

Application: _____

APPEAL APPLICATION

This application is to be used for any appeals authorized by the Los Angeles Municipal Code (LAMC) for discretionary actions administered by the Department of City Planning.

1. APPELLANT BODY/CASE INFORMATION

Appellant Body:

Area Planning Commission City Planning Commission City Council Director of Planning

Regarding Case Number: CPC-2013-4028-GPA-ZC-SPR-ZAA

Project Address: 411-439 S. Hamel Road

Final Date to Appeal: 11/03/2015

Type of Appeal: Appeal by Applicant
 Appeal by a person, other than the applicant, claiming to be aggrieved
 Appeal from a determination made by the Department of Building and Safety

2. APPELLANT INFORMATION

Appellant's name (print): Laura Aflalo

Company: Fisch Properties, LP

Mailing Address: 421 S. Beverly Dr. 5th Floor

City: Beverly Hills

State: CA

Zip: 90210

Telephone: (310) 203-0141

E-mail: lauraafalo@gmail.com

- Is the appeal being filed on your behalf or on behalf of another party, organization or company?

Self

Other: _____

- Is the appeal being filed to support the original applicant's position?

Yes

No

3. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): Veronica Becerra

Company: Rabuild Commercial Services LLC

Mailing Address: 417 B. West Foothill Blvd., #157

City: Glendora

State: CA

Zip: 91741

Telephone: (213) 272-4784

E-mail: vbcommercial@verizon.net

4. JUSTIFICATION/REASON FOR APPEAL

Is the entire decision, or only parts of it being appealed? Entire Part

Are specific conditions of approval being appealed? Yes No

If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

5. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: _____

Date: 11-2-15

6. FILING REQUIREMENTS/ADDITIONAL INFORMATION

- Eight (8) sets of the following documents are required for each appeal filed (1 original and 7 duplicates):
 - Appeal Application (form CP-7769)
 - Justification/Reason for Appeal
 - Copies of Original Determination Letter
- A Filing Fee must be paid at the time of filing the appeal per LAMC Section 19.01 B.
 - Original applicants must provide a copy of the original application receipt(s) (required to calculate their 85% appeal filing fee).
- Original Applicants must pay mailing fees to BTC and submit a copy of receipt.
- Appellants filing an appeal from a determination made by the Department of Building and Safety per LAMC 12.26 K are considered original applicants and must provide noticing per LAMC 12.26 K.7.
- A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.
- Appeals of Density Bonus cases can only be filed by adjacent owners or tenants (must have documentation).
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (ZA, APC, CPC, etc.) makes a determination for a project that is not further appealable. (CA Public Resources Code § 21151 (c)). CEQA Section 21151 (c) appeals must be filed within the next 5 meeting days of the City Council.

This Section for City Planning Staff Use Only		
Base Fee: <u>\$ 13,277-</u>	Reviewed & Accepted by (DSC Planner):	Date:
Receipt No: <u>26623</u>	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified	<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)	

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California

County of Los Angeles

On November 2, 2015 before me, Robert Joseph Reynolds, Notary Public,

Date

Here Insert Name and Title of the Officer

personally appeared Laura Aflalo

Name(s) of Signer(s)

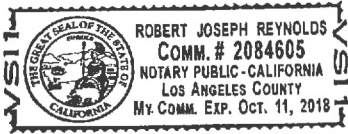
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

Signature of Notary Public



Place Notary Seal Above

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of Attached Document

Title or Type of Document: Appeal Application

Document Date: November 2, 2015

Number of Pages: Two (2)

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: Laura Aflalo

- Individual
- Corporate Officer — Title(s): _____
- Partner — Limited General
- Attorney in Fact
- Trustee
- Guardian or Conservator
- Other: Manager

RIGHT THUMBPRINT OF SIGNER
Top of thumb here

Signer Is Representing: Fisch Properties, L.P.

