



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: March 12, 2026
Time: After 8:30 A.M.*
Place: Los Angeles City Hall
John Ferraro Council Chamber, 3rd Floor, Room 340
200 North Spring Street, Los Angeles, Ca 90012

This meeting may be available virtually, in a hybrid format. The meeting's telephone number and access code number will be provided no later than 72 hours before the meeting on the meeting agenda at <https://planning.lacity.org/about/commissions-boards-hearings> and/or by contacting cpc@lacity.org

Public Hearing: January 29, 2026
Appeal Status: General Plan Amendment is not appealable. Zone and Height District Changes are appealable only by the applicant to City Council if disapproved in whole or in part.
Expiration Date: March 12, 2026
Multiple Approval: No

PROJECT LOCATION: 640 S. San Vicente Boulevard, Los Angeles, CA 90048

PROPOSED PROJECT: The project involves a change of use for an existing five (5) story building from medical offices to medical clinics including a surgery center. The project requires a General Plan Amendment, Zone Change, and Height District Change to change the property's underlying land use designation from Limited Commercial to Regional Commercial and the property's zone and height district from CR-1L-O and CR-1VL-O to C2-2D-O in order to allow the change of use. Construction consists of interior tenant improvements only.

The existing 68,500-square-foot building would not change in size. No changes are proposed to the exterior or footprint of the existing building or parking structure. Vehicular access to the Project Site would continue to be via two driveways into the parking structure, one off of San Vicente Boulevard and one off of the alley. No changes are proposed to the existing hardscape or street trees.

REQUESTED ACTION:

1. Pursuant to CEQA Guidelines Section 15074(b), consideration of the whole of the administrative record, including the Negative Declaration No. ENV-2023-5445-ND, ("Negative Declaration"), and all comments received, that there is no substantial evidence that the project will have a significant effect on the environment; FIND the Negative Declaration reflects the independent judgment and analysis of the City; and ADOPT the Negative Declaration;
2. Pursuant to Charter Section 555 and Section 11.5.6 of the Los Angeles Municipal Code (LAMC), a General Plan Amendment to the Wilshire Community Plan to change the

Case No.: CPC-2023-5444-GPA-ZC-HD
CEQA No.: ENV-2023-5445-ND
Incidental Cases: N/A
Related Cases: N/A
Council No.: 5 - Katy Young Yaroslavsky
Plan Area: Wilshire
Specific Plan: None
Certified NC: Mid City West CC
Existing GPLU: Limited Commercial
Proposed GPLU: Regional Commercial
Existing Zone: CR-1VL-O and CR-1L-O
Proposed Zone: C2-2D-O
Applicant: Jose Nazar, Land of the Free LLP
Representative: Nick Leathers, Crest Real Estate

land use designation of the Project site from Limited Commercial to Regional Commercial; and

3. Pursuant to LAMC Section 12.32 F, a Zone Change and Height District Change from CR-1L-O and CR-1VL-O to C2-2D-O.

RECOMMENDED ACTIONS:

1. **FIND**, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Negative Declaration, No. ENV-2023-5445-ND, ("Negative Declaration"), and all comments received, there is no substantial evidence that the project will have a significant effect on the environment; FIND the Negative Declaration reflects the independent judgment and analysis of the City; and ADOPT the Negative Declaration;
2. **Approve and recommend** that the Mayor and City Council adopt the attached Resolution, pursuant to City Charter Section 555 and Section 11.5.6. of the LAMC, a **General Plan Amendment** to the Wilshire Community Plan Amendment to amend the land use designation of the Project site from Limited Commercial to Regional Commercial;
3. **Approve and recommend** that the City Council adopt a **Zone Change and Height District Change** from CR-1L-O and CR-1VL-O to (T)(Q)C2-2D-O;
4. **Adopt** the attached Conditions of Approval; and
5. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Jane Choi

Jane J. Choi, AICP
Principal City Planner

Deborah Kahen

Deborah Kahen, AICP
Senior City Planner

Valentina Knox-Jones

Valentina Knox-Jones
Hearing Officer
City Planner

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Requirements for submission of materials can be found on the Department of City Planning website at <https://planning.lacity.org/about/virtual-commission-instructions>. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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PROJECT ANALYSIS

Project Summary

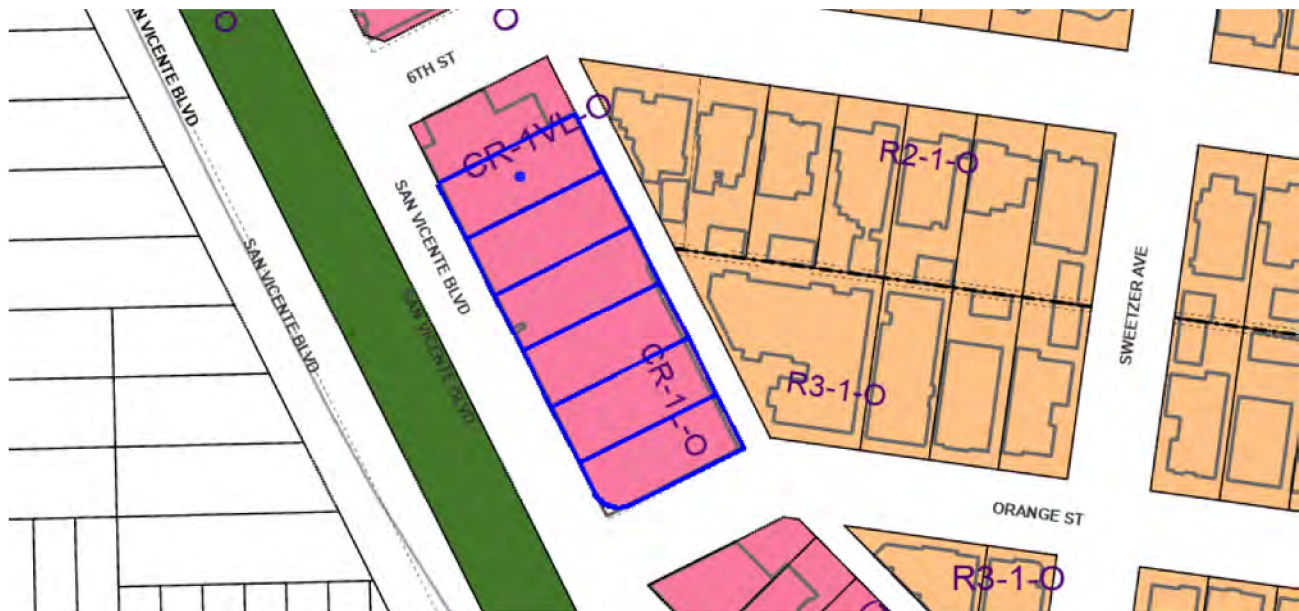
The site is currently developed with an existing five story medical office building that is attached to an existing five story parking structure with a partial basement. The Project proposes to change the use of the existing five (5) story medical office building to medical clinic uses with a new surgery center on the ground floor, a use prohibited in the existing CR Zone. In order to request this medical clinic use and surgery center, the applicant has requested a General Plan Amendment and Zone Change to change the property's land use designation from Limited Commercial to Regional Commercial and change the property's zone from CR to C2. The applicant has also requested a Height District Change, from the existing '1L' and '1VL' on site to a '2' Height District in order to address the legal non-conforming floor area of the existing office building.

The medical office building has a height of approximately 75 feet, a floor area of approximately 68,500 square-feet, and a Floor Area Ratio (FAR) of 2.33:1. The parking structure has a height of approximately 50 feet and remains unchanged. A total of 197 parking spaces and 160 bicycle spaces are provided in the parking structure. The applicant does not propose any exterior changes and construction consists solely of interior tenant improvements; there is no new proposed addition and no new floor area in conjunction with the requested entitlements.

Project Background

Project Site

The Project site is rectangular, consisting of six parcels with an approximate lot area of 29,395 square-feet (0.675 acre). The site occupies several parcels on the east side of San Vicente Boulevard between Orange Street on the south and 6th Street on the north, within the Wilshire Community Plan Area. The northernmost two parcels on this block are zoned CR-1VL-O and the remaining five parcels are zoned CR-1L-O. All seven parcels on the block have a General Plan Land Use designation of Limited Commercial. The six southernmost parcels are part of the proposed Project and the remaining northernmost parcel is not included in this request.



The site is not located within a Specific Plan area but is located within a designated SB 2334 Low Vehicle Travel Area, AB 2097 Area within a half mile of Major Transit, High Quality Transit Corridor, Methane Hazard Zone, Liquefaction Zone, and 2.5 kilometers from the Newport-Inglewood Fault Zone.

Existing Conditions

The Project Site is currently developed with a five-story office building and a five-story parking structure. The Project Site is entirely paved. There are five street trees within the public right-of-way along San Vicente and one street tree within the public right-of-way on Orange Street. The site has approximately 270 feet of frontage along the easterly side of San Vicente Boulevard, approximately 112 feet of frontage along the northerly side of Orange Street, and alley access to the rear of the property. The site is developed with an existing five (5) story medical building with a total floor area of approximately 68,500 square-feet. 197 parking spaces are located within the five-story parking structure.



Surrounding Properties

The land uses within the general vicinity consist of commercial and office uses to the west across San Vicente Boulevard, which is within the City of Beverly Hills jurisdiction, a rehabilitation center to the north across 6th Street, a commercial building to the south across Orange Street, and multi- and single-family residential uses to the east across the alley. Properties in the surrounding area to the north and south are designated Limited Commercial and Regional Commercial and zoned CR-1VL-O, CR-1D-O, and (T)(Q)C2-2D-O; properties in the surrounding area to the east are designated Low Medium I Residential and Medium Residential and zoned R2 and R3, respectively.

East of the Project site is located the 6th Street-Orange Street Multifamily Residential Historic District, which is a district that consists of 221 parcels containing two-story, multi-family residences along West 6th Street and West Orange Street, between South San Vicente Boulevard and South Fairfax Avenue. Of the 221 parcels, 196 are contributors and 25 are non-contributors to the district.

The Project Site is within 3,500 feet of Cedars Sinai Medical Center. The Project Site is across the street from the approved 650 South San Vicente Blvd project which was approved for the construction of a new 12-story, 145,305 square foot mixed-use commercial building with medical office, lab, ground floor retail or restaurant, and 4 stories of above grade parking.

The Metro D Line (formerly Purple Line) subway in Los Angeles is currently under expansion, which would provide a connection from Koreatown to Westwood, adding 9 miles and 7 new stations, with the first section (to Wilshire/La Cienega) expected to open in early 2026, followed by the rest in 2027, connecting Downtown LA to the Westside for faster travel before the 2028 Olympics. The subject site is less than a quarter mile from the proposed Wilshire and La Cienega Metro D Line station.

The Metro Rapid Line 720 bus stop located at the intersection of Wilshire Boulevard and Crescent Heights Boulevard is one-half of a mile east of the site, and the line provides connections between Santa Monica and Downtown Los Angeles. The Metro Line 105 bus stop located at the intersection of La Cienega Boulevard and Wilshire Boulevard is one-third of a mile west of the site, and the line provides connections between West Hollywood and Vernon. The Metro Line 28 bus stop located at the intersection of San Vicente Boulevard and Carrillo Drive is located one-half of a mile south of the site, and the line provides connections between Century City and Downtown Los Angeles.

Streets and Circulation

Orange Street, adjoining the property to the south, is a Local Street, dedicated to a width of 58 feet, roadway width of 35 feet, and improved with an asphalt roadway, concrete curb, gutter, and sidewalk.

San Vicente Boulevard, adjoining the property to the west, is a one-way service road for a Boulevard II, dedicated to a width of 170 feet, the adjacent service roadway is a width of 28 feet, and improved with landscaped medians, an asphalt roadway, concrete curb, gutter, parkway, and sidewalk.

Alley, adjoining the property to the east, is dedicated to a width of 20 feet.

Relevant Cases

Subject Property:

Case No. ADM-2020-5368-CUW: On October 9, 2020, an Administrative Clearance was approved for a 6409(A) wireless Administrative Plan Approval to an existing Wireless Telecommunication Facility.

Building Permit No. 16016-10000-16897: On December 12, 2016, a building alteration permit was issued permitting a change of use from office to medical office and medical suite. A Certificate of Occupancy was issued on February 23, 2021.

Case No. ZA-1999-656-CUZ-PA: On July 25, 2002, the Zoning Administrator approved an Approval of Plans to permit the addition of one equipment cabinet and one transformer to a previously-approved wireless communication facility on the roof of an existing parking structure.

Case No. ZA-1999-656-CUZ: On February 25, 2000, the Zoning Administrator approved a Conditional Use Permit to permit the construction, use, and maintenance of a Wireless Communication Facility on the roof of a parking structure associated with an office building.

Ordinance No. 165,331: On December 5, 1989, the ordinance became effective implementing a zone change on properties within the Wilshire Community Plan area. The project site is located within Subarea 2265 and 2270 and the zoning of the site was changed from C2 to CR.

Building Permit No. 1986LA40150: On June 25, 1986, a building alteration permit was issued to permit the relocation of two handicap parking spaces in the parking structure, to permit the construction of an equipment room.

Building Permit No. 1984LA93524: On August 6, 1984, a building permit was issued for the addition of a five-story office building to the existing parking structure. The use required 137 parking spaces, which were provided in the adjacent parking structure. A Certificate of Occupancy was issued on October 1, 1986.

Building Permit No. 1984LA90374: On June 18, 1984, a building permit was issued for the construction of a five-story parking structure with 197 spaces. A Certificate of Occupancy was issued on September 13, 1985.

Ordinance No. 133,522: On December 12, 1966, the ordinance became effective implementing an Oil Drilling District No. U-145 for various properties located between Olympic Boulevard on the South, Lindenhurst Avenue on the North, the Los Angeles City Boundary on the West, and Crescent Heights Boulevard on the East. An 'O' District suffix was added to the zoning string.

Surrounding Properties:

Case No. CPC-2017-467-GPA-VZC-HD-SPR: On November 1, 2022, the City Council approved a Vesting Zone Change and Height District Change from C1-1VL-O to (T)(Q)C2-2D-O to allow for a Floor Area Ratio of up to 4:5:1, and up to a 20 percent reduction in vehicle parking, for the development of 140,305 square feet of medical office space, 4,000 square feet of restaurant, and 1,000 square feet for retail in a 12-story building with four levels of above ground podium parking, for the property located at 650 - 676 South San Vicente Boulevard.

Ordinance No. 182,754: On October 15, 2013, the ordinance became effective amending the zoning map by applying the 'RFA' suffix thereby limiting the allowable floor area for various properties in the Beverly Grove area in the Wilshire Community Plan Area.

Case No. CPC-2010-2399-MS-C: On July 26, 2011, the City Planning Commission approved a Preservation Plan for the Carthy Circle Historic Preservation Overlay Zone in the Wilshire Community Plan Area.

Issues and Considerations

Zone Change and General Plan Amendment

The site is currently split zoned CR-1VL-O and CR-1L-O with a land use designation of Limited Commercial. The five-story building is currently being utilized for medical offices, however, the applicant would like to propose a change of use from medical offices to medical clinics and a surgery center. Based on the City's Use List (ZA-2022-7106-ZAI), the Medical Clinic use is only permitted in the following zones: C1, C1.5, C2, C4, C5, CM, MR1, M1, MR2, M2, M3, and PF.

The purpose of the 'CR' Limited Commercial Zone is to permit limited commercial uses such as offices, banks, clubs, hotels, churches, schools, business and professional colleges, child care and R4 uses in close proximity to residential uses. The current use, medical offices, are permitted in this zone because it is considered an 'office' use. However, the proposed use – medical clinics are not permitted within the CR zone and are first permitted in the C1 Zone and within more permissive zones. Across the street on Orange Street, there is a block of commercially zoned properties which are zoned C2. The applicant has requested the C2 Zone for this site as it would permit the medical clinic use and would be compatible with the adjacent commercial properties.

The site currently possesses a General Plan Land Use Designation of Limited Commercial, and according to the General Plan Land Use Map, only the CR, C1, C1.5, P, RAS3, and RAS4 zones are listed as Corresponding Zones for this land use designation. The C2 Zone is designated as a Corresponding Zone for the Neighborhood Commercial, General Commercial, Community Commercial, and Regional Commercial Land Use designations. Consequently, the applicant is requesting a General Plan Amendment to secure the Regional Commercial Land Use designation in order to achieve consistency with the commercial properties situated to the south of the site, which are also designated for Regional Commercial land uses.

Height District Change

Currently the site is split zone with the northernmost parcel having a Height District designation of '1VL' and the remainder of the parcels having a designation of '1L'. Per LAMC Section 12.21.1., the '1L' Limited Height District limits buildings to a height of 75 feet and six (6) stories, and the total floor area contained in all buildings shall not exceed one-and one-half times the Building Area of the Lot; also known as an FAR of 1.5:1. The '1VL' Very Limited Height District limits buildings to a height of 45 feet and three stories, and the total floor area contained in all buildings shall also not exceed an FAR of 1.5:1.

The existing medical office building has an approximate height of 75 feet, is five (5) stories in height, and has gross floor area of 68,500 square-feet which is a Floor Area Ratio of 2.33:1. The parking structure has a height of 50 feet, is five (5) stories in height and remains unchanged.

The Certificate of Occupancy (COO) was issued in 1985 for the parking structure, associated with permits LA90374/84 and LA96897/84. The description on the COO noted that the parking structure was five stories in height, with a footprint of approximately 109 feet by 120 feet, and provided a total of 197 parking spaces. Another COO was issued in 1986 for an addition to the parking structure for an office building with a footprint of approximately 267 feet by 110 feet and a height of five (5) stories. The COO noted that 137 parking spaces were required, and provided, for the office use.

The existing office building is within the portion of the site with the '1L' Limited Height District and it complies with the height limitations of the district, as the structure has a height of 75 feet and five (5) stories and does not exceed the district limit of 75 feet in height or six (6) stories in height, however, it does exceed the allowable floor area ratio of the site as the district limits the FAR to 1.5:1 and the current structure has a legally non-conforming FAR of 2.33:1.

The existing parking structure is within both the '1L' Limited Height District and within the '1VL' Very Limited Height District and it does not comply with the height limitations of the 1VL district, as the structure has a height of 50 feet and five stories, and therefore exceeds the district limit of 45 feet and three (3) stories. The existing parking structure is an 'S2' occupancy and therefore is not included in FAR calculations.

It is important to note that Proposition U was a voter referendum approved in November 1986 which reduced the allowable floor area ratio from 3:1 to 1.5:1 citywide for commercial properties in '1' Height Districts. As the parking structure COO was issued in September 1985 and the office building COO was issued in October 1986, the structures were consistent with the zoning currently in effect at that time but the allowable floor area was reduced subsequently. As such, both structures are considered legal non-conforming as they legally complied with the rules in effect at the time but are now not conforming to the current regulations in place.

As such, the applicant has requested a change to the Height District, to request a '2' Height District, which does not have a height or story limit but does have an FAR limit of 6:1. Staff are recommending

a 'D' Development Limitation to reduce the allowable floor area to an FAR of 2.33:1, consistent with the existing FAR on site.

Professional Volunteers Program

As no construction is proposed, other than interior tenant improvements which do not alter the floor area calculation of the structure, the project was not subject to Urban Design Studio or Professional Volunteers Program (PVP) review.

Public Hearing and Communications

A public hearing on this matter was held virtually by the Hearing Officer on January 29, 2026. The public hearing was attended by the Applicant's Representatives, the Applicant's Environmental Consultant, Planning staff, and three community members.

The applicant team presented the project during the public hearing. During the public comment portion of the hearing, two members of the public spoke in opposition of the project regarding the project's environmental impacts related to traffic. One community member noted that there were errors on the initial Environmental Assessment Form which was submitted to the file regarding nearby sensitive uses and nearby historic resources. Another public speaker noted their concerns as to whether the change of use could result in an increase in traffic. A response to these comments are provided in the 'Public Hearing and Communication' section of the staff report (see Page P-1) and included below:

Public Hearing Comments - Sensitive Receptors

Regarding the first public speaker's comments regarding errors on the Environmental Assessment Form, the purpose of the form is to provide information to the file for the preparation of the environmental analysis. Regarding sensitive receptors, the Initial Study must analyze whether there sensitive receptors could be exposed to substantial pollutants. As noted in the Initial Study/MND, a significant impact could result if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. As the project is a change of use from Medical Office to Medical Clinic, the Project would not generate substantial concentrations of pollutants and would continue to adhere to existing SCAQMD rules and LAMC requirements designed to limit air quality emissions and prevent exceedances of air quality standards. As the project does not propose construction, other than interior tenant improvements, the Project would not include stationary sources or attract mobile sources (such as heavy duty trucks) that would spend long periods queuing or idling at the site (e.g., industrial warehouses or transfer facilities). As such, the Project would not result in sensitive receptors being exposed to substantial pollutant concentrations, and the Project would have a less than significant impact.

Public Hearing Comments - Historic Resource Impacts

As noted in the Initial Study/MND, the project site is currently developed with an office building and parking structure and the site has not been designated or identified as eligible for designation as an historic resource. The site is also not located within a Historic Preservation Overlay Zone. Adjacent to the site is the 6th Street-Orange Street Multi-Family Residential Historic District and 6617 W. Orange Street, both of which are historical resources for the purposes of CEQA. The Project does not propose any physical changes to the existing on-site conditions and will not change the existing developed buildings. Helix Environmental Planning prepared an Analysis of the Indirect Impacts of the 640 S. San Vicente Boulevard Project, City and County of Los Angeles, California to evaluate the potential for the Project to impact the adjacent historical resources. The analysis finds that the Project would comply with Secretary of the Interior's Standards for the Treatment of Historic

Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings Standard No. 9, which addresses potential indirect impacts to the spatial relationships of a historical resource and its component features. The Project is compatible with the two historical resources in that the existing scale would remain and therefore there would be no change in the spatial relationships within and between the historical resources and the Project Site. As such, the Project would not result in any impacts to historic resources and would not cause a substantial adverse change in the significance of adjacent historical resources.

Public Hearing Comments - Traffic

Regarding the second public speaker's comments regarding potential traffic impacts, the Initial Study/MND analyzed traffic impacts and determined that the Project would not result in traffic impacts. LADOT determined that the Project's proposed medical clinic and surgery center use would generate 1,942 daily vehicle trips, compared to the 1,852 daily trips currently generated by the existing medical office use, resulting in a net increase of 90 daily trips, and as the net increase is less than 250 daily vehicle trips, no further analysis was required as this increase is considered to result in a less than significant impact.

Additionally, as the Project does not propose to physically modify the built environment of the site, nor the surrounding streets or rights-of-way and would not add or remove driveways or any other street improvements, according to the Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines the Project would not conflict with the policies of Mobility Plan 2035 pertaining to the public right-of-way.

Beverly Wilshire Homes Association Communication

A letter was received from the Beverly Wilshire Homes Association (BWHA) in opposition to the project, it is included in Exhibit D. The letter asserts that an EIR should be completed for the project as the BWHA objects to the number of entitlements requested, has concerns regarding other potential C2 uses which could be permitted at the site in the future, have concerns regarding increases in traffic to the site, concerns this project could divide an established community, claims the project will contradict the General Plan, and concerns the project could result in significant hazardous impacts. A response to these comments is provided in the 'Public Hearing and Communication' section of the staff report (see Page P-1) and included below:

EIR

The Beverly Wilshire Homes Association (BWHA) opposes the project, citing the number of entitlement requests and asserting the necessity of an Environmental Impact Report (EIR). However, the quantity of entitlements requested (three in this instance) has no bearing on the level of environmental analysis needed or the appropriateness of the Negative Declaration. An EIR would only be warranted if an unmitigable impact with a significant environmental effect were identified. Although the BWHA claims there is "substantial evidence and a fair argument" for an EIR, this assertion is unsupported, as no evidence was provided in their letter, and the claim is speculative.

Building Size/Future Use

The BWHA expresses concern that a larger building could be constructed at this site, now or in the future, and questions the potential C2 uses permitted. Nevertheless, the project has been conditioned to comply with Exhibit A, which preserves the existing building size, and allowable uses are restricted to those requested (medical clinic and surgery center). Should the applicant wish to modify the building's size, height, or uses in the future, they would be required to modify the grant and conduct the appropriate environmental analysis.

Traffic and Activity

The BWAH claims the medical clinic and surgery center will increase site activity, including a greater number of patients and visitors, but fails to specify how this would result in an environmental impact. A Transportation Study Assessment, approved by LADOT on April 5, 2024, determined that this change of use would result in a minimal increase of only 90 daily trips. LADOT's transportation assessment for development projects requires an additional environmental assessment only if a project results in a net increase of 250 or more daily vehicle trips, as fewer than 250 daily vehicle trips is considered a less than significant impact. Since the project's net increase of 90 trips is significantly lower than the 250-trip threshold, the evidence indicates the project will not result in any traffic impacts. The BWAH's general concern regarding site usage is not related to any tangible environmental impact, and thus, the prepared environmental analysis is deemed sufficient due to the absence of a significant impact.

Hours of Operation

The BWAH asserts that the hours of operation could cause impacts, yet this is speculative, and the BWAH provides no evidence of the potential environmental effect. Given the site's classification as a 'C' Zone in a '1' Height District (CR-1VL-O and CR-1L-O) and its location across the street from residential uses, the site is currently required to comply with the Commercial Corner hours of operation. The project has been conditioned to maintain compliance with these hours, ensuring no operational changes to the site and no evidence that the project will result in any environmental impacts.

Division of Community/Alley Use

The BWAH also claims the project will divide an established community despite no proposed physical changes to the building's exterior. The site currently serves medical uses and will continue to do so. The BWAH makes an unsubstantiated claim that the use of the alley will change, which is not supported by evidence. Furthermore, the use of an alley does not constitute the division of an established community. Projects with the potential to divide an established community are typically infrastructure projects, such as highway construction, which physically disrupt a neighborhood. The site is currently designed to utilize the alley and will continue to do so. As previously noted, there is no evidence that the project will result in traffic impacts.

General Plan/Municipal Code Inconsistencies

The BWAH claims that the proposed General Amendment, Zone Change, and Height District change conflict with the General Plan, but their letter lacks clarification on how the project contradicts the General Plan or Municipal Code. The BWAH asserts non-compliance with Community Plan policies without elaborating on which specific policies prohibit the project. Instead, the letter lists various policies addressing the preservation of residential neighborhoods. This project proposes no exterior changes to the building and certainly no construction on residentially zoned property. As detailed in the staff report's findings, the project complies with the relevant General Plan policies. The BWAH contends that the City must analyze a project's compliance with Community Plan policies through an EIR; however, as repeatedly stated, there are no valid claims of significant environmental impacts that would necessitate an EIR.

Necessity for Entitlements

The BWAH claims that the land use changes are not required and suggests the developer should limit entitlements to only those necessary for medical clinics and surgical uses. However, the existing

CR zone does not permit Medical Clinic and Surgery Center uses without the applicant requesting a Zone Variance. The 'CR' Limited Commercial Zone is intended for limited commercial uses, such as offices, banks, clubs, hotels, churches, schools, business and professional colleges, child care, and R4 uses, in close proximity to residential uses. The current use, medical offices, is permitted as an 'office' use. However, the proposed use, medical clinics, is not permitted within the CR zone and is first permitted in the C1 Zone and more permissive zones. Across Orange Street, a block of commercially zoned properties are zoned C2. The General Plan amendment is necessary because the C2 zone is not permitted in the current land use designation. The applicant has requested the C2 Zone for this site as it would permit the medical clinic use and be compatible with adjacent commercial properties. The applicant has no alternative means to request the proposed use without the General Plan and Zone Change.

The BWA has recommended the use of Q Conditions or D limitations to permit the medical clinic and surgery center uses; however, a Q Condition and D limitation can only reduce what is permitted in a zone or height district. They cannot be used to grant uses or Floor Area Ratios (FARs) not permitted in that zone or height district.

The BWA noted their concern that a '2' Height District would allow the site to be redeveloped with a larger structure. However, the proposed Development 'D' Limitations would restrict the project to the existing floor area and height of the building. Moreover, the Qualifying Q Conditions applied to the site would require the applicant to comply with the architectural plans submitted in the file. Therefore, the project will not be granted unlimited height, contrary to the BWA letter's allegations.

Traffic Demand Management (TDM) Plan

The BWA has also requested that a Neighborhood Traffic Management Plan be required for the subject site, including, in Exhibit 2 of their letter, what appears to be an excerpt of a condition of approval associated with case number CPC-2017-467-GPA-VZC-HD-SPR, for a site across the street. The BWA has requested this condition be applied to the current project. The nearby project involved the demolition of existing structures and the construction of a new 12-story building with 140,305 square feet of medical office space, 4,000 square feet of restaurant, and 1,000 square feet of retail (such as a pharmacy) located at 650 South San Vicente. The Initial Study prepared for that project indicated potentially significant environmental impacts, necessitating an Environmental Impact Report (EIR) to analyze those impacts.

According to the EIR, the project at 650 South San Vicente would have generated 3,433 daily vehicle trips, thus requiring a Vehicle Miles Traveled (VMT) analysis due to the significantly high number of daily vehicle trips exceeding 250. However, LADOT documentation indicates that Traffic Demand Management (TDM) strategies can be employed as project design features or mitigation measures to reduce VMT, as these strategies have been empirically proven to reduce vehicle trips. With the implementation of TDM strategies, the requested reduced parking supply, the provision of bicycle parking, and the promotion of alternative transportation modes, the nearby project was able to reduce the average VMT to a level below the significance thresholds for the Central Area Planning area. Consequently, the EIR determined that with the implementation of Project Design Features, the project would have a less than significant impact on transportation and traffic.

The BWA is requesting that a TDM strategy be applied to the subject site, but there is no demonstrated nexus to justify this requirement. The subject site involves a change of use with a minimal increase in daily vehicle trips (90 trips), indicating no likely traffic impact from the project. A TDM strategy can only be required to mitigate a potential impact, and since no impact has been identified, the City cannot mandate the Traffic Management Program requested by the BWA. Furthermore, there is no reason to anticipate cumulative traffic impacts from the two projects, as the subject site will have a less than significant impact, and the nearby project will have a less than

significant impact with the implementation of Project Design Features. The BWA has not submitted credible evidence to suggest a cumulative impact.

The BWA letter claims the project will conflict with Community Plan policies and goals related to circulation, but again fails to elaborate on which policies the project would conflict with. The letter also claims that site visitors will use the alley and surrounding streets. However, site users already utilize the alley and streets, and the BWA has no credible claim that this will result in a traffic impact, when the documentation in the file indicates that it will not. The BWA letter also claims that potential traffic mitigation from the entitled project at 650 S. San Vicente Blvd. could limit access to the Project Site from the east. However, the nearby project at 650 S. San Vicente Boulevard has been required, as part of the Construction Management Plan, to maintain a travel lane along the project site's perimeter to minimize traffic detours to adjacent developments. Therefore, access to the site from the south is not anticipated to be impacted by the development at the nearby site.

The BWA questions the validity of the vehicle daily trip analysis conducted for the project. This analysis is attached to this staff report (see Exhibit F), and LADOT has signed the referral form attesting to the veracity of the information contained within. The BWA letter also claims that the Initial Study for the subject site fails to analyze the project's cumulative impacts; however, this is inaccurate, as the Initial Study specifically describes the nearby project within the 'Surrounding Land Use' section of the IS and confirms on page 82 that impacts from projects in the area would be mitigated to a less than significant level and thus would not result in a cumulative impact. Consequently, the BWA provides no credible evidence that the subject site would result in significant traffic impacts.

Other Claims (Air Quality, Energy, Hazards)

The BWA letter also makes various claims that the project would not comply with local air quality plans, would result in air quality emissions exceeding SCAQMD regional operational emission thresholds, would expose sensitive receptors to substantial pollutant concentrations, and would consume a significant amount of energy. However, the letter does not elaborate on these statements, which are speculative and unsupported by evidence.

Finally, the BWA letter claims that the project will result in significant hazards and impact to the public or the environment through the routine transport, use, or disposal of hazardous materials; and again no evidence is provided to defend the claim. The existing Medical Waste Management Act governs the management of medical waste statewide, and the Medical Waste Management Program (MWMP) implements the Act by regulating the generation, handling, storage, treatment, and disposal of medical waste. The MWMP permits and inspects all medical waste, off-site treatment facilities, and medical waste transfer stations. Activities involving the handling and disposal of hazardous waste would occur in compliance with all the applicable federal, state, and local requirements concerning the handling and disposal of waste. Therefore, with compliance with the relevant regulations and requirements, the project would have a less than significant impact and there is no evidence of an impact that would require the imposition of mitigation measures and/or the completion of an EIR.

Conclusion

Based on the information submitted, the adjacent land uses, and established planning and zoning principles, Planning Staff recommends approval of the Project. The Medical Clinic use will provide a public benefit and will further complement the existing medical facilities in the immediate vicinity, thus promoting economic vitality in the area. The General Land Use Designation and Zoning are consistent with the land use and zoning of the property located directly across Orange Street and will therefore serve as a continuation of the Wilshire commercial corridor. Approving the Height

District change is considered sound zoning practice as it will ensure the existing floor area achieves legal conforming status, while the recommended 'Q' and 'D' limitations ensure the building's scale remains compatible with the surrounding neighborhood.

Staff recommends that the City Planning Commission approve and recommend the adoption of the General Plan Amendment, Zone Change, and Height District Change for this site.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32-G of the Municipal Code, the (T) or [T] Tentative Classification shall be removed by the recordation of a final parcel or tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

Dedications and Improvements. Prior to the issuance of any building permits, public improvements and dedications for streets and other rights-of-way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional, and Federal government agencies as may be necessary).

Responsibilities/Guarantees.

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
2. Bureau of Engineering. Prior to the issuance of sign-offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to the project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.

a. Dedication Required:

Orange Street (Local Street) – None.

San Vicente Boulevard (One-Way Service Road) – None.

Alley (N/W of San Vicente Boulevard) – None.

b. Improvements Required:

Orange Street – Construct new curb ramps at the intersection with San Vicente Boulevard per BOE standard plan and Special Order 04-0222, including any necessary removal and reconstruction of existing improvements.

San Vicente Boulevard – Repair and or replace any damaged/cracked or off-grade concrete sidewalk, curb, gutter and roadway pavement along the property frontage, including any necessary removal and reconstruction of existing improvements.

Alley – Repair and or replace any damaged/cracked or off-grade alley pavement and longitudinal concrete gutter along the property frontage. Upgrade the alley intersection at Orange Street per BOE standard, including any necessary removal and reconstruction of existing improvements.

Notes: Broken curb and/or gutter includes segments within existing score lines that are depressed or upraised by more than ¼ inch from the surrounding concrete work or are separated from the main body of the concrete piece by a crack through the entire vertical segment and greater than 1/8 inch at the surface of the section.

Non-ADA compliant sidewalk shall include any sidewalk that has a cross slope that exceeds 2% and/or is depressed or upraised by more than ¼ inch from the surrounding concrete work or has full concrete depth cracks that have separations greater than 1/8 inch at the surface. The sidewalk also includes that portion of the pedestrian path of travel across a driveway.

All new sidewalk curb and gutter shall conform to the Bureau of Engineering Standard Plans S410-2, S440-4, S442-6 and S444-0.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3077 or via <https://appointments.lacity.org/apptsys/Public/Account>.

