

FINDINGS

General Plan/Charter Findings

1. The General Plan Amendment Will Further the Purposes, Intent and Provisions of the General Plan (Charter Section 556).

The Director-initiated General Plan Amendment and requested Zone and Height District Change are in substantial conformance with the purposes, intent, and provisions of the General Plan as explained below:

General Plan Land Use Designation

The Project Site is located within the Wilshire Community Plan, which was adopted by the City Council on September 19, 2001. The 0.74-acre, trapezoid-shaped Project Site is generally bounded by Orange Street to the north, a shared alleyway to the northeast, Sweetzer Avenue to the east, and South San Vicente Boulevard to the southwest. The Community Plan currently designates the Project Site for Limited Commercial land uses, corresponding to the C1 Zone. The site is zoned C1-1VL-O (Commercial Zone, Height District 1 Very Limited, Oil Drilling District). The C1 Zone allows for retail stores up to 100,000 square feet of floor area offices, businesses, hotels, hospitals/clinics, museums, and multi-family residential uses. No setbacks are required for front yards, side yards, and rear yards for commercial uses in the C1 Zone. Height District 1VL imposes a 45-foot height limit for commercial uses and permits up to three stories, and allows for a Floor Area Ratio of 1.5:1.

As proposed, the General Plan Amendment would re-designate the Project Site from Limited Commercial to Regional Commercial land uses. In addition, a Vesting Zone Change and Height District Change would modify the existing zoning from C1-1VL-O to (T)(Q)C2-2D-O. The proposed Regional Commercial land use designation has the following corresponding zones: CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4, and R5. Thus, the recommended (T)(Q)C2-2D-O Zone would be consistent with the adoption of the proposed land use designation and in substantial conformance with the purpose, intent, and provisions of the General Plan as it is reflected within the Wilshire Community Plan.

General Plan Text

The Los Angeles General Plan sets forth goals, objectives and programs that guide both citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to, Land Use, Transportation, Noise, Safety, Housing and Conservation. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. The Project is in compliance with the following Elements of the General Plan: Framework Element, Mobility Element, Health and Wellness and Air Quality Elements and the Land Use Element – Wilshire Community Plan.

Framework Element

The Framework Element for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the Project Site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space,

economic development, transportation, infrastructure, and public services. The General Plan Amendment, Vesting Zone Change, Height District Change, and Proposed Project are consistent with the goals, objectives, and policies of the General Plan Framework.

The City of Los Angeles General Plan Framework Long Range Land Use Diagram generally identifies the properties adjacent to the Project Site to the east along the Wilshire Boulevard corridor as a Regional Commercial. Regional Centers are considered a focal point of regional commerce, identity and activity and contain a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services. Generally, different types of Regional Commercial uses will fall within the range of floor area ratios from 1.5:1 to 6:1 and are characterized by developments six- to 20-stories (or higher) in height.

The Proposed Project involves the demolition of the two existing buildings and surface parking lots, and the construction of a mixed-use medical office building with up to 145,305 square feet of new floor area. The Project Site is currently improved with two buildings and associated surface parking lots, comprised of a 5,738 square-foot, vacant educational building, and an 8,225 square foot Big 5 Sporting Goods store, combined totaling approximately 13,963 square feet of existing floor area. The Project proposes 140,305 square feet of medical office space, 4,000 square feet of restaurant space, and 1,000 square feet for other commercial uses, such as a pharmacy. The proposed uses would be built within a single, 12-story building that includes ground floor lobby and commercial space, four levels of podium parking, and seven levels of medical office uses. The Project is consistent with and supports the Regional Center as it includes the development of a major health facility with ground floor commercial and restaurant uses. Additionally, consistent with the Framework Element's Regional Centers, the Project proposes a 12-story tower with a FAR of 4.5:1.

Chapter 3: Land Use

The Land Use Chapter of the Framework Element identifies objectives and supporting policies relevant to the Project Site. Those objectives and policies seek, in part, to encourage the development of commercial and residential uses and structures that integrate housing units with commercial uses. The Project supports and will be generally consistent with the General Plan Framework Land Use Chapter as it accommodates development of commercial uses in accordance with the applicable policies of the Wilshire Community Plan. Specifically, the Project would be consistent with the following goals, objective and policies, as set forth in the General Plan Framework Land Use Chapter:

Goal 3A: *A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.*

Objective 3.1: *Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*

Policy 3.1.1: *Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional,*

educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.

Objective 3.2: *Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.*

Policy 3.2.3: *Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.*

Objective 3.3: *Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.*

Objective 3.4: *Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.*

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.*

Goal 3F: *Mixed-use centers that provide jobs, entertainment, culture, and serve the region.*

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.*

The Project would support the above goals, objectives, and policies of the Land Use Chapter of the Framework Element through the demolition of a 5,738 square-foot vacant educational building, 8,225 square foot sporting goods store, and surface parking lot for the construction of over 140,000 square feet of floor area for medical offices and medical care and 5,000 square feet of floor area for commercial uses within a designated Regional Commercial and Transit Priority Area. The Project Site is currently underutilized for its location adjacent to major corridors, transit, and within a Regional Commercial area.

The Project will bring additional capacity for health services to the region's residents in an area well-served by transit. Thereby, making the services more easily accessible to those without automobiles and encouraging others to use other modes of transit which reduces vehicle trips, vehicle miles traveled, and air pollution. The Project Site is located approximately 0.25 miles east of the future Metro D (Purple) Line La Cienega/Wilshire Station which is projected to be completed in the Fall of 2024. In addition, bus transit access is provided along a number of Los Angeles County Metropolitan Transit Authority (Metro) and LADOT bus routes, with multiple stops located within 0.25 miles of the Project Site. These rapid bus and local bus service lines include Metro Lines 720, 20, and 105.

Commercial and restaurant uses will be provided on the ground floor of the twelve-story development with an outdoor plaza suitable for outdoor dining. The ground floor uses will help activate the street and improve the pedestrian experience along the major corridors of Wilshire Boulevard and San Vicente Boulevard.

The mixed-use commercial Project is replacing existing commercial buildings on a site that is zoned for commercial uses. Thus, the Project will conserve existing stable residential areas and continue development within commercially-zoned properties within a designated Regional Commercial area.

As such, the Project will preserve commercial land within a Regional Commercial area by bringing a mix of services to an underutilized site well served by transit. Therefore, the Project is consistent with the applicable goals, objectives, and policies in the Land Use Chapter of the Framework Element.

Chapter 5: Urban Form and Neighborhood Design

Goal 5A: *A liveable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.*

Objective 5.2: *Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or region.*

Policy 5.2.1: *Designate centers and districts in locations where activity is already concentrated and/or where good transit service is, or will be provided.*

Objective 5.5: *Enhance the liveability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.*

Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.

Policy 5.9.2: *Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours through the development of ground floor retail uses and sidewalk cafes. Mixed-use should also be enhanced by locating community facilities such as libraries, cultural facilities or police substations, on the ground floor of such building, where feasible.*

The mixed-use commercial Project is replacing existing commercial buildings on a site that is zoned for commercial uses. Thus, the Project will continue development within commercially-zoned properties within a designated Regional Commercial area. The Project will bring additional capacity for health services to the region's residents in an area well-served by transit. Thereby, making the services more easily accessible to those without automobiles and encouraging others to use other modes of transit which reduces vehicle trips, vehicle miles traveled, and air pollution. The Project Site is located approximately 0.25 miles east of the future Metro D (Purple) Line La Cienega/Wilshire Station which is projected to be completed in the Fall of 2024. In addition, bus transit access is provided along a number of Los Angeles County Metropolitan Transit Authority (Metro) and LADOT bus routes, with multiple stops located within 0.25 miles of the Project Site. These rapid bus and local bus service lines include Metro Lines 720, 20, and 105.