Signer's Name: _____

- Individual
- Corporate Officer — Title(s): _____
- Partner — Limited General
- Attorney in Fact
- Trustee
- Guardian or Conservator
- Other: _____

RIGHT THUMBPRINT OF SIGNER
Top of thumb here

Signer Is Representing: _____

**Justification for Appeal of Los Angeles City Planning Commission Determination
CPC-2013-4028-GPA-ZC-SPR-ZAA**

**PROJECT SITE ADDRESS 411-439 S. HAMEL ROAD
LOS ANGELES, CA 90048
APPLICANT – Fisch Properties, LP**

Reason for the Appeal:

The applicant is appealing the decision for Case No. CPC-2013-4028-GPA-ZC-SPR-ZAA because the applicant believes the proposed development and entitlements requested would result in a development that is consistent with the emerging land use patterns in the Burton Way area and believes that the development would provide much needed new market rate housing near Cedars Sinai Hospital and in the area of Los Angeles where the housing stock is minimal with high rents deteriorating buildings and many overcrowded units.

Specifically the points at issue:

An appeal is filed to request the following entitlements:

- **Adopt the originally requested General Plan Amendment** to The Wilshire Community Plan to the Wilshire Community Plan Map referencing the site as follows: "Development of the properties bounded by Burton Way to the north, Arnaz Drive to the west, Hamel Road to the east and Colgate Avenue to the south shall be permitted as a medium high density development, limited to a maximum floor area ratio of 3 to 1."
- **Adopt the originally requested ZONE CHANGE FROM R3-1-O to [Q]R4-1-O** to permit the construction of a residential development comprised of 88 residential apartment units and 160 parking spaces on two levels of below grade parking. The project will range in height from 37 feet on Colgate to 54.4 feet at the alley.
- **Adopt the originally requested, ZONING ADMINISTRATORS ADJUSTMENT** Request to reduce the required front yard on Hamel Road from 15 feet to 8 feet, adjust the side yard on Colgate from 7 feet to 15 feet, adjust the rear yard from 17 feet to 8 feet and the north side yard abutting the alley to 17 feet from the required 7 feet from the center of the alley.
- **Approve** a Site Plan Review for a development project which will result in an increase of 50 or more dwelling units
- **Adopt** the Mitigated Negative Declaration No. ENV-2013-4029-MND

The applicant has been aggrieved in that the decision has denied the applicant the ability to develop the proposed project, a project that does not create additional massing, but adds workforce housing to a community that is in great need of housing as described in the attached Supplemental Information General Plan Amendment Zone Change Justification.

The applicant was not allowed a reasonable opportunity to provide an additional area which would include the east and west side of Arnaz Street, between Colgate and Burton Way where there are existing R4 developments, and which would have relieved the "statement of a spot zone".

The proposed development is consistent with the development pattern along Burton Way, Robertson and the pocket neighborhood where the subject property is located which is comprised of 5 lots (APN'S 4334-015-010,011,012,013 and 014), is located on the West side of Hamel Road and is bounded by Burton Way on the north, Colgate Avenue on the south and Arnaz Drive on the west. Property addresses according to ZIMAS, include 411, 411 ½, 413, 413 ½, 417, 417 ½, 423, 425, 433, 433 ½, 435, 435 ½, and 439 S. Hamel Road. The rectangular shaped site is zoned R3-1-O.

The site is located within the Wilshire Community Plan Area. The subject site is not located within any Specific Plan or Redevelopment Plan Areas, or within a Historic Preservation Overlay Zone. The site is also not located in a Hillside Grading Area.