Notes: Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-1551 or via <https://appointments.lacity.org/apptsys/Public/Account>.

Department of Transportation may have additional requirements for dedication and improvements.

Refer to the Department of Transportation regarding traffic signals, signs and equipment (213) 482-7024 or via <https://appointments.lacity.org/apptsys/Public/Account>.

Regarding any conflicts with power pole matters, contact the Department of Water and Power at (213) 367-2715 or via <https://appointments.lacity.org/apptsys/Public/Account>.

Refer to the Fire Department Hydrants and Access Unit regarding fire hydrants (213) 482-6543 or via <https://appointments.lacity.org/apptsys/Public/Account>.

3. Provide proper drainage for street being improved and for the site being developed.
4. Roof drainage and surface run-off from the property shall be collected and treated on-site to the satisfaction of the Bureau of Sanitation, while the overflow is to the satisfaction of the Bureau of Engineering. The overflow must discharge through a curb drain outlet or a direct connection to a catch basin. All discharge must be by gravity flow from the property line. No pressurized discharge is allowed.
5. Sewer lines exist in San Vicente Boulevard. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
6. An investigation by the BOE Central District Office Sewer Counter may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Central District Office of the Bureau of Engineering at (213) 482-7030 or via <https://appointments.lacity.org/apptsys/Public/Account>.
7. Submit parking area and driveway plan to the Central District Office of BOE and the Los Angeles Department of Transportation for review and approval.

8. Street Lighting.

- a. Improvement Condition: Construction new street light: one (1) on San Vicente Boulevard.

Notes: The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan; or 2) by LADOT; or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

9. **Urban Forestry – Street Trees.** The developer shall plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. All street tree plantings shall be brought up to current standards. The actual number and location of new trees shall be determined at the time of tree planting. The contractor shall notify the Urban Forestry Division at 213-847-3077 five working days prior to constructing the sidewalk for marking of the tree locations and species.

Note: Removal of parkway trees or Protected Trees requires the Board of Public Works' approval. Contact Urban Forestry Division at 213-847-3077 for tree removal permit information.

10. **Department of Transportation.** Suitable arrangements shall be made with the Department of Transportation to assure that a parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street Suite 400, Station 3. For an appointment, call (213) 482-7024.
11. **Fire Department.** Prior to the issuance of building permit, a plot plan shall be submitted to the Fire Department for approval

(Q) QUALIFIED CONDITIONS

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification.

1. **Site Plan.** The use and development of the subject property shall be in substantial conformance with the site plan labeled Exhibit "A" dated March 3, 2023. Prior to the issuance of building permits, detailed development plans including a site plan illustrating elevations, facades, and architectural treatment, and a landscape/irrigation plan shall be submitted for review and approval by the Central Project Planning Bureau of the Department of City Planning. The plans shall comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.
2. **Use.** The site is limited to medical clinics and a surgery center, any existing CR uses, and residential uses in accordance with the density and development standards of the CR Zone.

“D” DEVELOPMENT LIMITATIONS

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “D” Development Limitations.

1. **Floor Area.** The total floor area shall substantially conform with Exhibit A of Case No. CPC-2023-5444-GPA-ZC-HD and not exceed a maximum FAR of approximately 2.33:1 or approximately 68,500 square-feet.
2. **Height.** The height of the medical building located on the lot shall not exceed a height of 75 feet. The height of the parking structure shall not exceed a height of 50 feet. Roof structures and equipment that comply with LAMC Section 12.21.1 B.3 may exceed this height limit.

CONDITIONS OF APPROVAL

Pursuant to Sections 11.5.6 and 12.32 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

Entitlement Conditions

1. **Site Development.** The use and development of the subject property shall be in substantial conformance with the site plan labeled Exhibit "A" dated March 3, 2023. Prior to the issuance of building permits, detailed development plans including a site plan illustrating elevations, facades, and architectural treatment, and a landscape/irrigation plan shall be submitted for review and approval by the Department of City Planning. The plans shall comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code, the project conditions, or the project permit authorization.
2. **Use.** Authorized herein is a five-story, 75-foot tall, 68,500 square-foot building consisting of medical clinic uses with a surgery center. The existing five-story, 50-foot tall parking garage will remain unchanged.
3. **Hours of Operation.** The hours of operation for the facility shall be consistent with the Commercial Corner Development limitations – hours shall be limited to 7:00 a.m. to 11:00 p.m. Parking lot cleaning and sweeping, and trash collections from and deliveries shall occur no earlier than 7:00 a.m., nor later than 8:00 p.m., Monday through Friday, and no earlier than 10:00 a.m., nor later than 4:00 p.m., on Saturdays and Sundays.
4. **Parking**
 - a. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.
5. **Lighting.** All outdoor and parking lighting shall be shielded and down-cast within the site in a manner that prevents the illumination of adjacent public rights-of-way, adjacent properties, and the night sky (unless otherwise required by the Federal Aviation Administration (FAA) or for other public safety purposes).
6. **Lighting Design.** Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel. All pedestrian walkways, storefront entrances, and vehicular access ways shall be illuminated with lighting fixtures. Lighting fixtures shall be harmonious with the building design. Wall mounted lighting fixtures to accent and complement architectural details at night shall be installed on the building to provide illumination to pedestrians and motorists.
7. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
8. **Trash.** Trash receptacles shall be stored within a fully enclosed portion of the building at all times. Trash/recycling containers shall be locked when not in use and shall not be placed in or block access to required parking.

9. **Mechanical Equipment / Utilities.** All mechanical equipment and utilities shall be fully screened from view of any abutting properties and the public right-of-way.
10. **Solar Energy Infrastructure.** The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
11. **Maintenance.** The subject property, including any trash storage areas, associated parking facilities, sidewalks, driveways, yard areas, parkways, and exterior walls along the property lines, shall be maintained in an attractive condition and shall be kept free of trash and debris.

Administrative Conditions

12. **Approvals, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc, as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
13. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.
14. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
15. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
16. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
17. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
18. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
19. **Project Plan Modifications.** Any corrections and/or modifications to the project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in Site Plan, floor area, parking, building height, yards or setbacks, building separations, or lot

coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision-making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.

20. INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

“City” shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

“Action” shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions include actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

General Plan/Charter Findings

1. **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 project site is a rectangular site, comprising six lots with 29,395 square feet of lot area and is located at northeast corner of the intersection of San Vicente Boulevard and Orange Street. The Community Plan designates the site with a land use designation of Limited Commercial which lists CR, C1, C1.5, P, RAS3, and RAS4 as the corresponding zones.

As recommended, the amendment would re-designate the project site to the Regional Commercial land use designation, which lists the following corresponding zones: CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4 and R5. Footnote No. 6 of the Community Plan indicates that the corresponding Height District for the Regional Commercial land use designation is Height District 2. A Zone Change is also requested to change the existing parcels from CR to C2. The site is across the street, across Orange Street, from the Miracle Mile Regional Commercial Center, which is approximately 100 acres in size. It is centered around Wilshire Boulevard in the west central portion of the plan area and is generally bounded by 6th Street on the north; 8th Street on the south; Sycamore Avenue on the east; and San Vicente Boulevard on the west. Miracle Mile is characterized primarily by numerous high rise office buildings, mid to low rise apartments, single-family areas south of 8th Street, entertainment centers, museums, and regional shopping complexes. These diverse uses support balanced community development and create increased interest for a variety of visitors who come to the area and residents who inhabit the area.

The recommended change to the Zone and Height District to (T)(Q)C2-2D-O for the site would be consistent with the adoption of the recommended Plan Amendment and would be in substantial conformance with the purpose, intent, and provisions of the General Plan as it is reflected within the Wilshire Community Plan. Therefore, the proposed change of use from offices to medical clinics with a surgery center is appropriate for this area.

2. **Charter Finding – City Charter Finding 556 and 558 (General Plan Amendment)**

The proposed General Plan Amendment complies with Sections 556 and 558 in that the plan amendment is consistent with numerous goals, policies and objectives of the Citywide General Plan Framework and the Wilshire Community Plan to accommodate a variety of land 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 General Plan Amendment would modify the list of uses and legalize the existing FAR on the site which is currently designated as Limited Commercial but across the street from parcels which are designated Regional Commercial and are located within the Miracle Mile Regional Commercial Center. This commercial area is approximately 100 acres in size and centered around Wilshire Boulevard in the west central portion of the plan area; and generally bounded by 6th Street on the north; 8th Street on the south; Sycamore Avenue on the east; and San Vicente Boulevard on the west. Miracle Mile is characterized primarily by numerous high rise office buildings, mid to low rise apartments, single-family areas south of 8th Street, entertainment centers, museums, and regional shopping complexes. The General Plan Amendment of the site to Regional Commercial will contribute to the social, economic and physical significance of the Miracle Mile Regional Center within the Wilshire Community Plan.

There have been numerous transit investments in the vicinity over the past three decades, and the proposed General Plan Amendment will allow targeted growth for this transit infrastructure. The site is located in one of the City's most developed communities with multiple transit options within one-half mile of the site.

The Metro D Line (formerly Purple Line) Subway in Los Angeles is currently under expansion, which would provide a connection from Koreatown to Westwood, adding 9 miles and 7 new stations, with the first section (to Wilshire/La Cienega) expected to open in early 2026, followed by the rest in 2027, connecting Downtown LA to the Westside for faster travel before the 2028 Olympics. The subject site is less than a quarter mile from the proposed Wilshire and La Cienega Metro D Line station.

The Metro Rapid Line 720 bus stop located at the intersection of Wilshire Boulevard and Crescent Heights Boulevard is one-half of a mile east of the site, and the line provides connections between Santa Monica and Downtown Los Angeles. The Metro Line 105 bus stop located at the intersection of La Cienega Boulevard and Wilshire Boulevard is one-third of a mile west of the site, and the line provides connections between West Hollywood and Vernon. The Metro Line 28 bus stop located at the intersection of San Vicente Boulevard and Carrillo Drive is located one-half of a mile south of the site, and the line provides connections between Century City and Downtown Los Angeles.

The Framework Element defines Regional Centers as areas intended to provide a significant number of jobs and many non-work destinations and function safely during both day and nighttime hours. The proposed change of use of the existing five-story building from offices to medical clinics and a surgery center will provide a significant number of jobs within approximately one-half mile of a variety of modes of public transit and within one mile of the existing Beverly Center-Cedars Sinai Regional Commercial Center.

Granting the General Plan Amendment would allow the continued use of the existing building and would permit medical uses (medical clinics and surgery center) which are only permitted in the Regional Commercial Land Use designation. Regional Centers are intended to contain a diversity of uses such as corporate and professional offices, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting service and the development of sites and structures integrating housing with commercial uses. The proposed mixed-use project will provide further support workers and residents in the Wilshire area and will support the existing medical uses in the nearby Beverly Center-Cedars Sinai Regional Commercial Center.

3. **General Plan Text.** The Wilshire Community Plan text includes the following relevant provisions, objectives and policies:

Commercial Policies and Objectives:

Goal 2: Encourage strong and competitive commercial sectors which promote economic vitality and serve the needs of the Wilshire community through well-designed, safe and accessible areas, while preserving historic and Cultural character.

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 stand alone residential development by adhering to the community plan land use designations.

Policy 2-1.3: Enhance the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.

The site is developed with an existing five-story medical office building and five-story parking structure, and the project proposes a change of use from the medical office use to medical clinics and a surgery center. No construction is proposed other than interior renovations to tenant spaces.

The project proposes a re-designation from Limited Commercial to Regional Commercial, which allows for the construction of commercial, parking, and high- density multi-family residential uses. In the area there is currently a dense collection of high-rise office buildings, large hotels, regional shopping complexes, churches, entertainment centers, and both high-rise and low-rise apartment buildings. The area contains a variety of high-intensity urban activities in a compact built environment that includes commercial, residential, cultural, recreational, and hotel uses. Most importantly, the site is within 3,500 feet of Cedars Sinai Medical Center and is near many other medical uses. Therefore, the proposed change of use of the site to medical clinics with a surgery center is appropriate for the area and will be synergistic with other medical uses in the area.

The Wilshire Community Plan encourages a strong and competitive commercial sector that promotes economic vitality, and this project will further that goal as it will provide expanded clinic uses which complement the other medical uses in the area.

- 4. 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 Framework Element includes the following provisions, objectives and policies relevant to the request:

Land Use

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.

Policy 3.10.1: Accommodate land uses that serve a regional market in areas designated as "Regional Center" in accordance with Tables 3-1 and 3-6. Retail uses and services that support and are integrated with the primary uses shall be permitted. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.

Policy 3.10.2: Accommodate and encourage the development of multi-modal transportation centers, where appropriate.

Policy 3.10.3: Promote the development of high-activity areas in appropriate locations that are designed to induce pedestrian activity, in accordance with Pedestrian-Oriented District Policies 3.16.1 through 3.16.3, and provide adequate transitions with adjacent residential uses at the edges of the centers.

Policy 3.10.6: Require that Regional Centers be lighted to standards appropriate for nighttime access and use.

Economic Development

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.

Objective 7.6: Maintain a viable retail base in the City to address changing resident and business shopping needs.

Policy 7.6.1 Encourage the inclusion of community-serving uses (post offices, senior community centers, daycare providers, personal services, etc.) at the community and regional centers, in transit stations, and along the mixed-use corridors.

The proposed project will permit the existing five-story medical office building to be utilized for medical clinics and a surgery center. This reinforces the established medical functions within the area, such as those provided by the Cedars-Sinai Medical Center. Furthermore, the site is situated in a location characterized by robust public transportation infrastructure, thus enabling the Regional Center use to enhance nearby multi-modal transportation hubs. Finally, as the site is currently utilized for commercial purposes (medical office), the project will not necessitate the displacement of residential uses. Given that no external construction is planned, with activity limited to interior tenant improvements, the project maintains compatibility with adjacent land uses.

5. **Mobility Element.** The Mobility Element of the General Plan is not likely to be affected by the recommended action herein, as the project is for the change of use of an existing office building for medical clinics and a surgery center. The only construction will consist of interior tenant improvements and the floor area of the building is not changing. The Bureau of Engineering noted that there are no dedication requirements for this project. Tentative (T)

Classification conditions have been applied to the project to ensure improvements are provided which would construct new curb ramps (where needed) and the repair and replacement of any damaged, cracked, or off-grade improvements in the right-of-way.

Entitlement Findings – Zone Change and Height District Change

6. Zone Change and Height District Change Findings.

- a. Pursuant to Section 12.32 C of the Municipal Code, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.**

The Project Site has a Limited Commercial General Land Use Designation within the Wilshire Community Plan area and is requesting a change to the Regional Commercial Land Use Designation. As described by the Community Plan, the Plan aims to encourage strong and competitive commercial sectors which promote economic vitality and utilize land uses which serve the Wilshire community.

Public Necessity, Convenience, and General Welfare

The proposed zone change will facilitate a Project that will provide additional medical clinics in a location that capitalizes on existing medical infrastructure, thereby benefiting the City's residents by strengthening the local commercial sector. Furthermore, the zone change will promote public convenience and general welfare by directing this use to an already urbanized, transit-rich corridor. The site is situated within one of the City's most developed communities, offering multiple transit options within a half-mile radius.

The Metro D Line (formerly Purple Line) Subway in Los Angeles is currently under expansion, which would provide a connection from Koreatown to Westwood, adding 9 miles and 7 new stations, with the first section (to Wilshire/La Cienega) expected to open in early 2026, followed by the rest in 2027, connecting Downtown LA to the Westside for faster travel before the 2028 Olympics. The subject site is less than a quarter mile from the proposed Wilshire and La Cienega Metro D Line station. The Metro Rapid Line 720 bus stop located at the intersection of Wilshire Boulevard and Crescent Heights Boulevard is one-half of a mile east of the site, and the line provides connections between Santa Monica and Downtown Los Angeles. The Metro Line 105 bus stop located at the intersection of La Cienega Boulevard and Wilshire Boulevard is one-third of a mile west of the site, and the line provides connections between West Hollywood and Vernon. The Metro Line 28 bus stop located at the intersection of San Vicente Boulevard and Carrillo Drive is located one-half of a mile south of the site, and the line provides connections between Century City and Downtown Los Angeles.

Approving the Zone and Height District Change to the (T)(Q)C2-2D-O Zone would afford community members in the area access to a broader selection of medical clinics and specialties in a location which is readily accessible via public transportation.

Good Zoning Practice

As recommended, the Zone Change and Height District Change would permit the development of the site with a use compatible with the surrounding area and supportive of the goals, objectives, and policies of the General Plan, as detailed in the above referenced findings. The zone change adheres to good zoning practice as it is consistent with the designation of the site south of the subject site—Regional Commercial—and will thus contribute to the continuity of this commercial corridor.

b. **Pursuant to Section 12.32 G (“T” and “Q” Classification) and Q (Zone Change) of the Municipal Code Findings.**

The current action, as recommended, has been made contingent upon compliance with new “T” and “Q” conditions of approval imposed herein for the proposed project. As recommended, the Zone Change has been placed in temporary “T” and “Q” Classification in order to ensure consistency with the amendment to the land use designation from Limited Commercial to Regional Commercial. The “T” Conditions are necessary to ensure the identified 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” 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.

c. **Pursuant to Section 12.32 G (D Limitations) and Q (Zone Change) of the Municipal Code “D” Limitation Findings. The Council shall find that any or all the limitations are necessary: (1) to protect the best interests of and assure a development more compatible with the surrounding property or neighborhood, and (2) to secure an appropriate development in harmony with the objectives of the General Plan, or (3) to prevent or mitigate potentially adverse environmental effects of the Height District establishment or change.**

The recommended FAR would be consistent with the anticipated development of Regional Centers as described within the Framework Element. Limiting the Floor Area Ratio to the floor area for the existing building ensures that non-conforming floor area is corrected without encouraging an increase in the building floor area. Thereby ensuring the building area is consistent with the corresponding Height Districts of the recommended Regional Commercial Land Use Designation. As recommended, the “D” Limitation would limit the development of the site to a 2.33 FAR and to a maximum height of 75 feet, ensuring that the future development would maintain compatibility with the surrounding area and any future development. As discussed in Finding No. 1 through 5, the “D” Limitation would secure an appropriate development in harmony with the objectives of the General Plan.

Environmental Findings

7. **Environmental Finding.** A Negative Declaration (Case No. ENV-2023-5445-ND) was prepared and published for the proposed project. The proposed ND was circulated for a 30-day review and comment period, beginning on October 23, 2025 and ending on November 24, 2025. On the basis of the whole of the record before the lead agency, including any comments received, the lead agency finds that, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, there is no substantial evidence that the project will have a significant effect on the environment. The attached ND reflects the lead agency’s independent judgment and analysis. The records upon which this decision is based are with the Department of City Planning at 200 North Spring Street, Room 621, Los Angeles, CA 90012.
8. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone X, areas of minimal flooding. Currently, there are no flood zone compliance requirements for construction in these zones.

PUBLIC HEARING AND COMMUNICATIONS

PUBLIC HEARING

A public hearing on this matter was held virtually by the Hearing Officer on January 29, 2026. The public hearing was attended by the Applicant's Representatives, the Applicant's Environmental Consultant, Planning staff, and three community members.

Summary of Public Hearing

1. **Representative Presentation.** The applicant's representative spoke at the hearing and described the project design and entitlement requests.
2. **Public Comment.** Two (2) people spoke at the hearing, not inclusive of the applicant team. Both speakers were community members in the nearby vicinity. No representatives from the Council Office attended the hearing.
 - a. Keith Nakata, Community Member
 - i. Noted that there were errors on the original Environmental Assessment Form (EAF) which was submitted to the file. Specifically, the form incorrectly noted that there were no sensitive uses within 500-feet and noted that there were no historic resources on site or adjacent to the site. The speaker noted that there was a rehabilitation facility within 500-feet of the site which could be considered a sensitive use; and noted that a historic district was adjacent to the site.
 - ii. Discussed the project located at 656 South San Vicente, which is also a medical building, and that a settlement agreement was reached with the developer to address traffic mitigation. There was a concern that the project at that site would result in substantial impacts to traffic circulation.
 - b. Rosalie Wayne, Beverly Wilshire Homes Association
 - i. Does not object to what the applicant is trying to accomplish but had concerns about the General Plan Amendment request.
 - ii. Was concerned about the traffic impacts of a change from medical office to medical clinics, said that surgical centers generate a huge amount of traffic. People using the facility usually can't drive and need to utilize transportation to the site.
 - iii. Noted that the Association sued the project located at 656 South San Vicente which was seeking a Zone Change, and the result of the lawsuit was a traffic mitigation plan.
 - iv. The site must be accessed from the service road and there is concern this could result in users of the site creating traffic in the residential neighborhood.
3. **Representative Response.** After the close of public comment, the Applicant's Representative responded to comments and provided the following information:

- a. Acknowledged that there may have been errors on the original EAF form, but that the Initial Study correctly discussed the adjacent historic district, analyzed any impacts to historic resources, and determined that the project would not result in any significant impacts to the district.
 - b. Was not aware of the settlement agreement for the other project. Noted that the project at 656 S San Vicente was for the construction of a new 12-story building on a vacant site and that traffic impacts from a new structure would likely be significant but that this project was for a change of use with no expansion of the building.
 - c. The existing use of the building is Medical Office, and the proposed use is Medical Clinics, which results in a small increase in traffic and traffic mitigation is not needed. Medical Offices and Clinics operate in a similar way, but that the surgery center would result in a reduction of trips because they only have a few people per operating bay per day, which is less than what would be expected for a Medical Office.
 - d. The GPA is requested in order to request the change to the zone and both need to be changed at the same time in order to request the Medical Clinic use. However, there are no changes to the building so the application of the Regional Center land use would not result in a building with a significant floor area (like 6:1).
4. **Hearing Officer.** The Hearing Officer requested that the community member who was a part of the Beverly Wilshire Homes Association provide information regarding the traffic mitigation plan being utilized for 656 S San Vicente, in order to determine whether that would impact the subject site. Afterwards the hearing was closed and the participants were advised of the next steps for the City Planning Commission and how to provide written comments.

Response to Public Hearing Comments

Sensitive Receptors

Regarding the first public speaker's comments regarding errors on the Environmental Assessment Form, the purpose of the form is to provide information to the file for the preparation of the environmental analysis. Regarding sensitive receptors, the Initial Study must analyze whether there sensitive receptors could be exposed to substantial pollutants. As noted in the Initial Study/MND, a significant impact could result if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. As the project is a change of use from Medical Office to Medical Clinic, the Project would not generate substantial concentrations of pollutants and would continue to adhere to existing SCAQMD rules and LAMC requirements designed to limit air quality emissions and prevent exceedances of air quality standards. As the project does not propose construction, other than interior tenant improvements, the Project would not include stationary sources or attract mobile sources (such as heavy duty trucks) that would spend long periods queuing or idling at the site (e.g., industrial warehouses or transfer facilities). As such, the Project would not result in sensitive receptors being exposed to substantial pollutant concentrations, and the Project would have a less than significant impact.

Historic Resource Impacts

As noted in the Initial Study/MND, the project site is currently developed with an office building and parking structure and the site has not been designated or identified as eligible for designation as an historic resource. The site is also not located within a Historic Preservation Overlay Zone. Adjacent to the site is the 6th Street-Orange Street Multi-Family Residential Historic District and

6617 W. Orange Street, both of which are historical resources for the purposes of CEQA. The Project does not propose any physical changes to the existing on-site conditions and will not change the existing developed buildings. Helix Environmental Planning prepared an Analysis of the Indirect Impacts of the 640 S. San Vicente Boulevard Project, City and County of Los Angeles, California to evaluate the potential for the Project to impact the adjacent historical resources.¹³ The analysis finds that the Project would comply with Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings Standard No. 9, which addresses potential indirect impacts to the spatial relationships of a historical resource and its component features. The Project is compatible with the two historical resources in that the existing scale would remain and therefore there would be no change in the spatial relationships within and between the historical resources and the Project Site. As such, the Project would not result in any impacts to historic resources and would not cause a substantial adverse change in the significance of adjacent historical resources.

Traffic

Regarding the second public speaker's comments regarding potential traffic impacts, the Initial Study/MND analyzed traffic impacts and determined that the Project would not result in traffic impacts. LADOT determined that the Project's proposed medical clinic and surgery center use would generate 1,942 daily vehicle trips, compared to the 1,852 daily trips currently generated by the existing medical office use, resulting in a net increase of 90 daily trips, and as the net increase is less than 250 daily vehicle trips, no further analysis was required as this increase is considered to result in a less than significant impact.

Additionally, as the Project does not propose to physically modify the built environment of the site, nor the surrounding streets or rights-of-way and would not add or remove driveways or any other street improvements, according to the Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines the Project would not conflict with the policies of Mobility Plan 2035 pertaining to the public right-of-way.

Communications

California Department of Transportation Communication

On November 17, 2025, during the comment period for the Negative Declaration, a letter was received from the California Department of Transportation (CalTrans) regarding the Project (see Exhibit F.3.). The following comments were provided: Caltrans recommended limiting large truck travel and construction traffic to off-peak commute hours, and noted that a permit is required for any heavy construction equipment or materials that require the use of oversized transport vehicles on State highways.

The environmental consultant provided a response to CalTrans comment (see Exhibit F.4.) in a letter dated December 11, 2025, and noted that the "Project is not anticipated to require any heavy construction equipment or construction truck trips, as the Project's construction activity is limited to interior tenant improvements. Furthermore, such tenant improvements would be conducted over time as tenants move out of and into the building, and would not occur all at once, and therefore no construction traffic is expected to be required for the Project. Trucks traveling to the Project for operational purposes such as deliveries would typically occur in off-peak times."

Beverly Wilshire Homes Association Communication

A letter was received from the Beverly Wilshire Homes Association (BWhA) in opposition to the project, it is included in Exhibit D. The letter asserts that an EIR should be completed for the project as the BWhA objects to the number of entitlements requested, has concerns regarding

other potential C2 uses which could be permitted at the site in the future, have concerns regarding increases in traffic to the site, concerns this project could divide an established community, claims the project will contradict the General Plan, and concerns the project could result in significant hazardous impacts. A response to these comments is provided in the 'Public Hearing and Communication' section of the staff report (see Page P-1) and included below:

EIR

The Beverly Wilshire Homes Association (BWHA) opposes the project, citing the number of entitlement requests and asserting the necessity of an Environmental Impact Report (EIR). However, the quantity of entitlements requested (three in this instance) has no bearing on the level of environmental analysis needed or the appropriateness of the Negative Declaration. An EIR would only be warranted if an unmitigable impact with a significant environmental effect were identified. Although the BWHA claims there is "substantial evidence and a fair argument" for an EIR, this assertion is unsupported, as no evidence was provided in their letter, and the claim is speculative.

Building Size/Future Use

The BWHA expresses concern that a larger building could be constructed at this site, now or in the future, and questions the potential C2 uses permitted. Nevertheless, the project has been conditioned to comply with Exhibit A, which preserves the existing building size, and allowable uses are restricted to those requested (medical clinic and surgery center). Should the applicant wish to modify the building's size, height, or uses in the future, they would be required to modify the grant and conduct the appropriate environmental analysis.

Traffic and Activity

The BWHA claims the medical clinic and surgery center will increase site activity, including a greater number of patients and visitors, but fails to specify how this would result in an environmental impact. A Transportation Study Assessment, approved by LADOT on April 5, 2024, determined that this change of use would result in a minimal increase of only 90 daily trips. LADOT's transportation assessment for development projects requires an additional environmental assessment only if a project results in a net increase of 250 or more daily vehicle trips, as fewer than 250 daily vehicle trips is considered a less than significant impact. Since the project's net increase of 90 trips is significantly lower than the 250-trip threshold, the evidence indicates the project will not result in any traffic impacts. The BWHA's general concern regarding site usage is not related to any tangible environmental impact, and thus, the prepared environmental analysis is deemed sufficient due to the absence of a significant impact.

Hours of Operation

The BWHA asserts that the hours of operation could cause impacts, yet this is speculative, and the BWHA provides no evidence of the potential environmental effect. Given the site's classification as a 'C' Zone in a '1' Height District (CR-1VL-O and CR-1L-O) and its location across the street from residential uses, the site is currently required to comply with the Commercial Corner hours of operation. The project has been conditioned to maintain compliance with these hours, ensuring no operational changes to the site and no evidence that the project will result in any environmental impacts.

Division of Community/Alley Use

The BWHA also claims the project will divide an established community despite no proposed physical changes to the building's exterior. The site currently serves medical uses and will continue to do so. The BWHA makes an unsubstantiated claim that the use of the alley will

change, which is not supported by evidence. Furthermore, the use of an alley does not constitute the division of an established community. Projects with the potential to divide an established community are typically infrastructure projects, such as highway construction, which physically disrupt a neighborhood. The site is currently designed to utilize the alley and will continue to do so. As previously noted, there is no evidence that the project will result in traffic impacts.

General Plan/Municipal Code Inconsistencies

The BWAHA claims that the proposed General Amendment, Zone Change, and Height District change conflict with the General Plan, but their letter lacks clarification on how the project contradicts the General Plan or Municipal Code. The BWAHA asserts non-compliance with Community Plan policies without elaborating on which specific policies prohibit the project. Instead, the letter lists various policies addressing the preservation of residential neighborhoods. This project proposes no exterior changes to the building and certainly no construction on residentially zoned property. As detailed in the staff report's findings, the project complies with the relevant General Plan policies. The BWAHA contends that the City must analyze a project's compliance with Community Plan policies through an EIR; however, as repeatedly stated, there are no valid claims of significant environmental impacts that would necessitate an EIR.

Necessity for Entitlements

The BWAHA claims that the land use changes are not required and suggests the developer should limit entitlements to only those necessary for medical clinics and surgical uses. However, the existing CR zone does not permit Medical Clinic and Surgery Center uses without the applicant requesting a Zone Variance. The 'CR' Limited Commercial Zone is intended for limited commercial uses, such as offices, banks, clubs, hotels, churches, schools, business and professional colleges, child care, and R4 uses, in close proximity to residential uses. The current use, medical offices, is permitted as an 'office' use. However, the proposed use, medical clinics, is not permitted within the CR zone and is first permitted in the C1 Zone and more permissive zones. Across Orange Street, a block of commercially zoned properties are zoned C2. The General Plan amendment is necessary because the C2 zone is not permitted in the current land use designation. The applicant has requested the C2 Zone for this site as it would permit the medical clinic use and be compatible with adjacent commercial properties. The applicant has no alternative means to request the proposed use without the General Plan and Zone Change.

The BWAHA has recommended the use of Q Conditions or D limitations to permit the medical clinic and surgery center uses; however, a Q Condition and D limitation can only reduce what is permitted in a zone or height district. They cannot be used to grant uses or Floor Area Ratios (FARs) not permitted in that zone or height district.

The BWAHA noted their concern that a '2' Height District would allow the site to be redeveloped with a larger structure. However, the proposed Development 'D' Limitations would restrict the project to the existing floor area and height of the building. Moreover, the Qualifying Q Conditions applied to the site would require the applicant to comply with the architectural plans submitted in the file. Therefore, the project will not be granted unlimited height, contrary to the BWAHA letter's allegations.

Traffic Demand Management (TDM) Plan

The BWAHA has also requested that a Neighborhood Traffic Management Plan be required for the subject site, including, in Exhibit 2 of their letter, what appears to be an excerpt of a condition of approval associated with case number CPC-2017-467-GPA-VZC-HD-SPR, for a site across the street. The BWAHA has requested this condition be applied to the current project. The nearby project involved the demolition of existing structures and the construction of a new 12-story building with 140,305 square feet of medical office space, 4,000 square feet of restaurant, and

1,000 square feet of retail (such as a pharmacy) located at 650 South San Vicente. The Initial Study prepared for that project indicated potentially significant environmental impacts, necessitating an Environmental Impact Report (EIR) to analyze those impacts.

According to the EIR, the project at 650 South San Vicente would have generated 3,433 daily vehicle trips, thus requiring a Vehicle Miles Traveled (VMT) analysis due to the significantly high number of daily vehicle trips exceeding 250. However, LADOT documentation indicates that Traffic Demand Management (TDM) strategies can be employed as project design features or mitigation measures to reduce VMT, as these strategies have been empirically proven to reduce vehicle trips. With the implementation of TDM strategies, the requested reduced parking supply, the provision of bicycle parking, and the promotion of alternative transportation modes, the nearby project was able to reduce the average VMT to a level below the significance thresholds for the Central Area Planning area. Consequently, the EIR determined that with the implementation of Project Design Features, the project would have a less than significant impact on transportation and traffic.

The BWA is requesting that a TDM strategy be applied to the subject site, but there is no demonstrated nexus to justify this requirement. The subject site involves a change of use with a minimal increase in daily vehicle trips (90 trips), indicating no likely traffic impact from the project. A TDM strategy can only be required to mitigate a potential impact, and since no impact has been identified, the City cannot mandate the Traffic Management Program requested by the BWA. Furthermore, there is no reason to anticipate cumulative traffic impacts from the two projects, as the subject site will have a less than significant impact, and the nearby project will have a less than significant impact with the implementation of Project Design Features. The BWA has not submitted credible evidence to suggest a cumulative impact.

The BWA letter claims the project will conflict with Community Plan policies and goals related to circulation, but again fails to elaborate on which policies the project would conflict with. The letter also claims that site visitors will use the alley and surrounding streets. However, site users already utilize the alley and streets, and the BWA has no credible claim that this will result in a traffic impact, when the documentation in the file indicates that it will not. The BWA letter also claims that potential traffic mitigation from the entitled project at 650 S. San Vicente Blvd. could limit access to the Project Site from the east. However, the nearby project at 650 S. San Vicente Boulevard has been required, as part of the Construction Management Plan, to maintain a travel lane along the project site's perimeter to minimize traffic detours to adjacent developments. Therefore, access to the site from the south is not anticipated to be impacted by the development at the nearby site.

