit at the expense of the people of Los Angeles. Should the developer be open to including a community benefits agreement that scales back the size of the project, incorporates some affordable housing, and contributes to publicly accessible open space in the neighborhood, we would be open to discussing this with the developer and under these circumstances would request a 60-day continuance.

Sincerely,



Alexandra Suh
Executive Director