In addition the City's land use discussion (on pages 33/34 of 47 of the City's IS and Checklist and also pages 33/34). The discussion identified a less-than-significant impact and documented as follows:

THE PROJECT SITE IS LOCATED IN THE NORTHWESTERN PORTION OF THE WILSHIRE COMMUNITY PLAN AREA NEAR BEVERLY HILLS, APPROXIMATELY SIX MILES WEST OF DOWNTOWN LOS ANGELES. THE PROJECT SITE IS DESIGNATED AS MEDIUM DENSITY RESIDENTIAL BY THE CITY'S GENERAL PLAN. THE PROJECT REQUESTS A GENERAL PLAN AMENDMENT FROM MEDIUM RESIDENTIAL TO HIGH MEDIUM RESIDENTIAL AND A ZONE CHANGE FROM R3-1-O TO [Q]R4-1-O. ALTHOUGH THE PROPOSED PROJECT WOULD REQUIRE A GENERAL PLAN AMENDMENT AND A ZONE CHANGE, THE PROPOSED PROJECT WOULD BE CONSISTENT WITH REGIONAL AND LOCAL POLICIES APPLICABLE TO THE PROPOSED PROJECT. THE PROPOSED PROJECT WOULD BE DESIGNED TO BE COMPATIBLE IN SIZE AND SCALE AS THE SURROUNDING AREAS. MORE SPECIFICALLY, THE PROPOSED PROJECT WOULD HAVE A WIDER SETBACK ON COLGATE AVENUE FROM THE REQUIRED 7 FEET TO 15 FEET TO PROMOTE ARCHITECTURAL COMPATIBILITY AND LANDSCAPE, WHICH WOULD PROVIDE A GREATER BUFFER TO THE SINGLE-FAMILY RESIDENCES (R1-1 PROPERTIES) SOUTH OF COLGATE AVENUE. IN ADDITION, THE HEIGHT OF THE PROPOSED BUILDING WOULD BE STEPPED UP FROM THREE STORIES (37 FEET) ON COLGATE AVENUE TO BE MORE COMPATIBLE IN SCALE WITH THE SINGLE FAMILY HOMES TO THE SOUTH AND RISING UP TO FIVE STORIES (54.4 FEET) AT THE EXISTING ALLEY ALONG THE NORTHERN BOUNDARY OF THE PROJECT

SITE. THE SETBACK ALONG COLGATE AVENUE AND THE STEPPED UP DESIGN WOULD ENSURE THAT THE REQUESTED ZONE CHANGE FROM R3-1 to R4-1 WOULD NOT CONFLICT WITH INTENT OF THE EXISTING ZONING, WHICH IS TO PROVIDE TRANSITIONAL LOWER DENSITY TO ADJACENT SINGLE FAMILY RESIDENTIAL TO THE SOUTH. IN ORDER TO ENSURE THAT THE IMPACTS OF THE PROPOSED PROJECT RELATED TO THE INCREASED DENSITY ON THE CITY'S LAND USE GOALS AND POLICIES (LAND USE ELEMENT – WILSHIRE COMMUNITY PLAN AND FRAMEWORK ELEMENT) REMAIN LESS THAN SIGNIFICANT, THE DECISION MAKER WOULD HAVE TO APPROVE THE REQUESTED GENERAL PLAN AMENDMENT AND ZONE CHANGE.

ORDINANCE 165,331 & CPC 1986-0823-GPC (SA 1000): On January 14, 1990, the City adopted a Zone Change (Ordinance No. 165,331) changing the Zone from R4-1-O to R3-1-O.

The subject site has a gross lot area of approximately 49,609.07 square feet (1.1389 acres), and a net 35,107.15 square feet (0.8059 acres) and a net after deductions of 36,411 square feet (0.8264 acres). Pursuant to L.A.M.C. Sections 12.37.G and L.A.M.C. Section 12.03. Frontage along Hamel Road extends approximately 269.95 feet, with frontage along Colgate Ave. extending approximately 130.01 feet.

EXISTING USES

The subject site is comprised of five (5) separate lots and currently developed with five (5) individual two story stucco apartment buildings ranging in age from 55 years to 85 years with a total of 29 apartment units and a total of 29 parking spaces.