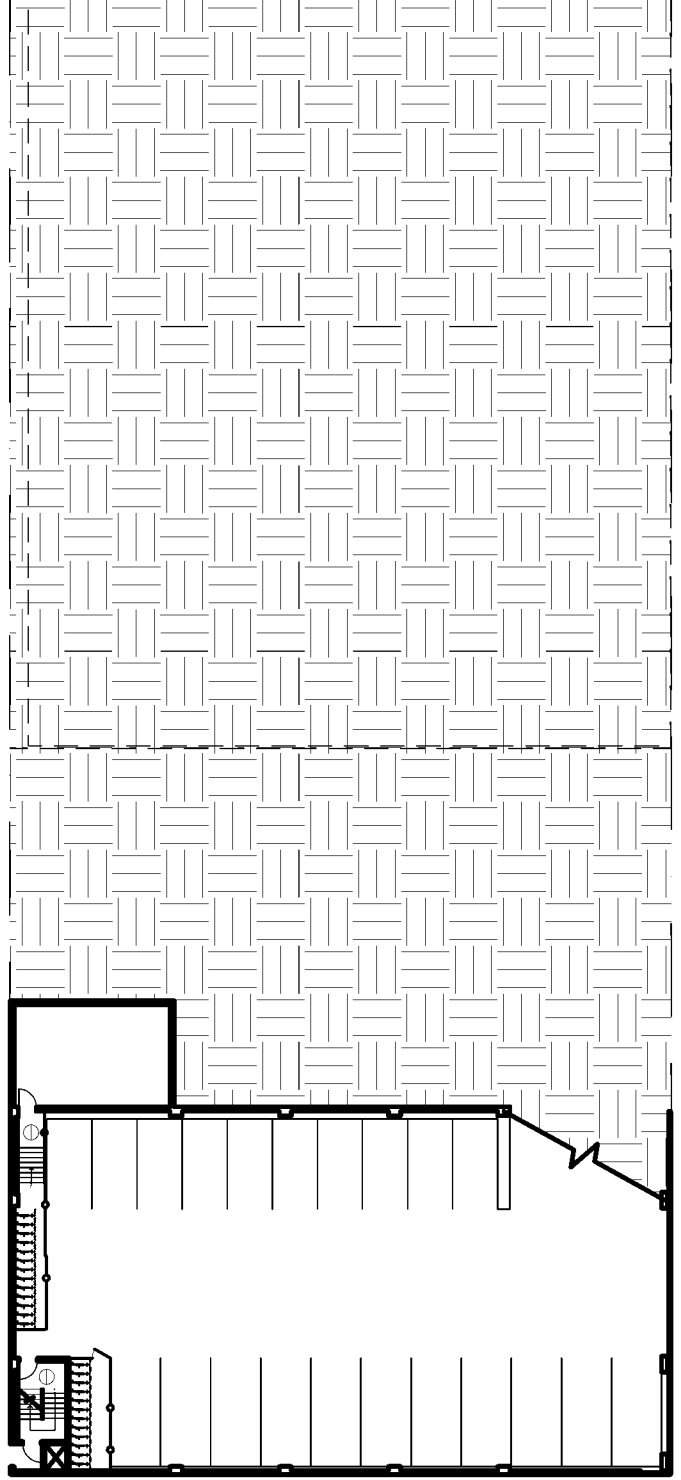
The BWA questions the validity of the vehicle daily trip analysis conducted for the project. This analysis is attached to this staff report (see Exhibit F), and LADOT has signed the referral form, attesting to the veracity of the information contained within. The BWA letter also claims that the Initial Study for the subject site fails to analyze the project's cumulative impacts; however, this is inaccurate, as the Initial Study specifically describes the nearby project within the 'Surrounding Land Use' section of the IS and confirms on page 82 that impacts from projects in the area would be mitigated to a less than significant level and thus would not result in a cumulative impact. Consequently, the BWA provides no credible evidence that the subject site would result in significant traffic impacts.

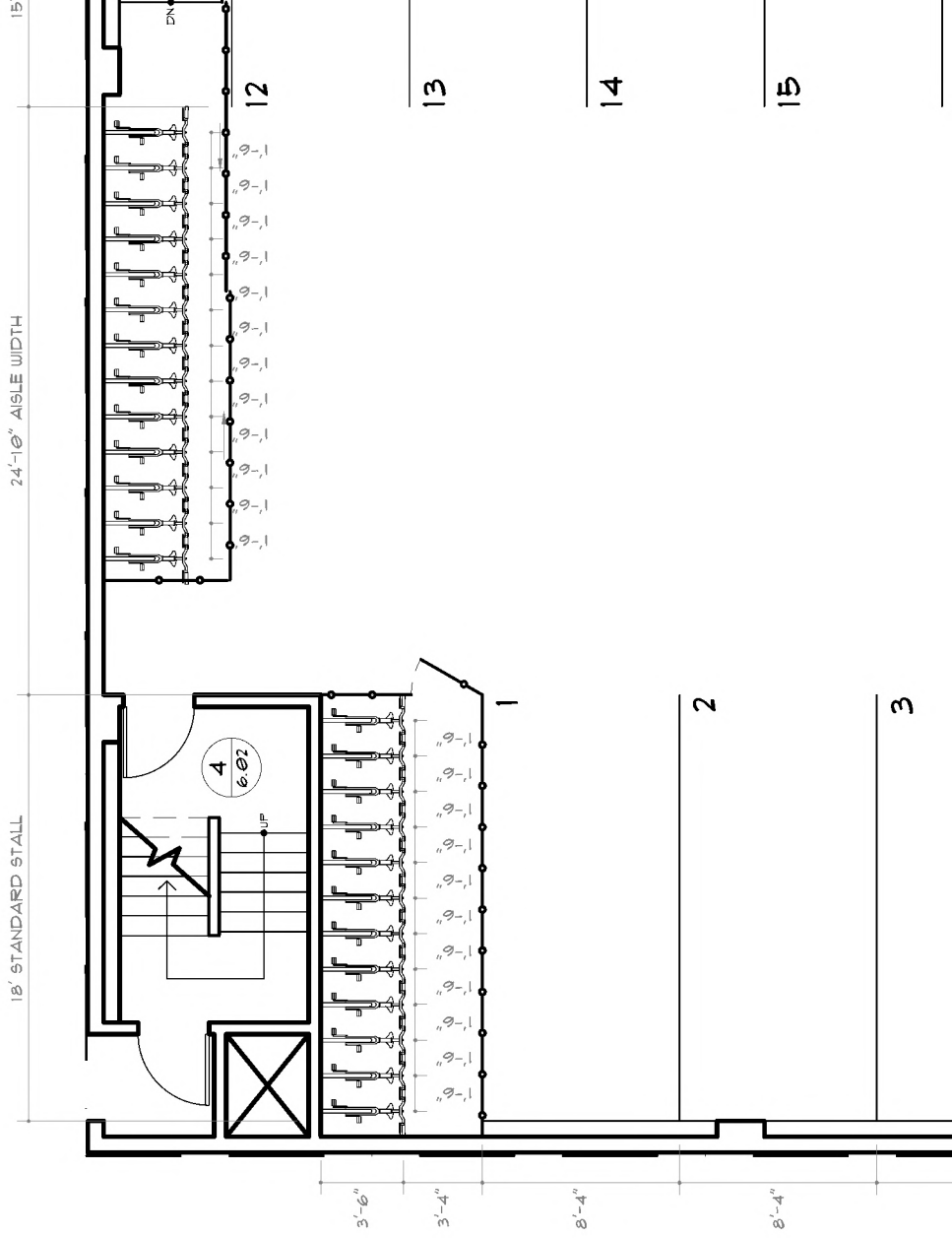
Other Claims (Air Quality, Energy, Hazards)

The BWA letter also makes various claims that the project would not comply with local air quality plans, would result in air quality emissions exceeding SCAQMD regional operational emission thresholds, would expose sensitive receptors to substantial pollutant concentrations, and would consume a significant amount of energy. However, the letter does not elaborate on these statements, which are speculative and unsupported by evidence.

Finally, the BWA letter claims that the project will result in significant hazards and impact to the public or the environment through the routine transport, use, or disposal of hazardous materials; and again no evidence is provided to defend the claim. The existing Medical Waste Management Act governs the management of medical waste statewide, and the Medical Waste Management Program (MWMP) implements the Act by regulating the generation, handling, storage, treatment, and disposal of medical waste. The MWMP permits and inspects all medical waste, off-site treatment facilities, and medical waste transfer stations. Activities involving the handling and disposal of hazardous waste would occur in compliance with all the applicable federal, state, and local requirements concerning the handling and disposal of waste. Therefore, with compliance of the relevant regulations and requirements, the project would have a less than significant impact and there is no evidence of an impact that would require the imposition of mitigation measures and/or the completion of an EIR.

A – ARCHITECTURAL PLANS





3'-6"

3'-4"

8'-4"

8'-4"

18' STANDARD STALL

24'-10" AISLE WIDTH

15

12

13

14

15

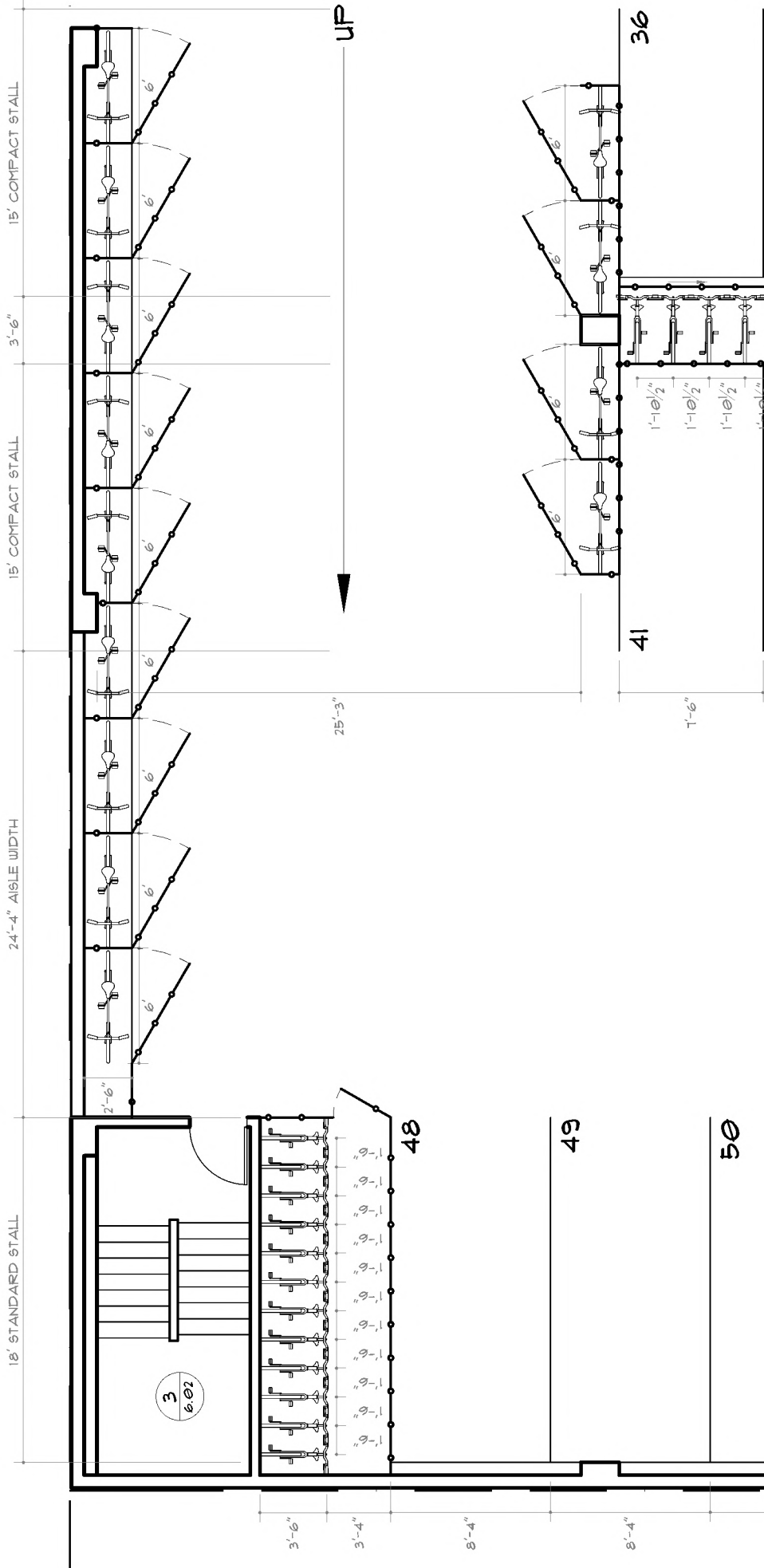
4

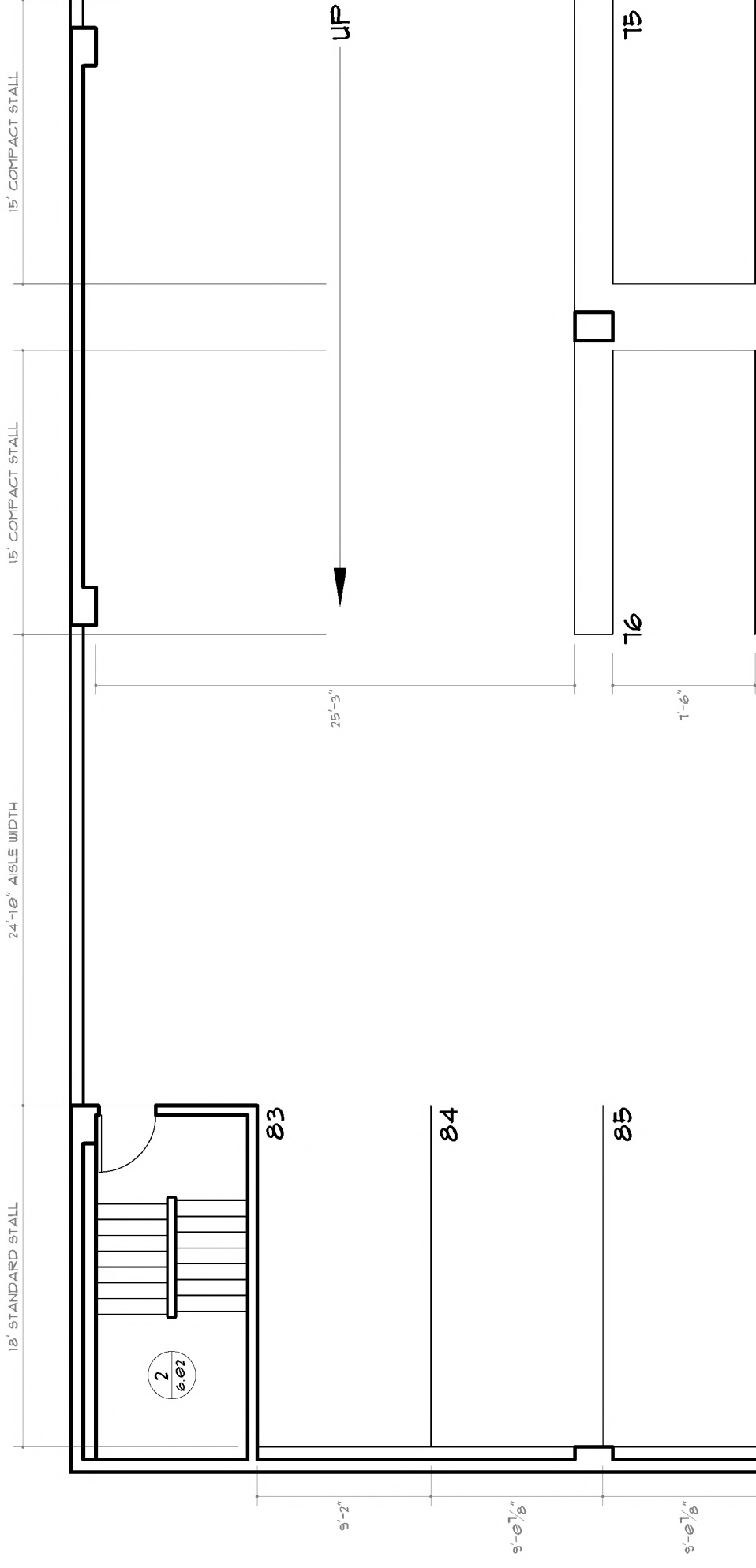
UP

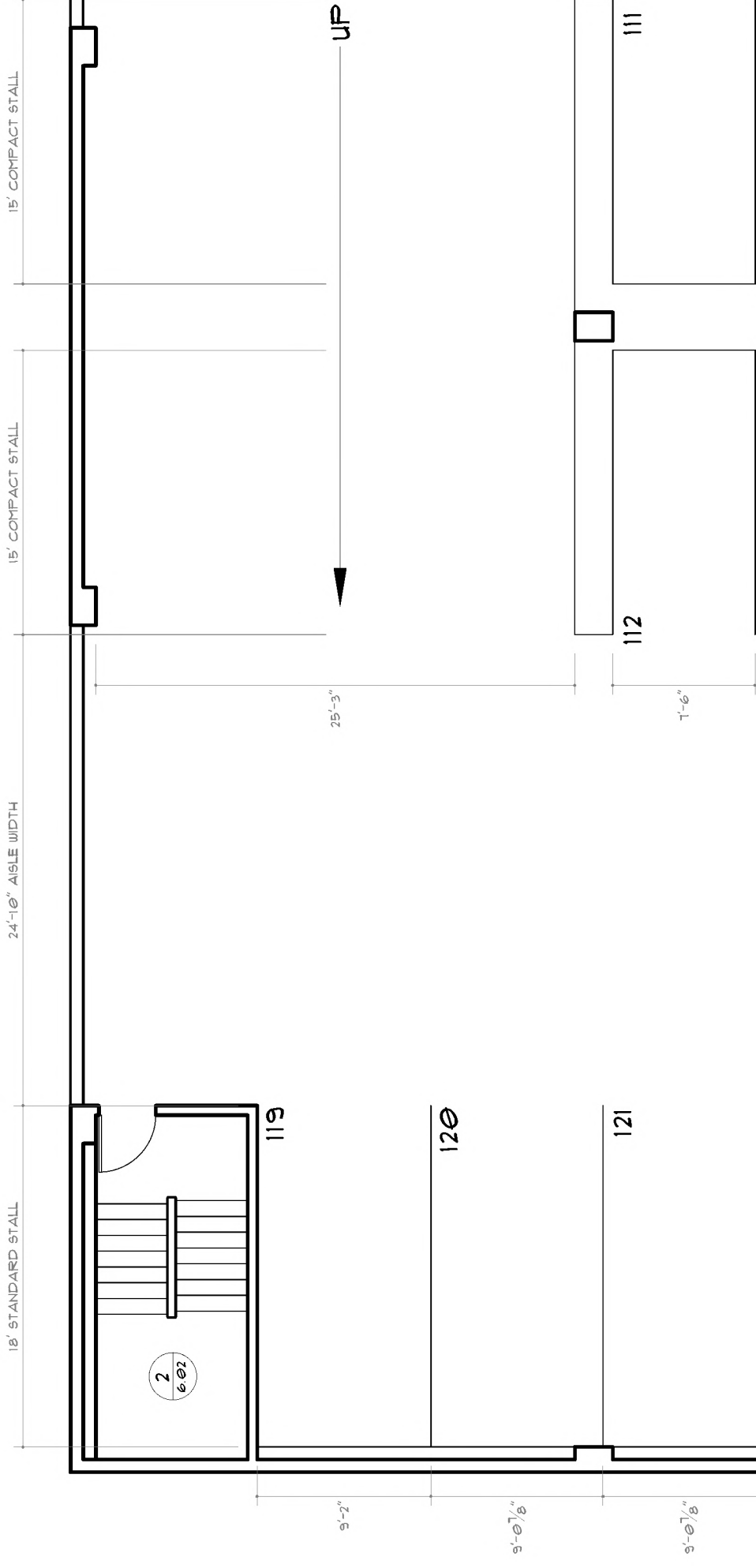
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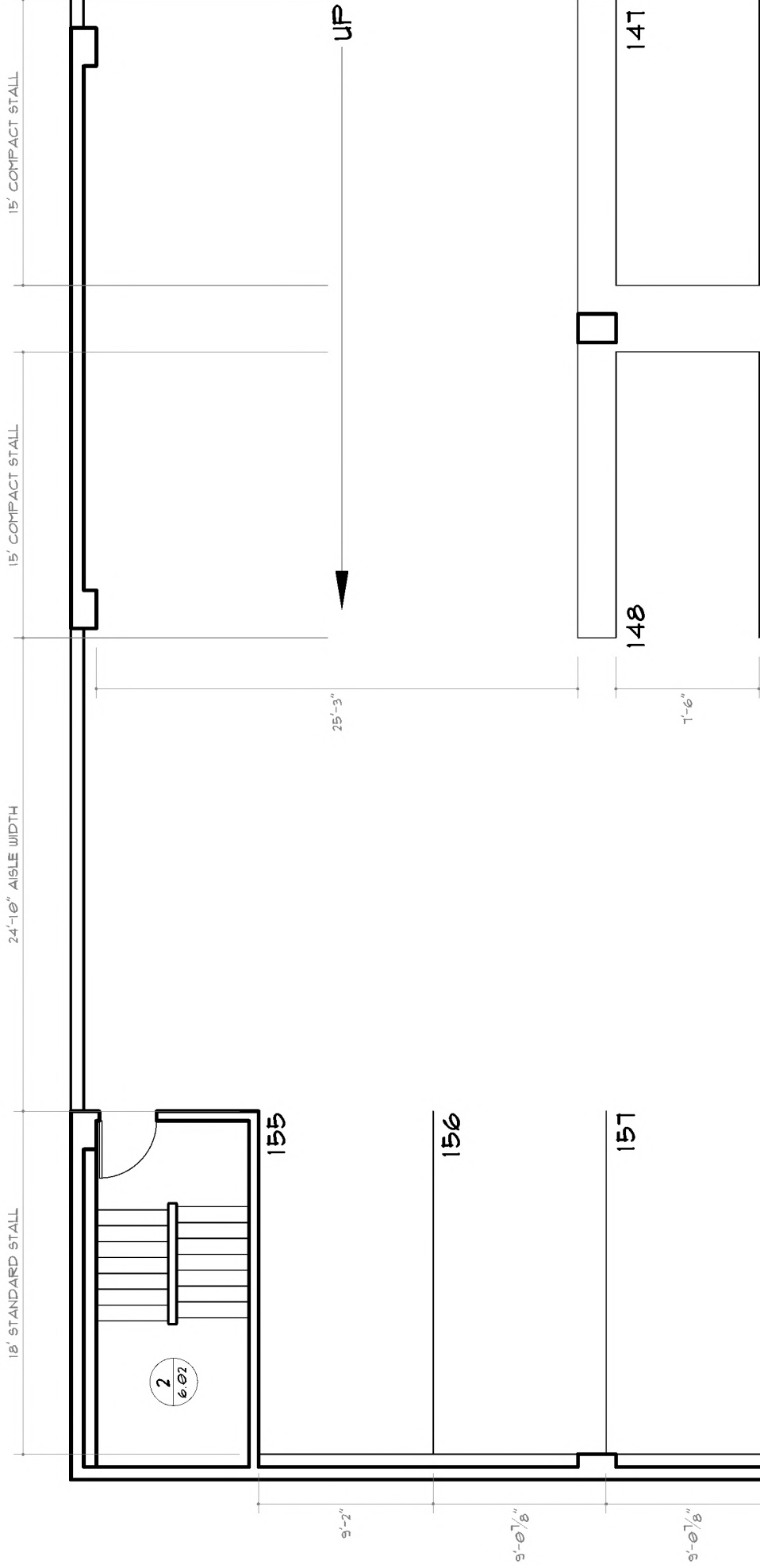
2

3







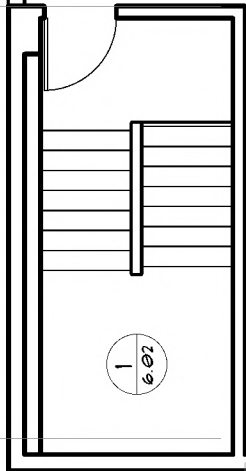


18' STANDARD STALL

25'-4" AISLE WIDTH

15' COMPACT STALL

15' COMPACT STALL



190

9'-2"

191

8'-9"

192

9'

25'-3"

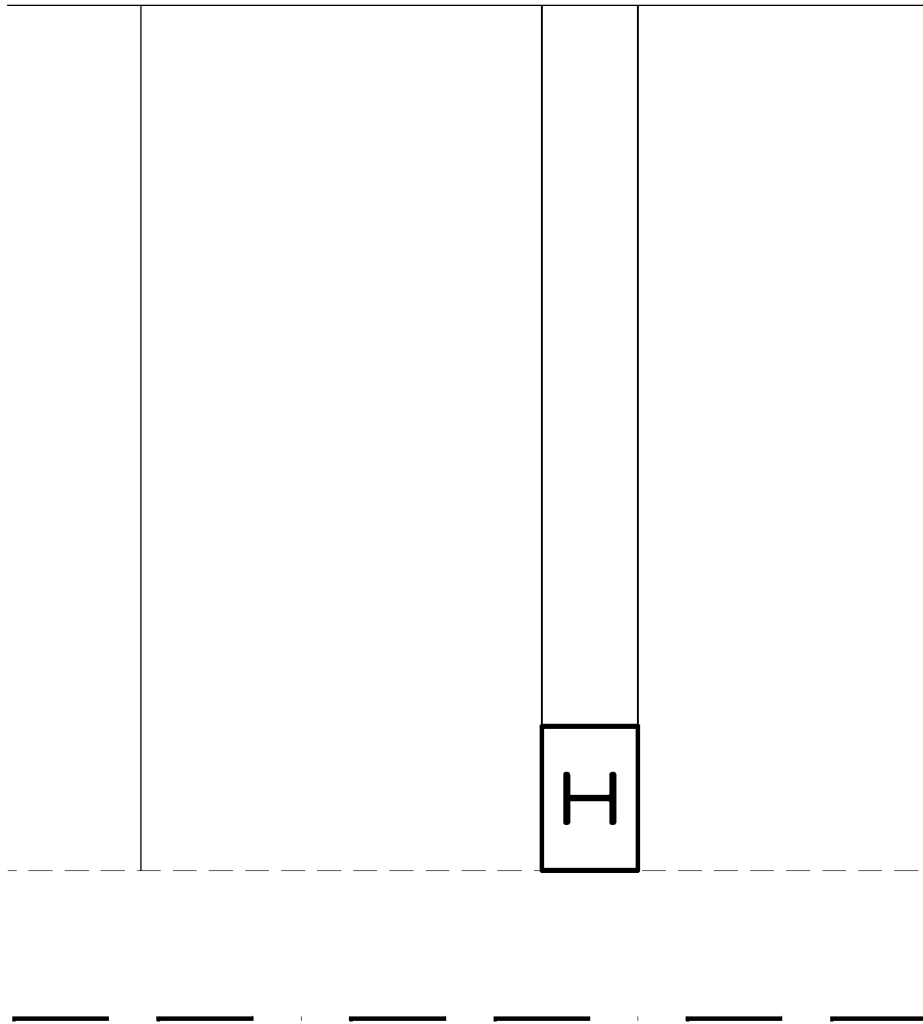
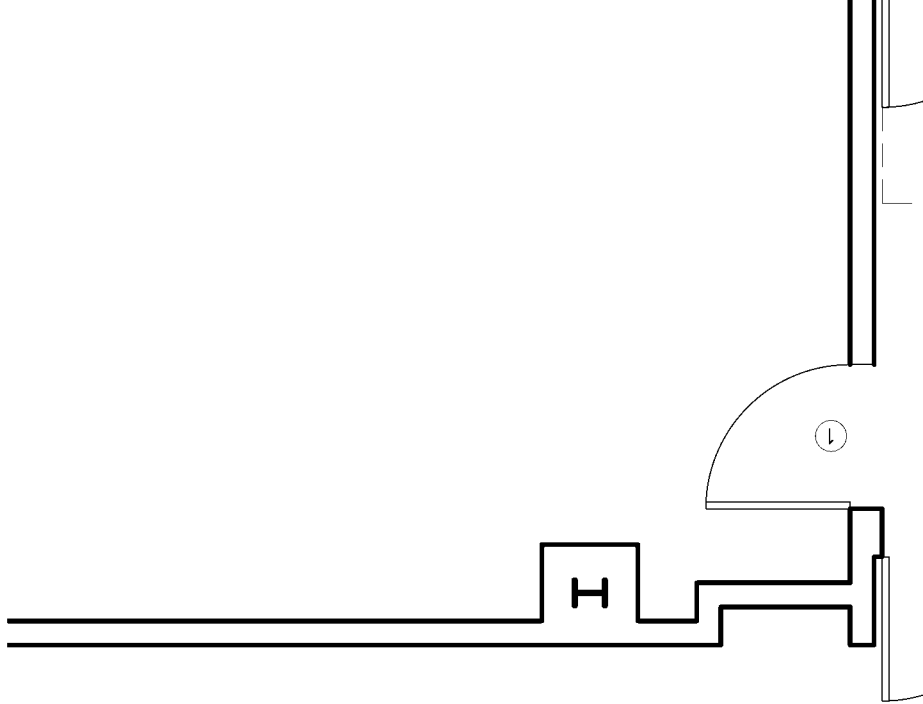
DN



184

183

1'-6"



TOP OF PAMPET, EL = 215'-10"

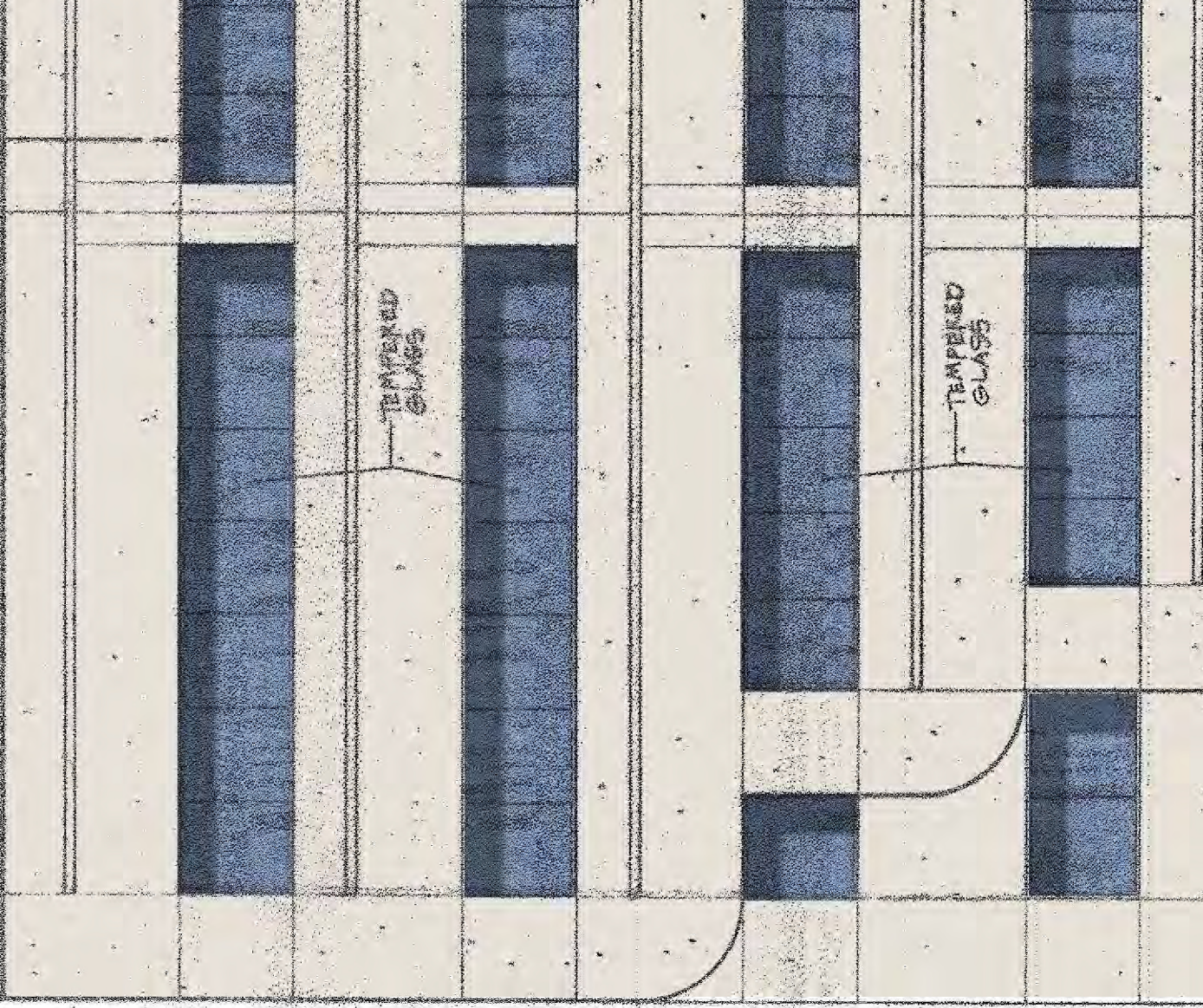
HIGH POINT @ ROOF

FIN. 5TH FLR

FIN. 4TH FLR

FIN. 3RD FLR

FIN. 2ND FLR, EL = 158'-4"



TEMPERED GLASS

TEMPERED GLASS

3'-6"

13'-6"

3'-6"

30'-0"

13'-6"

30'-0"

30'-0"

13'-6"

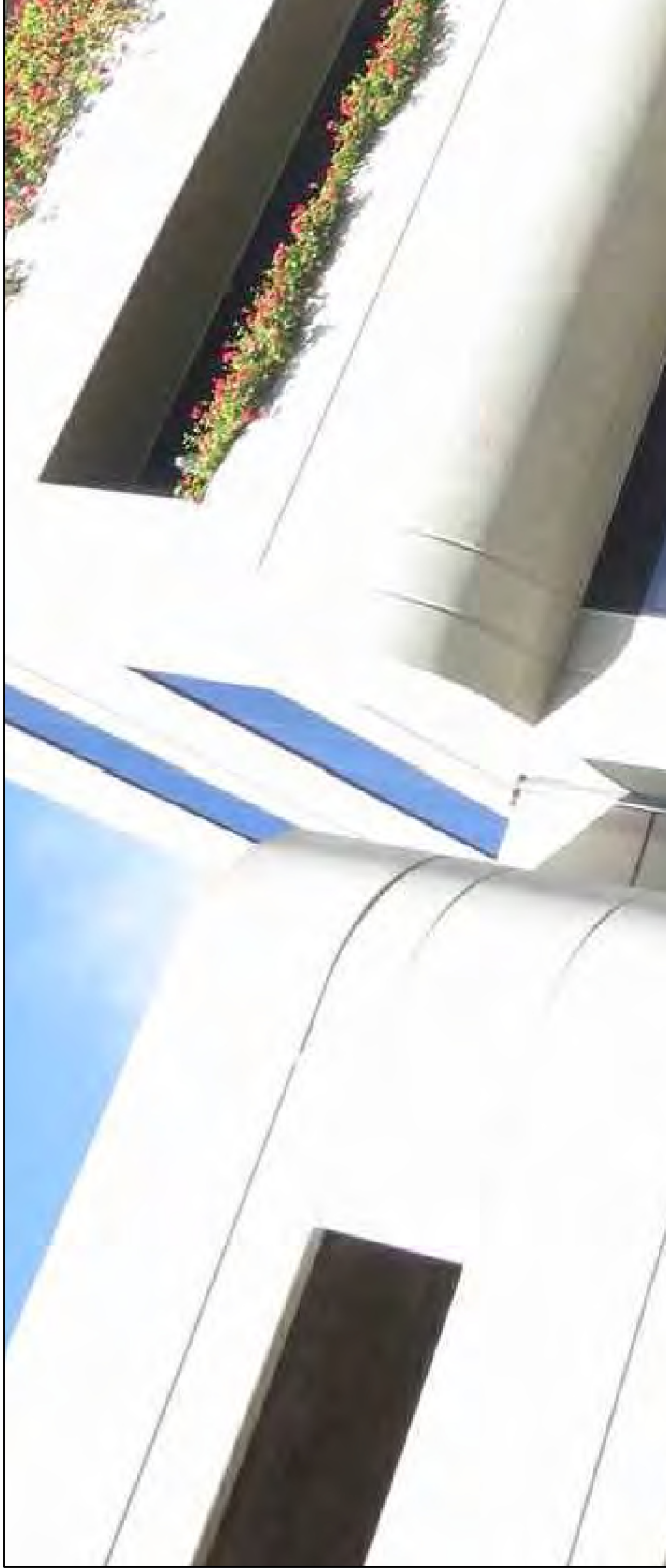
30'-0"