The building elevations utilize a variety of architectural features, building materials, and changes in depth to break up massing and create a consistent architectural design for the development. Glazed glass panels, grey metal paneling, and exposed concrete columns are incorporated across all facades of the project. Terraced balconies that step up vertically from the southern to northern ends of the façade and a two-story balcony at the northern end of the façade break up the massing while adding a distinctive architectural feature. The parking podium will be well-incorporated into the design with a mix of metal and glazed glass paneling which will screen the parking area from the outside.

The ground level streetscape includes landscaping and seating for the potential outdoor dining area that would be located on the corners of South Sweetzer Avenue, Wilshire Boulevard, and South San Vicente Boulevard. The retail and restaurant space on the ground floor of the proposed building would be visible through clear windows and doors to create an inviting and accessible areas from the sidewalk. The ground floor would include 815 square feet dedicated to outdoor seating for the potential café area.

The mixed-use nature of the Project will provide continuous activity from the daytime, with the medical offices, into the evening, with the ground-floor commercial uses. Thus, the Project will help increase safety throughout the day with “eyes-on-the street” for many hours of the day, providing overall improved safety and security on the streets surrounding the Project Site.

Thus, the Project would be consistent with the Urban Form and Neighborhood Design Chapter of the Framework Element.

Chapter 7: Economic Development

The Project will be consistent with the relevant goals and objectives of the Framework Element (Chapter 7), including the following:

Goal 7B: *A City with land appropriately and sufficiently designated to sustain a robust commercial and industrial base.*

Objective 7.2: *Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.*

Policy 7.2.2: *Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.*

Policy 7.2.3: *Encourage new commercial development in proximity to rail and bus transit corridors and stations.*

Policy 7.2.6: *Concentrate office development in regional mixed-use centers, around transit stations, and within community centers.*

As stated earlier, the Project will construct over 140,000 square feet of floor area for medical offices and medical care and 5,000 square feet of floor area for commercial uses adjacent to major corridors, transit, and within a Regional Commercial area. The development will support the region with the addition of high-quality jobs and specialized health care services. The development will be sited on a commercially-zoned property within a designated Regional Commercial area in an area well-served by transit. Thereby, making the services more easily accessible to those without

automobiles and encouraging the use of other modes of transit which reduces vehicle trips, vehicle miles traveled, and air pollution. The Project Site is located approximately 0.25 miles east of the future Metro D (Purple) Line La Cienega/Wilshire Station which is projected to be completed in the Fall of 2024. In addition, bus transit access is provided along a number of Los Angeles County Metropolitan Transit Authority (Metro) and LADOT bus routes, with multiple stops located within 0.25 miles of the Project Site. These rapid bus and local bus service lines include Metro Lines 720, 20, and 105.

The Project's development of a mixed-use medical and commercial building would strengthen existing nearby commercial development, provide opportunities for new commercial development and services, and strengthen the economic base by expanding market opportunities for existing and new businesses. The Project anticipates a forecasted increase in peak production employment from the current level of 48 employees to 614 employees at Project buildout. This represents an increase of up to 566 employees during peak production periods, not including employees related to the construction of the Project. These commercial activities would be sited in proximity to existing residential and employment centers, on a commercially-zoned property within a designated Regional Commercial area, and in an area well-served by transit.

The Project will bring health services and commercial uses that would sustain economic growth and a robust commercial base in an area where similar uses currently exist and is developing an underutilized site in proximity to existing activity centers and transit. Thus, the Project is consistent with the applicable goals, objectives, and policies of the Economic Development Chapter of the Framework Element.

Mobility Plan 2035

The Mobility Element 2035 (Mobility Element), adopted in September 2016, guides development of a citywide transportation system with the goal of ensuring the efficient movement of people and goods and recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reduction of vehicle trips, and focused growth in proximity to public transit. The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities and sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. The Proposed Project would be in conformance with the following objectives and policies of the Mobility Element as described below.

Chapter 2: World Class Infrastructure

Policy 2.3: Recognize walking as a component of every trip and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Chapter 3: Access for All Angelenos

Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.

Policy 3.3: Promote Equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

Policy 3.5: Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.

Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities

The Project has considered and will provide access for all modes of travel, including for pedestrians, bicyclists, and transit users. The Site is in a Transit Priority Area which is defined as being within a 0.25 mile of a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The Project Site is located approximately 0.25 miles east of the future Metro D (Purple) Line La Cienega/Wilshire Station with an anticipated opening date of Fall 2024. In addition, bus transit access is provided along a number of Los Angeles County Metropolitan Transit Authority (Metro) and LADOT bus routes, with multiple stops located within 0.25 miles of the Project Site. These rapid bus and local bus service lines include Metro Lines 720, 20, and 105.

The Transit Priority Area allows Projects to reduce their code-required parking requirement in exchange for additional bicycle parking. Pursuant to LAMC Section 12.21 A.4©, non-residential projects within a TPA may replace up to 30 percent of the required automobile parking spaces, with bicycle parking at a rate of four bicycle parking spaces per vehicle parking space. The Project will provide a total of 716 bicycle parking spaces and 418 vehicle parking spaces. The bicycle parking areas will include secure bicycle storage, lockers, and showers.

Additionally, the Project would include implementation of a TDM program as part of Project Design Feature TRAF-PDF-1. The program includes strategies that encourages employees and visitors of the Project to use alternative modes of transit through the provision of bicycle and pedestrian amenities, promoting alternative transportation modes, supporting carpools and rideshares, and implementing an employee parking management program.

The Project will create an active pedestrian experience along the Project’s primary frontage along South San Vicente Boulevard as well as at the intersection of South San Vicente Boulevard, South Sweetzer Avenue, and Wilshire Boulevard. The entrances for the proposed Medical Office Lobby, retail store, and restaurant spaces are located along the South San Vicente Boulevard frontage, as well as the driveways that provide guest vehicular and bicycle valet access. Due to lobby entrance and driveway configuration, the only entrances that are along the façade are those from the retail store and restaurant, the latter of which includes an outdoor dining plaza. The pedestrian experience is enhanced through upgrades to sidewalks, bicycle parking, building lighting around the Project Site, retention of and/or planting of street trees and landscaping. The ground level streetscape includes landscaping and seating for the potential outdoor dining area that would be located on the corners of South Sweetzer Avenue, Wilshire Boulevard, and South San Vicente Boulevard. The retail and restaurant space on the ground floor of the proposed building would be visible through clear windows and doors to create an inviting and accessible area from the sidewalk. The ground floor would include 815 square feet dedicated to outdoor seating for the potential café area.

The Project is consistent with the applicable policies of the Mobility Plan as it is located within walking distance of high-quality transit options, includes ample bicycle parking and facilities, and improves the pedestrian experience. Thus, the health services and commercial uses which the Project will provide will be more accessible to those without automobiles and encourage those with cars to use other modes of

transit which reduces vehicle trips, vehicle miles traveled, greenhouse gases, and air pollution.