PROJECT DESCRIPITON

The Applicant proposes to provide 88 units with 45 one (1) bedroom and 43 two (2) bedroom units. The height will be stepped up from three (3) stories, 37 feet on Colgate Ave. to accommodate the single family homes to the south, and stacking up to five (5) stories, 54.4 feet at the alley. A Leadership in Energy and Environmental Design (LEED) Green Building certified residential project.

Residential parking will be accessed from the alley entering on Hamel Road or Arnez Ave. Parking for a total of 160 cars, including 154 required and 6 surplus car parking.

TABLE OF PROPOSED DESCRIPTION

Project Detail	Allowed	Number of Bedrooms	Proposed	Number Bedroom
FAR/Floor Area (Based on 3:1 allowed FAR)	3:1 90,030 sf		3:1 90,030 sf	
Total Square Footage (lot area after dedications plus 1/2 alley)	36,411		36,411	
Residential Density	46 units Based on 800 sf per unit		88 units Based on 400 sf per unit	
1 Bedroom		-	45	45
2 Bedroom	5	10	43	86
3 Bedroom	40	120	-	-
Total Units	45	130	88	131
Proposed Height - Low	45'		37'-0"	
Proposed Height - High	45'		54'-4"	
Setbacks				
Front	15'		8'	
Side	8'		15'	
Rear	17'		8'	
Open Space				
	100 sf /1 bd		4,500	
	125 sf/2 bd		5,375	
Total			9,875	
Parking				
1 Bedroom (1.5 spaces)	-		67.6	
2 Bedroom (2.0 spaces)	10		86	
3 Bedroom (2.0 spaces)	80		-	
	90		152	
Provided parking			160	

Height/Floor Area

The applicant proposes a Zone Change from R3-1-O to an (Q)R4-1-O to limit the maximum FAR to 3:1 maintaining the floor area of approximately 90,030 square feet. Applicant proposes to stack the height of the project to the north and lower the allowed height of 45 feet to 37 feet on the south limiting the impact of the new development near the R1-1 properties south of Colgate. The applicant also requests a Zoning Administrator Adjustment to allow a wider set back on Colgate Ave. from the required 7 feet to 15 feet to promote architectural compatibility and landscape which would give a greater buffer to the R1-1 properties south of Colgate, and requesting that the required set back on Hamel Road be 8 feet instead of the required 15 feet to allow for landscaped courtyards and in keeping with the R4-1-O to the north of the subject project and provide a walk able more inviting Hamel Road north of Colgate and South of Burton Way.

Setbacks

Zoning Administrators Adjustment is requested to reduce the required front yard on Hamel Road from 15 feet to 8 feet, adjust the side yard on Colgate from 7 feet to 15 feet, adjust the rear yard from 17 feet to 8 feet and the north side yard abutting the alley to 17 feet from the required 7 feet from the center of the alley to allow for vehicular access.

The Wilshire Community Plan, policy 1-3.1 “to promote architectural compatibility and landscaping for new multiple Family residential development to protect the character and scale of existing residential neighborhoods.”

Access

The pedestrian entrance for the residential tenants will be via ground-floor residential lobbies or walk up units located on Hamel Road and Colgate Ave. All vehicular access and parking will be off an improved alley, on the north ground level of the proposed project. Improving the alley for pedestrian, bike and vehicular access as well as delivery and pick up support from the alley will encourage per The Wilshire Community Plan.

Open Space

Per L.A.M.C. Section 12.21.G, the project requires approximately 9,875 square feet of total Open Space. The project's proposed Open Space will exceed the required amount by 2,425 square feet. The total Open Space proposed is 12,300 feet.

Of the proposed Common Open Space, approximately 7,900 square feet (64.2% of the total Open Space), which surpasses the 50% minimum Common Open Space requirement. Approximately 4,400 square feet will be provided as Private Open Space (35.8% of the total Open Space). The proposed Common Open Space, which will be available to all residents, will be located on the 1st level and lower levels and will include

a 1,900 square foot community room and separate fitness center. Additionally, there will be approximately 3,900 square feet of courtyard space at the eastern property line. The project exceeds the Open Space requirement of providing one 24" tree for every 4 dwelling units. The project will plant at least 47 trees on site, 25 trees more than the required 22 trees.