30'-0"

13'-6"

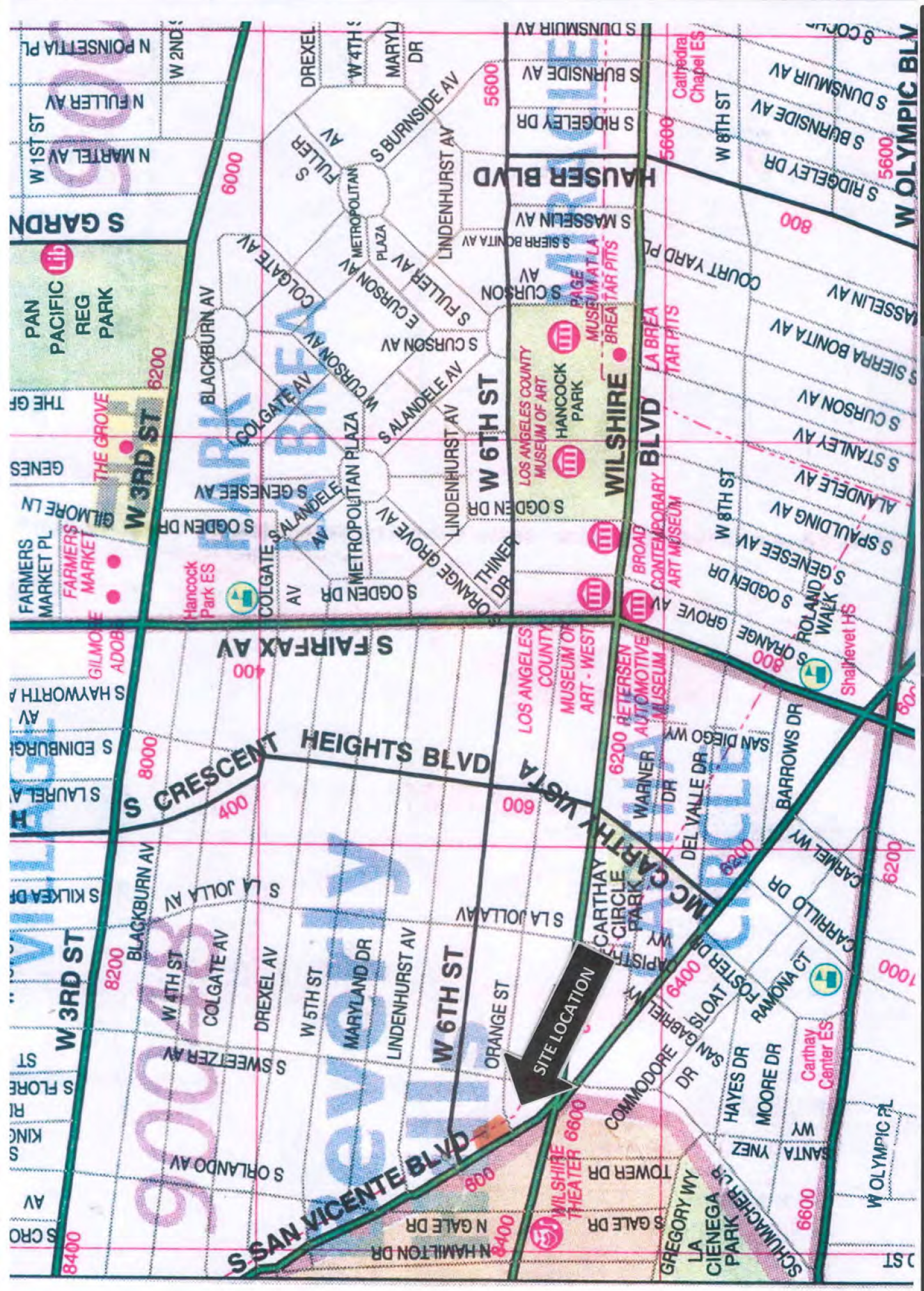
30'-0"

74'-8"



B – MAPS

VICINITY MAP
RADIUS MAP
ZIMAS MAP AND PARCEL PROFILE REPORT
SITE AERIAL MAP

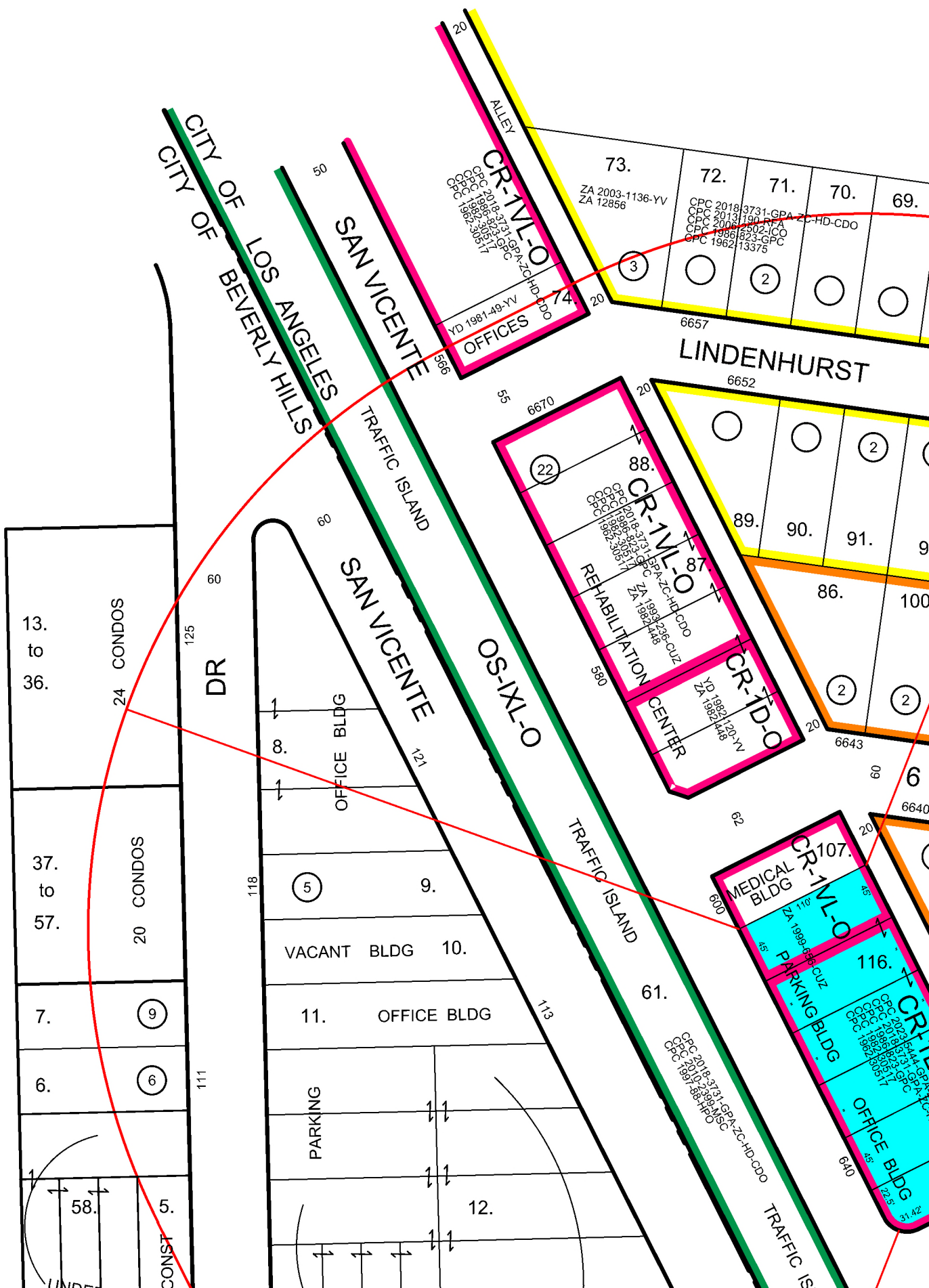


VICINITY MAP

SITE LOCATION:
 640 S. SAN VICENTE BOULEVARD
 LOS ANGELES, CA 90048

CASE NO:

T.B. PAGE: 633 GRID: A-2



CITY OF LOS ANGELES
CITY OF BEVERLY HILLS

SAN VICENTE

SAN VICENTE

OS-IXL-O

CR-1VL-O

LINDENHURST

13. to 36. 24 CONDOS
37. to 57. 20 CONDOS
7. 9
6. 6
5. CONST

DR

TRAFFIC ISLAND

TRAFFIC ISLAND

TRAFFIC ISLAND

ALLEY
YD 1981-49-YV
OFFICES
CPC 2018-3731-GPA-ZC-HD-CDO
CPC 2018-3731-GPA-ZC-HD-CDO
CPC 2018-3731-GPA-ZC-HD-CDO
CPC 1982-305-17

73.
ZA 2003-1136-YV
ZA 12856

72.
71.
70.
69.
CPC 2018-3731-GPA-ZC-HD-CDO
CPC 2018-3731-GPA-ZC-HD-CDO
CPC 2018-3731-GPA-ZC-HD-CDO
CPC 1982-305-17
CPC 1962-13375

88.
87.
81.
REHABILITATION CENTER
CPC 2018-3731-GPA-ZC-HD-CDO
CPC 2018-3731-GPA-ZC-HD-CDO
CPC 2018-3731-GPA-ZC-HD-CDO
CPC 1982-305-17
ZA 1993-238-CUZ
ZA 1982-448
YD 1982-120-YV
ZA 1982-448

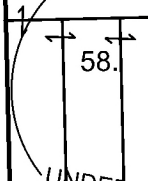
116.
117.
MEDICAL BLDG
PARKING BLDG
OFFICE BLDG
CPC 2018-3731-GPA-ZC-HD-CDO
CPC 2018-3731-GPA-ZC-HD-CDO
CPC 2018-3731-GPA-ZC-HD-CDO
CPC 1982-305-17
ZA 1993-238-CUZ
ZA 1982-448

OFFICE BLDG
OFFICE BLDG

VACANT BLDG

PARKING

12.





Zoning: CR-1VL-O
General Plan: Limited Commercial

Tract: TR 7555
Block: 8
Lot: 10
Arb: None

Address: undefined
APN: 5510022054
PIN #: 135B173 658



City of Los Angeles Department of City Planning

2/21/2024 PARCEL PROFILE REPORT (modified version)

PROPERTY ADDRESSES	
None	
ZIP CODES	
None	
RECENT ACTIVITY	
None	
CASE NUMBERS	
CPC-2023-5444-GPA-ZC-HD	
CPC-2018-3731-GPA-ZC-HD-CDO	
CPC-19XX-19232	
CPC-1986-823-GPC	
CPC-1982-30517	
ORD-183497	
ORD-165331-SA2270	
ORD-158443	
ORD-133522	
ZA-1999-656-CUZ	
ENV-2023-5445-EAF	
ENV-2018-3732-EIR	
ENV-2002-2968-CE	
ND-82-286-HD	
AFF-56868	
AFF-56531	
Address/Legal Information	
PIN Number	135B173 658
Lot/Parcel Area (Calculated)	4,950.9 (sq ft)
Thomas Brothers Grid	PAGE 633 - GRID A2
Assessor Parcel No. (APN)	5510022054
Tract	TR 7555
Map Reference	M B 80-51/53 (SHTS 1-3)
Block	8
Lot	10
Arb (Lot Cut Reference)	None
Map Sheet	135B173
Jurisdictional Information	
Community Plan Area	Wilshire
Area Planning Commission	Central
Neighborhood Council	Mid City West
Council District	CD 5 - Katy Young Yaroslavsky
Census Tract #	2148.00
LADBS District Office	Los Angeles Metro
Permitting and Zoning Compliance Information	
Administrative Review	None
Planning and Zoning Information	

Special Notes	None
Zoning	CR-1VL-O
Zoning Information (ZI)	ZI-2512 Housing Element Inventory of Sites
	ZI-2498 Local Emergency Temporary Regulations - Time Limits and Parking Relief - LAMC 16.02.1
	ZI-2452 Transit Priority Area in the City of Los Angeles
General Plan Land Use	Limited Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	None
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	None
Subarea	None
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
RBP: Restaurant Beverage Program Eligible Area	General (RBPA)
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
AB 2334: Very Low VMT	Yes
AB 2097: Reduced Parking Areas	Yes
Streetscape	No
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Medium-High
Non-Residential Market Area	High
Transit Oriented Communities (TOC)	Tier 3
ED 1 Eligibility	Eligible Site

RPA: Redevelopment Project Area	None
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No
Assessor Information	
Assessor Parcel No. (APN)	5510022054
APN Area (Co. Public Works)*	0.674 (ac)
Use Code	1705 - Commercial - Office Building - Five Stories
Assessed Land Val.	\$2,269,087
Assessed Improvement Val.	\$6,732,223
Last Owner Change	08/12/1994
Last Sale Amount	\$9
Tax Rate Area	67
Deed Ref No. (City Clerk)	712884
	622
	620-622
	620
	444264
	2546394
	2133332
	1571339
	1496347-48
	1422459
	1167089-90
	1157308
	1154655
	109696
	105294
Building 1	
Year Built	1985
Building Class	AX
Number of Units	1
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	73,036.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	No [APN: 5510022054]
Additional Information	
Airport Hazard	None
Coastal Zone	None
Santa Monica Mountains Zone	No
Farmland	Area Not Mapped

This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at zimas.lacity.org (*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.



City of Los Angeles Department of City Planning

2/21/2024 PARCEL PROFILE REPORT (modified version)

Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	Methane Zone
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Wells	None
Seismic Hazards	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	2.50237752
Nearest Fault (Name)	Newport - Inglewood Fault Zone (Onshore)
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	1.00000000
Slip Geometry	Right Lateral - Strike Slip
Slip Type	Poorly Constrained
Down Dip Width (km)	13.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	90.00000000
Maximum Magnitude	7.10000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	Yes
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	None
Hubzone	Not Qualified
Jobs and Economic Development Incentive Zone (JEDI)	None
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	None
Housing	
Direct all Inquiries to	Los Angeles Housing Department
Telephone	(866) 557-7368
Website	https://housing.lacity.org
Rent Stabilization Ordinance (RSO)	No [APN: 5510022054]

Ellis Act Property	No
AB 1482: Tenant Protection Act	No
Housing Crisis Act Replacement Review	Yes
Housing Element Sites	
HE Replacement Required	Yes
SB 166 Units	0.02 Units, Lower
Housing Use within Prior 5 Years	Yes
Public Safety	
Police Information	
Bureau	West
Division / Station	Wilshire
Reporting District	722
Fire Information	
Bureau	South
Battalion	18
District / Fire	61
Station	
Red Flag Restricted Parking	No

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CASE SUMMARIES

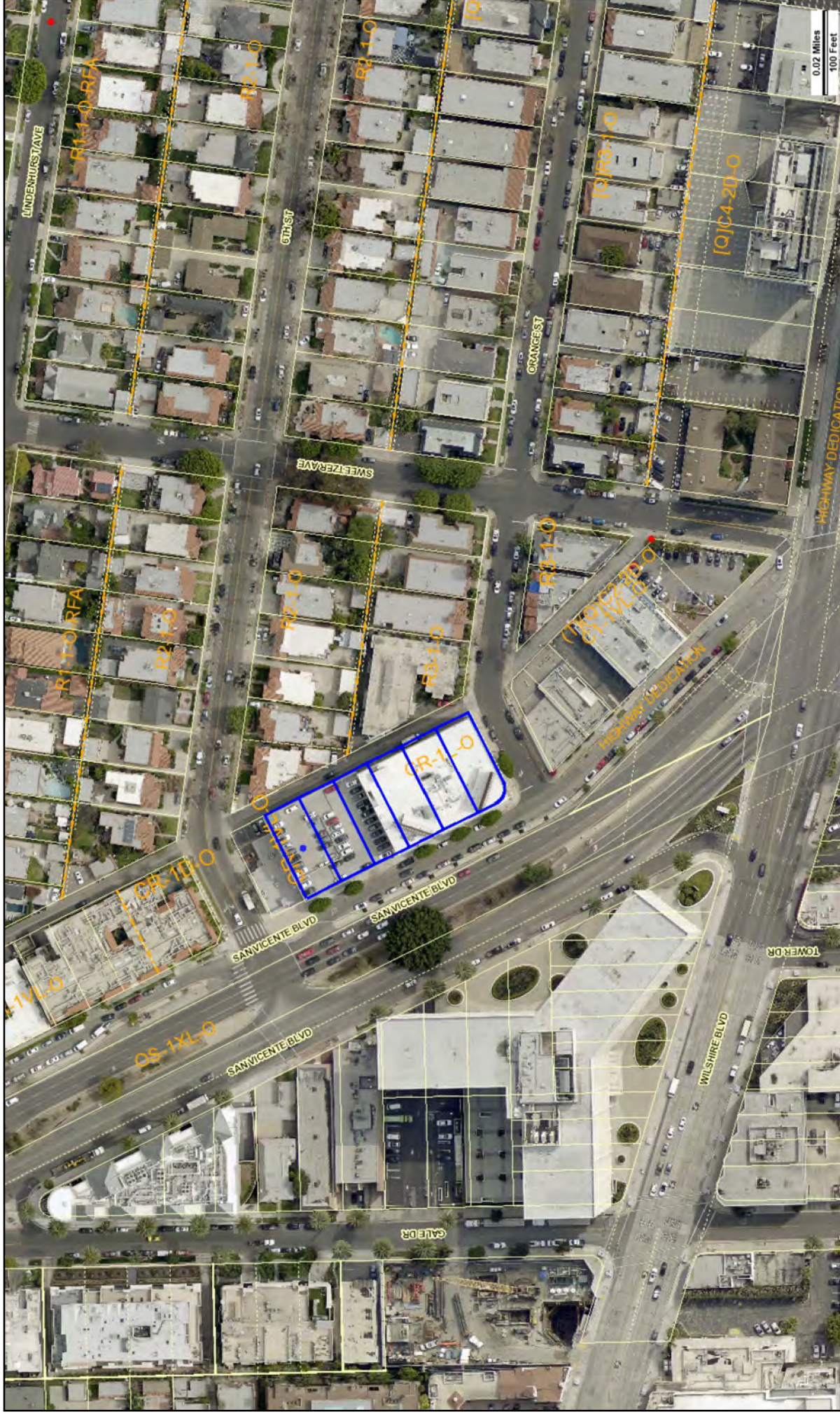
Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2023-5444-GPA-ZC-HD
Required Action(s):	GPA-GENERAL PLAN AMENDMENT ZC-ZONE CHANGE HD-HEIGHT DISTRICT
Project Descriptions(s):	Pursuant to Los Angeles Municipal Code (LAMC) Section 11.5.6, a General Plan Amendment to change the land use designation from Limited Commercial to Regional Center Commercial and, pursuant to LAMC Section 12.32-F, a Zone Change and Height District Change from CR-1VL-O and [Q]C2-2D-O in conjunction with a change of use from medical clinics to medical offices in an existing five-story building.
Case Number:	CPC-2018-3731-GPA-ZC-HD-CDO
Required Action(s):	GPA-GENERAL PLAN AMENDMENT ZC-ZONE CHANGE HD-HEIGHT DISTRICT CDO-COMMUNITY DESIGN OVERLAY DISTRICT
Project Descriptions(s):	GENERAL PLAN AMENDMENT, ZONE CHANGE, HEIGHT DISTRICT, COMMUNITY DESIGN OVERLAY AMENDMENTS
Case Number:	CPC-19XX-19232
Required Action(s):	Data Not Available
Project Descriptions(s):	
Case Number:	CPC-1986-823-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	AB-283 PROGRAM - GENERAL PLAN/ZONE CONSISTENCY - WILSHIRE AREA- COMMUNITY WIDE ZONE CHANGES AND COMMUNITY PLAN CHANGES TO BRING THE ZONING INTO CONSISTENCY WITH THE COMMUNITY PLAN. INCLUDES CHANGES OF HEIGHT AS NEEDED. REQUIRED BY COURT AS PART OF SETTLEMENT IN THE HILLSIDE FEDERATION LAWSUIT
Case Number:	CPC-1982-30517
Required Action(s):	Data Not Available
Project Descriptions(s):	
Case Number:	ZA-1999-656-CUZ
Required Action(s):	CUZ-ALL OTHER CONDITIONAL USE CASES
Project Descriptions(s):	CONDITIONAL USE PERMIT TO INSTALL, OPERATE AND MAINTAIN A WIRELESS TELECOMMUNICATIONS FACILITY IN THE CR1-VL-0 AND CR1-L-0 ZONES.
Case Number:	ENV-2023-5445-EAF
Required Action(s):	EAF-ENVIRONMENTAL ASSESSMENT
Project Descriptions(s):	Pursuant to Los Angeles Municipal Code (LAMC) Section 11.5.6, a General Plan Amendment to change the land use designation from Limited Commercial to Regional Center Commercial and, pursuant to LAMC Section 12.32-F, a Zone Change and Height District Change from CR-1VL-O and [Q]C2-2D-O in conjunction with a change of use from medical clinics to medical offices in an existing five-story building.
Case Number:	ENV-2018-3732-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	GENERAL PLAN AMENDMENT, ZONE CHANGE, HEIGHT DISTRICT, COMMUNITY DESIGN OVERLAY AMENDMENTS
Case Number:	ENV-2002-2968-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	CONDITIONAL USE PERMIT TO INSTALL, OPERATE AND MAINTAIN A WIRELESS TELECOMMUNICATIONS FACILITY IN THE CR1-VL-0 AND CR1-L-0 ZONES.
Case Number:	ND-82-286-HD
Required Action(s):	HD-HEIGHT DISTRICT
Project Descriptions(s):	Data Not Available

DATA NOT AVAILABLE

ORD-183497
ORD-165331-SA2270
ORD-158443
ORD-133522
AFF-56868
AFF-56531

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(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.



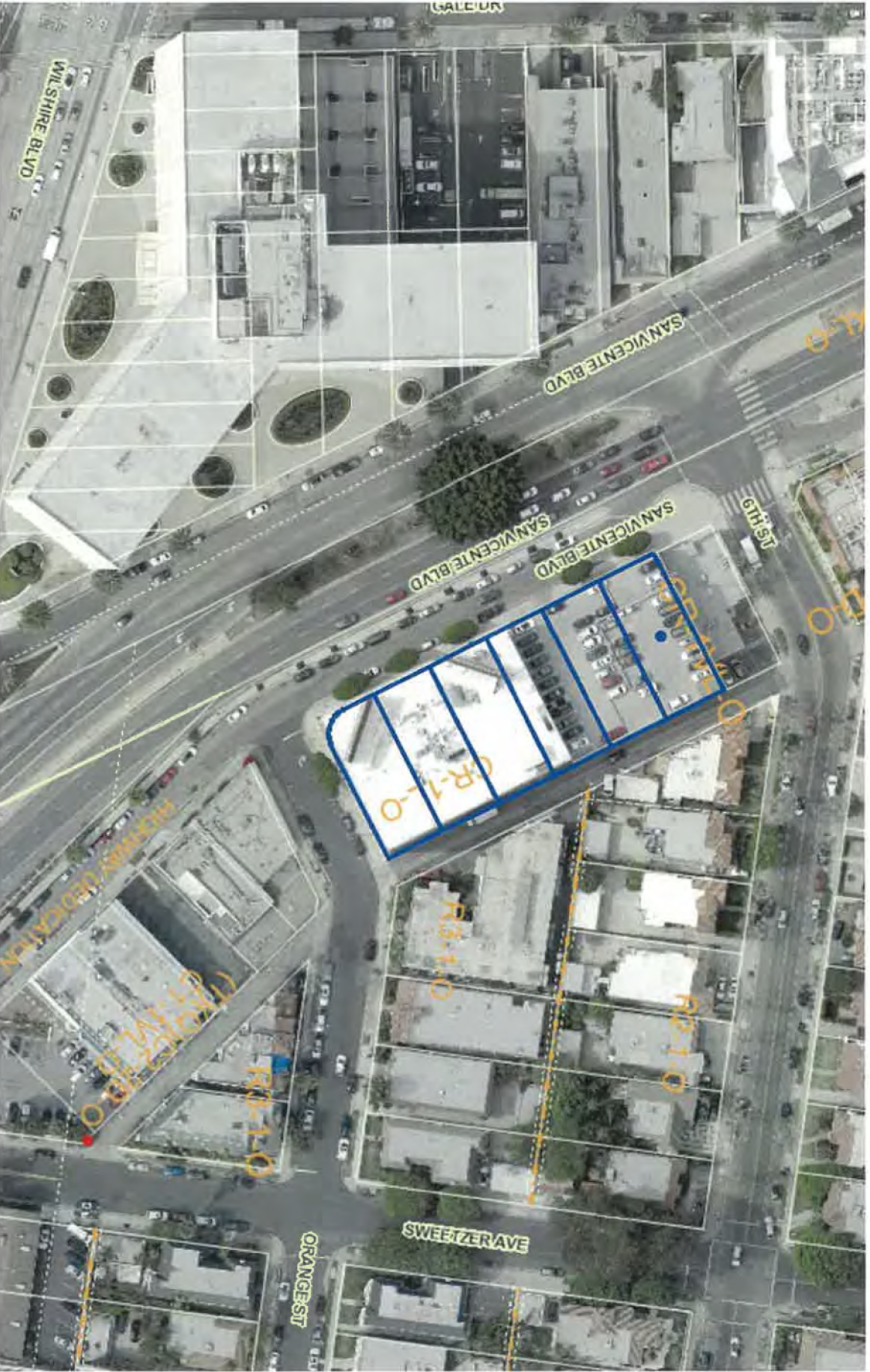
Address: undefined
 APN: 5510022054
 PIN #: 135B173 658

Tract: TR 7555
 Block: 8
 Lot: 10
 Arb: None

Zoning: CR-1VL-O
 General Plan: Limited Commercial



C – APPLICANT SUBMITTED PHOTOGRAPHS



Site Map



1



2



3



4



5



6



7





6

D – PUBLIC CORRESPONDENCE



Fwd: CPC-2023-5444-GPA-ZC-HD__ 640 S San Vicente Blvd.

1 message

Griselda Gonzalez <griselda.gonzalez@lacity.org>
To: Ricardo Vazquez <ricardo.vazquez@lacity.org>

----- Forwarded message -----

From: **KEITH B NAKATA** <keithnakata@mac.com>
Date: Fri, Nov 17, 2023 at 8:12 AM
Subject: RE:CPC-2023-5444-GPA-ZC-HD__ 640 S San Vicente Blvd.
To: <griselda.gonzalez@lacity.org>

Griselda Gonzalez,

Please add my name to your interested party list for this project.

In a quick review of the submitted Applicant's Environmental Assessment Form (attached below) in the Initial Submitted Documents, the Applicant states Under Historical Resources Section question "**Are there any properties on or adjacent To the project site that have been previously identified in a historic resources survey. The Applicant's response is "NO". This appears to be a false and inaccurate answer.**" This form was signed and attested to by the Applicant and his representative (attached below).

Clearly, **640 S. San Vicente Blvd.** is abutting and adjacent to the **6th Street-Orange Street Multi-Family Residential District surveyed and listed in Survey LA in January 2015. This District has a large percentage of contributing properties and is highly intact and significant.**

This Historic District is highly impacted by traffic generated by cut-through traffic for those either those working or visiting The commercial uses along San Vicente Blvd. and Wilshire Blvd. These employees and guests Also park in the historic district, which has negatively impacted the historic district resource.

Other negative environmental impacts to these residents would be identified by a full environmental review. The Applicant is requesting a Categorical Exemption (CE) under a Class 32 exemption.

The granting of a CE under this false application is problematic for a project requesting a General Plan Amendment, Zone Change, and Height District Change in conjunction with a change of use.

These are major discretionary actions that should call for a full and complete environmental review of potential Negative impacts to the adjacent 6th Street-Orange Street Multi-Family Residential Historic District. This project should not be granted a Categorical Exemption (CE) Class 32 because it does not qualify for one.

Additionally, the Historic District will also be impacted by the recently entitled **650 S. San Vicente Blvd.** Case CPC-2017-467-GPA-VZC-HD-SPR. This project is another General Plan Amendment for Another new medical office space of 12 stories, 145,305 sq. ft. This project has reached an agreement With the residential neighborhood to formally attempt to mitigate their traffic circulation Impacts to the same Historic District. These two similar use projects will most certainly Have a cumulative negative impact to the residents of this historic neighborhood.

I have attached the Applicant's Radius Map along with the Survey LA Historic District Map that clearly Shows the adjacency.

Please feel free to contact me with any questions.

Thanks,

Keith

KEITH NAKATA

keithnakata@mac.com
323-791-1770 cell

EAS APPLICATION

If any of the DDBS pages are marked as YES and the project is not within a historic area and/or coastal zone, provide an **Owner's Declaration of Biological Resources (OP-361)**

HISTORICAL RESOURCES

Identification of Historical Resources Under of Existing Conditions

Are there any resources on or adjacent to the project site that are listed or eligible for listing under federal, state, or local landmark or historic district programs? Properties may include buildings, structures, sites, objects, and components of districts YES NO

If YES, indicate which of the following apply, and skip to "3.c. Analysis of Project Impacts"

- National Register of Historic Places: _____
- California Register of Historical Resources: _____
- City of Los Angeles Historic-Cultural Monument (HCM): _____
- Located within a City of Los Angeles Historic Preservation Overlay Zone (HPOZ): _____

Evaluation of Historical Resources

Are there any properties on or adjacent to the project site that have been identified in a federal, State or local register? YES NO

If YES, indicate which: _____

Next >



Are there any properties on or adjacent to the project site that have been previously identified in a historic resources survey? YES NO

If YES, indicate which of the following apply and identify the name and/or address of the identified property and the geographic plan area in which the property is located: _____

- Identified in Survey/LA: _____
- Identified in CRA/LA Survey: _____
- Identified in Specific Plan: _____
- Identified in Other Geographic Overlay(s): _____

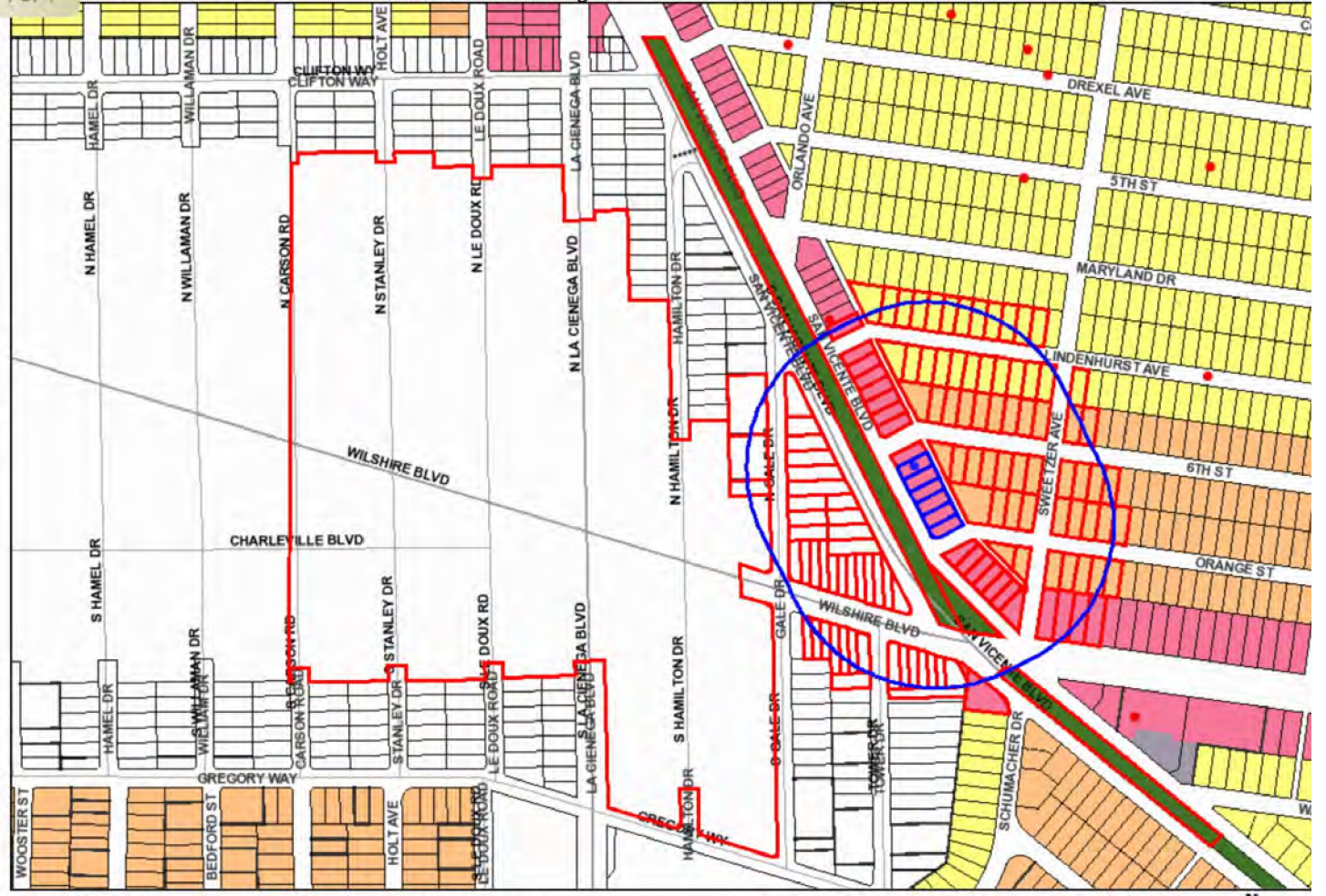
Does the Project Site contain any buildings over 45 years old that are not visible from the public right-of-way? YES NO

If YES to any of the above, provide a **Historical Resource Assessment Report**

Summary of Project Impacts

If there are any properties listed or evaluated eligible for listing in **Historical Resource Assessment Report** on or adjacent to the project site, provide the applicable document below: _____

APPLICANTS RADIUS MAP



Address: undefined

Tract: TR 7555

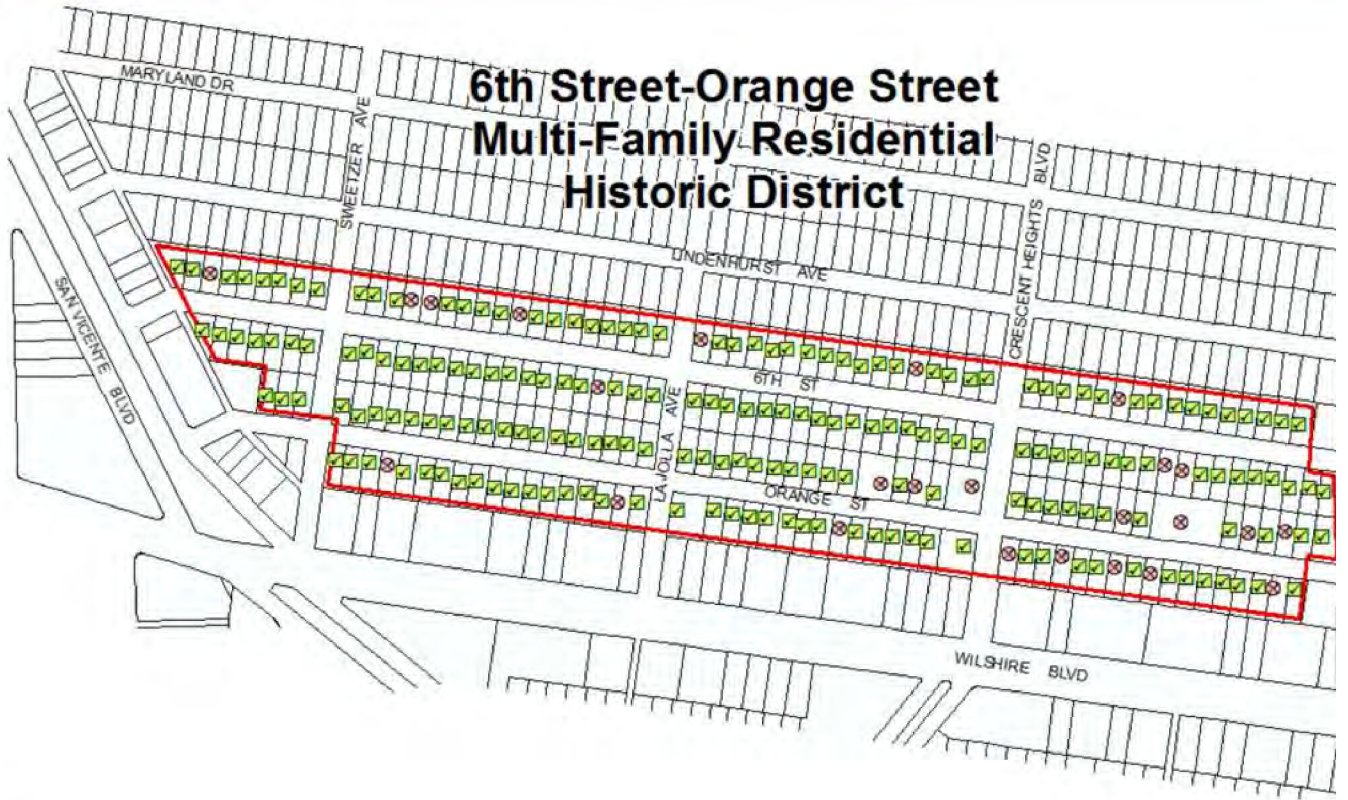
Zoning: CR 1/L 0



SURVEY LA WILSHIRE HISTORIC DISTRICTS, PLANNING DISTRICTS

Wilshire

Historic Districts, Planning Districts and Multi-Property Resources – 01/26/15



Context 1:

Context:

Architecture and Engineering, 1850-1980

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	No Sub-context
Theme:	Housing the Masses, 1880-1975
Sub theme:	Period Revival Multi-Family Residential Neighborhoods, 1918-1942
Property type:	Residential-Multi Family
Property sub type:	Multi-Family District
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of a 1920s to 1950s Period Revival neighborhood containing almost all multi-family residences, in the Spanish Colonial Revival, French Revival, Mediterranean Revival and Minimal Traditional styles. Contributors exhibit the essential character-defining features of the styles.