Health and Wellness Element and Air Quality Element

Adopted in March 2015 with a technical update in November 2021, the Plan for a Healthy Los Angeles lays the foundation to create healthier communities for all Angelenos. As the Health and Wellness Element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. Through a new focus on public health from the perspective of the built environment and City services, the City of Los Angeles will strive to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. The Project is consistent with the following:

Chapter 2: A City Built for Health

Policy 2.2: Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.

Policy 2.3: Strive to eliminate barriers for individuals with permanent and temporary disabilities to access health care and health resources.

Policy 2.6: Work proactively with residents to identify and remove barriers to leverage and repurpose vacant and underutilized spaces as a strategy to improve community health.

Chapter 5: An Environment Where Life Thrives

Policy 5.1: Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.

Policy 5.7: Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and other susceptible to respiratory diseases.

Air Quality Element

Policy 4.2.3 Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.

Policy 5.1.2 Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations,

The Project would comply with applicable provisions of the CALGreen Code and the Los Angeles Green Building Code, which will serve to reduce the Project's energy usage. Furthermore, as conditioned and in compliance with Code requirements, a minimum of 30 percent of the total code-required parking spaces will be capable of supporting future electric vehicle supply equipment (EVSE), and 10 percent of the total code-required parking spaces will be equipped with EV chargers. In addition, the Applicant is amenable to providing solar power in the form of either photovoltaic panels or thermal panels, where feasible and approved by the Department of Building and Safety.

The development will be sited on a commercially-zoned property within a designated Regional Commercial area in an area well-served by transit. Thereby, the services would be more easily accessible to those without automobiles and would encourage the use of other modes of transit which reduces vehicle trips, vehicle miles traveled, and air pollution. The Project Site is located approximately 0.25 miles east of the future Metro D (Purple) Line La Cienega/Wilshire Station which is projected to be completed in the Fall of 2024. In addition, bus transit access is provided along a number of Los Angeles County Metropolitan Transit Authority (Metro) and LADOT bus routes, with multiple stops located within 0.25 miles of the Project Site. These rapid bus and local bus service lines include Metro Lines 720, 20, and 105.

The pedestrian experience is enhanced through upgrades to sidewalks, bicycle parking, building lighting around the Project Site, retention of and/or planting of street trees and landscaping. The ground level streetscape includes landscaping and seating for the potential outdoor dining area that would be located on the corners of South Sweetzer Avenue, Wilshire Boulevard, and South San Vicente Boulevard. The retail and restaurant space on the ground floor of the proposed building would be visible through clear windows and doors to create an inviting and accessible area from the sidewalk. The ground floor would include 815 square feet dedicated to outdoor seating for the potential café area.

The Project's energy efficiency features and location near major transit facilities, which designates it in a Transit Priority Area could help reduce the energy and emission footprint of the Project and the per capita greenhouse gas emissions of the employees and visitors from private automobile travel. The solar-panel roof space and EV-parking are also good zoning practices because they provide a convenient service amenity to the employees or visitors who utilize electricity on site for other functions. As such, the Project provides service amenities and building features to improve the health and air quality for current and future users of the Site. Therefore, the Project would promote a healthy built environment, encourage healthy living and working conditions, reduce air pollution, and promote land use policies that reduce per capita greenhouse gas emissions.

Land Use Element – Wilshire Community Plan

The development of the Project would support the overarching goals of the Wilshire Community Plan. The proposed development furthers the following Community Plan objectives and policies:

Commercial

Objective 2-1: Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services within existing commercial areas.

Policy 2-1.1: New commercial uses should be located in existing established commercial areas or shopping centers.

Policy 2-1.2: Protect existing and planned commercially zoned areas especially in Regional Commercial Centers, from encroachment by standalone residential development by adhering to the community plan land use designations.

Objective 2-2: Promote distinctive commercial districts and pedestrian-oriented areas.

Policy 2-2.2: Encourage large mixed use projects to incorporate facilities beneficial to the community such as libraries, child care facilities, community meeting rooms, senior

centers, police sub-stations, and/or other appropriate human service facilities as part of the project.

Policy 2-2.3: *Encourage the incorporation of retail, restaurant, and other neighborhood serving uses in the first floor street frontage of structures, including mixed use projects located in Neighborhood Districts.*

Objective 2-3: *Enhance the visual appearance and appeal of commercial districts.*

Objective 12-1: *Pursue Transportation Demand Management Strategies that maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.*

Policy 12-1.1: *Encourage non-residential developments to provide employee incentives for using alternatives to the automobile (car pools, van pools, buses, shuttles, subways, bicycles, walking) and provide flexible work schedules.*

Policy 12-1.3: *Require that proposals for major non-residential development projects include submission of a TDM Plan to the City.*

Policy 12-1.4: *Promote the development of transportation facilities and services that encourage higher transit ridership, increased vehicle occupancy, and improved pedestrian and bicycle access.*

Policy 15-1.2: *Develop off-street parking resources, including parking structures and underground parking in accordance with design standards.*

The Project would support the Community Plan's overall goals, objectives, and policies relative to commercial land uses. The Project's development of over 140,000 square feet of floor area for medical offices and 5,000 square feet of floor area for commercial uses would strengthen existing nearby commercial development, provide opportunities for new commercial development and services, and strengthen the economic base by expanding market opportunities for existing and new businesses. The Project anticipates a forecasted increase in peak production employment from the current level of 48 employees to 614 employees at Project buildout. This represents an increase of up to 566 employees during peak production periods, not including employees related to the construction of the Project. These commercial activities would be sited in proximity to existing residential and employment centers, on a commercially-zoned property within a designated Regional Commercial area, and in an area well-served by transit. Thereby, the services would be more easily accessible to those without automobiles and would encourage the use of other modes of transit which reduces vehicle trips, vehicle miles traveled, and air pollution. The Project Site is located approximately 0.25 miles east of the future Metro D (Purple) Line La Cienega/Wilshire Station which is projected to be completed in the Fall of 2024. In addition, bus transit access is provided along a number of Los Angeles County Metropolitan Transit Authority (Metro) and LADOT bus routes, with multiple stops located within 0.25 miles of the Project Site.

The pedestrian experience would be enhanced through upgrades to sidewalks, bicycle parking, building lighting around the Project Site, retention of and/or planting of street trees and landscaping. The ground level streetscape includes landscaping and seating for the potential outdoor dining area that would be located on the corners of South Sweetzer Avenue, Wilshire Boulevard, and South San Vicente Boulevard. Additionally, the Project would limit driveways to Orange Street and South San Vicente Boulevard, which would reduce potential conflicts between pedestrians and automobiles. The retail and restaurant space on the ground floor of the proposed building would be visible through clear windows and doors to create an inviting and accessible area from the sidewalk. The ground floor would include 815 square feet

dedicated to outdoor seating for the potential café area.

The Project would include implementation of a TDM program as part of Project Design Feature TRAF-PDF-1. The program includes strategies that encourages employees and visitors of the Project to use alternative modes of transit through the provision of bicycle and pedestrian amenities, promoting alternative transportation modes, supporting carpools and rideshares, and implementing an employee parking management program.