Parking

The project will have two subterranean parking levels, for a total of 160 standard parking spaces. All vehicular access will be taken off the alley, north of the proposed project.

The parking required for the residential apartments is based on the requirements set forth in L.A.M.C. Section 12.21.A.4(a), which requires at least one parking space for each dwelling unit of less than 3 habitable rooms, one and a half parking spaces for each dwelling unit of 3 habitable rooms, and 2 parking spaces for each dwelling unit of more than 3 habitable rooms. The project proposes approximately 45 one-bedroom units with 3 habitable rooms and approximately 43 two-bedroom units with more than 3 habitable rooms. Therefore, the project requires a total of 67.5 parking spaces for the one-bedroom units and a total of 86 parking spaces for the two-bedroom units for a total of 160.

The project will meet the Code required number of residential parking spaces with a total of 154 parking spaces required and a surplus parking of an additional 6 for a total of 160 proposed.

Bicycle parking will be provided per code.

SURROUNDING ZONES AND USES

North: The properties to the north across the alley on Burton Way are zoned [Q] R4-1-O, and are designated High Medium Residential. Developed with multifamily apartments.

North East: The properties across Hamel on Burton Way are zoned [Q] R4-1-O, are designated High Medium Residential and developed with multifamily apartments.

East: The properties located directly across on Hamel are zoned R3-1-O are designated medium residential and are developed with multifamily apartments and condominiums.

South: The properties across Colgate Avenue to the south are zoned R1-1-O and designated low residential.

Southwest: The property is developed with 100 apartment units with R4P-1-0 designation.

West: Directly West of the subject property, there are 18 condominiums and 18 apartments built circa 1955. There are 47 units across the street to the west on Arnez Drive, 15 new condominiums and 18 apartments. Zoned R3-1-O and designated medium residential developed the apartments built prior to January 14, 1990 built to R4-1-0. One block west on Robertson the properties are designated C2 and are low rise retail with a potential to be recycled for Mixed Use Development including RAS4 development.

STREETS AND CIRCULATION

Colgate Avenue: Adjoining the property to the south is a designated Local Street with a dedicated right-of-way half-width of 30 feet (from the street center line). The required half-width for a Local Street is 30 feet.

Hamel Road: Adjoining the property to the east is a designated Local Street with a dedicated right-of-way half-width of 30 feet (from the street center line). The required half-width for a Local Street is 30 feet.

Alley: Adjoining the property to the north is an alley with a dedicated right-of-way half-width of 10 feet.

Burton Way: To the North of the alley is Burton Way a designated Secondary Scenic Highway according to the Wilshire Community Plan.

La Cienega Blvd, four blocks east, is a designated Major Highway Class II

Robertson Blvd. , two blocks to the west is a designated Secondary Scenic Highway according to the Wilshire Community Plan.

EXISTING PUBLIC TRANSPORTATION OPTIONS

The proposed project is conveniently located in an area with several public transportation options. The Metropolitan Transit Authority (Metro) operates a number of fixed bus routes near the project site, and the Los Angeles Department of Transportation (LADOT) operates one Dash Route near the project site. A description of transit service is provided below:

Metro Line 16/316 (Downtown LA- Century City via 3rd Street) - Metro Line 16/316 runs east-west near the project site via 3rd Street. It starts at Constellation Boulevard and Century Park West in Century City and ends at 6th Street and Main Street in downtown Los Angeles. There is a stop at Cedar Sinai Hospital. Days of operation are Monday through Sunday, including all major holidays. Weekday peak period headway near the project site is less than 10 minutes during both the AM and PM peak period. Saturday mid-day peak period headway is seven minutes, and the Sunday and holiday mid-day peak period headway is eight minutes. |