Context 2:

Context:	Residential Development and Suburbanization, 1850-1980
Sub context:	Multi-Family Residential Development, 1910-1980
Theme:	Multi-Family Residential, 1910-1980
Sub theme:	Multi-Family Residential District, 1910-1980
Property type:	Residential-Multi Family
Property sub type:	Multi-Family District
Criteria:	C/3/3
Status code:	3S;3CS;5S3



Valentina Knox-Jones <valentina.knox.jones@lacity.org>

RE: 640 S San Vicente Blvd CPC-2023-5444-GPA-ZC-HD

KEITH B NAKATA <keithnakata@mac.com>

Mon, Feb 2, 2026 at 2:26 PM

To: Valentina Knox-Jones <valentina.knox.jones@lacity.org>

Ms. Knox,

I would be interested in reviewing the Historic Resources Report for this case
And would appreciate if you could forward it to me electronically, if possible. If that is not possible,
Please inform me as to how to access and review this document.

Secondly, it was stated by the Applicant's Representative in his presentation that
No transportation study was required by LADOT.

Access to this site is mainly provided by a one-way, one lane frontage road
That runs parallel to San Vicente Blvd. Access along this road is very limited and
For many requires traveling through the 6th Street-Orange Multifamily Residential Historic District.
This site is very difficult site to access despite having a San Vicente Blvd. address.

Additionally, cumulative impacts will be generated by the entitled [656 S. San Vicente Blvd.CPC-2017-467-GPA-VZC-HD-SPR](#),
project when built.

I believe that further environmental review would be called for in this case.

Also, when are comment letters due to be part of the Staff Report on this case?

Thanks,

Keith

KEITH NAKATA
keithnakata@mac.com
323.791.1770 cell

Channel Law Group, LLP

8383 Wilshire Blvd.
Suite 750
Beverly Hills, CA 90211

Phone: (310) 347-0050
Fax: (323) 723-3960
www.channellawgroup.com

JULIAN K. QUATTLEBAUM, III
JAMIE T. HALL *
CHARLES J. McLURKIN
GREGORY T. WITTMANN

Writer's Direct Line: (310) 982-1760
jamie.hall@channellawgroup.com

*ALSO Admitted in Texas

February 19, 2026

VIA ELECTRONIC MAIL

City Planning
City of Los Angeles
200 N. Spring St.
Los Angeles, CA 90012
cpc@lacity.org

Valentina Knox-Jones, City Planner
Department of City Planning
City of Los Angeles
200 N. Spring St., Room 621
Los Angeles, CA 90012
valentina.knox.jones@lacity.org

Re: Objections to Proposed Medical Clinics at 640 S. San Vicente Blvd., Los Angeles, CA 90048; Case No. CPC-2023-5444-GPA-ZC-HD; Environmental Case No. ENV-2023-5445-ND (“Project”)

Dear Ms. Knox-Jones and Members of the City Planning Commission:

This Firm herein submits this letter on behalf of our client, Beverly Wilshire Homes Association (“Beverly Wilshire Homes”). This letter is in opposition to the proposed project located at an approximate 68,500 square foot building at 640 S. San Vicente Blvd., Los Angeles, California 90048 (“Project Site”). The project consists of the change of the following: (1) Change the use of the existing 5-story building, approximately 68,500 square feet, from medical offices to medical clinics; (2) Adding a surgery center; (3) General Plan amendment from Limited Commercial to Regional Center Commercial; (4) and zone change and height change from CR-1L-0 and CR-1VL-0 to C2-2D-0. The proposed changes at the Project Site are herein collectively referred to as “Project.” The Project applicant is Jose Navar, Land of the Free LP (“Developer”).

The City of Los Angeles (“City”) has determined that the Project is subject to CEQA and has prepared an Initial Study. The City has erroneously determined that a Negative Declaration is the applicable environmental review document because the Project “could not” have a significant effect on the environment. (Initial Study, p. 7.) Beverly Wilshire Homes opposes the proposed Project due to the excessive entitlement requests. As explained below, a full Environmental Impact Report (“EIR”) must be conducted under the California Environmental Quality Act (“CEQA”). Substantial evidence and a fair argument support Beverly Wilshire Home’s position that Project approval must be set aside and that an EIR must be prepared to

evaluate various environmental factors, such as land use/planning, traffic circulation, parking, energy, air quality, noise, energy, and hazardous waste. The Project also disregards the Los Angeles Municipal Code (“LAMC”) § 11.5.6 regarding General Plan amendments and § 12.32 F regarding zone and height changes. Furthermore, the Project is against the public’s health, safety, and welfare, so Project approval must be set aside.

I. A FAIR ARGUMENT BASED ON SUBSTANTIAL EVIDENCE REQUIRES AN EIR AS TO LAND USE/PLANNING

Significant adverse impacts exist as to land use/planning, requiring the preparation of an EIR. The City CR limited commercial zone includes office, general business or professional, and banks or other financial institutions. LAMC §§ 12.12.2 A.1. (f) and (a). However, the City C2 commercial zone is much more expansive, and includes businesses such as restaurants, circus or amusement enterprises, hospitals, sanitariums or clinics, medical or dental clinics and laboratories, and auto repairs, among others. LAMC §§ 12.14 A.1. (a)(10), 12.14 A.13, 17, 19, and 27. Beverly Wilshire Homes objects to any other larger buildings being built at the Project Site now or in the future.

The C2 uses have greater activity by greater number of customers/clients/patients. For example, additional people will be entering and exiting the Project Site, both physically and by vehicle. A greater number of people will be employed at the Project Site to assist the increased number of patients and visitors. Further, the CR zone is more restrictive with respect to yard setbacks when adjacent to the residential zones. LAMC §§ 12. 12 C.1, 2, and 3. The Developer fails to state the number of expected clients/patients to enter and exit the Project Site and fails to state the hours of operation. Under the CR zone, the hours appear to be standard business hours. For instance, a doctor’s medical office usually closes between 5 and 6 PM.

The Project Site is zoned CR, but the Project seeks to change the zoning to C2 and change the height limits. The proposed zoning and General Plan amendment changes clearly contradict the General Plan, including the Wilshire Community Plan.

Although the Initial Study, at p. 49, states that the Project will include interior tenant improvements, it fails to disclose the type of improvements that will be made. The use will change from medical offices to medical clinics and a surgery center. The City and Developer must sufficiently disclose the activities for the Project.

The Project will divide an established community. For instance, the use of the alley and entrance to the parking structure will change to accommodate the new medical clinics and surgery center. Because the hours have not been disclosed by the Developer, the hours will probably be long, if not 24 hours a day, seven days a week.

Moreover, the Project is inconsistent with the General Plan’s Framework Element and the Wilshire Community Plan, including their goals, objectives, and programs. Attached hereto as **Exhibit 1** is a true and correct copy of the Wilshire Community Plan from the City’s website. For example, the Initial Study/Negative Declaration fails to mention the following Community Plan goals, objectives, and programs, although it mentions others. (Initial Study, pp. 52-53.)

Goal 1: Provide a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Wilshire community. (Community Plan, p. III-2.)

Policy 1-1.1: Protect existing stable single family and low-density residential neighborhoods from encroachment by higher density residential uses and other uses that are incompatible as to scale and character, or would otherwise diminish quality of life. (Community Plan, p. III-2.)

Policy 1-1.2: Promote neighborhood preservation in all stable residential neighborhoods. (Community Plan, p. III-3.)

Objective 1-3: Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods. (Community Plan, p. III-3.)

Policy 1-3.4: Monitor the impact of new development on residential streets, locate access to major development projects so as not to encourage spillover traffic on local residential streets. (Community Plan, p. III-4.)

Goal 14: Discourage non-resident traffic flow on residential local streets, and encourage community involvement in determining neighborhood traffic and parking controls. (Community Plan, p. III-32-33.)

Objective 14-1: Initiate and continue existing residential neighborhood protection plans to mitigate traffic and parking impacts throughout the Wilshire Community Plan area. (Community Plan, p. III-33.)

Policy 14-1.1: The City Planning Department and LADOT should continue to work closely with the Wilshire Community Plan Area residents to identify existing and cut-through traffic and spillover parking from adjacent commercial areas. (Community Plan, p. III-33.)

Goal 15: Provide a sufficient supply of well-designed and convenient off-street parking lots and facilities throughout the plan area. (Community Plan, p. III-33.)

Objective 15-1: Provide off-street parking in appropriate locations in accordance with citywide standards and community needs. (Community Plan, p. III-34.)

Objective 16-1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and ensure that necessary Freeway and Street access and improvements are provided to accommodate additional traffic anticipated from Wilshire Community Plan land use changes and/or new development. (Community Plan, p. III-35.)

The City must analyze these goals, policies, and objectives through an EIR, and not simply select portions of the Community Plan that the City argues in support of the Project.

Fundamentally, the Developer is asking for land use changes beyond those required for the Project. The Developer should limit its Project and application of entitlements to only those required for the medical clinics and surgical uses. Neither a General Plan amendment, zone change, height change, land use designation, nor any other entitlement should be approved. The scope of the Project should be limited in time and space, including limiting the FAR (floor area ratio) and other uses. The Developer should withdraw any entitlements beyond the scope of the medical clinics and surgical uses.

Alternatively, the City should impose “Q” (Qualified Classification) and “D” (Development Limitation) special zoning classifications for the Project Site to limit the zoning and height districts at the Project Site to a specific project.

A fair argument based on substantial evidence requires that an EIR be prepared for the Project, as a negative declaration is inadequate. (See, e.g., *Gentry v. City of Murrietta* (1995) 36 Cal.App.4th 1359, 1399; *Stanislaus Audubon Soc’y, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 150; *Mejia v. City of Los Angeles* (2005) 130 Cal.App.4th 322.)

II. SUMMARY OF CONCERNS

Fundamentally, Beverly Wilshire Homes Association is deeply concerned that the requested entitlements exceed what is required in order to permit the expanded uses for the property. For example, there is no reason why an unlimited height would be needed in order to allow the medical uses in question. The City would essentially be giving the Developer a blank check for future development that could be extremely impactful. All requested entitlements that are not needed should be withdrawn by the Developer or denied by the City. Alternatively, D and Q limitations should be placed on the property. Moreover, the expanded uses will increase traffic to the Project Site and may interfere with the recently approved medial building next door at 650 S. San Vicente. The Project should be conditioned to such that the applicant is required to participate in the Neighborhood Traffic Management Plan required for 650 S. San Vicente. Further, the Developer should be required to make a significant contribute toward the implemental of the mitigation measures identified in the Neighborhood Traffic Management Plan.

III. A FAIR ARGUMENT BASED ON SUBSTANTIAL EVIDENCE REQUIRES AN EIR AS TO TRAFFIC, CIRCULATION, AND PARKING

A. The Project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

The Project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, although the Initial Study/Negative Declaration erroneously states that it would not. (Initial Study, pages 65-66.)

The Project conflicts with the Community Plan’s goals, policies, and objectives relating to circulation, roadway, bicycle, and pedestrian facilities, as described above. For instance, the new medical clinics and surgery center will generate additional persons using the Project Site, and thus entering and exiting the Project Site. This includes the use of the alley way and streets to enter the Project Site parking, in addition to street parking. Street parking will result from overflow at the parking structure, and people seeking to save money on paying for parking at the structure. This will affect the residences surrounding the Project Site. Inadequate traffic circulation access to and from the Project Site exists. For example, there is a one-way frontage road along San Vicente Blvd. heading northbound. Also, there is an access point along Orange Street in the Multi-Family Residential Historic District that leads to cut-through traffic and car parking within the Historic District. The Historic District has been highly and negatively impacted by the employees, guests, and customers going to and from the commercial buildings on San Vicente Blvd. The potential future traffic mitigation from the entitled project at 650 S. San Vicente Blvd., CPC -2017-467-GPA-VZC-HD-SPR, could limit access to the Project Site from the east.¹ These issues have not been addressed in the Initial Study/Negative Declaration.

Among other things, the Project requires a discretionary action that requires the decisions makers to find that the decision substantially conforms to the purpose, intent, and provisions of the General Plan. (See, e.g., Community Plan, p. 66.) The Initial Study/Negative Declaration states that the Project does not propose to physically modify the built environment of the site, nor the surrounding streets or rights of way. (Community Plan, p. 66.) Nonetheless, the Project will change the interior of the Project Site to accommodate medical clinics and a surgery center. (See, e.g., Initial Study, p. 6.) The Initial Study neglects to disclose what the “improvements” consist of. Rooms, walls, and equipment will need to be altered to create the multiple medical clinics and surgery center. The Initial Study fails to state the size of the clinics or of the surgery center. Moreover, the business hours for the multiple medical clinics and surgery center have not been provided. Are the medical clinics going to be emergency medical clinics? Is the surgery center going to be an emergency surgery center? Are the clinics and surgery center going to be open 24 hours a day, seven days a week? How many surgery rooms will the surgery include? These issues have not been addressed in the Initial Study/Negative Declaration.

B. The Project Conflicts with or is inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

CEQA Guidelines Section 15064.3, subdivision (b) sets forth criteria for analyzing transportation impacts, including (1) land use projects, (2) transportation projects, (3) qualitative analysis, (4) methodology, and (5) applicability. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. (CEQA Guidelines, Section 15064.3 (b)(1).) However, the Initial Study/Negative Declaration fails to specify the requirements of this CEQA Guideline and simply concludes that the Project is not inconsistent with CEQA Guideline 15064.3, subdivision (b).

¹ Details regarding the approved project at 650 S. San Vicente Blvd can be accessed at **Exhibit 3** attached hereto.

A significant impact may occur if a project's vehicle miles traveled substantially increase compared to existing counts. The Initial Study, at p. 67, states that the Project will not generate more than 250 daily vehicle miles traveled, which is conclusory. The Initial Study provides insufficient information as to how LADOT arrived at this conclusion. The Project seeks to amend the General Plan to accommodate medical clinics and a surgery center. This could easily generate more than 250 vehicle miles traveled. The Initial Study admits that the Project will generate additional vehicle miles traveled, but it limits that number to 90, again, without a basis.

Continuing in a conclusory manner, the Initial Study, at page 68, also states that the Project would not have the potential to generate 25 or more Freeway offramp trips in either the morning or afternoon peak traffic hours, although the Project is located just 2.7 miles away from the Interstate 10 Freeway offramp.

Further, the addition of the new vehicle miles traveled to the alley and streets surrounding the Project Site could result in inadequate emergency access for both the surrounding residents and the Project Site. First, the Project will generate additional traffic for the medical clinics and surgery center, so a greater number of vehicles and persons will access the Project Site through the alley. Second, if the medical clinics and surgery center will be used to accommodate emergencies, the amount of traffic on the alley and surroundings streets will negatively impact the emergency cases.

Moreover, the Initial Study wrongfully fails to analyze the cumulative impacts of the Project, including recent, present, and probable future projects. For example, the Initial Study fails to evaluate the impact of projects such as the entitled project at 650 S. San Vicente Blvd., CPC -2017-467-GPA-VZC-HD-SPR. The preparation of a Neighborhood Traffic Management Program ("NTMP") was adopted as a condition of approval for the adjacent 650 San Vicente Blvd. project. Attached hereto as **Exhibit 2** is a true and correct copy of said condition of approval. The Developer should be required to participate in the neighborhood management plan and financially contribute to the plan implementation measures.

A fair argument based on substantial evidence requires that an EIR be prepared for the Project, as a negative declaration is inadequate.

IV. A FAIR ARGUMENT BASED ON SUBSTANTIAL EVIDENCE REQUIRES AN EIR AS TO AIR QUALITY

A. The Project would conflict with or obstruct implementation of the applicable air quality plan.

While the Initial Study, at pages 22-23, acknowledges that the Project proposes to change the uses from medical offices to medical clinics and a surgery center, it fails to acknowledge that the change in land use is material, although the Developer is requesting a General Plan amendment. This is a recurring theme throughout the Initial Study/Negative Declaration. Further, the Initial Study, at p. 23, assumes that the Project's emissions have been accounted for in the 2022 AQMP, and erroneously concludes that the Project would not conflict with or obstruct implementation of the air quality plan.

B. The Project would result in cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard.

The Initial Study, at p. 23, states that the proposed change in use and associated land use designation changes would not result in air quality emissions in excess of SCAQMD regional operational emissions thresholds. Again, this is a conclusory statement without a basis. The Initial Study fails to account for the major land use alteration at the Project Site and fails to account for the emissions from the generated vehicle miles traveled, among other things. Further, thresholds are not dispositive and proper environmental review needs to be conducted where significant adverse impacts exist. (*Mejia v. City of Los Angeles* (2005) 130 Cal.App.4th 322)

C. The Project Exposes Sensitive Receptors to Substantial Pollutant Concentrations.

The Initial Study, at p. 24, fails to identify the sensitive receptors near the Project Site, which could be residences, schools, and playgrounds. Residences exist near the Project Site, but the Initial Study ignores this. The Initial Study also fails to disclose the Project emissions near the sensitive receptors, which would include emissions from the vehicles traveling to and from the Project Site, among other things.

A fair argument based on substantial evidence requires that an EIR be prepared for the Project, as a negative declaration is inadequate.

V. A FAIR ARGUMENT BASED ON SUBSTANTIAL EVIDENCE REQUIRES AN EIR AS TO ENERGY

The Project may result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation. However, the Initial Study/Negative Declaration, at p. 31, states that there are no unusual business features of the Project or site that would result in the change of use of the building from medical offices to medical clinics representing more than a negligible portion of the electrical and natural gas consumption anticipated and planned within the LADWP and SoCalGas service areas. If the new medical clinics and surgery center will add equipment that is not used in the medical offices, both in terms of type and quantity, then there will be unusual business features of the Project that would result in electrical and natural gas consumption. For example, if the medical clinics and surgery center are installing medical equipment such as CT scan machines, x-ray machines, and equipment necessary in the surgery center, this medical equipment, along with any necessary computer equipment, then the amount of energy consumed at the Project Site will dramatically increase. The energy increase is unnecessary for the existing land use and zoning. The City inhabitants, whether commercial or residential, consume an extraordinary amount of energy. The City must properly evaluate energy consumption before it approves the Project to ascertain that energy demand is met and that there is no unnecessary energy consumption.

The City and Developer must properly disclose the extent of the Project to the public and decision-makers.

A fair argument based on substantial evidence requires that an EIR be prepared for the Project, as a negative declaration is inadequate.

VI. A FAIR ARGUMENT BASED ON SUBSTANTIAL EVIDENCE REQUIRES AN EIR AS TO HAZARDOUS WASTE

The Project may create a significant hazard and impact to the public or the environment through the routine transport, use, or disposal of hazardous materials. The Initial Study, at page 40, states that medical waste includes but is not limited to sharps and biohazardous and pharmaceuticals waste. The Initial Study also states that the Medical Waste Management Act does not differentiate between waste by type of facility and thus the regulations, standards, and guidelines would not be different for the Project medical clinics and surgery center. (Initial Study, pages 40-41.) Still, the Initial Study/Negative Declaration fails to identify the type and quantity of sharps and biohazardous and pharmaceuticals waste, among other waste, to be generated by the Project.

A significant hazardous waste impact may also occur because the Project could potentially pose a hazard to nearby sensitive receptors by releasing hazardous materials into the environment through accident or upset conditions. (Initial Study, p. 41.) As discussed above, the City and Developer must disclose the types and quantities of sharps, biohazardous and pharmaceutical waste, and any other waste generated by the Project. Accordingly, the City can determine how to prevent the public and sensitive receptors from being harmed.

The City and Developer must properly disclose the extent of the Project to the public and decision-makers.

A fair argument based on substantial evidence requires that an EIR be prepared for the Project, as a negative declaration is inadequate.

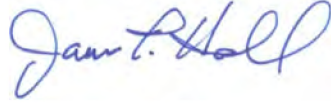
VII. CONCLUSION

Based on the foregoing, Beverly Wilshire Homes respectfully that the requested entitlements be denied and that the City conduct the required environmental review under CEQA. Alternatively, the City should deny those entitlements not absolutely necessary to the requested new uses, place D or Q limitations on the Project and require the Developer to participate in a Neighborhood Traffic Management Plan and contribute toward contemplated improvements.

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Thank you for your consideration of this matter.

Sincerely,



Jamie T. Hall

Encls. **Exhibits 1-3**

Cc: Charles Turner (Charles.Turner@lacity.org)
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Channel Law Group, LLP

February 19, 2026

Objections to Proposed Medical Clinics at 640 S. San Vicente Blvd., Los Angeles, CA 90048; Case No. CPC-2023-5444-GPA-ZC-HD; Environmental Case No. ENV-2023-5445-ND (“Project”)

EXHIBIT 1

WILSHIRE

Community Plan

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- V. Urban Design

WILSHIRE

Community

Chapter I INTRODUCTION

COMMUNITY BACKGROUND

PLAN AREA

The majority of the Wilshire Community Plan Area consists of gently sloping plains and includes about 8,954 acres (about 14 square miles), which is approximately 3 percent of the total land in the City of Los Angeles.

The Wilshire Community Plan Area is often spoken of as the Mid-City section of Los Angeles. The eastern edge of the approximately 2.5-mile wide by 6-mile long plan area is about 6 miles west of downtown Los Angeles, while the western edge abuts the City of Beverly Hills.

The plan area is bounded by Melrose Avenue and Rosewood Avenue to the north; 18th Street, Venice Boulevard and Pico Boulevard to the south; Hoover Street to the east; and the Cities of West Hollywood and Beverly Hills to the west.

Wilshire is surrounded by the City of Los Angeles community plan areas of Hollywood to the north; South Central Los Angeles and West Adams-Leimert-Baldwin Hills to the south; Silverlake-Echo Park and Westlake to the east; and West Los Angeles to the west.

The plan area is generally southwest of the Hollywood Freeway (U.S. 101), which is oriented northwest-southeast across the northeast corner of the Plan Area at Vermont and Rosewood Avenues.

The Hollywood Freeway is the only freeway within the Wilshire plan area. The Harbor Freeway (I-110) is located one mile to the east; the Santa Monica Freeway (I-10) is located one mile to the south; and the San Diego Freeway (I-405) is approximately five miles to the west of the community boundaries.

The Metro Red Line subway also serves the Wilshire Community Plan area, running along portions of Wilshire Boulevard and Vermont Avenue.

The Wilshire Community Plan Area has a pattern of low to medium density residential uses interspersed with areas of higher density residential uses. Long narrow corridors of commercial activity can be found along major streets including Wilshire, Pico, La Cienega, Western and Vermont. The plan area east of Western Avenue contains large concentrations of higher-density residential neighborhoods surrounding the regional commercial area known as Wilshire Center.

Existing residential land use totals 4,568 acres, including approximately 116,575 dwelling units. The Wilshire Community Plan designates 4,592 acres for residential land uses, accommodating a projected 134,300 dwelling units.

Existing commercial land uses comprise 1,054 acres. There is approximately 40,004,300 square feet of existing commercial development. Planned commercial land use as designated in the Community Plan totals 1,129 acres, with a projected developed commercial total of 41,833,820 square feet.

Existing industrial land use is 50 acres. There is approximately 1,527,800 square feet of existing industrial development. Planned industrial land use designated in the Community Plan is 38 acres, with a build-out projection equal to current conditions.

There are 191 acres of land designated as open space. This category represents 2.1 percent of total land acreage in the Wilshire Community.

The street pattern in the Wilshire area is primarily a grid. Most of the street network is oriented on primary compass points with few exceptions. Notably, south of Wilshire Boulevard and west of Wilton Place, the street grid shifts uniformly towards a northeast/southwest alignment, while east/west streets shift somewhat to a northwest/southeast orientation.

DEMOGRAPHICS

The 2000 Census recorded a Wilshire Community Plan Area population of 292,101. This includes an ethnic mix of 8.8 percent African American, 23.3 percent Asian, 23.7 percent Caucasian (non-Latino), 41.3 percent Latino, and less than one percent Native American.

The Wilshire area is one of the most ethnically and economically diverse areas in the City of Los Angeles. Population make-up varies dramatically from block to block and historically many neighborhoods are ethnically and racially integrated.

A multitude of cultures, ethnicities, and activities together define this diverse area of Los Angeles. For example, Fairfax Avenue itself runs through a district of Ethiopian restaurants, crosses museum row, then arrives at a thriving Orthodox Jewish. Established high-end residential districts abut first generation immigrant neighborhoods, creating dynamic, intricate, and vibrant social patterns of neighborhood interaction and community.

The Koreatown area loosely overlaps a collection of neighborhoods including many primarily Latino areas in the eastern portion of the plan area. Koreatown is centered around Olympic Boulevard between Western and Vermont Avenues.

The Southern California Association of Governments (SCAG) projects a 2010 population of 337,144 persons, a 25 percent increase over the 1990 Census total of 271,620. The Community Plan provides capacity to meet this projection. Population density in 1990 averaged 30.6 persons per gross acre, the second highest for community plan areas in the City of Los Angeles.

NEIGHBORHOODS AND ACTIVITY CENTERS

RESIDENTIAL

The Wilshire District contains an overwhelming majority of multi-family units (86 percent of total housing units). The remaining single family units comprise 42 percent of the total residential land area, with an average net single family density of eight units per acre.

The Wilshire Community Plan Area includes several neighborhoods that consist almost exclusively of duplexes, most notably areas between La Brea Avenue and Fairfax Avenue from Melrose to Third Street, between Olympic and Pico Boulevards from Rimpau Boulevard to Redondo Boulevard, and along Crescent Heights Boulevard.

A combination of low to mid-rise multi-family units and areas containing a mix of mid to high-rise buildings are concentrated along the Wilshire corridor between Vermont Avenue and Wilton Place, in aggregate forming the area known as Wilshire Center.

Residential areas with a mix of high and medium densities are generally found adjacent to commercial corridors in the area bounded by Third Street on the north and Eighth Street on the south. The remainder of the area is largely low-rise residential homes and apartments.

Scattered mid-rise residential areas are located elsewhere throughout the plan area, with building heights exceeding eight stories in Park La Brea and along Rossmore Avenue. The average net multi-family density is 42 units per acre, one of the highest in the city, with the average net density for all housing types at 25 units per acre.

COMMERCIAL

Wilshire Boulevard between Hoover Street and Western Avenue includes a substantial number of mid-rise buildings, generally with minimal setbacks or setbacks that increase the sidewalk width along the boulevard and some with ground floor shops and services. This highly urbanized section of the boulevard experiences considerable pedestrian activity and is supported by Metro Red Line subway service. The urban character along Wilshire Boulevard moving west from Wilton Place to Highland Avenues changes to predominantly low-rise freestanding buildings with landscaped setbacks and limited ground floor retail use. The Park Mile Specific Plan governs development in this area.

Many fine mid-rise examples of Art Deco architecture line Wilshire Boulevard along the Miracle Mile, from La Brea Avenue to Fairfax Avenue, complemented with a consistent urban streetscape and low-rise commercial storefronts. Mid-rise buildings occur more frequently from Fairfax Avenue to San Vicente Boulevard, similarly interspersed with low-rise buildings. The Wilshire Corridor continues west from San Vicente Boulevard through Beverly Hills.

Low-rise commercial buildings consisting of a mix of building types occur along most of the boulevardss except within Hancock Park.

Corridors east of Hancock Park include the following: Pico Boulevard; Olympic Boulevard east of Crenshaw Boulevard; Eighth Street east of Western Avenue which includes higher commercial intensities in

Koreatown; Sixth Street; Third Street; Beverly Boulevard and Melrose Avenue between Hoover Street and Western Avenue; Temple Street, consisting of largely zero-setback blank wall buildings; Vermont Avenue; and Western Avenue.

Corridors west of Hancock Park include the following: Third Street; Beverly Boulevard; Melrose Avenue, Robertson Boulevard, and La Brea Avenue, consisting primarily of one-story pedestrian-oriented streetfronts; and La Cienega and Pico Boulevards which include a mix of building types.

Larchmont Boulevard is a three-block shopping district within Windsor Square of which the southernmost block consists of pedestrian-oriented storefronts; Larchmont Boulevard includes one mid-rise medical tower north of Beverly Boulevard.

INDUSTRIAL

Most of Wilshire's low intensity industrial land uses are located around the intersection of Beverly Boulevard and Virgil Avenue, and along Pico Boulevard between Vermont and Western Avenues. These business park-style developments provide limited employment bases. They consist of small and medium scale automobile repair businesses, wholesale/retail distribution outlets, and storage operations.

COMMUNITY PARTICIPATION

The State of California requires citizen participation in the preparation of the General Plan. Government Code Section 65351 reads, "During the preparation or amendment of the General Plan, the planning agency shall provide opportunities for involvement of citizens, public agencies, public utility companies, and civic, education, and other community groups, through public hearings and any other means the city or county deems appropriate".

In 1997 and 1998, Community participation was initiated through more than 40 focus group meetings. During 1999 and 2000, additional community participation was encouraged during five public workshops and two open houses. In 2001, two open houses followed by public hearings were held. The City Planning Commission reviewed the proposed plan on May 10, 2001 and the plan was approved by the City Council on September 19, 2001.

The public hearing served as a forum for the public review of the Final Environmental Impact Report (EIR), and of the Transportation Improvement and Mitigation Program (TIMP), both of which were prepared for the update of the Wilshire Community Plan.

Community members continue to assist in the identification of major issues and with the formulation of land use policies and objectives in the Wilshire Community Plan Area.

COMMUNITY ISSUES AND OPPORTUNITIES

The following summarizes planning and land use issues and

opportunities identified by residents, property owners, and business owners in the Wilshire Community Plan Area.

RESIDENTIAL

Issues

- ? Need to maintain low density character of single family neighborhoods, avoiding encroachment from other uses, commercial off-street parking, and “spillover” traffic from adjacent development.
- ? Need to preserve the existing character of residential neighborhoods while accommodating more affordable housing and child care facilities.
- ? Improved land use transitions in scale, density and character are needed between multiple family and adjacent single family neighborhoods.
- ? Improved land use transitions are needed between commercial uses and single family and multiple family areas.
- ? Increased off-street parking areas and facilities, open space, and recreational facilities are needed, particularly in multiple family residential areas.
- ? Non-conforming residential units exist in areas zoned and designated for commercial land use.
- ? New development needs to be coordinated with the availability of public infrastructure.

Opportunities

- ? The Wilshire Community Plan Area includes large, ethnically diverse neighborhoods which are economically vibrant, and which have unique architectural and historic characteristics.
- ? Proximity to cultural and intellectual resources such as museums, theaters and educational institutions, as well as to recreational and ocean amenities, and to the Los Angeles Airport.
- ? Public transit access to employment centers within the Wilshire Community as well as to Hollywood, Central City, West Los Angeles, Westwood, Century City, and Santa Monica.
- ? Potential for additional mixed-use commercial and residential boulevards, along Beverly, Olympic, Pico, Robertson, and La Cienega Boulevards, and along 3rd Street, Fairfax, Vermont and Western Avenues.

COMMERCIAL

Issues

- ? Need to plan for better cohesiveness, diversity, and continuity of

complementary uses along commercial frontages.

- ? Improved appearance of strip commercial developments is needed, with concise, clear signage, better visual identity, adequate parking, and convenient access.
- ? Out-of-scale, cluttered signs including billboards, very large murals, wall signs, and flashing signs have proliferated. Signage is perceived by residents as visually blighting.
- ? Improvements to the appearance of new construction is needed through additional landscaping and more imaginative architecture to offset an otherwise severe industrial appearance along some major thoroughfares.
- ? New commercial development needs to be compatible with existing buildings in terms of architectural design, bulk and building heights.
- ? Adequate street furniture, lighting, and street trees, as well as extensive repairs to City sidewalks, parking strips, curbs and gutters, and driveways, are needed to promote a more pedestrian friendly environment.

Opportunities

- ? Potential for mixed-use development in Wilshire Center, along Beverly, Olympic, Pico, Robertson, and La Cienega Boulevards; and along 3rd Street, Fairfax, La Brea, Vermont and Western Avenues, to encourage pedestrian activity, reduce traffic circulation and congestion, and invigorate commercial areas.
- ? Designated Scenic Highways along Wilshire and San Vicente Boulevards, Highland Avenue, and Burton Way encourage the enhancement of the visual environment, and pedestrian amenities.
- ? Through the Park Mile Specific Plan, potential to establish appropriate neighborhood and pedestrian-oriented land uses, building intensity, lot coverage, setbacks, landscaping, signage controls, and design and parking requirements for Wilshire Boulevard.
- ? Existing Park Mile Specific Plan regulates land uses according to vehicle trip generation rates by land use type, and thereby provides for some traffic mitigation.
- ? Shuttle bus systems which connect major activity centers (e.g., Miracle Mile, Park Mile, Wilshire Center, Koreatown, Beverly Center, Farmer's Market).
- ? Existing neighborhood commercial uses (e.g., furniture and general goods stores, ethnic restaurants, plant nurseries, resident hotels, etc.) need to be preserved and enhanced along Beverly,

Olympic, Pico, Robertson, and La Cienega Boulevards, and along 3rd Street, Fairfax, Vermont and Western Avenues.