All parking would be provided off-street within the parking podium. The Project is located within a Transit Priority Area which allows Projects to reduce their code-required parking requirement in exchange for additional bicycle parking. Pursuant to LAMC Section 12.21 A.4(c), non-residential projects within a TPA may replace up to 30 percent of the required automobile parking spaces, with bicycle parking at a rate of four bicycle parking spaces per vehicle parking space. The Project will provide a total of 716 bicycle parking spaces and 418 vehicle parking spaces. The bicycle parking areas will include secure bicycle storage, lockers, and showers. The parking podium is consistent the Citywide Design Guidelines and will include features such as glazed glass panels and metal paneling that shield the parking area and incorporate the podium into the structure through seamless design.

In summary, the Project is consistent with the applicable goals, objectives, and policies of the Wilshire Community Plan though preserving and strengthening commercial areas, adding services beneficial to the community, improving the pedestrian experience, and encouraging alternative modes of travel.

2. City Charter Finding 555. The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic or physical identity.

Amendment in Whole or in Part. The requested General Plan Amendment is an Amendment in Part of the Wilshire Community Plan, as it is for the subject site and not the entire Community Plan. The Project's requested amendment from Limited Commercial to Regional Commercial, and concurrent Vesting Zone Change and Height District Change would allow for the proposed mix of medical offices and commercial uses, supporting the City's efforts to provide jobs, services, and commercial uses in established commercial areas in proximity to various modes of transit.

The 0.74 net acre, trapezoid-shaped Project Site is generally bounded by Orange Street to the north, a shared alleyway to the northeast, Sweetzer Avenue to the east, and South San Vicente Boulevard to the southwest. The Site is currently improved with a 5,738 square-foot vacant educational building and an 8,225 square-foot Big 5 Sporting Goods store. Surface parking associated with these uses is located on the southeastern portion of the Project Site, abutting the frontage road of South San Vicente Boulevard, South Sweetzer Avenue, and the alley to the northeast. Additional surface parking is in the middle of the Project Site between the two buildings, and to the rear of the Big 5 Sporting Goods store. The surrounding area is urbanized and surrounded by a mix of land uses that include multi-family residential and commercial, ranging from low-rise to high-rise buildings, which are physically separated from the Project Site by boulevards, streets, and an alley.

The Project proposes to demolish all existing improvements on the Site and construct 140,305 square feet of medical office space, 4,000 square feet of restaurant space, and 1,000 square feet for other commercial uses, such as a pharmacy. The proposed uses would be built within a single, twelve-story building that includes ground floor lobby and commercial space, four levels of podium parking, and seven levels of medical office uses. The proposed uses are compatible with and complement the existing mix of development within the immediate vicinity.

The Project will help the City achieve land use goals of increasing density near transit and existing activity centers. The Project Site is located on a commercially-zone property within a Transit Priority Area, a designated Regional Commercial area and would be located in close proximity to public transit. Public transit service in the vicinity of the Project Site is currently provided by multiple local lines and regional lines via stops within convenient walking distance along Wilshire Boulevard and San Vicente Boulevard. The Project Site is located approximately 0.25 miles east of the future Metro D (Purple) Line La Cienega/Wilshire Station which is projected to be completed in the Fall of 2024. In addition, bus transit access is provided along a number of Los Angeles County Metropolitan Transit Authority (Metro) and LADOT bus routes, with multiple stops located within 0.25 miles of the Project Site. These rapid bus and local bus service lines include Metro Lines 720, 20, and 105.

Furthermore, the Project Site is within an area designated as Regional Commercial in the Framework Element. Regional Centers are considered a focal point of regional commerce, identity and activity and contain a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services. Generally, different types of Regional Commercial uses will fall within the range of floor area ratios from 1.5:1 to 6:1 and are characterized by developments six- to 20-stories (or higher) in height. The proposed General Plan Amendment would enable the construction of a single, twelve-story building that includes ground floor lobby and commercial space, four levels of podium parking, and seven levels of medical office uses. The Project is consistent with and supports the Regional Center as it includes the development of a major health facility with ground floor commercial and restaurant uses. Additionally, consistent with the Framework Element's Regional Centers, the Project proposes a 12-story tower with an FAR of 4.5:1.

Therefore, the General Plan should be amended in part through the Wilshire Community Plan as the Project would contribute to and strengthen an area which has significant social, economic or physical identity.

The proposed General Plan Amendment complies with the procedures as specified in Section 555 of the Charter, including:

- a) **Initiation of Amendments.** In compliance with this sub-section, on the Director of Planning proposed the amendment to the Wilshire Community Plan (General Plan Land Use Element), pursuant to the memo dated January 19, 2017.
- b) **Commission and Mayoral Recommendations.** The noticing and hearing requirements of the General Plan Amendment were satisfied, pursuant to LAMC Sections 12.36 and 12.32.B-D. The hearings were scheduled, duly noticed, and held virtually in conformity with the Governor's Executive Order N-29-20 and as a result of COVID-19 on February 2, 2022 and March 16, 2022. After the Commission recommends approval of an amendment initiated by the Commission or takes action concerning an amendment initiated by the Director or the Council, the Commission shall forward its recommendation to the Mayor. The Mayor shall have 30 days to forward his or her recommendation to the Council regarding the proposed amendment to the General Plan.

This action is further subject to the following sections of Charter Section 555:

- c) **Council Action.** The Council shall conduct a public hearing before taking action on a proposed amendment to the General Plan. If the Council proposes any modification to the amendment approved by the City Planning Commission, that proposed modification shall be

referred to the City Planning Commission and the Mayor for their recommendations. The City Planning Commission and the Mayor shall review any modification made by the Council and shall make their recommendation on the modification to the Council. If no modifications are proposed by the Council, or after receipt of the Mayor's and City Planning Commission's recommendations on any proposed modification, or the expiration of their time to act, the Council shall adopt or reject the proposed amendment by resolution within the time specified by ordinance.

- d) **Votes Necessary for Adoption.** If both the City Planning Commission and the Mayor recommend approval of a proposed amendment, the Council may adopt the amendment by a majority vote. If either the City Planning Commission or the Mayor recommends the disapproval of a proposed amendment, the Council may adopt the amendment only by a two-thirds vote. If both the City Planning Commission and the Mayor recommend the disapproval of a proposed amendment, the Council may adopt the amendment only by a three-fourths vote. If the Council proposes a modification of an amendment, the recommendations of the Commission and the Mayor on the modification shall affect only that modification.

3. **City Charter Finding 558.** The proposed Amendment to the Wilshire Community Plan will be in conformance with public necessity, convenience, general welfare and represents good zoning practice.

Public Necessity, Convenience, and General Welfare.

The recommended amendment to the Wilshire Community Plan would re-designate the land use from Limited Commercial to Regional Commercial. In conjunction with the requested amendment, the corresponding Vesting Zone and Height District Change from C1-1VL-O to (T)(Q)C2-2D-O would permit development of the Project Site for the construction of a single twelve-story building comprised of 140,305 square feet of medical office space, 4,000 square feet of restaurant/retail space, and 1,000 square feet for other commercial uses, such as a pharmacy. Presently, the Site is underutilized for a parcel within a Regional Center as identified by the General Plan Framework. It is currently improved with a 5,738 square-foot vacant educational building, an 8,225 square-foot Big 5 Sporting Goods store, and a surface parking lot.

