

ATTACHMENT E

WAIVER OF DEDICATION AND IMPROVEMENTS FINDINGS / JUSTIFICATIONS

STUDIO CITY VILLAGE

11263 – 11325 VENTURA BOULEVARD
LOS ANGELES, CA 91604

PROJECT OVERVIEW/REQUEST

The Applicant, PCG Studio City Village, LLC (the “Applicant”), seeks to reutilize the existing ±23,891 SF tenant space within “Building A” (Anchor) for a new grocery market chain (“Sprouts”) including the sale of beer and wine for off-site consumption, demolish a ±1,064 SF portion of “Building A”, maintain the existing ±3,569 SF “Shops Building” and existing ±6,322 SF “Building B”, perform exterior façade and site improvements, provide new signage for anchor tenant and replace existing tenant signage, and reorganize the existing surface parking lot (the proposed “Project”), located at 11263 – 11325 Ventura Boulevard in Studio City (the “Subject Property”). Off-street parking is provided within the existing surface parking lot per Code. The Subject Property is located within the C2-1VL-RIO Zone within the geographic boundaries of the Ventura Cahuenga Boulevard Corridor Specific Plan (“Specific Plan”) further designated Neighborhood and General Commercial; and within the Los Angeles River Improvement Overlay district.

The Applicant requests the following discretionary approvals:

- **WAIVER OF DEDICATION AND IMPROEMENT** findings, pursuant to LAMC Section 12.37 I.3 to waive the five-foot dedication and improvements along Ventura Boulevard, as required by the Mobility 2035 Plan.

Additionally, the Applicant is concurrently requesting **PROJECT PERMIT COMPLIANCE** findings, pursuant to LAMC Section 11.5.7 (C), to allow the proposed Project within the geographic boundaries of the Specific Plan; and a **CONDITIONAL USE PERMIT**, pursuant to **Los Angeles Municipal Code (“LAMC”) Section 12.24.W.1**, for the sale of beer and wine for off-site consumption in conjunction with the operation of a ±23,891 SF market (See “Attachment D”).

WAIVER OF DEDICATION AND IMPROVEMENT FINDINGS/JUSTIFICATIONS

The following information has been developed pursuant to LAMC Section 12.37I.3 and, established by Ordinance No. 184,718:

1. **The dedication or improvement requirement does not bear a reasonable relationship to any project impact.**

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The proposed Project is the reutilization of an existing ±23,891 SF tenant space within “Building A” (anchor) for a new grocery market (“Sprouts”), part of a ±38,765 SF existing shopping center built in 1963 with additions built in 1977 and 1985 (per Building Records/Certificate of Occupancy) on an existing 113,610 SF Subject Property comprised of 7 lots. The Project includes demolition of a ±1,064 SF portion of “Building A”, exterior façade and site improvements, and maintenance of an existing ±3,569 SF “Shops Building” and existing ±6,322 SF “Building B”. Overall, the proposed Project is the reutilization of an existing anchor building within an existing shopping center to be updated and modernized with exterior facade improvements.

The Subject Property includes approximately 506 feet of frontage along the north side (the inside curve) of Ventura Boulevard between Eureka and Arch Drives. This segment of Ventura Boulevard, designated as a Boulevard II, is currently dedicated to a variable Right-of-Way (ROW) width of 100 to 130 feet, with the greatest street width generally occurring at the center of the Subject Property’s frontage. Further, within the ROW, the Roadway is currently dedicated to a variable width of 70 to 104 feet, with the 30-foot difference generally occurring at the center of the Subject Property’s frontage. Both the ROW and Roadway are currently dedicated to an extraordinary width, well in excess of the Boulevard II standards. A Boulevard II designation, as described within the Mobility 2035 Plan, requires a ROW width of 110 feet and Roadway width of 80 feet, typically including 2-3 traffic lanes in each direction, with a typical sidewalk width of 15 feet. Further, as shown in the Complete Streets Design Guide, Complete Streets Diagram, a typical Boulevard II within a Vehicle Enhanced Network, will include curbside parking, 2 lanes of traffic in each direction, and a center median providing left-turn access. The segment of Ventura Boulevard fronting the Subject Property is identified within a Vehicle Enhanced Network and currently includes 2 travel lanes in each direction, a center median with left-turn access, curbside parking, and a 15-foot wide sidewalk for the full length of frontage adjacent to the Subject Property. Therefore, the capacity identified by both the Mobility 2035 Plan and the Complete Streets Design Guide, Complete Streets Diagram, are met by the existing road and sidewalk widths.