INDUSTRIAL

Issues

- ? The need exists to utilize limited industrial and industrial commercial manufacturing designated land for commercial and retail purposes, to provide a larger, more diverse employment base.
- ? Improved buffering and landscaping are needed in industrial areas adjacent to residential development.
- ? Non-conforming residential units need to be discouraged from areas zoned and designated for industrial land uses.
- ? Aesthetic improvements of Boulevards II and Avenues(e.g., Beverly and Pico Boulevards and Virgil Avenue) are needed adjacent to industrial designated areas.

Opportunities

- ? Land presently zoned and designated for industrial uses may be convertible to commercial uses to provide additional employment base, while also being more compatible with adjacent multiple family residential uses.
- ? Urban design policies and standards are needed to visually improve converted industrial areas.
- ? Entertainment and related high technology uses need to be encouraged in the converted industrial areas.

TRANSPORTATION

Issues

- ? Severe traffic congestion along most major transportation corridors and intersections, with many streets functioning in excess of full capacity.
- ? Overflow of traffic from congested commercial corridors negatively impacts the quality of life in residential neighborhoods.
- ? Inadequate transportation linkages exist between residential areas and commercial, retail and recreation facilities.
- ? Frequent violation of on-street peak-hour parking restrictions which effectively reduces available traffic lanes for automobiles and buses.
- ? Insufficient off-street parking areas and structures, resulting in spillover parking from commercial areas into adjacent residential areas.
- ? Due to the existing level of traffic congestion, the impact of new

large projects on traffic circulation will continue to be a major concern in the community.

- ? There is a limited number of north-south Boulevards II which provide continuity through the Plan Area (e.g.,).
- ? Many Collector Streets are lined with fronting residential land uses (single family homes and duplexes) with high volumes of traffic.
- ? The Plan Area includes some of the most heavily patronized and crowded bus routes in the MTA system.
- ? Many Avenues and Collector Streets have not been built to current design standards and there is limited potential for widening due to existing development patterns.

Opportunities

- The Wilshire Transportation Improvement and Mitigation Program (TIMP), identifies measures to mitigate some impacts of new developments on the transportation system, primarily through measures funded by traditional transportation revenue sources (e.g., Proposition A & C, MTA Call For Projects, gasoline taxes) and coordinated through project phasing.
- The rise of mass-transit alternatives include three MTA Red Line subway stations on Wilshire Boulevard at Vermont, Normandie, and Western Avenues; and a fourth station at Beverly Boulevard and Vermont Avenue. Metro Bus, Metro Rapid, Metro Rail, DASH shuttles, Smart Shuttles, and designated bikeways all provide access from residential areas to major employment and activity centers, and to community schools and recreation areas.
- Expansion of Intelligent Transportation Systems (ITS) strategies such as Automated Traffic Surveillance and Control (ATSAC) and Adaptive Traffic Control Systems (ATCS) on Boulevards II and Avenues, may improve traffic flow in some areas.
- Implementation of local area-specific traffic mitigation measures are required for major projects to be completed in the Wilshire Plan Area.
- Provide high-capacity bus lane corridors along selected Boulevard and Avenue bus routes, with signal priority treatment for buses and enhanced bus stops. A Rapid Bus system is operating currently along Wilshire Boulevard, with further improvements planned.
- Implementation of Neighborhood Traffic Management Plans in residential areas, developed cooperatively between LADOT and residents can lessen the negative effects of pass-through traffic.

RECREATION AND PUBLIC FACILITIES

Issues

- Severe shortage of public parks and open spaces in reasonable proximity to high-density, multiple family residential neighborhoods.
- Poorly designed or maintained parks and public facilities can become focal points for criminal activity and create negative impacts on surrounding neighborhoods.
- Critical need to provide additional school facilities to meet current and projected enrollment levels.
- Major need for additional recreation and public facilities, including neighborhood, community, and regional parks; branch libraries; and neighborhood community centers.

Opportunities

- Construction of small pocket parks, local neighborhood libraries, community centers or day-care facilities as possible development incentives required in large, mixed-use projects.
- Conversion of small public and private parcels, and streets and alleyways for utilization as pocket parks and open space areas.
- Conversion of alleyways into neighborhood open space as outlined under the City's Nuisance Alley Conversion Project.
- Increased joint-use of public play fields, classrooms, and auditoriums for shared public recreation.

COMMUNITY PROFILE

The community profile provides an overview of population, housing, and socio-demographics for the Wilshire Community Plan Area as compared to the rest of the City. The following tables contain the statistical data for previous census dates and rates of growth.

Chapter II

FUNCTION OF THE COMMUNITY PLAN

A Community Plan is an integral part of the General Plan, the fundamental policy document of the City of Los Angeles. The General Plan defines the framework by which the City's physical and economic resources are to be managed and utilized over time. Decisions by the City are all guided by the plan with regard to the intended use of its land, design and character of buildings and open spaces, conservation of existing housing stock and provision of new housing, provision of supporting infrastructure and public and human services, protection of environmental resources, and protection of residents from natural and human-caused hazards.

The General Plan clarifies and articulates the City's intentions with respect to the rights and expectations of the general public, property owners, prospective investors, and business interests.

STATUTORY REQUIREMENTS

California State law (Government Code Section 65300), and the City of Los Angeles City Charter (Section 554) require that the City prepare and adopt a comprehensive, long-term General Plan for its development.

It must contain seven elements including land use, circulation, housing, conservation, open space, and noise and safety. California State law requires that the land use element be prepared as part of a City's General Plan and that it correlate with the circulation element.

In the City of Los Angeles, 35 Community Plans, including the Wilshire Community Plan, comprise the Land Use Element of the City's General Plan.

The Land Use Element has the broadest scope of the State-required General Plan elements, since it regulates how land is to be utilized. It correlates with many of the issues and policies contained in all other General Plan elements.

Government Code Section 65302(a) requires a land use element which designates the proposed general distribution and general location and extent of the following land uses: housing, business, industry, open space, agriculture, natural resources, recreation and enjoyment of scenic beauty, education, public buildings and grounds, solid waste disposal facilities, and other categories of public and private land uses.

The land use element is also required to include a statement of the standards of population density and building intensity recommended for the various communities and other territory covered by the General Plan.

ROLE OF THE COMMUNITY PLAN

The General Plan is the fundamental planning policy document of the City of Los Angeles. It defines the framework by which the City's physical and economic resources are to be managed and utilized over time.

The General Plan guides the City in the use of public and private land, the design and character of buildings and open spaces, the conservation of existing housing and provision of new housing, commercial development, the provision of supporting infrastructure and public services, the protection of environmental resources and the protection of residents from natural and other known hazards.

The General Plan expresses the City's intentions with respect to the rights and expectations of the general public, property owners, and prospective investors and business interest.

The Community Plans further refine the General Plan, and are intended to promote an arrangement of land uses, streets and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live and work in the community.

The Community Plans are intended to coordinate development among the 35 communities of the City of Los Angeles and among adjacent municipalities for the benefit of all residents.

The Community Plans also guide development by informing the general public of the City's planning goals, policies and development standards with the objective of creating a healthy and pleasant environment.

Planning goals, objectives, policies and programs are created to meet the existing and future needs of the community through the year 2010.

The Community Plan identifies and provides for economic opportunities, and for the maintenance of significant environmental resources within the community. It also seeks to enhance the distinctive community identity and recognize and promote the unique character of neighborhoods within the Community Plan Area.

PURPOSE OF THE WILSHIRE COMMUNITY PLAN

The last comprehensive review of the Wilshire Community Plan was completed in 1976, and revised in 1988 through the General Plan Consistency Program. Since that time, considerable growth and change has occurred and continues to occur in the Wilshire Community Plan Area.

New planning issues, concepts, and policies have arisen along with the emergence of new community objectives and goals regarding the management of development and neighborhood preservation.

Consequently, it is necessary to update the Wilshire Community Plan to not only reflect current conditions, but to accurately synthesize the prevailing visions and objectives of the area's residents, property owners, and business owners.

The Wilshire Community Plan sets forth planning goals and objectives to maintain the community's distinctive character by:

- Enhancing the positive characteristics of residential neighborhoods while providing a variety of housing opportunities.
- Improving the function, design and economic vitality of commercial areas.
- Preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.
- Maximizing development opportunities around existing and future transit systems while minimizing adverse impacts.
- Preserving and strengthening commercial developments to provide a diverse job-producing economic base.
- Improving the quality of the built environment through design guidelines, streetscape improvements, and other physical improvements which enhance the appearance of the community.

ORGANIZATION AND CONTENT OF THE WILSHIRE COMMUNITY PLAN

The Wilshire Community Plan sets forth planning goals, objectives, policies, and programs that pertain to the Wilshire Community. Broader planning issues, goals, objectives and policies are provided by the Citywide General Plan through its Framework Element.

The Wilshire Community Plan is organized and formatted to facilitate periodic updates. The State of California recommends that local land use elements be comprehensively reviewed every five years to reflect new conditions, local issues, and technological advances.

The principal method for the implementation of the Wilshire Community Plan Maps, particularly the land use map, is the City Zoning Code. The City's zoning maps are updated periodically to remain consistent with the adopted land use map.

Together, the City Zoning Code and the City Zoning Maps identify the specific types of land use and development standards applicable to specific areas and parcels of land within the Wilshire Community Plan Area.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The City of Los Angeles has the responsibility to revise and implement the City's General Plan. Since State law requires that the City's General Plan have internal consistency, the Wilshire Community Plan as a component of the City's Land Use Element must be consistent with the other elements and components of the General Plan.

The General Plan Framework is a long range, citywide comprehensive growth strategy. It is a special element of the General Plan which looks to the future and replaces Concept Los Angeles and the Citywide Plan adopted in 1974.

The Framework provides a citywide context within which local planning takes place. Both the benefits and challenges of growth are shared. Because of its citywide scale, the Framework cannot anticipate the detail of planning at the local community level. Therefore the community plans must be looked to for final determinations as to boundaries, land use categories, intensities and heights that fall within the ranges described by the Framework.

The Citywide General Plan Framework Element neither supersedes nor is subservient to the community plans. It guides the city's long range growth and development policy, establishes citywide standards, goals, policies, and objectives for citywide elements and community plans. The Framework is flexible, suggesting a range of uses within its land use definitions. Precise determinations are made in the community plans.

The General Plan Framework forecasts the following population, housing, and employment levels for the Wilshire Community Plan in the year 2010:

<i>Population (persons):</i>	<i>337,144</i>
<i>Housing (units):</i>	<i>138,330</i>
<i>Employment (jobs):</i>	<i>197,959</i>

These population, employment, and housing numbers are provided as reference during the community plan update. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data disaggregated to the city and community level. Population, jobs and housing may grow at a faster or slower rate than anticipated depending on economic trends.

Regional forecasts do not always reflect the adopted community plan land use capacity or buildout as estimated from planned land use. Plan capacity or buildout is an estimate and depends on specific assumptions about future density of development and household size which may be greater or smaller than that which actually occurs. It should also be noted that the community plan capacity does not include housing in commercial districts nor does it adjust for the current residential vacancy rate.

In addition to the seven state mandated elements, the city's General Plan includes a service system element, a cultural element, a major public

facilities element and an air quality element. All provisions and requirements of these elements apply to the Wilshire Community Plan.

Additional working tools within the Wilshire Community Plan include specific plans, business improvement districts (BIDs), historical preservation overlay zones (HPOZs), community design overlay districts (CDOs), Streetscape programs, Streetscape plans, Neighborhood Traffic Mitigation Plans (NTMP), mixed use (MU) districts, and community redevelopment areas under jurisdiction of the Community Redevelopment Agency (CRA). These districts and zones combine planning policy and specific implementation tools to address detailed issues specific to local neighborhoods.

The community plan also includes appropriate policies generated from mitigation measures relating to the Environmental Impact Report (EIR) and Transportation Improvement and Mitigation Program (TIMP) prepared as part of the plan.

PLAN CONSISTENCY

The City of Los Angeles has the responsibility to maintain and implement the City's General Plan. Since state law requires that the General Plan have internal consistency, the Wilshire Community Plan must be consistent with the other elements and components of the General Plan.

Each plan land use category indicates the corresponding zones permitted by the plan, unless further restricted by the plan text, footnotes, specific plans, or other limitations established by discretionary approval. The plan recognizes that the residential densities and industrial densities depicted on the plan map are theoretical and may not occur due to plan and zone regulations, economic conditions and design limitations.

For each plan category, the plan permits all identified corresponding zones, as well as those zones which are more restrictive as referenced in Section 12.23 of the Los Angeles Municipal Code (LAMC). Any subsequent action that modifies the plan or any monitoring review that results in changes to the plan must make new plan consistency findings at the time of that decision.

City actions on most discretionary projects require a finding that the action is consistent or in conformance with the General Plan. In addition to the required general finding, decision makers acting on certain projects in the Wilshire Community Plan area shall refer to each of the applicable additional findings that the plan identifies as programs, policies, or objectives contained in Chapter III. To further substantiate the consistency findings, decision makers may cite other programs, policies or objectives that would be furthered by the proposed project. In addition, Chapter V of the Plan requires a decision-maker to make a finding of conformance with applicable design standards for discretionary projects.

PLAN MONITORING

In order to accommodate changes in anticipated population growth, The Wilshire Community Plan has a theoretical maximum land use and population capacity greater than the projected development likely to occur during the Community Plan period. The Framework Element of the General Plan commits the Department of City Planning to develop a monitoring system and prepare an annual report on growth and infrastructure, to be submitted to the City Planning Commission, Mayor and City Council.

In the fifth year following plan adoption (and every five years thereafter), the Director of Planning shall report to the commission on the relationship between population, employment, housing growth and plan capacities. If growth has occurred faster than projected, a revised environmental impact analysis will be prepared and appropriate changes recommended to the community plan. These plan and zoning changes shall be submitted to the Planning Commission, Mayor and City Council as specified in the Los Angeles Municipal Code.

Chapter III

LAND USE PLAN POLICIES AND PROGRAMS

Chapter III of the plan text contains goals, objectives, policies, and programs relating to all land use issues including residential, commercial and industrial, as well as public and institutional designations. The Planning Department has responsibility for the goals, objectives, policies, initiation, and implementation of the programs contained in this chapter.

RESIDENTIAL

The quality of life and stability of neighborhoods throughout the Wilshire Community Plan Area critically depend on the adequate provision of infrastructure resources (e.g., transportation, police, fire, water, sewerage, parks, etc.) commensurate with the needs of the population.

If population growth occurs faster than projected, and without needed infrastructure improvements to keep pace with that growth, the quality of life within the Wilshire Community would be adversely affected.

Accordingly, with regard to residential land use planning, the proposed Wilshire Community Plan has three fundamental premises.

- 1) A general limitation of residential densities in various neighborhoods to the prevailing existing density of development within these neighborhoods.
- 2) The monitoring of population growth and infrastructure improvements through the City's Annual Report on Growth and Infrastructure, with a report to the City Planning Commission every five years on the Wilshire Community following Plan adoption.
- 3) If this monitoring finds that population in the Plan area is occurring faster than projected; and that infrastructure resource capacities are threatened in relation to user need, particularly critical ones such as water and sewerage, but also including public schools, police and fire services, and transportation infrastructure; and, that there is not a clear commitment to at least begin the necessary improvements within twelve months; then building controls would be put into effect for the affected portions of the Wilshire Community until land use designations for the Community Plan and corresponding zoning are revised to more appropriately limit new development.

The Community Plan includes appropriate policies and implementation measures generated from the mitigation measures which are listed in the Environmental Impact Report (EIR) and Transportation Improvement and Mitigation Program (TIMP). In many instances these measures also encompass the policies contained in the General Plan Framework Element.

The following table depicts the reasonable expected population and dwelling unit count for the year 2010, using a mid-point range for the dwelling-units-per-acre category. The mid-point represents a reasonable factor, since new development within each land use category is unlikely

to occur at the extremes of the range, but more likely, throughout the range.

PLAN POPULATION AND DWELLING UNIT CAPACITY

RESIDENTIAL LAND USE CATEGORY	DU'S PER NET ACRE MIDPOINT (RANGE)	NET ACRE	NUMBER OF DWELLING UNITS	PERSONS PER DWELLING UNIT (2010)	REASONABLE EXPECTED POPULATION (2010)
VERY LOW I	2 (1 to 3)	24	48	2.98	143
VERY LOW II	3.5 (3 to 4)	287	1,004	2.98	2,992
LOW I	4.5 (4 to 9)	111	499	2.98	1,487
LOW II	7 (4 to 9)	1,494	10,458	2.98	31,164
LOW MEDIUM I	13.5 (9 to 18)	550	7,425	2.53	18,785
LOW MEDIUM II	23.5 (18 to 29)	291	6,838	2.53	17,300
MEDIUM	42 (29 to 55)	1061	44,562	2.45	109,177
HIGH MEDIUM	82 (55 to 109)	773	63,386	2.45	155,296
TOTALS	----	4,592	134,300	2.51	336,344

GOAL 1

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

Objective 1-1

Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010.

Policies

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

Program: The Community Plan Map identifies lands where only single family residential development is permitted. These areas are protected by designating appropriate densities for each land use category designation and for each corresponding zone, to minimize incompatible uses.

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

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

Program: The Neighborhood Preservation Program administered by the City's Housing Department provides financial assistance rehabilitating Single Family homes and Multiple Family housing.

Program: Provide loans to owners of small residential buildings (one to four units) to correct code violations through the Homeowners Encouragement Loan Program (HELP), administered by the City's Housing Department.

1-1.3 Provide for adequate Multiple Family residential development.

Program: The Community Plan Map, identifies land where Multiple Family residential development is permitted.

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

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

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

Objective 1-2

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

Policies

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

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

Objective 1-3

Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.

Policies

- 1-3.1 Promote architectural compatibility and landscaping for new Multiple Family residential development to protect the character and scale of existing residential neighborhoods.

Program: Develop Community Design Overlays (CDO) and companion Streetscape Plans for the Miracle Mile Regional Center (generally from Highland on the east to La Cienega on the west); for Third Street (between Fairfax and La Cienega); for Fairfax Avenue (between Third and Rosewood, and between Olympic and Pico); and Melrose Avenue (between Van Ness and Hoover). Design Guidelines for corresponding Multiple Family Residential Development are listed in Chapter V.

- 1-3.2 Support historic preservation goals in neighborhoods of architectural merit and/or historic significance.

Program: Develop Historic Preservation Overlay (HPOZ) districts for the Windsor Square and Hancock Park neighborhoods, and other neighborhoods as appropriate including the Miracle Mile and Beverly-Fairfax neighborhoods, with community involvement and support.

Program: In recognition of the historic and intended park-like settings of many neighborhoods such as Hancock Park and Windsor Square, facilitate and support application and enforcement of existing regulations that establish minimum setbacks and limit fences, walls and hedges.

- 1-3.3 Promote the preservation and rehabilitation of individual residential buildings of historic significance

Program: Facilitate the declaration of Historic-Cultural Monuments through the Cultural Affairs Department on a building-by-building basis. Raise awareness within the community of this and other public and private resources available to protect and rehabilitate historic structures.

Program: Inventory neighborhoods in the Pico/Normandie area and identify possible candidates for Historic-Cultural Monument status, and neighborhoods for possible inclusion in an Historic Preservation Overlay District as a means to preserve architectural diversity and built history.

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

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

Objective 1-4

Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped and senior citizens.

Policies

- 1-4.1 Promote greater individual choice in type, quality, price and location of housing.

Program: The plan promotes greater individual choice by allocating adequate lands in the Plan Area for a variety of residential densities, and for the promotion of housing in mixed-use projects.

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

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

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

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

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

COMMERCIAL

Commercial land uses designated in the Wilshire Community Plan consist of 1,129 acres or 12 percent of the total plan acreage. In 1996, the Wilshire area contained approximately 40,004,300 million square feet of commercial development. Approximately 20,520,100 million square feet (51 percent) was devoted to office use and 19,484,200 million (49 percent) to retail use.

Most of the commercial development can be categorized within four concentrations based on the general orientation of uses: Regional, Community, General, and Neighborhood. The General Plan Framework Element identifies and sets forth criteria of these designations.

REGIONAL COMMERCIAL

Four major areas designated in the Plan as Regional Commercial include:

Wilshire Center Regional Commercial Center; the Miracle Mile Regional Commercial Center; the Beverly Center-Cedars Sinai Regional Commercial Center; and the Koreatown Regional Commercial Center. They total approximately 270 acres.

Wilshire Center Regional Commercial Center

The Wilshire Center Regional Commercial Center is approximately 100 acres in size. It includes a dense collection of high rise office buildings, large hotels, regional shopping complexes, churches, entertainment centers, and both high-rise and low-rise apartment buildings.

The Regional Commercial Center includes Wilshire Boulevard in the eastern central portion of the Plan Area and is generally bounded by 3rd Street on the north, 8th Street on the south, Hoover Street on the east, and Wilton Place on the west.

The Regional Commercial Center includes the Vermont, Normandie, and Western Metro Red Line subway stations along Wilshire Boulevard.

Wilshire Center is designated in both the General Plan Framework Element and on the Community Plan Land Use Diagram as a Regional Commercial Center.

Miracle Mile Regional Commercial Center

The Miracle Mile Regional Commercial Center is approximately 100 acres in size. It is centered around Wilshire Boulevard in the west central portion of the plan area, and is generally bounded by 6th Street on the north; 8th Street on the south; Sycamore Avenue on the east; and San Vicente Boulevard on the west.

Miracle Mile is characterized primarily by numerous high rise office buildings, mid to low rise apartments, single-family areas south of 8th Street, entertainment centers, museums, and regional shopping complexes. Both the General Plan Framework Element and the Community Plan Land Use Diagram designate the Miracle Mile as a Regional Commercial Center.

Beverly Center-Cedars Sinai Regional Commercial Center

The Beverly Center-Cedars Sinai Regional Commercial Center is approximately 60 acres in size. It is centered around Alden Drive and San Vicente Boulevard in the northwestern portion of the Plan Area, and is generally bounded by Beverly Boulevard on the north, 3rd Street on the south, La Cienega Boulevard on the east, and Robertson Boulevard on the west.

The Beverly Center-Cedars Sinai Regional Commercial Center is primarily improved with high-rise medical and office buildings, hotels, apartment towers, entertainment centers and regional shopping complexes.

It is designated in the General Plan Framework Element, and on the Community Plan Land Use Diagram as a Regional Commercial Center.

Koreatown Regional Commercial Center

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

The Regional Center includes low to mid-rise office and retail uses along Olympic Boulevard, with adjoining multiple family apartment blocks. The

**COMMUNITY
COMMERCIAL**

area is a cultural meeting place and nucleus of Korean American businesses, restaurants, and shops in addition to a wide range of community serving commercial uses and large shopping centers.

There are four main areas designated as Community Commercial Centers in the Wilshire Community Plan.

These include: the Crenshaw Community Center; the Pico Community Center; the Beverly-Fairfax Community Center, and the Vermont Community Center .

Crenshaw Community Commercial Center

The Crenshaw Community Center is approximately 34 acres in size. It is centered around Crenshaw and Olympic Boulevards in the southeastern portion of the Plan Area, and is generally bounded by 9th Street on the north, Country Club Drive on the south, Bronson Avenue on the east, and Victoria Avenue on the west.

The Community Center includes the Crenshaw Shopping Center. The area has been developed with commercial land uses ranging from one and two-story retail uses to high-rise office buildings and large shopping centers.

Olympic Boulevard between Crenshaw Boulevard and Wilton Place is designated as a Mixed Use Boulevard on the Community Plan Land Use Diagram. The majority of this segment is shown as Community Commercial on the Plan Map.

Pico Community Commercial Center

The Pico Community Center is approximately 34 acres in size. It is centered around Pico, San Vicente and Venice Boulevards in the south central portion of the Plan Area, and is generally bounded by Pico Boulevard on the north; Venice Boulevard on the south; West Boulevard on the east; and Mansfield Avenue on the west.

The Community Center includes a supermarket and shopping area, and the Santa Monica-Metro Bus Customer Service Center Station. The area has been developed with commercial land uses ranging from one and two-story retail to high-rise office buildings and large shopping centers. The entire length of Pico Boulevard is designated as a Mixed Use Boulevard on the Community Plan Land Use Diagram. This segment is shown as Community Commercial on the Plan Map.

Beverly-Fairfax Community Commercial Center

The Beverly-Fairfax Community Center is approximately 34 acres in size. It is in the northwestern portion of the Plan Area, and is generally bounded by Beverly Boulevard on the north, 3rd Street on the south, Gardener Avenue on the east, and Fairfax on the west.

The Community Center includes the Farmer's Market shopping complex;

CBS Television City Studios; and the Pan Pacific Regional Park. The area has been developed with commercial land uses ranging from one and two-story retail to high-rise office, multiple apartment towers, wholesale nurseries, and large shopping centers.

Beverly Boulevard and Fairfax Avenue are designated as Mixed Use Boulevards on the Community Plan Land Use Diagram. The majority of these segments are shown as Community Commercial on the Plan Map.

Vermont Community Commercial Center

The Vermont Community Center is approximately 34 acres in size. It is centered around Vermont Avenue and Beverly Boulevard in the northeastern portion of the plan area. It is generally bounded by the Hollywood 101 Freeway to the north; Council and 1st Streets to the south; Hoover Street to the east; and New Hampshire Street to the west.

The Community Center includes the Vermont-Beverly Metro Red Line station. A Station Neighborhood Area Plan (SNAP) for this area as well as along portions of Vermont Avenue and Hollywood Boulevard has been created to regulate development in conjunction with the Metro Red Line subway.

NEIGHBORHOOD DISTRICTS

There are four areas within the Wilshire Community Plan Area that are designated as Neighborhood Districts by the Community Plan Land Use Diagram. The four Neighborhood Districts total approximately 150 acres.

The Larchmont Neighborhood District includes commercial frontage along Larchmont Boulevard from Beverly Boulevard on the north to 1st Street on the south. Uses permitted in this unique neighborhood district are limited by special zoning regulations intended to protect and promote Larchmont Boulevard as a neighborhood-serving shopping district.

Other neighborhood districts include: the Fairfax-Beverly Neighborhood District (Fairfax Avenue frontage from Rosewood Avenue on the north, to Beverly Boulevard on the south); the 3rd Street Neighborhood District (3rd Street frontage from Fairfax Avenue on the east, to La Jolla Avenue on the west); and the Fairfax-Olympic Neighborhood District (Fairfax Avenue frontage from Olympic Boulevard on the north, to Pico Boulevard on the south).

These areas are primarily developed into small commercial village arrangements, with one to four-story retail and office uses, and a mix of residential units.

GENERAL COMMERCIAL

The remaining commercial areas, designated as General Commercial, consist of approximately 325 acres and are located on portions of Wilshire, Pico, and Olympic Boulevards.

Land uses on Pico and Olympic Boulevards include one to three-story retail and office buildings. The south side of Olympic Boulevard is predominantly improved with retail and office uses, but also supports several older low-density apartment buildings, motels and auto-oriented establishments. It is identified as a Mixed Use Boulevard on the

Community Plan Land Use Diagram.

**MIXED USE
BOULEVARDS**

The Mixed Use Boulevard concept encourages cohesive commercial development integrated with housing.

These structures incorporate retail, office and/or parking on the lower floors and residential units on the upper floors. The mixed use concept also accommodates separate commercial and residential structures in the same block.

The intent of mixed use development is to provide housing in close proximity to jobs and services, to reduce vehicular trips, traffic congestion and air pollution, to provide rental housing, and to stimulate vibrancy and activity in pedestrian-oriented areas.

Mixed use development may also provide community facilities such as libraries, meeting rooms, post offices, senior centers, or child day care facilities.

The Wilshire Community Plan aims to encourage well planned and integrated mixed use developments in designated commercial areas which have the potential to benefit from pedestrian oriented development. To that end, the plan calls for the creation of Mixed-Use Districts (MUs) and the policies, incentives, and design standards contained therein.

The plan supports applicable commercially zoned portions of the following as mixed-use boulevards and districts, as shown on the General Plan Framework map:

- 3rd Street (From La Cienega to Fairfax, From Western to Vermont)
- 8th Street (From Western to Vermont)
- Beverly Blvd (From Fairfax to Gardner, From Western to Vermont)
- Fairfax Ave (From Wilshire to Beverly)
- La Brea Ave (From Wilshire to Beverly)
- La Cienega (From 18th to Olympic)
- Larchmont Blvd (From Melrose to Beverly)
- Olympic Blvd (From Crenshaw to Hoover)
- Pico Blvd (From Crest to Hoover)
- Robertson Blvd (From Gregory to 18th)
- Vermont Ave (From Beverly to Pico)
- Western Ave (From Melrose to Pico)
- Wilshire Center (Commercial areas within the area bounded by 6th Street, Vermont Avenue, 8th Street, and Western Avenue)

GOAL 2

ENCOURAGE STRONG AND COMPETITIVE COMMERCIAL SECTORS WHICH PROMOTE ECONOMIC VITALITY AND SERVE THE NEEDS OF THE WILSHIRE COMMUNITY THROUGH WELL-DESIGNED, SAFE AND ACCESSIBLE AREAS, WHILE PRESERVING HISTORIC AND CULTURAL CHARACTER.

Objective 2-1

Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services

within existing commercial areas.

Policies

- 2-1.1 New commercial uses should be located in existing established commercial areas or shopping centers.
- 2-1.2 Protect existing and planned commercially zoned areas, especially in Regional Commercial Centers, from encroachment by stand alone residential development by adhering to the community plan land use designations.
- 2-1.3 Enhance the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.

Program: Coordinate with the City Clerk’s Office to assist businesses in obtaining technical and financial assistance for the formation of Business Improvement Districts (BID) and of other programs from the City of Los Angeles.

Objective 2-2

Promote distinctive commercial districts and pedestrian-oriented areas.

Policies

- 2-2.1 Encourage pedestrian-oriented design in designated areas and in new development.

Program: Establish Community Design Overlay Districts (CDOs), and Pedestrian Oriented Districts (PODs), which have design policies in designated areas to ensure the creation of pedestrian-friendly commercial development. Develop a CDO for the Miracle Mile area.

Program: Implement the Design Guidelines in Chapter 5, as they apply to commercial projects and projects located within Neighborhood Districts.

- 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.
- 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.

Policies

2-3.1 Improve streetscape identity and character through appropriate controls of signs, landscaping, and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods.

Program: Prepare Streetscape Plans for commercial corridors to coordinate and improve the public streetscape as funds become available for implementation and construction.

Program: Work with the Wilshire Center BID to formally adopt existing streetscape plans for that portion of Wilshire Boulevard between Western and Hoover Street.

Program: Create a Streetscape Plan for the Miracle Mile, in conjunction with the proposed Community Design Overlay to coordinate and improve the public realm in conjunction with private urban design and facade improvements.

Program: Encourage the application of the Design Standards in Chapter 5 of the Plan by other City Departments, public agencies, and the private sector regarding improvement of public spaces and rights-of-way in commercial areas, especially in Community Commercial and Regional Commercial Centers.

Program: Promote assistance from the City of Los Angeles in the creation and implementation of Business Improvement Districts (BID).

INDUSTRIAL

The Wilshire area includes only minimal light industrial uses. In 1990, there were approximately 1.5 million square feet of industrial development in the Wilshire Community Plan Area, representing 0.05 percent of the total industrial square footage in the City of Los Angeles.

A total of 38 acres, or .43 percent of the total Plan Area is designated for industrial use. The largest such area is located along Beverly Boulevard, from Oakwood Avenue on the north, to Council and 1st Streets on the south, to Hoover Street on the east, to Juanita Avenue on the west, and is occupied by various business park type uses.

The Raleigh Studio site, between Melrose Avenue, Clinton Street, Van Ness Avenue and Bronson Avenue, is also designated as industrial land use in the Plan.

Some of these areas have been developed with two story retail and medium-rise office buildings (two to four stories); however, the majority of the area has been developed with retail/wholesale businesses and light manufacturing uses.

GOAL 3

PROVIDE SUFFICIENT LAND FOR LIGHT INDUSTRIAL USES WITH EMPLOYMENT OPPORTUNITIES THAT ARE SAFE FOR THE ENVIRONMENT AND WORKERS, AND WHICH HAVE MINIMAL ADVERSE IMPACT ON ADJACENT USES.

Objective 3-1

Retain existing industrial uses and promote future development, especially in entertainment and high technology applications, which contribute to job opportunities and minimize environmental impacts.

Policies

3-1.1 Designate and preserve lands for the continuation of existing industry and for the development of new industrial parks, research and development uses, light manufacturing and similar uses.

3-1.2 Encourage compliance with environmental protection standards and health and safety requirements.

Program: Continue to enforce environmental protection standards and health and safety requirements through the appropriate Federal, State, County, and City agencies.

Objective 3-2

Improve the aesthetic quality and design of industrial areas, eliminate blight and detrimental visual impact, and mitigate noise and air quality impacts generated by industrial uses on nearby residential neighborhoods.

Policies

3-2.1 Encourage new industrial development designs to be compatible with adjacent land uses.

Encourage appropriate building orientation and scale, landscaping, buffering and increased setbacks in the development of new industrial properties.

Program: Require new industrial development located adjacent to residential neighborhoods to conform with the Industrial/Residential Design Guidelines in Chapter 5 of this Plan.

Program: Study the creation of a Community Design Overlay District (CDO) to resolve issues of visual blight along Pico and Venice Boulevard industrial areas.

3-2.2 To buffer residential/industrial land uses, promote a transition of industrial uses, from intensive uses to less intensive uses, in those areas in close proximity to residential neighborhoods.

Objective 3-3

Continue to promote light industrial uses and accompanying employment bases in locations which are in close proximity to public transportation facilities and are compatible with surrounding land uses.

Policies

3-3.1 Minimize environmental impacts of industrial uses from other

uses by highways and other physical barriers.

Program: Implement this policy according to the land use designations on the Plan Maps, Map Footnotes, and the corresponding zoning.

RECREATION AND PARK FACILITIES

The Public Recreation Plan of the City of Los Angeles provides an official guide for considering minimum needs of neighborhoods and communities for recreational sites. It sets forth standards for the size, service areas, and types of facilities needed as recreation sites.

The City of Los Angeles Recreation and Parks Department operates 20 public parks and recreational facilities in the Wilshire Community Plan area. Parks are classified as Regional, Community, and Neighborhood. The Wilshire Community Plan designates approximately 191 acres of park land, including about 100 acres of private golf course (Wilshire Country Club). There are 10 Neighborhood Parks and Recreation Centers, 9 Community Parks and Recreation Centers, and one Regional Park.

The public parks and recreational facilities in the Wilshire Community Plan area are seriously inadequate by all Federal, State, and local standards to meet the needs of residents in the Wilshire Community Plan Area.

GOAL 4

PROVIDE ADEQUATE RECREATION AND PARK FACILITIES TO MEET THE NEEDS OF RESIDENTS IN THE WILSHIRE COMMUNITY PLAN AREA.