The Project's development of over 140,000 square feet of floor area for medical offices and 5,000 square feet of floor area for commercial uses would strengthen existing nearby commercial development, provide opportunities for new commercial development and services, and strengthen the economic base by expanding market opportunities for existing and new businesses. The Project anticipates a forecasted increase in peak production employment from the current level of 48 employees to 614 employees at Project buildout. This represents an increase of up to 566 employees during peak production periods, not including employees related to the construction of the Project. These commercial activities would be located within proximity to existing residential and employment centers, on a commercially-zoned property within a designated Regional Commercial area, and in an area well-served by transit. Thereby, the services would be more easily accessible to those without automobiles and would encourage the use of other modes of transit which reduces vehicle trips, vehicle miles traveled, and air pollution. The Project Site is located approximately 0.25 miles east of the future Metro D (Purple) Line La Cienega/Wilshire Station which is projected to be completed in the Fall of 2024. In addition, bus transit access is provided along a number of Los Angeles County Metropolitan Transit Authority (Metro) and LADOT bus routes, with multiple stops located within 0.25 miles of the Project Site.

The pedestrian experience is enhanced through upgrades to sidewalks, bicycle parking, building lighting around the Project Site, retention of and/or planting of street trees and landscaping. The ground level

streetscape includes landscaping and seating for the potential outdoor dining area that would be located on the corners of South Sweetzer Avenue, Wilshire Boulevard, and South San Vicente Boulevard. The retail and restaurant space on the ground floor of the proposed building would be visible through clear windows and doors to create an inviting and accessible areas from the sidewalk. The ground floor would include 815 square feet dedicated to outdoor seating for the potential café area.

In summary, the Project would place healthcare services and commercial uses on an underutilized site within an urbanized commercial area, as well as near public transit and multi-family residential areas. The Project locates needed services near existing employment centers, entertainment, and transit while creating new employment opportunities, office, retail, and restaurants for the neighborhood. The improvement of the streetscape for pedestrian amenities and gathering will also enhance the area. As such, the requested amendments would be in conformity with public necessity, convenience, and general welfare.

Good Zoning Practice

Although the Site is designated as Limited Commercial in the Wilshire Community Plan, the Site is immediately adjacent to Regional Commercial zoned sites to the east along Wilshire Boulevard mainly comprised with high-rise commercial and office buildings, and is located within a Regional Center, as identified by the General Plan Framework. The southern façade of the proposed twelve-story building is on Wilshire Boulevard and would continue a consistent street wall along Wilshire Boulevard. As stated above, the site is currently underutilized with two low-rise structures (one vacant and the other a sporting goods store) and surface parking that fronts Wilshire and San Vicente Boulevards. The proposed structure would bring much needed health care services, and ground floor commercial and restaurant uses to an intersection of major corridors that serve as the western gateway into the city along Wilshire Boulevard. The pedestrian enhancements described earlier along with the ground floor commercial and restaurant spaces will bring vitality to the area and will be safer for pedestrians.

In addition, the Project Site is located within a Transit Priority Area. As previously mentioned, the Project is within an employment center comprised of a mix of uses including office and retail-commercial uses located 0.25 miles east of the future Wilshire Boulevard/La Cienega Boulevard Metro D (Purple) Line Station, which is currently anticipated to be operational in the fall of 2024. The proximity to transit will allow vital health care services to be more accessible to those without a car and encourage others to use forms of transit other than private automobiles which reduces vehicle trips, vehicle miles traveled, greenhouse gases, and air pollution.

As proposed, the Project would bring health care services, commercial uses, and restaurant uses along a commercial corridor with similar uses and building footprints. The proximity to transit will add accessibility and convenience for employees and visitors to the proposed offices, stores, and restaurants. The addition of pedestrian amenities with ground-floor retail and restaurant uses will enliven the street and improve the pedestrian experience. Furthermore, the amendments would allow for the space and height to make this Project feasible. The amendments are consistent with the goals, objectives and policies of the General Plan as stated in Finding Number 1. Therefore, the requested General Plan Amendment, Vesting Zone Change, and Height District Change would represent good zoning practices and development patterns in this portion of the Wilshire Community Plan area.

4. Zone Change, Height District Change, and “T”, “Q”, and “D” Classification Findings.

- a. Pursuant to Section 12.32 C of the Los Angeles Municipal Code (LAMC), and based on these findings, the recommended action is deemed consistent with the General Plan and**

is in conformity with public necessity, convenience, general welfare and good zoning practice.

Public Necessity. The subject property is currently designated and zoned for Limited Commercial land uses and C1 commercial zoning with a Height District 1VL, which limits FAR to 1.5:1 and the height of development to 45 feet. The recommended amendment to the Wilshire Community Plan would re-designate the land use designation of the Project Site from Limited Commercial to Regional Commercial. The recommended Vesting Zone and Height District Change from C1-1VL-O to (T)(Q)C2-2D-O would permit the development of the Project Site with a new medical office building project comprised of 140,305 square feet of medical office space and 5,000 square feet of ground floor retail-commercial space, of which up to 4,000 square feet may be a restaurant and 1,000 square feet may be other commercial uses, such as a pharmacy. As the existing land use designation and zone would not permit the proposed floor area (FAR of 4.5:1) and the height of the Project (230 feet), the amendment and zone change and height district change is necessary to permit the redevelopment of the site.

The Project would be an infill development located within .25 miles of the future Metro D (Purple) Line Wilshire/La Cienega station, providing a mixture of medical office and retail commercial uses. The Project Site is immediately surrounded by low-rise residential buildings and mid- to high-rise commercial and office buildings of varying age from the 1920's to the 1980's. As described by the Community Plan, the area is part of a historic thoroughfare and commercial corridor, Wilshire Boulevard, as well as the South San Vicente Boulevard commercial corridor. The Project Site is at the intersection of these two corridors, which include a variety of medical services such as offices, clinics, small practices, acute care centers, hospitals, etc.

Job creation and retention are a major priority for the City of Los Angeles, as is the new development required to sustain such job growth. The General Plan Framework Element's economic development policies are designed to facilitate job growth by emphasizing that Los Angeles plays a proactive role in the retention and attraction of businesses to have a sufficient job base to maintain and enhance the quality of life. The General Plan Framework Element sets forth a policy to concentrate commercial and office development in centers, corridors, and in proximity to current and planned transit stations.

The Wilshire Community Plan emphasizes many policies to maintain the community's distinctive character, including promotion of multimodal transportation (e.g., walking, bicycling, driving, and taking public transit), improvements to site access and circulation along a central commercial corridor, and the creation of a mobility-friendly environment through active ground floor uses and pedestrian-oriented design. The Project would also provide opportunities for employment of the local workforce in an accessible location within proximity to transit. Further, the Project would encourage the enhancement of the visual environment and provide pedestrian amenities along South San Vicente Boulevard.

The Project anticipates a forecasted increase in peak production employment from the current level of 48 employees to 614 employees at Project buildout. This represents an increase of up to 566 employees during peak production periods, not including employees related to the construction of the Project. The amount of new development required to support this forecasted employment growth is in conformity with public necessity in that it satisfies the intent of both the City's General Plan Framework and the Wilshire Community Plan with regard to job creation and retention.

Accordingly, the proposed Vesting Zone and Height District Change would be in conformity with

public necessity.