Additionally, the proposed Project, as analyzed in the Technical Memo¹, identifies a net increase in the number of vehicles entering and exiting the site, also known as Average Daily Trips (ADT), with the reutilization of the existing 23,891 SF tenant space within “Building A” and a new grocery market and maintenance and operation of the existing shopping center. However, the net increase in ADT is slight, with 91 net new ADT in the AM and 221 net new ADT in the PM, reflective of the reutilization of the tenant space within “Building A” for similar commercial retail and restaurant uses that have been in existence on the Subject Property since the mid to late 1960’s. The fact that the additional trip generation resulting from the proposed project is de minimis and that the dedication of five feet will not add to the roadway capacity, the improvement requirement does not bear a reasonable relationship to any project impact.

¹ Prepared by Armen Hovanesian Transportation Consultants (AHTC, Inc.) dated March 3, 2023

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Further, this segment of Ventura Boulevard is also identified in the Mobility 2035 Plan as being a Pedestrian Enhanced District, which encourages pedestrian activity and walking as a transportation mode. The proposed Project has been designed to encourage and accommodate pedestrian activity with the improvement to the anchor building's frontage on Ventura Boulevard creating a prominent store front entrance and covered pedestrian walkway connecting pedestrians to the existing 15-foot wide sidewalk. In addition, pedestrian access to the Subject Property is provided from the 15-foot wide sidewalk along the entire length of the Subject Property frontage, to the new market and the existing commercial retail uses in the multi-tenant building "Shops Building" and "Bldg.2".

The Subject Property is served by several local bus lines (Metro Bus Lines 155 and 240) via stops located within convenient walking distance along Ventura Boulevard. The Mobility 2035 Plan designates this segment of Ventura Boulevard as a Pedestrian Enhanced District (PED), where pedestrian improvements could be prioritized to provide enhanced walking connections to and from the major destinations within communities. In addition, vehicular access to the Subject Property will be provided via the two existing driveways along Ventura Boulevard. The current dedicated portion of Ventura Boulevard adjacent to the Subject Property reflects the current and future needs of the Subject Property with a 15-foot wide sidewalk along the entire frontage, and a roadway width that varies significantly in width. The point being the area in which the Subject Property is located is intended to be pedestrian oriented and the proposed Project meets and exceeds this objective through the inclusion of existing street fronting retail and enhanced and an updated landscape buffer along the right-of-way.

While a 5-foot Dedication and Improvement to widen the Roadway is necessary to complete a 55-foot half width ROW, it's imposition does not bear a reasonable relationship to the few additional trips generated by the proposed Project. Furthermore, the existing street lane, parking and roadway capacity would not materially be changed with the 5-foot dedication nor would the dedication enhance the pedestrian experience. On top of these very strong justifications, portions of Ventura Boulevard adjacent to the Subject Property's frontage is already far in excess of the Boulevard II designation for ROW and Roadway width.

The proposed Project, inclusive of a new, modern grocery market (an essential use) within proximate distances to transit; and enhanced pedestrian accessibility and design with existing street adjacent retail, results in a project benefit that far exceeds any benefit associated with a 5-foot street widening that will provide no additional roadway capacity or community benefit.

2. The dedication or improvement is not necessary to meet the City's mobility needs for the next 20 years based on guidelines the Streets Standards Committee has established.

The Subject Property is located on the north side of Ventura Boulevard midway between Arch and Eureka Drives, within the Specific Plan. Ventura Boulevard is a designated Boulevard II – under the Mobility Plan 2035, which requires a 110-foot Right-of-Way (ROW) inclusive of an 80-foot roadway. Adjacent to the Subject Property, Ventura Boulevard is currently dedicated to a variable Right-of-Way width of approximately 100 feet to 130 feet and variable Roadway width of approximately 70 feet to 104 feet, with the 30-foot differences

generally occurring at the center of the Subject Property’s Ventura Boulevard frontage. A 15-foot-wide sidewalk currently exists along the entire frontage of the Subject Property.