Metro Line 218 (Cedars Sinai Medical Center- Laurel Canyon Boulevard- Studio City) - Metro Line 218 runs east-west near the project site via 3rd Street. It starts at the Cedars Sinai Medical Center in Beverly Hills and ends at Ventura Place and Ventura

Boulevard in Studio City. Days of operation are Monday through Sunday, including all major holidays. Weekday peak period headway near the project site ranges between 15-20 minutes during the AM peak period and 21-27 minutes during the PM peak period. Saturday, Sunday, and holiday mid-day peak period headway is 40 minutes.

Metro Line 105 (West Hollywood- Vernon Avenue via La Cienega Boulevard and Vernon Avenue) - Metro Line 105 runs north-south near the project site via La Cienega Boulevard. It starts at San Vicente Boulevard and Santa Monica Boulevard in West Hollywood and ends at Pacific Boulevard and Santa Fe Avenue in Vernon. During selected weekday AM and PM peak hours, MTA Line 105 is extended to 53rd Street and Cudahy Avenue in Maywood. Days of operation are Monday through Sunday, including all major holidays. Weekday peak period headway near the project site ranges between 14-36 minutes during the AM peak period and 15-19 minutes during the PM peak period. Saturday mid-day peak period headway ranges between 12-15 minutes, and Sunday and holiday mid-day peak period headway is approximately 20 minutes.

Metro Rapid Line 705 (West Hollywood- Vernon Avenue via La Cienega Boulevard and Vernon Avenue) - Metro Rapid Line 705 runs north-south near the project site via La Cienega Boulevard. It starts at San Vicente Boulevard and Santa Monica Boulevard in West Hollywood and ends at Pacific Boulevard and Santa Fe Avenue in Vernon. Days of operation are Monday through Friday only. Weekday peak period headway near the project site ranges between 11-13 minutes during the AM peak period and approximately 15 minutes during the PM peak period.

Metro Line 305 (Crosstown Bus: UCLA/Westwood- Imperial/Wilmington Station Limited) Metro Line 305 runs north-south near the project site via San Vicente Boulevard. It starts at Imperial/Wilmington/Rosa Parks Station in Willowbrook and ends at the UCLA Ackerman Loop in Westwood. Days of operation are Monday through Sunday, including all major holidays. Weekday peak period headway near the project site is 30 minutes during the AM peak period and 25-35 minutes during the PM peak period. Saturday, Sunday, and holiday mid-day peak period headway is one hour.

Metro Line 14 (Downtown LA- Beverly Hills via Beverly Boulevard) - Metro Line 14 runs east-west near the project site via Beverly Boulevard. It starts at Beverly Drive and Pica Boulevard in Beverly Hills and ends at Adams Boulevard and Figueroa Street in downtown Los Angeles. Days of operation are Monday through Sunday, including all major holidays. Weekday peak period headway near the project site ranges between seven and 14 minutes during the AM peak period and three and 15 minutes during the PM peak period. Saturday mid-day peak period headway ranges between nine and 15 minutes, and the Sunday and holiday mid-day peak period headway ranges between 12-17 minutes.

Metro Rapid Line 714 (Downtown LA- Beverly Hills via Beverly Boulevard) - Metro Rapid Line 705 runs east-west near the project site via Beverly Boulevard. It starts at Santa Monica Boulevard and Canon Drive in Beverly Hills and ends at Washington Boulevard and Olive Street in downtown Los Angeles. Days of

operation are Monday through Friday only, excluding Saturday, Sunday, and all major holidays. Weekday peak period headway near the project site ranges between 15-18 minutes during both the AM and PM peak period.