Convenience. Approval of the Vesting Zone and Height District Change would permit the development of the Project Site with a new medical office building project comprised of 140,305 square feet of medical office space and 5,000 square feet of ground floor commercial space, of which up to 4,000 square feet may be a restaurant and 1,000 square feet may be other commercial uses, such as a pharmacy. The Project is an employment center comprised of a mix of uses including office and retail-commercial uses on a previously developed infill site located 0.25 miles east of the future Wilshire Boulevard/La Cienega Boulevard Metro D (Purple) Line Station, which is currently under construction and is anticipated to be operational in 2024 the same year the Project is anticipated to be completed and occupied. The Project would provide approximately 4,643 square feet of open space areas, which would include new small terraced landscaped patios that would overlook South San Vicente Boulevard, and planting of trees. As proposed, the Project would improve the livability and general welfare of the future patients and employees of the development. The Project would further promote foot traffic through the development of a ground level restaurant or retail uses, street trees and landscaping, and signage and lighting compatible with the surrounding area.

In sum, the Project locates a well-designed commercial and medical office near compatible surrounding medical facilities, housing, and transit. The Project creates a commercial and medical office project within a transit priority area with ground floor restaurant and retail, street trees and lighting that promotes pedestrian activity in the general area. Accordingly, the proposed Zone and Height District Change would be in conformity with the public convenience.

General Welfare. Approval of the requested Vesting Zone Change and Height District Change would allow for the development of a new medical office building project that would support the City's job creation and retention. The Project would create approximately 566 net new jobs on the Project Site, as well as provide medical office space for the neighborhood and region, in addition to neighborhood-serving retail and restaurant uses. Thus, the Project would help to address the City's need for employment opportunities. In addition, the Project would make efficient use of land by adding density while by providing employment opportunities adjacent to public transit, to the benefit of the future on-site employees as well as the existing neighborhood. Accordingly, the zone and height district change would be in conformity with general welfare.

Good Zoning Practice. The Project Site is within the planning boundary of the Wilshire Community Plan area and has a General Plan land use designation of Limited Commercial. The Project Site is zoned C1-1VL-O, which permits commercial and retail uses. With the request for a Vesting Zone and Height District change to (T)(Q)C2-2D-O, the Project would be consistent with the proposed Regional Center land use designation. The site and adjacent areas along the Wilshire Boulevard corridor are also identified as a Regional Center by the General Plan Framework. Although the Project Site, as well as other properties along South San Vicente, is designated for Limited Commercial land uses, the Project Site is situated at the intersection of South San Vicente Boulevard and Wilshire Boulevard, the latter of which is characterized by mid- to high-rise office, retail, and residential buildings of widely varying age. The Project's vicinity includes various mid- to high-rise office buildings, in addition to low-rise commercial and residential buildings, in the area and along the South San Vicente Boulevard commercial corridor. Properties to the east of the Project Site, along Wilshire Boulevard have a Regional Commercial land use designation and are primarily made up of high-rise office and commercial buildings.

As stated above, the Project would include the construction of a new mixed-use development, comprised of a 12-story mixed-use building with a maximum height of 230 feet. The Project would

be consistent with the growth in medical office uses and floor area in and around this neighborhood, which also includes the Cedars Sinai Medical Center.

As proposed, the zone change would result in a Project that increases employment-generating uses on the site that complement and add to existing medical office uses in the vicinity. The Project promotes a more walkable lifestyle by locating commercial uses within proximity of transit and existing residential uses, job centers, and services. Furthermore, the zone change would allow the development of the site with medical and commercial uses that are consistent with the objectives and policies of the Community Plan and are compatible with the existing and proposed development of the surrounding area. Therefore, the zone and height district change would be in conformity with good zoning practices and with development patterns in the immediate area.

In addition, the Project Site is located within a Transit Priority Area (TPA) and a Southern California Association of Governments (SCAG)-designated High Quality Transit Area (HQTa). As previously mentioned, the Project is an employment center comprised of a mix of uses including office and retail-commercial uses on a previously developed infill site located 0.25 miles east of the future Wilshire Boulevard/La Cienega Boulevard Metro D (Purple) Line Station, which is currently under construction and is anticipated to be operational in 2024 the same year the Project is anticipated to be completed and occupied. Specifically, the activated ground floor and landscaping and lighting would support walkability for the Project.

b. “T”, “Q”, and “D” Classification Findings.

Per LAMC Section 12.32 G.1, 2, and 4, the current action, as recommended, has been made contingent upon compliance with new “T”, “Q”, and “D” conditions of approval imposed herein for the Project. The “T” Conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public’s needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this Site. The “Q” and “D” conditions that limit the scale and scope of future development on the Site are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of development in the community, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.

Site Plan Review Findings

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

The Project would involve the demolition of an existing 5,738 square-foot, vacant educational building, and an 8,225 square-foot Big 5 Sporting Goods store and associated surface parking to develop a medical office and retail-commercial development on an approximately 0.74-acre (32,290 net square feet) site. The Project would include up to 145,305 square feet of floor area comprised of 140,305 square feet of medical office space and 5,000 square feet of ground floor commercial space, of which up to 4,000 square feet may be a restaurant and 1,000 square feet may be other commercial uses, such as a pharmacy.

The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community-specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to Housing and Conservation, Land Use, Noise, Safety, and

Transportation. The City's Land Use Element is divided into 35 Community Plans that establish parameters for land use decisions within those sub-areas of the City. The Project is consistent with the following Elements of the General Plan: Framework Element, Housing Element, Mobility Element, Health and Wellness Element, Air Quality Element, and the Land Use Element- Wilshire Community Plan.

As discussed in Finding No. 1, the Project would be consistent with the purposes, intent and provisions of the General Plan and its elements, including the Framework Element, Housing Element, Mobility Element, Health and Wellness Element and Air Quality Element, and the Land Use Element – Wilshire Community Plan that relate to commercial and economic vitality. Approval of the Project would enhance the built environment in the surrounding neighborhood and would provide a function that is fitting and compatible with the character of the surrounding community and commercial viability of the region as a whole.

Based on the above, the Project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

6. The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development in neighboring properties.

The area surrounding the Project Site is highly urbanized, bordered by mid- and high-rise commercial, office, medical-related, multi-family, and single-family residential uses. The Project Site is bound by South San Vicente Boulevard to the southwest where most of the office, medical, and multi-family uses are located, and South Sweetzer Avenue to the east where the office and single-family residential uses are located, and Orange Street to the north where multi-family and single-family residential uses are located. Vehicular access to the Site is currently available from two driveways located along the frontage road of South San Vicente Boulevard and one parking entrance located along Orange Street.

The Project Site is presently developed with a 5,738 square-foot vacant education building and an 8,225 square-foot Big 5 Sporting Goods store. Surface parking associated with these uses is located on the southeastern portion of the Project Site. Additional surface parking is located in the middle of the Project Site between the two buildings, and to the rear of the Big 5 Sporting Goods store. The Project would replace the existing uses on the Project Site with a 12-story medical office/retail-commercial building with up to 145,305 square feet of floor area, resulting in a 4.5:1 floor area ratio (FAR), comprised of up to 140,305 square feet of medical office uses and 5,000 square feet of ground floor commercial uses. The proposed building would be approximately 218 feet in height (230 feet to the top of the mechanical penthouse), with seven floors of medical office uses over four levels of above-grade parking, and a ground floor containing a lobby for the medical office and retail-commercial uses for a total of 12 stories.

The Project would provide 418 parking spaces, including 393 vehicle parking spaces for medical office and 25 vehicle parking spaces for retail-commercial uses. The parking garage would serve as a full-valet garage. The Project would also include 716 bicycle parking spaces for short- and long-term use.