The instant request is for the waiver of the Boulevard II Street – Standard dedication and improvement requirements for the portion of Ventura Boulevard directly adjacent to the Subject Property, thereby maintaining the existing, variable 50 to 65-foot half width Right-of-Way in conjunction with the reutilization of an existing $\pm 23,891$ SF tenant space within “Building A” for a new grocery market and the maintenance and operation of the existing commercial retail spaces within the existing “Shops Building” and “Building B”.

The Mobility 2035 Plan introduces the concept of enhanced networks to achieve the goal of Complete Streets. As such, the segment of Ventura Boulevard adjacent to the Subject Property is designated as a Pedestrian Enhanced District (PED), “...where pedestrian improvements are prioritized to provide safe and enjoyable walking connections to and from major destinations within communities.” Therefore, pedestrian improvements such as covered storefront walkway connecting to the existing 15-foot-wide sidewalk should be considered a priority over a required 5-foot dedication and improvement to widen a roadway, which is currently dedicated with a variable width in excess of the Street Designation for much of the frontage.

Notwithstanding the Mobility 2035 Plan requirement for a 55-foot half-width ROW and 40-foot half width Roadway, the reutilization of the $\pm 23,891$ SF tenant space within “Building A” for a new grocery market and the maintenance and operation of the existing commercial retail spaces within the existing “Shops Building” and “Building B”, has been designed to encourage pedestrian activity. The proposed Project is enhanced by the inclusion of new covered walkway along the storefront of “Building A”, which connects to the public sidewalk along Ventura Boulevard. Further, the Subject Property will be revitalized with a new grocery market in close proximity to offices and residential; and is within one-quarter mile of additional pedestrian destinations, such as restaurant, and retail; and transit stops, making the pedestrian experience an integral and important part of the proposed Project.

Given the existing dedication of Ventura Boulevard adjacent to the Subject Property, much of which is significantly in excess of the Boulevard II standards; the Subject Property’s designation as a PED, and the Project’s inclusion of an enhanced pedestrian experience, and most importantly the fact that the 5-foot roadway dedication does not provide enhancements to the street capacity, said dedication is not necessary to meet the City’s mobility needs for the next 20 years. As discussed above in Finding No. 1, this segment of Ventura Boulevard is currently designed as prescribed in the Complete Streets Guide Diagram, with 2 travel lanes in each direction, a center median providing left-turn access, curbside parking and a 15-foot wide sidewalk. Therefore, the applicant respectfully requests that the additional five-foot dedication and any associated roadway widening (i.e., improvements) be waived.

3. The dedication or improvement requirement is physically impractical.

The proposed Project is the reutilization and revitalization of the existing shopping center on the $\pm 113,610$ SF Subject Property. The Proposed Project will reutilize an existing and currently vacant $\pm 23,891$ SF tenant space within “Building A” for a new grocery market and

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the maintenance and operation of the existing commercial retail spaces within the existing “Shops Building” and “Building B”.

The existing ±6,322 SF “Building B”, was built in 1985 and includes 5 fully occupied tenant spaces. The existing ±6,322 SF building, with storefront oriented toward the interior of the Subject Property, is located approximately 6 feet from the back of the existing sidewalk, which is also the south property line fronting Ventura Boulevard. Within the ±6-foot Front Yard area is a an approximately 6-foot-wide planter buffering a covered ADA compliant ramp and walkway, which provides access from the public sidewalk to the building storefront. There are no plans to alter the exterior layout or façade of the existing building as a part of the proposed Project, with the exception of updates to the wall signs.

Incorporation of a 5-foot dedication and improvement as designated by the Mobility 2035 Plan for Ventura Boulevard adjacent to the Subject Property would be physically impractical. The 5-foot dedication would encroach upon the existing ADA compliant walkway and ramp that currently provides access from the public sidewalk to the existing ±6,322 SF building’s storefront. Incorporation of a 5-foot dedication to widen the roadway would make the existing building nonconforming with the Specific Plan’s requirement for an 18-inch setback from the south property line (the building’s roofline extends over the ADA path and ramp providing a covered walkway along the perimeter of the building on its south and west elevations) and would quite possibly eliminate the ADA access to the building. Therefore, the dedication and improvement required would result in physical and practical hardships.

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