Objective 4-1

Conserve, maintain and better utilize existing recreation and park facilities which meet the recreational needs of the community.

Policies

4-1.1 Preserve and improve the existing recreational facilities and park spaces.

Program: Maintain all open space designations within the Wilshire Community Plan. Designate open space parkland as acquired by the Department of Recreation and Parks.

4-1.2 Encourage the shared use of other public facilities for recreational purposes.

Program: The Planning Department encourages the Los Angeles Unified School District and the City's Department of Recreation and Parks to continue to develop and implement programs to fully utilize the shared use potential of each of their respective sites.

Objective 4-2

Provide facilities for specialized recreational needs by utilizing existing public lands such as utility easements, Department of Water and Power properties, and unused or underutilized rights-of-way.

Policies

4-2.1 Underutilized public lands should be considered for open space and recreational purposes.

Program: Implement walking and jogging trails within the landscaped median portions of Designated Scenic Highways including San Vicente Boulevard and Highland Avenue, as land and funding become available; and if compatible with use as a transportation corridor.

Objective 4-3

Ensure the accessibility, security and safety of parks by their users, particularly families with children and senior citizens.

Policies

4-3.1 Ensure that parks are adequately policed, monitored, maintained and illuminated for safe use at night, as appropriate.

Program: Continue the management, design, construction and maintenance of public parks, by the Department of Recreation and Parks.

Program: Continue the provision of security and patrols of public parks and recreational facilities by the Los Angeles Police Department.

Objective 4-4

Expand and improve Neighborhood, Community, and Regional Parks, and Recreation Centers and Senior Citizen Centers throughout the Wilshire Community Plan Area on an accelerated basis, as funds and land become available.

Policies

4-4.1 Develop new Neighborhood and Community parks to help offset the Wilshire Community's parkland deficit for both its current population, and for the projected year 2010 population.

Program: Continue the location of development opportunities for new park sites, by the Department of Recreation and Parks, utilizing community input and available funds.

Program: Facilitate the creation of small neighborhood serving pocket parks within highly urbanized areas as potential parcels and funding become available.

Program: Develop City or private funding programs for the

acquisition and construction of new recreation and park facilities.

Program: Establish joint-use agreements with the Los Angeles Unified School District and other public and private entities which could contribute to the availability of recreational opportunities in the community plan area.

Program: Implement the Wilshire Community Plan recommendations for new Pocket Parks and Neighborhood Park expansions along all Boulevards, within public right-of-ways, and on unused and underutilized public properties, particularly as expansions of existing facilities, as land and funding become available; and if compatible with uses as transportation corridors, where applicable.

Program: Encourage the expansion of the Queen Anne Park and Recreation Center, at West Boulevard, 12th Street, and Queen Anne Place, southerly to Pico Boulevard, through joint agency efforts among the Community Redevelopment Agency (CRA), the Metropolitan Transportation Authority (MTA), and the Department of Recreation and Parks.

OPEN SPACE

There are two classifications of open space: publicly-owned and privately-owned.

Open Space is broadly defined as land which is essentially free of structures and buildings or is natural in character, and is categorized by one or more of the following functions:

1. Recreational and educational opportunities.
2. Scenic, cultural, and historic values.
3. Public health and safety.
4. Preservation and creation of community identity.
5. Right-of-ways for utilities and transportation facilities.
6. Preservation of physical resources or ecologically important areas.
7. Preservation of scenic resources including topographic features.

Lands designated as Open Space in the Wilshire Community Plan include the private Wilshire Country Club and Golf Course, as well as all public parklands.

GOAL 5

PROVIDE SUFFICIENT OPEN SPACE IN BALANCE WITH DEVELOPMENT TO SERVE THE RECREATIONAL, ENVIRONMENTAL, HEALTH AND SAFETY NEEDS OF THE WILSHIRE COMMUNITY, AND TO PROTECT ENVIRONMENT AND AESTHETIC RESOURCES.

Objective 5-1

Preserve existing open space resources and where possible develop new open space.

Policies

- 5-1.1 Encourage the retention of passive and visual open space to

provide a balance to urban development.

Program: The land use plan map designates areas to be preserved as open space.

5-1.2 Encourage continuous efforts by Federal, State and County agencies to acquire additional vacant land for open space.

Program: Encourage the utilization of the Open Space and parkland purchase programs available through Federal, State and County agencies.

5-1.3 Convert and upgrade underutilized publicly-owned property.

Program: Improve available rights-of-way throughout the Wilshire Community Plan area with landscaping, benches, picnic sites, walkways, for low-intensity recreational uses.

Encourage this improvement separately, and in combination with transit center or busway improvements, currently under study by the MTA.

5-1.4 Unused or underutilized public lands should be considered for open space and recreational purposes.

Program: Encourage the development of Neighborhood Parks and Pocket Parks along public right-of-ways and vacant public parcels.

SCHOOLS

The Los Angeles Unified School District (LAUSD) administers the planning, location, design, development, and operation of all public schools in the Wilshire Community Plan Area.

There are 21 Public Elementary Schools, three Public Middle Schools, and one Public High School within the Wilshire Community Plan Area, all of which are operating above capacity. Many of the public schools are among the oldest in the City of Los Angeles. They are all in need of substantial repairs and improvements

The Plan encourages shared use of existing public school facilities for the general public after hours, on weekends, and on holidays, as class schedules allow. School grounds should be made available so as to facilitate after school hour recreational uses.

GOAL 6

FACILITATE THE PROVISION OF PUBLIC SCHOOLS AND ADEQUATE SCHOOL FACILITIES TO SERVE EVERY NEIGHBORHOOD IN THE WILSHIRE COMMUNITY PLAN AREA.

Objective 6-1

Locate schools in areas complimentary to existing surrounding land uses with buffering, convenient to local neighborhoods, and with access to recreational opportunities.

Policies

- 6-1.1 Encourage compatibility between school locations, site layouts, architectural designs, and local neighborhood character.

Program: Require decision-makers in discretionary review actions for a proposed public school, to adopt findings which support this policy.

- 6-1.2 Encourage public school design that buffers classrooms from noise sources.

Program: Implement appropriate provisions of the City's Noise Element of the General Plan, specific for application of daytime school use, which requires noise measurements be made over the typical hours of use, instead of a 24-hour measurement.

Program: Incorporate noise mitigation measures to reduce adverse environmental impacts in compliance with California Environmental Quality Act (CEQA) Guidelines.

- 6-1.3 Expansion of existing public school facilities should be considered prior to acquisition of new sites.

Program: Coordinate Wilshire Community Plan Area possible school site locations with the Los Angeles Unified School District (LAUSD), the responsible agency for providing public school facilities.

- 6-1.4 Encourage cooperation between the LAUSD and the Department of Recreation and Parks to provide shared use of schools and recreation facilities for the entire Wilshire Community.

Program: Continue to assist the LAUSD and the Department of Recreation and Parks with the shared-use program where both public schools and parks are utilized for recreational and instructional purposes.

Objective 6-2

Continue to work constructively with the LAUSD to promote the siting and construction of adequate public school facilities phased with anticipated population growth in the Wilshire Community Plan Area.

Policies

- 6-2.1 Explore creative alternatives for providing new public school sites in the Wilshire Community Plan Area, where appropriate.

Program: Develop plans to work to resolve issues of siting and joint use of facilities, especially including strategies for school expansions in close proximity to major public transit routes.

Program: Utilize the City's Annual Report on Growth & Infrastructure for growth and potential new school sites.

Objective 6-3

Maximize the use of public schools for neighborhood use, and of local open space and parks for public school use.

Policies

- 6-3.1 Continue to encourage the siting of neighborhood facilities (e.g., libraries, parks, schools, and auditoriums) together as shared-use facilities.

Program: Formulate and update plans to work to resolve issues relating to siting and the joint use of such neighborhood facilities.

Identify strategies for the expansion of public school facilities including:

- 1) Encourage siting of public schools and other neighborhood facilities within a transit station, center, or mixed-use area to maximize the most efficient use of the land provided for these services.
- 2) Locate public middle schools and public high schools where possible, close to mass transit stations, centers, and mixed-use districts, to allow students to use the transit system to get to and from school.
- 3) Encourage public and private redevelopment of existing public school sites in the immediate vicinity of transit stations and centers, so that the existing low density land use would be replaced by a high-intensity mixed-use development that would incorporate school facilities.

Objective 6-4

Encourage the provision of charter schools, especially in the Wilshire Center area, as an effective method of delivering quality public education facilities at the neighborhood level.

Policies

- 6-4.1 Recognize the ability of charter schools to effectively provide classroom space in impacted urban areas.

- 6-4.2 Encourage the location of charter schools in the Wilshire Center area as a means to alleviate overcrowded school conditions.

Program: Prepare information for distribution at the Department of City Planning public counter outlining the permitting process for charter schools and identifying suitable land use designations and zones.

- 6-4.3 Support the construction of charter schools as being desirable to public convenience and welfare.

LIBRARIES

Public libraries serve as a center of community activity by providing

information, research materials, books, journals, and newspapers, and services for students and meeting places. The Public Libraries Plan of the City of Los Angeles serves as a guide for the construction, maintenance, and operation of public library facilities.

There are six Community Branch Libraries within the Wilshire Community Plan Area: Felipe de Neve, Memorial, Mid-City, Pio Pico-Koreatown, Robertson, and Wilshire.

GOAL 7

ENSURE THAT ADEQUATE LIBRARY FACILITIES ARE PROVIDED FOR THE WILSHIRE COMMUNITY.

Objective 7-1

Encourage the City's Library Department to continue to provide adequate library service to the Wilshire Community Plan Area.

Policies

7-1.1 Support construction of new libraries and rehabilitation and expansion of existing libraries.

Program: Provide for the retention, rehabilitation and expansion of existing library sites.

7-1.2 Encourage flexibility in siting libraries in mixed-use projects, shopping malls, pedestrian-oriented areas, office buildings and similarly accessible facilities.

Program: Continue to support such joint-use opportunities, when the Library Department and decision-makers review and approve new libraries sites.

POLICE PROTECTION

The Los Angeles Police Department (LAPD) provides police protection within the Wilshire Community Plan Area.

LAPD facilities include: the Wilshire Area Police Station, and four additional Police Department Stop-In Sites.

There are no further facilities expansion plans at this time.

GOAL 8

CONTINUE TO PROVIDE THE WILSHIRE COMMUNITY WITH ADEQUATE POLICE FACILITIES AND SERVICES TO PROTECT ITS RESIDENTS FROM CRIMINAL ACTIVITY, REDUCE THE INCIDENCE OF CRIME, AND PROVIDE OTHER NECESSARY LAW ENFORCEMENT SERVICES.

Objective 8-1

Provide adequate police facilities, personnel and protection to correspond with existing and future population and service demands

Policies

8-1.1 Consult with the LAPD in the review of development projects and land use changes to determine law enforcement needs and

requirements.

Objective 8-2

Improve the ability of the community and police department to minimize crime and provide adequate security for all residents.

Policies

8-2.1 Support and encourage community based crime prevention efforts (such as Neighborhood Watch) through regular interaction and coordination with existing policing, foot and bicycle patrols, community watch programs and regular communication with neighborhood and civic organizations.

Program: Continue to support community-oriented law enforcement programs, as administered by the LAPD.

Program: Encourage Business Improvement Districts to supplement patrol services with private services through training and coordination programs administered by the LAPD.

8-2.2 Provide adequate lighting around residential, commercial and industrial buildings, and park, school, and recreational areas to improve security.

Program: Coordinate discretionary land use reviews by the Department of City Planning in consultation with the LAPD, and include implementation of the principles of the City of Los Angeles Crime Prevention Through Environmental Design (CPTED) Guidelines.

8-2.3 Ensure that landscaping around buildings does not impede visibility and provide hidden places which could foster criminal activity.

Program: Continue to apply and require CPTED standards in discretionary land use approvals, in consultation with the LAPD.

FIRE PROTECTION

The City of Los Angeles Fire Department provides fire protection within the Wilshire Community Plan Area.

There are six fire stations within the Wilshire Community Plan Area.

The Fire Protection and Prevention Plan of the City of Los Angeles Fire Department provides an official guide to City Departments, other governmental agencies, developers, and interested citizens for the construction, maintenance, and operation of fire facilities.

It is intended to promote fire prevention by maximizing fire safety education and minimizing loss of life through fire prevention programs. Pursuant to this Plan, it may be necessary to expand or relocate existing facilities as land patterns change.

GOAL 9

PROTECT THE RESIDENTS OF THE WILSHIRE COMMUNITY AREA THROUGH A COMPREHENSIVE FIRE AND LIFE SAFETY PROGRAM.

Objective 9-1

Maintain fire facilities and protective services that are sufficient for the existing and future population and land use.

Policies

9-1.1 Coordinate with the City of Los Angeles Fire Department during the review of significant development projects and General Plan amendments affecting land use to determine the impacts on service demands.

Program: Decision-makers should continue to include findings on the impacts on fire service demands of a proposed project or Plan Amendment.

Program: Encourage the continued consultation with the City of Los Angeles Fire Department, which is currently in effect for projects subject to the subdivision process.

9-1.2 Assist the City of Los Angeles Fire Department in locating fire service facilities at appropriate locations throughout the Wilshire Community Plan Area.

Program: Identify locations of existing fire service facilities, and assist in the location of future sites, as determined by the City of Los Angeles Fire Department.

TRANSPORTATION

A number of local, state and regional plans and ordinances, prepared by various public agencies, work to implement transportation improvements in the Wilshire Community Plan Area. These include:

The Los Angeles County Congestion Management Program (CMP); the Long Range Plan prepared by the Los Angeles County Metropolitan Transportation Authority (LACMTA); the Regional Transportation Plan (RTP) prepared by the Southern California Association of Governments (SCAG); and the Statewide Transportation Improvement Program (STIP) prepared by the California Department of Transportation (CALTRANS).

LADOT also implements pedestrian-oriented arterials, bikeways, and transit-priority streets.

TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM (TIMP)

A Transportation Improvement and Mitigation Program (TIMP) was prepared for the Wilshire Community Plan Area that analyzes land use impacts on transportation, projected to the year 2010.

The TIMP analysis is part of the Environmental Impact Report and is

prepared to analyze the environmental impacts of implementation of the Wilshire Community Plan.

The TIMP establishes a program of specific measures to reduce land use impacts on transportation to be undertaken during the life of the Wilshire Community Plan. It also takes into account and incorporates the local, state and regional programs noted above.

The Wilshire TIMP provides an implementation program for the circulation needs of the Wilshire Community Plan Area, which consist of recommendations as follows:

- A. Street Reclassifications
- B. Transit Improvements
- C. Non-Motorized Transportation
- D. Transportation Demand Management Strategies (TDM)
- E. Transportation Systems Management Strategies (TSM)
- F. Residential Neighborhood Protection Plans
- G. Parking
- H. Capital Improvements

A. STREET RECLASSIFICATIONS

Street Classifications

Streets in the Wilshire Community Plan Area are classified as: Boulevards II and Divided Boulevards II; Avenues and Divided Avenues; Collector Streets and Local Streets.

The following reclassifications are made in this plan:

- | | | |
|---|---------------------|---|
| 1 | Lucerne Bl. | Local Street : From Third St. to Wilshire Bl. |
| 2 | Commonwealth Ave. | Collector Street : From Beverly Bl. to Wilshire Bl. |
| 3 | Wilton Place | Collector Street : From Beverly Bl. to Third St. |
| 4 | Venice Bl. | Boulevard II: From Arlington Avenue to Highland Ave. |
| 5 | 8 th St. | Collector Street : From Fairfax Ave. to Crenshaw Bl. |
| 6 | Redondo Bl. | Modified Collector Street : From La Brea Ave. to Venice Bl. |
| 7 | Westmoreland Ave. | Local Street : From Wilshire Bl. to 7 th St. |
| 8 | June St. | Local Street : From Melrose Ave. to 3 rd St. |
| 9 | Rosewood Ave. | Local Street : From Serrano Ave. to Normandie Ave. |

- | | |
|---|--|
| 10 Stanley Ave.
(now The Grove Drive) 11 Virgil Ave. | Collector Street : Beverly Bl. to 3 rd St.
Avenue (II) : From Beverly Bl. to Wilshire Bl.
Collector Street : From Redondo Bl. to La Brea Ave. |
| 12 Edgewood Place | Modified Avenue (III) from Wilshire Bl. to Rosewood Ave. as shown on Exhibits A & B. |
| 13 Crescent Heights Bl. | |

Alternate Standards

In addition, the Wilshire Community Plan maintains the following alternate standards for the development of certain streets due to environmental and urban design considerations:

- 1 Robertson Blvd. (south of Whitworth Drive to 18th)
Modified Avenue II Standard - 80 foot right-of-way, 60 foot roadway
- 2 Highland Ave. (Between Melrose and Wilshire)
Trees to be preserved; no improvements beyond the existing right-of-way.
- 3 Wilshire Blvd.
No widening in excess of existing roadway.
- 4 Beverly Blvd.
No widening of roadway west of Western Avenue.
- 5 Fairfax
Avenue south of Melrose, modified Boulevard II north of Melrose.
- 6 Crescent Heights Blvd.
Modified Avenue (III) from Wilshire Bl. to Rosewood Ave. - Road way restricted to current width along single family, low, and low medium density residential areas as shown in Exhibit A. Permit flaring or other types of improvements at the commercial intersections at the commercial intersections of Wilshire Bl., 3rd St., and Beverly Bl. The City may acquire dedication, 100 feet beyond the alley behind these intersections for improvements only if the adjacent lots are ever developed with commercial, commercial parking or high or medium density multiple family residential uses.

It is the intent of this plan for the Avenue (III) to allow traffic signals and other mitigation measures in order to reduce speeds and increase safety, and to restrict, along the single family areas, the function of the roadway to a collector street for all other purposes.

- 7 Redondo Blvd.
Modified Collector - 70 foot right-of-way, 50 foot roadway to accommodate Class II Bikeway

- 8 Oxford Avenue
Collector Street standard - 66 foot right-of-way, 40 foot roadway

B. TRANSIT IMPROVEMENTS

Opportunities exist within the Wilshire Community Plan Area to increase the use of public transit. While it is anticipated that the private automobile will remain the primary mode of private transportation within the time frame of the Plan (2000-2010), bus service, community bus and van shuttles, and the Red Line subways will provide alternative public transit modes.

Public transit services in Wilshire are currently provided by the Metropolitan Transportation Authority (MTA), the Los Angeles Department of Transportation (LADOT), and by buses from nearby cities.

The City of Los Angeles continues to work with other public agencies in evaluating travel needs and recommending modifications and improvements to existing public transit systems, and additions of new public transit systems.

GOAL 10

DEVELOP ADDITIONAL PUBLIC TRANSIT SERVICES WHICH IMPROVE MOBILITY WITH EFFICIENT, RELIABLE, SAFE, CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL.

Objective 10-1

Continue to encourage improved and additional local and express bus service and neighborhood shuttles throughout the Wilshire Community Plan Area.

Policies

10-1.1 Continue to coordinate with the Metropolitan Transportation Authority (MTA) and the Los Angeles Department of Transportation (LADOT) with plans to improve local and express bus service serving Wilshire.

Program: Increase, expand and implement additional bus service along high travel demand routes, especially east-west along Melrose Avenue, Beverly Boulevard, 3rd Street; Wilshire, Olympic, and Pico Boulevards; and Western and Vermont Avenues; and 3rd Street, La Brea, La Cienega, and Fairfax Avenues.

Program: Enhance and optimize public transit alternatives to the Westside, working with the recommendations made as part of the Westside Transit Restructuring Study, as prepared by the MTA, with support from LADOT.

The Transit Restructuring Study area includes connections between the major activity centers in the Wilshire Community Plan Area and commercial corridors along Wilshire, and Olympic

Boulevards.

Program: Finalize the demonstration project to evaluate the effectiveness of the “Bus Rapid Transit” concept, as proposed by the MTA for the Wilshire Boulevard - East Los Angeles corridor and the Pico/Rimpau - Downtown - East Los Angeles corridor.

LADOT should participate in this evaluation project and seek to identify one or more north-south Rapid Bus corridors in Wilshire. One such corridor that should be investigated is Western Avenue to provide improved access to the MTA Red Line Subway Stations on Wilshire and Hollywood Boulevards.

Program: Continue to provide Smart Shuttles as “feeder” services for public transit among residential areas along Collector Streets and Local Streets; and provide convenient access to bus services, Subway Stations or activity centers, such as, Farmers Market, Beverly Center/Cedars-Sinai, Wilshire Center, the Miracle Mile, and Park La Brea.

These Shuttles, with 20-passenger seating capacity, complement existing bus services in approximately 20-minute full-circle routes in areas not currently served by larger buses.

- 10-1.2 Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled people, students, and low-income, transit-dependent populations.

Program: Expand the existing LADOT City Ride Program.

Program: Expand Shuttle routes to supplement other paratransit services for senior citizens, disabled people, students, and low-income, transit-dependent populations.

Objective 10-2

Increase work trips and non-work trips made on public transit.

Policies

- 10-2.1 Develop coordinated intermodal public transit plans to implement linkages to future public transit services.

Program: Continue the implementation of the MTA Preliminary Planning Study recommendations for the Wilshire Boulevard Corridor, connecting the Westside to the Wilshire Community Plan Area.

Program: Encourage development of “Public Transit Transfer Centers”, including public transit stations, located at convenient locations to allow easy transfers to other routes and public services, employment areas, and shopping centers.

- 10-2.2 Implement Transit Priority Treatments (such as signal coordination or replacement, public transit signal priority, queue

jumpers, signing and striping placement and color modification).

Program: Implement Transit Priority Treatment bus speed improvement measures, according to the General Plan Transportation Element, <Measures from an outdated plan. Edit text or delete program?> on all Boulevards II in the Wilshire Community Plan Area with scheduled bus service.

Program: Provide enhanced amenities at major transit stops including such facilities as widened sidewalks, pedestrian waiting areas, transit shelters, enhanced lighting, improved crosswalks, information kiosks, and advanced fare collection mechanisms.

C. NON-MOTORIZED TRANSPORTATION

The City's Mobility Plan (2035) provides for non-motorized circulation in the Wilshire Community Plan Area, including Bikeway Study Corridors, and Class II Bikeways. These include; <San Vicente designated for a Class IV Bikeway> one along Redondo Boulevard, from San Vicente Boulevard to Venice Boulevard. A Commuter Bikeway is also designated along Pico Boulevard, from San Vicente Boulevard to Hoover Street.

The Mobility Plan's Pedestrian Enhanced Districts and Neighborhood Enhanced Network<updated> also depict potential areas with a high degree of pedestrian orientation: along Fairfax Avenue from Beverly Boulevard to Rosewood Avenue; along 3rd Street from Fairfax Avenue to San Vicente Boulevard; along Larchmont Boulevard from Beverly Boulevard to 1st Street; in the Vermont Community Commercial Center, and around Beverly Boulevard and Vermont Avenue.

It is the intent of the Wilshire Community Plan to facilitate the development of a Bikeway system which will complement other transportation modes, and encourage the use of bikeways as a commuter option, in accordance with the Transportation Element.

GOAL 11

ENCOURAGE A SYSTEM OF SAFE, EFFICIENT AND ATTRACTIVE BICYCLE AND PEDESTRIAN FACILITIES.

Objective 11-1

Promote an adequate system of Bikeways for commuter, school and recreational use.

Policies

11-1.1 Encourage funding and construction of Bikeways to connect residential neighborhoods to schools, open space areas, and employment centers.

Program: The City's Mobility Plan promotes the expansion of bicycle usage through further development of bikeways and improvement of appropriate support programs.

11-1.2 Provide Bikeways along BoulevardsII and Avenues

in the Wilshire Community Plan Area.

Program: Continue to implement the Mobility Plan for the Wilshire Community Plan Area, which includes the following proposed bikeways:

Class II Bikeway along San Vicente Boulevard, from Beverly Boulevard to Burton Way.

Class II Bikeway along Redondo Boulevard.

Commuter Bikeway along Pico Boulevard, from Hoover Street to San Vicente Boulevard.

11-1.3 Assure that local bicycle facilities are linked with the facilities of neighboring areas of the City.

11-1.4 Support the provision of bicycle facilities in all new development.

Program: Continue to enforce the Los Angeles Municipal Code (LAMC 12.21-A16), which requires the provision of changing rooms, showers and bicycle storage at all new non-residential developments and public places.

Objective 11-2

Promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers.

Policies

11-2.1 Encourage the safe utilization of public utility easements and other public rights-of-way along streets wherever feasible for the use of pedestrians.

Program: Continue implementation of the Citywide Land Use/Transportation Policy (Guide to Decisions on the Design of Public Rights-of-Way) and the City's discretionary project approval process.

11-2.2 Require sidewalks with new roadway construction and substantial reconstruction of existing roadways.

Program: Continue to coordinate with the City's Capital Improvement Program (CIP), Public Works construction projects and the City's discretionary project approval process.

11-2.3 Protect and improve existing pedestrian oriented street segments.

Program: Develop precise guidelines to develop, protect, and foster the pedestrian oriented nature of these areas.

Program: Encourage pedestrian-oriented streetscape design, as part of DOT's Neighborhood Traffic Management program,

especially in regards to mitigating some of negative impacts of avenues through residential neighborhoods (including Wilton Place and Crescent Heights Boulevard).

D. TRANSPORTATION DEMAND MANAGEMENT STRATEGIES (TDM)

The estimated increase in vehicle trips which will be generated by future development in the Wilshire Community Plan Area calls for the implementation of a Transportation Demand Management Program (TDM).

TDM measures encourage people to change their travel mode from single-occupancy vehicles (SOV) to other transportation modes, including public transit.

Incentives are given to utilize TDM measures such as all forms of public transit, ridesharing, modified work schedules, van pools, telecommuting; and non-motorized transportation modes, such as bicycles and walking.

Transportation Demand Management (TDM) Program

1. Transportation Management Association Formation/Coordination

Continue to encourage the formation of Transportation Management Associations (TMA's) to assist employers in creating and managing trip reduction programs, particularly in and around Wilshire Regional Commercial Centers, Community Commercial Centers, and along major commercial corridors.

2. TMA Coordinating Council

Establish a coordinating council to coordinate data among various TMAs in the Wilshire Community Plan Area, and within adjacent communities and jurisdictions. This council may also serve to coordinate and publicize alternatives to automobile use.

3. Participation in Regional Transportation Management Programs

Continue to participate in local and regional TDM programs and coordinate the Wilshire TDM program with those of other communities, agencies and adjacent jurisdictions.

4. TDM Ordinance

Continue to implement the Citywide TDM and Trip Reduction Measures Ordinance (LAMC 12.26-J) in the Wilshire Community Plan Area, which require trip reduction.

5. Monitoring

LADOT has the responsibility to monitor the Citywide TDM ordinance.

6. Bikeways

Continue to implement the Mobility Plan (2035), which includes a future bikeway system in the Wilshire Community Plan Area, as part of an overall Transportation Demand Management Strategy.

7. Telecommuting

Encourage large employers to provide teleconferencing facilities.

Encourage large residential developments to incorporate “Local Work Centers” for telecommuting purposes.

GOAL 12

ENCOURAGE ALTERNATIVE MODES OF TRANSPORTATION TO REDUCE SINGLE-OCCUPANCY VEHICULAR TRIPS.

Objective 12-1

Pursue Transportation Demand Management Strategies that maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

Policies

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.

Program: The Citywide Ordinance on TDM and Trip Reduction Measures should continue to be implemented and monitored by LADOT.

12-1.2 Encourage the use of Multiple-Occupancy Vehicle programs for shopping and other non-work activities to reduce midday, evening, and special event traffic.

Program: Continue to provide park-and-ride shuttle services to activity centers and special events, through LADOT.

Program: Design and implement a public education program to promote ridesharing.

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

Program: Decision-makers and LADOT shall require a TDM plan as condition of approval of projects. Such programs should include telecommuting, flexible work schedules, and teleconferencing.

- 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.

Program: Pursue measures such as locally-based Transportation Management Organizations, merchant incentives, preferential parking areas, bicycle access and parking, and lighting for pedestrian, vehicular, bicycle, and public transit uses.

E. TRANSPORTATION SYSTEMS MANAGEMENT STRATEGIES (TSM)

Transportation Systems Management (TSM) is the optimization of the transportation system by improving the traffic flow with low capital cost projects and minimal construction, implemented in a short time frame.

TSM strategies include: synchronization of traffic signals; localized intersection improvements; traffic light cameras for enforcement at high-risk intersections; prohibition of on-street parking on Boulevards II and Avenues and during peak travel times on Collector Streets; establishment of Preferential Parking Districts; and implementation of rapid bus programs with signal preemption and queue jumping.

TSM improvements also entail the application of new technologies through the use of Intelligent Transportation Systems (ITS) technologies. These include traveler information systems (e.g., changeable message signs, highway advisory radio), traffic management systems (e.g., enhanced signal systems, closed circuit TV for monitoring), incident management, and transit priority systems.

GOAL 13

PROVIDE A WELL-MAINTAINED, SAFE, EFFICIENT FREEWAY AND STREET NETWORK.

Objective 13-1

Increase traffic capacity on existing freeways and streets, through policy changes, and minor physical improvements to existing streets.

Policies

- 13-1.1 Install Automated Traffic Surveillance and Control (ATSAC) equipment at all signalized intersections in the Wilshire Community Plan Area.

LADOT estimates that implementation of this system improves intersection capacity by as much as 7%.

Program: Expand Adaptive Traffic Control Systems (ATCS), which are currently on line along two corridors of signal-controlled intersections, to improve intersection capacity in the Wilshire

Community Plan Area.

- 13-1.2 Install an Adaptive Traffic Control System (ATCS) at all intersections along Boulevards II and Avenues, and some Collector Streets to improve intersection capacity by an additional 3%. This upgrade of the existing ATSAC system provides an additional capacity enhancement beyond that of ATSAC.

Program: Install ATCS along all Boulevards II and Avenues, and along selected Collector Streets, throughout the Wilshire Community Plan Area.

- 13-1.3 Implement or enhance “Smart Corridors” to coordinate Caltrans’ freeway traffic management system, with the ATSAC/ATCS street traffic signal management system to enhance incident management and motorist information, and thereby reduce traffic delays.

Program: Implement ATSAC along the Hollywood Freeway (I-101) Corridor, along all Boulevards II and Avenues, and some Collector Streets to the north and south, (e.g., Beverly Boulevard, and Vermont, Melrose, and Rosewood Avenues) to create a “Smart Corridor” along the Hollywood Freeway Corridor similar to the Santa Monica Freeway.

- 13-1.4 Improve the strict and constant enforcement of all parking restrictions in the Wilshire Community Plan Area, including tow-away responses.

Program: Where feasible, and in a manner consistent with the policies of Mobility Plan 2035, expand peak-hour parking restrictions for more restrictive days and times along Boulevards II and Avenues, and along Collector Streets currently operating at a Level of Service (LOS) of “D” or below, to maximize vehicle utilization of all available lanes in all directions.

- 13-1.5 Identify and implement intersection improvements (channelization, turn lanes, signal modifications) on all Boulevards II and Avenues, and along some Collector Streets, throughout the Wilshire Community Plan Area

Program: Study implementation plans within the community to look at off center striping, emphasizing traffic on pairs of arterials, particularly in the north/south direction.

Objective 13-2

Ensure that adequate maintenance of the street system is provided to facilitate the movement of the current and future traffic volumes, as well as emergency services.

Policies

- 13-2.1 Set aside additional funds for the maintenance and rehabilitation of all Streets.

Program: Continue operating and refining the City's Pavement Management System to develop optimum street maintenance strategies, with an emphasis on full-width resurfacing.

Revise maintenance strategies to ensure that all on-street work is conducted only during non-peak days and hours and that no vehicles, equipment, materials, supplies, etc., are parked or stored on any Boulevards II and Avenues during weekdays.

F. RESIDENTIAL NEIGHBORHOOD PROTECTION PLANS

Within the Wilshire Community Plan Area, Residential Neighborhood Protection Plans are developed and implemented by the Department of Transportation.

These Plans include traffic control measures which regulate, warn, and guide movement of pedestrians and vehicular traffic in a safe, efficient and compatible manner.

They include such measures as stop signs and other traffic control signs, speed humps, traffic circles, semi-traffic diverters and right or left turn only lanes. Stronger enforcement of turn restrictions, stop sign adherence and speed limits is also goal of the LAPD traffic enforcement unit.

Acceptable traffic conditions on local residential streets may include elements beyond capacity or local congestion, including speed, safety and the maximum traffic volume that is compatible with a livable neighborhood environment. Response on a case-by-case basis without analyses of the entire regional or neighborhood traffic scenario has been ineffective to minimize such "unwanted traffic" intrusion into the residential neighborhoods.

Furthermore, well-meaning implementation of neighborhood traffic controls on one street can simply cause intruding traffic and spill-over parking to shift to adjacent residential neighborhoods. There is no one solution to these issues.

In order for Residential Neighborhood Protection Plans to be effective, traffic control measures should be clearly understood by motorists and pedestrians. Traffic control measures should convey clear, advanced warning, unambiguous messages, be justified, and should appropriately regulate the traffic for which they are intended.

Effective Residential Neighborhood Protection Plans should be implemented on an area-wide basis, and must involve all affected parties, including Planning staff, LADOT staff, LAPD, City Council Representatives, and neighborhood businesses and residents.

LOCAL STREETS, AND ENCOURAGE COMMUNITY INVOLVEMENT IN DETERMINING NEIGHBORHOOD TRAFFIC AND PARKING CONTROLS.

Objective 14-1

Initiate and continue existing Residential Neighborhood Protection Plans to mitigate traffic and parking impacts throughout the Wilshire Community Plan Area.

Policies

14-1.1 The City Planning Department and LADOT should continue to work closely with the Wilshire Community Plan Area residents to identify existing and anticipated “cut-through” traffic and spillover parking from adjacent commercial areas. Through neighborhood community meetings, traffic calming programs and strategies should be developed for effective Residential Neighborhood Protection Plans.

Program: Implement Residential Neighborhood Protection Plans to include traffic control monitoring programs to accomplish the following:

- ? Installation of proper traffic control devices.
- ? Analysis of effectiveness.
- ? Ensure that undesirable impacts on established residential neighborhoods are minimal.
- ? Examination of the need for additional controls.

14-1.2 Support and research emerging traffic calming techniques as potential traffic mitigation factors in impacted residential neighborhoods.

Program: Create neighborhood streetscape plans to coordinate and implement traffic calming measures, maintaining openness and connectivity while improving safety, appearance, and control.

G. PARKING

The Wilshire Community Plan supports the City’s continuing effort to develop City-owned (off-street) parking facilities so that an adequate supply of parking can be provided to meet demand.

City-owned parking lots and structures should be located in or near all commercial areas, with highest priority given to all Regional and Community Commercial Centers in a phased program, and to Boulevards and Avenues in the Wilshire Community Plan Area.

GOAL 15

PROVIDE A SUFFICIENT SUPPLY OF WELL-DESIGNED AND CONVENIENT OFF-STREET PARKING LOTS AND FACILITIES THROUGHOUT THE PLAN AREA.

Objective 15-1

Provide off-street parking in appropriate locations in accordance with Citywide standards and community needs.

Policies

- 15-1.1 Minimize the number of ingress and egress points to and from all Boulevards II and Avenues in the Wilshire Community Plan Area.