Metro Line 20 (Downtown LA- Santa Monica via Wilshire Boulevard) - Metro Line 20 runs east-west near the project site via Wilshire Boulevard. It starts at Main Street and Pica Boulevard in Santa Monica and ends at 7th Street and Main Street in downtown Los Angeles. There is a bus stop at Wilshire Boulevard and Fairfax. Days of operation are Monday through Sunday, including all major holidays. Weekday peak period headway near the project site is eight minutes during the AM peak period and three and six minutes during the PM peak period. Saturday, Sunday, and holiday mid-day peak period headway is 10 minutes.

Metro Rapid Line 720 (Commerce - Santa Monica via Whittier Boulevard and Wilshire Boulevard) - Metro Rapid Line 720 runs east-west near the project site via Wilshire Boulevard. It starts at 5th Street and Colorado Avenue in Santa Monica and ends at the Commerce Center in the City of Commerce. Days of operation are Monday through Sunday, including all major holidays. Weekday peak period headway near the project site is approximately 10 minutes during the AM peak period and four to 14 minutes during the PM peak period. Saturday mid-day peak period headway ranges between six and 14 minutes, and the Sunday and holiday mid-day peak period headway ranges between seven and 16 minutes.

Metro Line 220 (West Hollywood - Culver City via Robertson Boulevard), Metro Line 220 runs north-south near the project site via Robertson Boulevard. It starts at Venice Boulevard and Culver Boulevard in Culver City and ends at Santa Monica Boulevard and San Vicente in West Hollywood. Days of operation are Monday through Saturday. No service is operated on Sundays or on major holidays. Weekday peak period headway near the project site is 40 minutes during both the AM and PM peak period. Saturday mid-day peak period headway is 40 minutes.

LADOT DASH Fairfax (Farmer's Market) – Starting at Gracie Allen Drive and George Burns Road, at Cedars Sinai Hospital, this route goes north to Melrose and loops around Park La Brea and the Farmer's Market. The line ends at La Brea Avenue and Wilshire Boulevard. The Dash runs Monday through Saturday, with non on Sundays or major holidays.

unit of more than 3 habitable rooms. The project proposes approximately 45 one-bedroom units with 3 habitable rooms and approximately 43 two-bedroom units with more than 3 habitable rooms. Therefore, the project requires a total of 67.5 parking spaces for the one-bedroom units and a total of 86 parking spaces for the two-bedroom units for a total of 160.

Public Necessity

Data from the Los Angeles General Plan Framework Housing Element (Housing Element), the California Department of Finance (CDOF) and SCAG demonstrate that the City of Los Angeles population was over 3.48 million in 1990. According to the City of Los Angeles Housing Element, the City is in need of new dwelling units to serve both the current population and the projected population. The Housing Element indicates a housing growth increase of 34,813 units (or 2.5 percent) from 2000 to 2006 within the City. This increase results in approximately 5,802 housing units on average annually. The City population was estimated at 4.0 million in 2007 and is expected to climb to approximately 4.26 million by 2010,⁵ The City of Los Angeles data indicate a growth (population) increase of 279,180 persons (or 7.56 percent) from 2000 to 2006 within the City. The increase results in approximately 46,530 persons on average annually.

Objective 1-1 Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing resident and expected new residents in the Wilshire Community Plan Area.

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. The Wilshire Community Plan encourages pedestrian oriented design in designated areas and in new development. 1-2.1 Encourage higher density residential uses near major public transportation centers. Objective 1-3 Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods. The proposed project is in keeping with the character and scale of the existing residential community.

Convenience

The proposed project represents good zoning practice, as the requested R4-1-O Zone will not only allow for more apartment housing in the area, but also provides much needed revitalization to a neighborhood. Furthermore, the proposed residential development will enhance livability through its pedestrian and transit-friendly design, creating a better, healthier space for its occupants and the surrounding community.

The proposed project contributes to the public convenience as it locates much needed housing on prime property in the heart of a thriving urban center. The Community Plan states, The intent is to provide housing in close proximity to

jobs and services, to reduce vehicular trips, traffic congestion and air pollution. to provide rental housing, and to stimulate vibrancy and activity pedestrian-oriented areas. The proposed project will accomplish this purpose.