Height

The proposed building would be 230 feet to the top of the mechanical penthouse, with seven floors of medical office uses over four levels of above-grade parking, and a ground floor containing a lobby for the medical office and retail-commercial uses for a total of 12 stories. The proposed medical commercial building would be a similar height as other buildings in the immediate surrounding area. Directly across from the Project Site, is a 10-story office building with ground floor commercial uses. North of the 10-

story office building is a three-story office/retail building and two apartment complexes, two- and three-stories in height. To the southeast, fronting Wilshire Boulevard is a 22-story medical office building. Directly east is a two-story office building and a 12-story office building. As such, approval of the Project would allow for the development and use of the Site for medical office and commercial uses consistent with the scale of existing and proposed developments within the surrounding neighborhood.

Bulk & Mass

The area surrounding the Project Site is characterized by a range of one- to 22-story buildings. The proposed Project is for a 12-story building that spans from South San Vicente Boulevard, South Sweetzer Avenue and the alley to the northeast. The building design is intended to be complementary to surrounding structures and reflect contemporary high-rise commercial and office buildings extending along South San Vicente Boulevard and Wilshire Boulevard.

The building is designed as a modern building with stepped terraces and a recessed ground floor to break up the building's massing. The height of the proposed building would visually serve as a horizontal extension of the office buildings to the north and south. The approximately 16 feet tall floor-to-ceiling clear glass panels would bring light and views directly into the medical office spaces. The building is located on the corner of Wilshire Boulevard and South Sweetzer Avenue, where larger buildings line the street. The building steps back toward the shorter office buildings on South San Vicente Boulevard and towards the residential neighborhood to the north. The building's corner edge on San Vicente and Wilshire Boulevard/Sweetzer Avenue is rounded which allows a softening of the overall façade. Grey metal paneling is proposed on the north elevation that would screen the ground level parking. The façade materials palette consists of glass glazing system, grey metal panels, exposed concrete columns for Levels 2 through 12 and Concrete Masonry Units (CMU) walls added on the ground floor.

The proposed bulk and mass would be consistent with the scale of existing and future proposed developments within the surrounding neighborhood.

Setbacks

Pursuant to LAMC Section 12.13, front yard, side yard and rear yard setbacks are not required in the C2 Zone for commercial uses. As such, the Project proposes zero-front yard, side yard, and rear yard setbacks.

Off-Street Parking and Loading Area

Vehicle access for employees to valet within the parking levels (Floors 2 through 5) would be provided from Orange Street. A visitor drop-off and valet area would be accessible from the frontage road of South San Vicente Boulevard and would accommodate a parking queue and ride-share drop-off area. A loading dock serving the medical office and retail-commercial uses would be located and accessed from Orange Street. Vehicle access to the building's parking garage would not be provided through the alley. The driveway and site access areas would be designed in accordance with the City of Los Angeles Department of Transportation (LADOT) standards. Operation hours for the loading corridor would be likely occur during normal operation hours for the medical offices. In addition, the Project would implement Transportation Demand Management (TDM) and Neighborhood Transportation Management Program (NTMP), to encourage the use of alternate transportation to help reduce traffic amounts in general, as well address potential residential cut-through traffic along Orange Avenue and off-street parking impacts.

The Project would provide 418 vehicle parking spaces within four above-ground levels (Floors 2 through 5) and would include 393 vehicle parking spaces for medical office uses and 25 vehicle parking spaces

for ground level retail-commercial uses. Parking spaces on each level would be provided in combination of single, Americans with Disability's Act (ADA), and double-stacked parking spaces, which would require 20-foot ceiling heights for Floors 2 through 5. Pursuant to LAMC 12.21 A.4(c), the combination of medical office and retail-restaurant uses would require a total of 746 vehicle parking spaces. Pursuant to LAMC Section 12.32 P, the Project is requesting a reduction in parking not to exceed 20 percent, incident to a legislative action, reducing the required vehicle parking to a total 597 spaces. As required by LAMC Section 12.21 A. 16, the Project would be required to provide 15 bicycle parking spaces. However, pursuant to LAMC Section 12.21 A.4(c), non-residential projects within a TPA may replace up to 30 percent of the required automobile parking spaces, or a reduction of 179 vehicle parking spaces, with bicycle parking at a rate of four bicycle parking spaces per vehicle parking space, thereby, further reducing the required vehicle parking spaces to 418 spaces, in exchange for providing 716 bicycle parking spaces. The Project would provide a total of 716 bicycle parking spaces and 418 vehicle parking spaces.

Consistent with the requirement of the Los Angeles Green Building Code, the Project would provide 84 parking spaces that would be capable of supporting future electrical vehicle supply equipment (EVSE) and 42 parking spaces that would be equipped with electric vehicle (EV) charging stations. Parking areas would be screened with glass and metal panels and design to blend with the building's architecture to minimize views of the parking uses from the South San Vicente Boulevard frontage.

Landscaping:

The Project is a non-residential medical office and commercial Project, therefore LAMC Section 12.21 G open space requirements do not apply. However, the Project is providing the following landscaping and open space amenities as part of the Project. The ground level streetscape includes landscaping and seating for the potential outdoor dining area that would be located on the corners of South Sweetzer Avenue, Wilshire Boulevard, and South San Vicente Boulevard. The retail and restaurant space on the ground floor of the proposed building would be visible through clear windows and doors to create an inviting and accessible areas from the sidewalk. The ground floor would include 815 square feet dedicated to outdoor seating for the potential café area. In addition, Floors 6 through 10 would include small terraced landscaped patios that would overlook South San Vicente Boulevard and would be exclusively accessible by the building tenants. Floor 6 would include 1,864 square feet of landscaped areas, Floor 7 would include 328 square feet of landscaped areas, Floor 8 would include 570 square feet of landscaped area, Floor 9 would include 533 square feet of landscaped area, and Floor 10 would include 533 square feet of landscaped area.

There are seven trees existing on the Project Site, all of which are significant (eight inches or greater of cumulative trunk diameter if multi-trunked, as measured 54 inches above ground), non-protected trees. The Project would replace all significant, non-protected trees at a 1:1 ratio with a minimum of 24-inch box tree. The Project would provide 17 trees on the ground level, with additional trees provided in the small terraced landscaped patios on Floors 6 through 10.

Trash Collection

As conditioned, all trash and recycling areas will be enclosed, accessed via the loading area on Orange Street, and not openly visible from the public right-of-way.

Lighting & Building Signage

New lighting would include building identification, commercial accent lighting, wayfinding, balcony/garden lighting, and security lighting. Pedestrian areas including pathways and entryways into the Project would

be well-lit for security and lighting would be ground mounted. As required by LAMC Section 93.0117(b), exterior light sources and building materials would be designed such that they would not cause more than two (2) foot-candles of lighting intensity or generate direct glare onto exterior glazed windows or glass doors on any property containing residential units; an elevated habitable porch, deck, or balcony on any property containing residential units; or any ground surface intended for uses, such as recreation, barbecue or lawn areas, or any other property containing a residential unit or units. Light fixtures would be shielded and directed towards the areas to be lit and away from adjacent light-sensitive residential land uses.

Building identification signage would be provided for the ground level retail and/or restaurant uses. The building would also include street address and identification/wayfinding signage for the vehicular and pedestrian entries to the building. In addition, the building would include directional signage that prioritizes and directs the pedestrian and guest vehicular access to the frontage road of South San Vicente Boulevard and Orange Street. No off-site billboard advertising is proposed as part of the Project. All proposed signage would be designed in conformance with applicable LAMC requirements.

7. That any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.

The Project is a non-residential Project and entirely office and commercial use only; however, the Project will provide landscaped open space amenities as detailed below. The ground level streetscape includes landscaping and seating for the potential outdoor dining area that would be located on the corners of South Sweetzer Avenue, Wilshire Boulevard, and South San Vicente Boulevard. The retail and restaurant space on the ground floor of the proposed building would be visible through clear windows and doors to create an inviting and accessible areas from the sidewalk. The ground floor would include 815 square feet dedicated to outdoor seating for the potential café area. In addition, Floors 6 through 10 would include small terraced landscaped patios that would overlook South San Vicente Boulevard and would be exclusively accessible by the building tenants. Floor 6 would include 1,864 square feet of landscaped areas, Floor 7 would include 328 square feet of landscaped areas, Floor 8 would include 570 square feet of landscaped area, Floor 9 would include 533 square feet of landscaped area, and Floor 10 would include 533 square feet of landscaped area.

The Project would include a ground floor pharmacy and restaurant with both indoor and outdoor seating in addition to the medical offices that make up the majority of the Project. Short-term bike parking and a bike valet for both short-term and long-term bike parking would be provided inside of the building near the visitor entrance on the ground level and long-term bike parking would be placed on the rooftop level. Visitors and staff would be able to dine on-site and use medical services during business hours.

As proposed, the Project has programmed the open space taking into consideration the varying recreational needs of the future staff and visitors. Therefore, the Project would provide medical service and commercial and restaurant amenities to improve the habitability for its users and minimize impacts on neighboring properties.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

The City of Los Angeles (the "City"), as Lead Agency, has evaluated the environmental impacts of the 656 South San Vicente Medical Office Project by preparing an environmental impact report (EIR) ENV-2017-468-EIR (SCH No. 2020010172). The EIR was prepared in compliance with the California Environmental Quality Act of 1970, Public Resources Code Section 21000 et seq. (CEQA) and the California Code of Regulations Title 14, Division 6, Chapter 3 (the "CEQA Guidelines").

The 656 South San Vicente Medical Office Project, consisting of the Draft EIR, Final EIR and Errata, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and impacts of the 656 South San Vicente Medical Office Project (Project), located at 650-676 South San Vicente Boulevard (Project Site). The Project as analyzed in the EIR, proposes up to 145,305 square feet of floor area, comprised of 140,305 square feet of medical office space and 5,000 square feet of ground floor retail commercial space, of which up to 4,000 square feet may be a restaurant and 1,000 square feet may be other commercial uses, such as a pharmacy. The proposed building would include 12 stories and would measure approximately 218 feet in height (230 feet to the top of the mechanical penthouse). The Project would include seven floors of medical office uses over four floors of above-grade parking, and a ground floor containing a lobby for the medical office, and commercial uses.

The Draft EIR was circulated for a 46-day public comment period beginning on June 17, 2021 and ending on August 2, 2021. A Notice of Completion and Availability (NOC/NOA) was distributed on June 17, 2021, to all property owners within 500 feet of the Project Site and interested parties, which informed them of where they could view the document and how to comment. The Draft EIR was available to the public at the City of Los Angeles, Department of City Planning, and could be accessed and reviewed by members of the public by appointment with the Planning Department. Additionally, due to the circumstances created by the COVID-19 pandemic, copies of the Draft EIR were made available to the public on CD-ROM or in hard copy upon request to the Department of City Planning at the contact information listed on the NOC/NOA. A copy of the document was also posted online at <https://planning.lacity.org>. Notices were filed with the County Clerk on June 17, 2021.

The Final EIR was then distributed on February 2, 2022. The Advisory Agency certified the EIR on May 3, 2022 (Certified EIR) in conjunction with the approval of the Project's Tract Map (VTT-74865), which was subsequently appealed to the City Planning Commission. In its June 23, 2022 meeting, the City Planning Commission voted to deny the appeals and sustain the actions of the Advisory Agency in certifying the EIR. In connection with the certification of the EIR, the City Planning Commission adopted CEQA findings and a Mitigation Monitoring Program. The City Planning Commission adopted the Mitigation Monitoring Program in the EIR as a condition of approval. All mitigation measures in the Mitigation Monitoring Program are also imposed on the Project through Conditions of Approval for the Tract Map and of CPC-2017-467-GPA-VZC-HD-SPR, to mitigate or avoid significant effects of the Project on the environment and to ensure compliance during implementation of the Project.

NO SUPPLEMENTAL OR SUBSEQUENT REVIEW IS REQUIRED

CEQA and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387) allow the City to rely on the previously certified EIR unless a Subsequent or Supplemental EIR is required. Specifically, CEQA Guidelines Sections 15162 and 15163 require preparation of a Subsequent or Supplemental EIR when an EIR has been previously certified or a negative declaration has previously been adopted and one or more of the following circumstances exist:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
- a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

None of the above changes or factors has arisen since the approval of the Project. There are no substantial changes to the Project, and it is substantially the same as the approved project. No substantial changes have been identified to the surrounding circumstances, and no new information of substantial importance has been identified since the approval of the Project. There is no evidence of new or more severe significant impacts, and no new mitigation measures are required for the project.

Accordingly, there is no basis for changing any of the impact conclusions referenced in the certified EIR's CEQA Findings. Similarly, there is no basis for changing any of the mitigation measures referenced in the certified EIR's CEQA Findings, all of which have been implemented as part of the conditions of approval. There is no basis for finding that mitigation measures or alternatives previously rejected as infeasible are instead feasible. There is also no reason to change the determination that the overriding considerations referenced in the certified EIR's CEQA Findings, and each of them considered independently, continue to override the significant and unavoidable impacts of the Project.

Therefore, as the Project was assessed in the previously certified EIR, and pursuant to CEQA Guidelines Section 15162, no supplement or subsequent EIR or subsequent mitigated negative declaration is required, as the whole of the administrative record demonstrates that no major revisions to the EIR are necessary due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified significant effect resulting from changes to the project, changes to circumstances, or the existence of new information. In addition, no addendum is required, as no changes or additions to the EIR are necessary pursuant to CEQA Guidelines Section 15164.

RECORD OF PROCEEDINGS

The record of proceedings for the decision includes the Record of Proceedings for the original CEQA Findings, including all items included in the case files, as well as all written and oral information submitted at the hearings on this matter. The documents and other materials that constitute the record of proceedings on which the City of Los Angeles' CEQA Findings are based are located at the Department of City Planning, 221 N. Figueroa Street, Suite 1350, Los Angeles, CA 90021. This information is provided in compliance with CEQA Section 21081.6(a)(2).

In addition, copies of the Draft EIR, Final EIR, and Erratum, are available on the Department of City

Planning's website at <https://planning.lacity.org/development-services/eir> (to locate the documents, search for the environmental case number). Due to government facility closures as a result of the COVID-19 crisis, the Draft and Final EIR documents could not be made available at a public library. However, consistent with state emergency orders, the public was notified of an ability to call or email the City for alternative modes to access the documents or to schedule an appointment to review the documents at the City of Los Angeles, Department of City Planning, 221 North Figueroa Street, Suite 1450, Los Angeles, CA 90012, during office hours Monday -Friday, 9:00 a.m. - 4:00 p.m.