These units are close to transit and will reduce reliance on the automobiles by locating housing near job centers and shopping destinations. The subject site is located near many office, retail, and restaurant establishments on Third Street, La Cienega, and Beverly Boulevard, including the *Beverly Center*, *Beverly Connection*, and Restaurant Row, providing future residents the opportunity to walk to their places of employment, and shopping and dining destinations, thereby increasing pedestrian activity and local business.

General Welfare

The proposed project will promote the general welfare by meeting area needs for housing, enhancing the sense of community in the area by providing a well-designed, attractive development, and increasing property tax revenue for the City. With implementation of the project's landscaping and Preliminary Master Security Plan which incorporates CPTED (Crime Prevention Through Environmental Design) principles, the project will provide for a more pedestrian-friendly and safe environment by locating residential apartments at street level offering a sense of community and a vibrant street.

Good Zoning Practices

The requested Zone Change from R3-1-O to R4-1-O is in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Community Plan. Due to the restrictions imposed by the R3 zone, the site requires larger units with less parking. The requested Zone Change will allow for smaller units with adequate off street parking and stoop units creating a sense of security and a vibrant community. The requested The subject site is adequate to accommodate the development features of the proposed project and is a proper location given its location. The proposed zoning is consistent with the surrounding uses, as the surrounding properties are similarly zoned and developed with commercial uses and multi-family housing.

Cedars Sinai Medical Center, zoned Regional Commercial, and reaching a height of approximately 144.2 feet. The *Cedars Sinai office building* is located north of the subject site, north of 3rd Street between Sherbourne Drive on the east and S. Hamel Road/S. George Bums Road on the west, and has a lot area of 192,043 square feet, a floor area of 754,851 square feet, and a FAR of 4. to 1.

The properties to the east are zoned [Q]R4-1-0 and R3-1-0 and developed with multi-family apartment buildings. The Wilshire Community Plan designates the properties east and northwest of the subject site, along the north and south sides

of Burton Way, for High Medium Residential uses, corresponding to the R4 Zone. Footnote No. 6, which corresponds with these properties, notes "Height District No. 2".

Thus, the proposed zoning is consistent with the surrounding uses and zoning, as well as the surrounding properties and building heights, and the requested Zone Change from the current zoning on the property to R4-1-O would reflect good zoning practices. Additionally, the requested General Plan Amendment, in conjunction with the requested Zone Change, would reflect good zoning practices with a proposed "Q" Limitation which would maintain the 3:1 FAR. As requested this zone change would allow for better overall site design of the project as well as much needed multi-family housing. The density and project size which will be made possible via the proposed zone change is compatible and consistent with the dense multifamily and commercial uses in this area, as described in detail above. Furthermore, the proposed General Plan Amendment, Zone Change, will promote a distinctive pedestrian oriented area.

The Applicant proposes to unify the subject site and proposes a [Q] " Development Limitation, which would limit the maximum Floor Area Ratio (FAR) to 3:1. Maintain the height district of 1. In conjunction with the requested Zone Change, the Applicant also requests a General Plan Amendment to the Wilshire Community Plan to add a Footnote on the proposed project site as follows:

"Development of the properties bounded by Burton Way on the north and east, Hamel Road on the west, and Colgate Avenue on the south shall be permitted a Height District of [Q]-1 with development limited to a maximum floor area ratio of 3:1."

Residential Uses

The applicant is proposing to provide 88 residential apartment units within 3 to 5 levels, totaling approximately 90,030 square feet in residential floor area

Open Space

The projects proposed Open Space Will exceed the required amount of Open Space required pursuant Per L.A.M.C. Section 12.21.G, the project requires approximately 9,875 square feet of total Open Space. The project's proposed Open Space will exceed the required amount by 2,425 square feet. The total Open Space proposed is 12,300 feet.