Program: The City Planning Department with LADOT should develop a phased, coordinated parking management strategy to implement this policy.

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

Program: Continue to apply the Urban Design Chapter guidelines for parking facilities.

Program: Promote the provision of shared parking facilities in appropriate centers and districts.

- 15-1.3 Manage the supply of on-street parking to provide convenient parking for customers of commercial land uses and to encourage employees to park in off-street lots or garages or use alternate modes of transportation.

Program: LADOT should periodically review the supply and allocation of on-street parking and adjust time limits, hours of parking restrictions and meter rates to maximize the availability of on-street parking for customers of commercial land uses.

H. CAPITAL IMPROVEMENTS

Street Improvements

The Plan Area includes four Designated Scenic Highways:

- 1.) Highland Avenue, north-south from Rosewood Avenue to Wilshire Boulevard
- 2.) Wilshire Boulevard, east-west from La Brea Avenue to Fairfax Avenue
- 3.) Burton Way, east-west from La Cienega Boulevard to Oakhurst Drive (City of Los Angeles boundary)
- 4.) San Vicente Boulevard, southeast-northwest from Pico Boulevard to La Cienega Boulevard.

Designated Scenic Highways merit special controls and/or visual enhancement programs in order to protect scenic resources. The land contiguous to a scenic highway is known as a Scenic Corridor.

It is appropriate that protective land use controls be established for these Corridors, particularly with respect to signage and billboards.

San Vicente Boulevard and Burton Way are presently being studied by the Metropolitan Transportation Authority (MTA) to improve the rights-of-way with landscaping of medians and sidewalk areas, and provision of pedestrian amenities.

GOAL 16

TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, PROVIDE A COMMUNITY-WIDE CIRCULATION SYSTEM OF FREEWAYS AND STREETS WHICH SUPPORTS EXISTING AND PLANNED LAND USES AND ANTICIPATED TRAFFIC FLOW VOLUMES, WHILE MAINTAINING ACCEPTABLE LEVELS OF SERVICE AT INTERSECTIONS.

Objective 16-1

To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable Levels of Service (LOS) and ensure that necessary Freeway and Street access and improvements are provided to accommodate additional traffic anticipated from Wilshire Community Plan land use changes and/or by new development.

Policies

16-1.1 To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g. walking, bicycling, driving and taking public transit) and safety, maintain a satisfactory Level of Service (LOS) above LOS "D" for Boulevards II s, especially those which serve Regional Commercial Centers and Community Commercial Centers; and above LOS "D" for Avenues and Collector Streets.

Program: Improve to designated standard dimensions substandard segments of Boulevards II and Avenues which are expected to experience additional heavy traffic congestion by the year 2010, with special consideration given to environmental issues and pedestrian-oriented street segments.

Program: Construct Stanley Avenue as a Collector Street between Beverly Boulevard and 3rd Street in conjunction with planned development at the adjacent Farmers Market site.

Program: Implement the Capital Improvement Program.

Widen Streets in those roadway segments listed in the Wilshire Transportation Improvement and Mitigation Plan.

The TIMP identifies the following specific nonstandard roadway segments for capacity improvement consistent with their roadway classification in response to congestion levels projected for the Year 2010:

- **Airdrome Street**, from La Cienega Boulevard to Robertson Boulevard: Widen and reconstruct to be consistent with Collector Street standards (2 lanes).
- **Normandie Avenue**, from Olympic Boulevard to Pico Boulevard: Reconstruct and widen to improve to

Avenue standards (4 lanes).

This improvement would continue and facilitate the provision of consistent Avenue (III) standard lanes, and realign Normandie Avenue at Olympic Boulevard with a larger radius curve to improve traffic flow.

- **Vermont Avenue**, from Beverly Boulevard to Council Street; Improve and widen within existing right of way, to be consistent with Avenue I standards (6 lanes with parking prohibition) and to provide adequate flow of traffic.
- **Vermont Avenue**, from Melrose Avenue to Oakwood Avenue; Improve and widen right of way, to be consistent with Avenue I standards (6 lanes with parking prohibition).

This would improve traffic operations by increasing the capacity for turning movements (additional left-turn lanes) from Vermont Avenue on northbound and southbound 101 Hollywood Freeway on-ramps.

Policies

16-1.2 Streets should be developed in accordance with standards and criteria contained in the Transportation Element of the General Plan and consistent with the City's Standard Street Dimensions.

In some cases exceptions may exist where significant environmental issues and/or sound planning practices may warrant alternate standards, consistent with street performance standards and traffic flow volume capacity requirements.

Program: Implement the Transportation Element.

Roadway widening along not fully improved streets is required under LAMC 12.37.

This method minimizes disruption to neighboring businesses and residents and will improve traffic circulation over the life of the plan as redevelopment occurs.

Objective 16-2

Ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure.

Policies

16-2.1 No increase in density shall be effected by zone change, plan amendment, subdivision or any other discretionary action, unless the Decision-makers make the following findings or a statement of overriding considerations:

The transportation infrastructure serving the project site and surrounding area, presently serving the affected area within the Wilshire Community Plan, have adequate capacity to accommodate the existing traffic flow volumes, and any additional traffic volume which would be generated from projects enabled by such discretionary actions.

Program: Decision-makers shall adopt findings with regard to infrastructure adequacy as part of their action on discretionary approvals of projects which could result in increased density or intensity.

HISTORIC AND CULTURAL RESOURCES

CULTURAL AND HISTORIC MONUMENTS

The Wilshire Community Plan Area has a wealth of City-designated Historic-Cultural Monuments, with over 60 such monuments within the plan area. A complete listing of locations and descriptions can be found on the City website (www.lacity.org) within the Cultural Affairs Department. An appendix of all Historic-Cultural Monuments within the plan area has also been prepared as part of this community plan.

Some of the most notable Historic-Cultural monuments along Wilshire Boulevard include:

The Bullock's Wilshire Building, the I. Magnin & Company Building, the May Company Wilshire Building, the Wiltern Theater, the Farmer's Market, the First Congregational Church, the Wilshire Boulevard Temple, the Wilshire Boulevard Christian Church Building, the Wilshire United Methodist Church, the First Baptist Church of Los Angeles, the Ebell Club of Los Angeles Building, the El Rey Theater, and the Ambassador Hotel.

The Los Angeles Cultural Affairs Department in coordination with the California Institute of the Arts, has also identified Wilshire Boulevard as the Historic Wilshire Neon Corridor, home to LUMENS, a Living Urban Museum of Electric and Neon Signs, the most concentrated area of original Art Deco neon signs in the world, with over 150 recognized (over 40 have been relit), along the Wilshire Corridor.

These groups have produced "Neon at Night, A Guide to Neon Lights Along the Wilshire Corridor".

GOAL 17

PRESERVE AND RESTORE CULTURAL RESOURCES, NEIGHBORHOODS AND LANDMARKS WHICH HAVE HISTORICAL AND/OR CULTURAL SIGNIFICANCE.

Objective 17-1

Ensure that the Wilshire Community's historically significant resources are protected, preserved, and/or enhanced.

Policies

17-1.1 Encourage the preservation, maintenance, enhancement and reuse of existing historic buildings and the restoration of original facades.

Program: Adhere to the City's Historic Properties Preservation Ordinances and City's Cultural Heritage Commission requirements for preservation and implementation of design standards.

Program: Seek City Historic and Cultural Monument designation for appropriate sites, including those of Native Americans.

The Plan Maps identify sites designated by the City of Los Angeles as Historic-Cultural Monuments and as Cultural/Historical resources in the Wilshire Community Plan Area.

Program: Maintain and relocate if necessary, all historical street lighting standards. If feasible, restore old standards with newer illumination technology. If so desired, all efforts should be made to accommodate the re-introduction of authentic historic street lights and other fixtures.

Objective 17-2

Preserve and enhance neighborhoods having a distinctive and significant historical character.

Policies

17-2.1 Continue to identify and document Wilshire Community Plan Area Cultural and Historical Monuments.

Program: Continue to apply the City's zoning regulations which provide for the documentation and establishment of Historic Preservation Overlay Zones (HPOZ).

Program: Encourage the preservation, maintenance, enhancement and return of neon signs, especially on historic buildings and the restoration of original neon sign facades.

Objective 17-3

Encourage private owners of historic resources to maintain and enhance their properties in a manner that will preserve the integrity of such resources.

Policies

17-3.1 Assist private owners of historic resources to maintain and enhance their properties in a manner that will preserve the integrity of such resources.

Program: Continue to implement the Park Mile Specific Plan, and HPOZs at Carthay Circle, South Carthay, and Miracle Mile North.

Program: Support the creation and implementation of Hancock Park, Windsor Square, and other areas of architectural or historical significance as historic districts under the Planning Department's HPOZ program.

Program: Continue to adhere to the City's historic properties preservation ordinances and Cultural Heritage Commission requirements for preservation and implementation of design standards.

Program: Utilize City historic properties restoration programs which provide funding for renovating and/or reusing historic structures.

WILSHIRE

SUMMARY OF LAND USE

CATEGORY	LAND USE	CORRESPONDING ZONES	NET ACRES	%AREA	TOTAL NET ACRES	TOTAL % AREA
RESIDENTIAL						
Single Family					2,077	23.2
	Very Low I	RE20, RA	23	1.1		
	Very Low II	RE15, RE11	347	16.7		
	Low I	RE9	118	5.7		
	Low II	R1, RS, RD6	1,590	76.5		
Multiple					2,788	31.1
	Low Medium I	R2,RD3, RD4,RZ3, RZ4,	571	20.5		
	Low Medium II	RD1.5, RD2, RW2, RZ2.5	305	11.0		
	Medium	R3	1,145	41.1		
	Low Medium	R4	767	27.5		
COMMERCIAL					1,222	13.6
	Limited	CR, C1, C1.5, P	49	4.0		
	General (F)	C1.5, C2, C4, P	347	28.4		
	Neighborhood	C1, C1.5, C2, C4, P	311	25.4		
	Community	CR, C2, C4, P, PB	183	15.0		
	Regional Center	C2, C4, P, PB	279	22.8		
	Regional (F)	CR, C1.5, C2, C4,R3, R4, R5, P, PB	53	4.4		
INDUSTRIAL					40	0.5
	Limited	CM, MR1, M1, P	40	100.0		
OPEN SPACE/PUBLIC FACILITIES					412	4.6
	Open Space	OS, A1	190	46.1		
	Public Facilities	PF	222	53.9		
STREETS					2,421	27.0
	Private Street		38	1.6		
	Public Street		2,384	98.4		
TOTAL					8,961	100.0

CHAPTER IV

COORDINATION OPPORTUNITIES FOR PUBLIC AGENCIES

Chapter IV identifies actions which are recommended to be promoted by the City through the appropriate City Departments and through other agencies including Federal, State and private sector entities to further the goals of the Plan. These are objectives or goals of which the Planning Department does not directly have responsibility, but which involve issues that should be identified in the Wilshire Community Plan. Coordination of public agencies implements, achieves, and reinforces the goals and objectives found in Chapter III.

PUBLIC WORKS

1. Encourage awareness of the importance of streetscape components in the community-wide urban design policies as well as all adopted streetscape plans, among the agencies responsible for construction and maintenance on public property, especially rights-of-way.
2. Encourage cooperation between public works and utility agencies to maximize opportunities for undergrounding utilities.
3. Seek active involvement of those agencies regulating public property, especially rights-of-way, in the preparation of specific plans or overlay district ordinances to implement this Plan.
4. Coordinate a program for locating and phasing public facilities to meet existing and future needs.

CODE ENFORCEMENT

1. Promote more effective enforcement of all applicable government codes regulating the built environment and environmental quality.
2. Assist enforcement agencies in increasing community awareness of existing and proposed building, housing, and zoning regulations.
3. Encourage greater inter-agency cooperation in developing zone code amendments and other zoning tools to better define roles and responsibilities for review and enforcement.
4. Encourage cooperation in updating and disseminating zoning maps and data in a timely matter among regulatory agencies to ensure that regulations are applied consistently. Incorporate intranet and Internet information access models as dissemination tools.
5. Provide inter-departmental training opportunities on an on-going basis to respond to changing enforcement issues.

RECREATION AND PARK FACILITIES

1. Encourage the City Department of Recreation and Parks to continue to work with the Los Angeles Unified School District to develop a program for shared use of school sites for recreation and park sites for education.
2. Encourage continuing efforts by County, State and Federal agencies

to acquire vacant land for publicly-owned open space.

3. Ensure that parks are adequately illuminated and policed for safe use at night, as appropriate.
4. Provide for the supervision of park activities and promote enforcement of codes restricting illegal activities.
5. Coordinate with the Department of Recreation and Parks and the Police Department to ensure adequate police patrols and the utilization of "defensible space" in the design of recreation and park facilities.
6. Improve the utilization and development of recreational facilities at existing parks.
7. Coordinate with City Departments, neighboring cities, and County, State and Federal agencies to interconnect open spaces and utilize existing public lands such as utility easements, vacant land adjoining freeways, and Department of Water and Power properties for such recreational uses as hiking, jogging, and biking.
8. Plan and design the expansion of existing facilities and the acquisition of new sites to minimize the displacement of housing and relocation of residents.
9. Target park and recreation projects for areas with the greatest deficiencies.
10. Pursue resources to clean up and activate land that can be used for public recreation.

SCHOOLS

1. Encourage the siting of new public schools on large vacant parcels as a first alternative, rather than acquiring sites with existing uses which may be displaced.
2. Maximize the accessibility of school facilities to neighborhood organizations.

LIBRARIES

1. Seek additional resources to maintain and expand library services to satisfy service demands.
2. Develop a Citywide policy for locating non-English language permanent collections.

POLICE PROTECTION

1. Ensure that an adequate number of police stations and properly equipped police personnel are maintained by periodically evaluating population growth, level-of-service (response time and staffing) and police service within the Community.
2. Support and encourage community-based crime prevention efforts (such as Neighborhood Watch and Business Improvement District patrols) through coordination with existing community-based

policing, foot and bicycle patrols and watch programs.

3. Identify neighborhoods most in need of police protection facilities.

FIRE PROTECTION

1. Ensure that an adequate number and type of fire stations and properly equipped fire service personnel are maintained by periodically evaluating population growth, level-of-service (response time and staffing) and fire hazards within the Wilshire Community.
2. Prioritize the development of fire station sites in neighborhoods deficient in fire facilities and services.

HISTORIC PRESERVATION

Assist private owners of historic resources to maintain, enhance and conserve their properties.

HOUSING

1. Encourage development of housing for senior citizens, the physically challenged, and low-income persons in close proximity to health and community service facilities, retail services and public transportation.
2. Maintain and preserve the character and integrity of existing neighborhoods and encourage participation in self-help preventive maintenance to promote neighborhood conservation, beautification and rehabilitation.
3. Encourage affordable housing programs in the Wilshire Community Plan Area for low-income persons.
4. Encourage new and alternative housing concepts, building materials and construction methods, which lower construction costs, and are compatible with City codes.

INDUSTRIAL

1. Encourage economic revitalization and reuse of older industrial properties for light manufacturing industrial uses, especially for high technology and entertainment-related industrial manufacturing centers, through available City, State and Federal incentive programs.
2. Assist in the aggregation of smaller, older sites into business park style areas, to facilitate revitalization or reuse, where appropriate.

UTILITIES

1. Install utilities underground, with an emphasis on combined cable Internet communications services, through assessment districts, or other funding mechanisms, when possible.

EMPLOYMENT

1. Encourage businesses to participate in job-training programs for local residents.

2. Develop employment opportunities for a wide range of jobs, skills and wages.

**PUBLIC
TRANSPORTATION**

1. Coordinate with the Los Angeles County Metropolitan Transportation Authority (LACMTA), LADOT, and other local agencies to improve local bus service, including Dash and Smart Shuttle feeder service to and within the Wilshire Community Plan Area.
2. Encourage the expansion of public rapid transit programs, including bus, rail, and , wherever feasible, aimed at enhancing the mobility of senior citizens, physically challenged, and low-income persons, and the transit-dependent population.

**NON-MOTORIZED
TRANSPORTATION**

1. Encourage funding and construction of a bicycle network connecting neighborhoods to schools, parks and open space areas, and to employment and public transit routes, stops, stations, and centers.

CHAPTER V

URBAN DESIGN

The Wilshire Community Plan Area consists of many neighborhoods with distinctive and varied characteristics. The purpose of this chapter is to define general policies and urban design standards for Commercial, Multiple Family Residential, and Limited Industrial development, and for overall community design.

This chapter identifies general Urban Design Standards to be required by Decision-makers when reviewing individual projects throughout the Wilshire Community Plan Area.

These policies establish the minimum level of design required in Commercial, Multiple Family Residential, and Limited Industrial private projects. In addition, the Community Design and Landscaping Guidelines section is directed at the use of streetscape improvements and landscaping in public spaces and rights-of-way.

The policies and standards found in this Chapter are and will be formalized by ordinance, with the establishment of Transit-Oriented Districts, (TODs), Community Design Overlay Districts (CDOs), or Pedestrian-Oriented Districts (PODs), per the Supplemental Use District Section of the Zoning Code LAMC (Section 13.00), and per the Park Mile Specific Plan Design Standards and Procedures, adopted for specified areas within the Park Mile Specific Plan Area.

Transit Oriented Districts

The Vermont/Western Station Neighborhood Area Plan (SNAP) has been developed in conjunction with the opening of the Metro Red Line subway stations along Vermont Avenue and Hollywood Boulevard.

The portion of the SNAP between 3rd and Melrose, along Vermont Avenue, is within the Wilshire Community Plan. The SNAP seeks to integrate recently developed mass transit stations into the local urban fabric while providing guidance for development along the corridor.

The SNAP is a document that describes the community's vision for the local built environment to the year 2020. It includes an ordinance that amends the City's Zoning Code to be consistent with the neighborhood vision, a developed streetscape program, a parking management strategy, and an economic strategy.

As enacted, the SNAP complements the Wilshire Community Plan and makes corresponding plan amendments and zone changes to the Wilshire Community Plan.

Community Design Overlay Districts

Ordinance 172,032, effective June 28, 1998, established the Community Design Overlay District enabling ordinance (CDO). The ordinance was designed to permit Community Design Overlay Districts in areas of the City where it is appropriate and desirable to improve the quality of building and site design, and the functional and aesthetic quality of the community. It is intended to promote a stable and pleasant environment with a desirable character.

A CDO provides visual continuity of the streetscape, creates a pedestrian-oriented environment, and stimulates economic activity. The CDO requires that all new developments or major exterior renovations to existing developments make an aesthetically compatible contribution to the existing built environment.

The CDO is limited to urban design concerns, however, and may not be used to prohibit the type of land uses otherwise allowed by right.

The establishment of a CDO can be initiated by local area property owners, by resolution of the City Planning Commission, or by the City Council. Precise boundaries of the area are required at the time of application or initiation of an individual Community Design Overlay District.

In establishing any individual CDO District, the Director of Planning shall submit Community Design Guidelines and Standards for the overlay area to the City Planning Commission for their approval. Within an adopted CDO area, no building permit shall be issued for any project, unless the project complies with the adopted Guidelines and Standards for the Community Design Overlay District.

GOAL AND PURPOSES

These Design Policies and Guidelines ensure that private Residential, Commercial, and Industrial projects, as well as public spaces and right-of-ways, incorporate specific elements of good design to promote a stable and pleasant environment.

In Commercial areas, the emphasis is on the provision and maintenance of the visual continuity of streetscapes, and the creation of an environment that encourages both pedestrian and economic activity. The intent is to help establish identifiable neighborhoods fostered by commercial settings which contribute to the social life and economic vitality of the Wilshire Community Plan Area

In Multiple-Family Residential areas, the emphasis is on the promotion of architectural design that enhances the quality of life, living conditions, and neighborhood pride of the residents.

In Limited Industrial areas, the emphasis is on compatibility with adjacent, non-industrial uses, and economically viable, industrial development.

These Design Policies and Guidelines will assist the establishment of the Wilshire Community Plan Area as a vibrant and diverse business, residential, cultural and entertainment community.

Overall, they promote pedestrian activity, providing for a more livable

community within a more livable city.

They encourage the principles of sustainable development. They provide some examples of practical design solutions which will help citizens, business owners and design professionals to positively contribute to the quality of commercial and residential neighborhoods in the Wilshire Community Plan Area.

DESIGN POLICIES FOR INDIVIDUAL PROJECTS

A. COMMERCIAL

1. SITE PLANNING

Structures shall be oriented toward the main commercial street where a parcel is located and avoid pedestrian/vehicular conflicts by:

- a. Locate parking areas between commercial and residential uses, to provide a buffer.

Parking must be separated from adjacent residential uses by a solid wall and/or landscaped setback.

- b. Minimize the number of driveways/curb cuts which provide access from Arterials.
- c. Maximize pedestrian oriented retail and commercial service uses along street grade level frontages along commercial boulevards.
- d. Provide front pedestrian entrances for businesses which front on main commercial streets, with building facades and uses designed to promote customer interest, such as outdoor restaurants, and inviting public way extensions.
- e. Prohibit driveway openings, or garage or parking lot entries in exterior frontage walls of buildings, or between frontage buildings, unless the Los Angeles Department of Transportation determines that driveways cannot be practically placed elsewhere.
- f. Encourage pedestrian-only walkway openings, or entries (require at least one ground floor pedestrian entry), in exterior frontage walls of buildings, or between frontage buildings to plazas or courtyards with outdoor dining, seating, water features, kiosks, paseos, open air vending, or craft display areas.
- g. Provide fully landscaped and maintained unused building setback areas, and strips between driveways and walkways which allow safe and inviting pedestrian access to the rear of properties.
- h. Provide speed bumps for driveways which parallel walkways,

or which are longer than 50 linear feet.

- i. Provide underground new utility service, including Internet services.
- j. Screen all mechanical and electrical equipment from public view.
- k. Screen all rooftop equipment and building appurtenances from public view.
- l. Require the enclosure of trash areas behind buildings for all projects.

2. PEDESTRIAN-ORIENTED, BUILDING HEIGHT AND DESIGN

In Regional Commercial Centers, Community Commercial Centers, Neighborhood Districts, and along Mixed-Use Boulevards, the mass, proportion and scale of all new buildings and remodels must encourage pedestrian orientation.

The design of all proposed projects must be articulated to provide variation and visual interest, and must enhance the streetscape and preclude opportunities for criminal activity and graffiti.

Building materials should provide relief to untreated portions of building facades.

The purpose of these provisions is to ensure that a project does not result in large sterile expanses of blank building walls, is harmonious with the surrounding neighborhood, and creates a stable environment with a pleasant and desirable character. This will be achieved by the following policies:

- a. For building frontages, require the use of offset building masses, recessed pedestrian entries, articulations, and surface perforations, or porticoes. Also require transparent windows (non-reflective, non-tinted glass for maximum visibility from sidewalks into building interiors). Also require recessed doors, entryways or courtyards, decorative planters, pedestrian scale murals or public art, mosaic tiles, or other means of creating visual interest, to break up long, flat building facades and free-standing blank walls greater than ten feet wide.
- b. Require each new building to have a pedestrian-oriented ground floor, and maximize the building area devoted to ground level display windows and display cases, store front glass, doors, windows and other transparent elements on front facades to afford pedestrian views into retail, office, and lobby space, and those building surfaces facing rear parking areas.
- c. Require each new building to have building frontage on the floor immediately above the ground floor to be differentiated from the ground floor by recessed windows, balconies, offset

planes, awnings, or other architectural details, but on buildings with pedestrian walkway openings, require continuity of an architectural feature on the facade, to retain continuity of the building wall at the ground floor.

- d. Provide color, lighting, and surface texture accents and complementary building materials to building walls and facades, consistent with neighborhood adjacent architectural themes.
- e. Maximize the applications of architectural features and articulations to building facades.
- f. Locate new structures to form common and semi-continuous building walls along street frontages and sidewalks of Arterials and Collector Streets.
- g. Locate surface and above grade parking areas to the rear of buildings, with access driveways on side streets, or from rear streets where project buildings cover the majority of block areas.
- h. Integrate landscaping within pedestrian-friendly plazas, green space, pocket parks, and other open space compliments.

3. PARKING STRUCTURES

Parking structures should be integrated with the design of buildings they serve.

- a. Design parking structure exteriors to match the style, materials, texture, and color of the main building(s).
- b. Landscape areas to screen parking structures and areas, which are not otherwise architecturally integrated with the main building(s).
- c. Utilize decorative walls and landscaping to buffer adjacent residential uses from parking structures.

4. SURFACE PARKING LANDSCAPING

- a. Devote 7% of total area of surface parking lots to landscaping.
- b. Provide a landscaped buffer along public streets and/or adjacent residential uses.

5. LIGHT AND GLARE

- a. Install on-site lighting along all pedestrian walkways and vehicular access ways.

- b. Retail shops shall have well-lit entries with directly accessible pedestrian access from the sidewalk, located at frequent intervals, with well-lit exterior frontages.
- c. Shield and direct on-site lighting down onto driveways and walkways, away from adjacent residential uses.

6. MIXED USE

Maximize commercial uses on the ground floor by requiring 10% of commercial development to serve the needs of the residential portion of the building.

B. MULTIPLE RESIDENTIAL

1. SITE PLANNING

Where feasible, Multiple Family Residential development of five or more units should be designed around a landscaped focal point or courtyard to serve as an amenity for residents.

- a. Provide a pedestrian entrance at the front of each project.
- b. Require useable open space for outdoor activities, especially for children.

2. DESIGN

The design of all buildings should be of a quality and character that improves community appearance by avoiding excessive variety or monotonous repetition. Achievement of this can be accomplished via the following:

- a. Encourage the use of articulations, recesses, surface perforations and/or porticoes to break up long, flat building facades.
- b. Utilize complementary building materials on building facades.
- c. Incorporate variation in design to provide definition for each floor.
- d. Integrate building fixtures, awnings, and security fences and gates, into the design of building(s).
- e. Screen all roof-top equipment and building appurtenances from view.
- f. Encourage decorative masonry walls to enclose trash areas.

3. PARKING STRUCTURES

Parking structures should be integrated with the design of buildings they serve.

- a. Design parking structure exteriors to match the style, materials, texture, and color of the main building.
- b. Landscape to screen parking structures not architecturally integrated with the main building(s).
- c. Use decorative walls and/or landscaping to buffer residential uses from parking structures.

C. INDUSTRIAL

1. STRUCTURE

Attractive buffers should be created along street frontages of Limited Industrial sites, to serve such purposes as security, sound attenuation, the separation of functional areas, and the screening of unsightly nuisances or unpleasant odors:

- a. Design the site and building(s) to convey visual interest and to be visually compatible with adjacent uses.
- b. Treat large expanses of blank walls and tilt-up concrete walls visible from the public right-of-ways with contrasting complementary colors, building plane variation, planters, and other landscape elements to create visual interest.
- c. Screen mechanical and electrical equipment from public view.
- d. Screen all rooftop equipment and building appurtenances from public view.
- e. Require the enclosure of trash areas for all projects.
- f. Screen open delivery and storage areas from public view.
- g. Require freestanding walls to use articulations, surface perforations or other elements, and to include plantings of vines or tall shrubs or trees along exterior faces, to relieve long monotonous expanses and to discourage graffiti.
- h. Use landscaping to screen parking and delivery areas from roadways, and to screen storage areas, trash containers and utility equipment from public view.
- i. Locate loading and delivery facilities at the rear of industrial sites, or alternately, in areas where they can function efficiently yet be screened from the street or adjacent non-industrial uses, such as by landscaping.
- j. Provide on-site parking in areas which do not interfere with other site activities, and which are screened from public view by landscaping, berms, fencing and/or walls.

- k. Require on-site parking for new and/or expanded industrial sites, including additional space for trucks awaiting loading or unloading, to prevent the use of public sidewalks and streets for such purposes.

2. LIGHTING

Integrate exterior lighting with site design, directing exterior lighting down and onto the project site and the location of flood lights so as not to impact adjacent residential uses.

D. INDUSTRIAL/ RESIDENTIAL INTERFACE AREAS

In order to mitigate potential negative impacts generated by Limited Industrial uses when they are located adjacent to residentially-zoned neighborhoods, new development should incorporate the following design guidelines.

1. LOADING AREAS

- a. New development of Limited Industrial uses, which will be located across a Local Street, or Collector Street in a residentially-zoned area should be designed in such a manner such that truck deliveries, loading, and unloading will be restricted to the rear portion of the lot, and separated from the street by the building which surrounds the industrial use.
- b. New development adjacent to residentially-zoned areas should be designed to restrict loading, unloading, and storage of materials and products on the project site and on the street frontage farthest from residentially zoned properties.

2. WALLS/LANDSCAPING

- a. Where vehicle parking, loading, or storage for a new Limited Industrial development is located within 50 feet of a public street, which separates the industrial and residential zones, a minimum 3-foot, 6-inch high, solid decorative masonry wall in a front yard; or, a minimum 5-foot, 9-inch high solid decorative masonry wall in a side or rear yard should be provided .

A minimum 5-foot wide landscaped setback buffer with an automatic sprinkler system should be located in front of said wall, along the street frontage.

- b. New industrial development located directly across from a Local Street or a Collector Street in a residentially-zoned neighborhood should have a minimum 5-foot wide landscaped setback along any portion of the frontage not required for driveways, facing the residentially zoned properties.

Said landscaping should contain a minimum of one 24-inch box tree for every 20 linear feet of frontage (with a minimum trunk diameter of 2 inches, at a height of 8 feet, at the time of planting, and installed with an automatic sprinkler system).

- c. On any other interior property line which separates an industrial use from an adjacent residential zone, a minimum 5-foot, 9-inch high solid decorative masonry wall should be provided.

3. ARCHITECTURAL GUIDELINES

- a. New industrial development located directly across a Local Street or a Collector Street, or with a lot line adjoining a residentially-zoned area should have outdoor, on-site lighting designed and installed with shielding, such that the light source is directed down and away from adjacent residentially zoned properties.
- b. New industrial development on Local Streets or Collector Streets which also front onto residentially-zoned areas should be designed with articulated facades facing the residentially-zoned areas (for example, facades that have architectural details, wall breaks, or other architectural features which provide at least 5 linear feet of relief to a minimum depth of 8 inches, every 20 feet of the building wall).
- c. New industrial development adjacent to residentially-zoned properties should be designed with no window openings facing residentially-zoned properties, and with a minimum 5-foot, 9-inch high, solid decorative masonry wall adjacent to these properties if no such wall exists. There should be no window openings higher than the adjacent wall.
- d. All exhaust fans and exterior or rooftop mechanical equipment should be enclosed, and sound-absorbing materials and shielding provisions should be incorporated in the design of the project. Such equipment should be setback as far as possible from adjacent residentially-zoned property lines.

COMMUNITY DESIGN AND LANDSCAPING GUIDELINES

In addition to the establishment of Design Standards for individual projects, improvements to the streetscape and landscaping of public spaces, roadway medians, and other rights-of-way plays create an attractive and orderly public realm and contribute to the overall urban aesthetic of a community. It is the intent of this section to establish a set of guidelines that will serve to improve the environment, both aesthetically and physically, as opportunities in the Wilshire Community Plan Area occur which involve public improvements or other public and/or private projects that affect public spaces and right-of-ways.

A sense of entry and identity should be created for the Wilshire Community, and for individual commercial areas and neighborhoods

within the Wilshire Community Plan Area, particularly where individual commercial areas and neighborhoods include distinctive cultural, historical origins, or ethnic characteristics or themes.

The Wilshire Community and the individual commercial areas and neighborhoods should be featured as unique and distinguishable from adjacent communities.

Cohesive visual identities should be developed for individual commercial areas at entry points at major intersections along Boulevards II and Avenues.

The presence of street trees is an important ingredient in the aesthetic quality of an area. Consistent use of appropriate street trees, which soften aspects of solid urban design and development, and which provide shade during hot summer months, emphasizes sidewalk activity by separating vehicle and pedestrian traffic, and by creating an area-wide identity, which distinguishes the individual commercial areas and neighborhoods from each other.

The following improvements are recommended:

A. ENTRYWAY IMPROVEMENTS

1. Provide improvements along Boulevards II and Avenues, at major identified intersections and edges which clearly distinguish these as major entries to the individual commercial areas of the Wilshire Community. Such improvements should include elements such as signage, monuments, archways, landscaping, vertical pylons and other distinctive treatments.
2. Establish primary entry and individual commercial area identity improvements at the following locations:
 - a. **“Wilshire Center”**
On Wilshire Boulevard and Hoover Street at the eastern entry, and at Wilton Place at the western entry.
 - b. **“Miracle Mile”**
On Wilshire Boulevard and San Vicente Boulevard at the western entry, and at La Brea Avenue at the eastern entry.
 - c. **“Museum Row”**
On Wilshire Boulevard and Fairfax Avenue at the western entry, and at Burnside Avenue at the eastern entry.
 - d. **“Koreatown”**
On Olympic Boulevard and Vermont Avenue at the eastern entry; and at Western Avenue at the western entry.
 - e. **“Park Mile”**
On Wilshire Boulevard and Wilton Place at the eastern entry, and at Highland Avenue at the western entry.

- f. **“Beverly-Fairfax”**
On Fairfax Avenue and Rosewood Avenue at the northern entry, and at Wilshire Boulevard at the southern entry.
 - g. **“Cedars Sinai-Beverly Center”**
On San Vicente Boulevard and Burton Way at the southern entry, and at Beverly Boulevard at the northern entry.
 - h. **“Farmer’s Market”**
On Fairfax Avenue and Third Street at the southern entry, and at Beverly Boulevard at the northern entry.
 - i. **“Larchmont Village”**
On Larchmont Boulevard and First Street at the southern entry, and at Melrose Avenue at the northern entry.
 - j. **“Vermont-Beverly”**
On Vermont Avenue and Melrose Avenue at the northern entry, and at Third Street at the southern entry.
3. Similarly, establish primary entry and individual neighborhood identity improvements, primarily with signage compatible with residential areas, at locations throughout the Wilshire Community Plan Area, in consultation with local neighborhood and homeowner associations, as appropriate.

B. STREETScape

- 1. Provide for a coordinated streetscape design at identified entries to the Wilshire Community Plan Area, Regional and Community Commercial Centers, and to Neighborhood Districts to include: street lighting, street furniture, and sidewalk and crosswalk improvements in the public right-of-way.
- 2. Establish a comprehensive streetscape and landscape improvement program for identified corridors and districts that will set standards and priorities for the selection and installation of the following:
 - a. Street trees
 - b. Street lighting
 - c. Streetscape elements
(sidewalk/crosswalk paving, street furniture)
 - d. Public signage
- 3. Identify locations for, and develop landscaped median strips on commercial streets provided there is adequate roadway, non-congested traffic flow, site access and the appropriate street cross-section.

C. STREET TREES

1. Select types of trees which:
 - a. Enhance the pedestrian character and convey a distinctive high quality visual image for the streets.
 - b. Are drought and smog tolerant, and fire resistant.
 - c. Complement the existing trees.
 - d. Do not have invasive root systems, do not require frequent maintenance and pruning, are not shallow-rooted and prone to lose limbs or topple, and do not create major amounts of leaf and seed litter.

2. Establish a hierarchy for street trees which include:
 - a. Major Accent Trees. These trees should be located at entry locations, intersections, and activity centers.
 - b. Street Trees. Select specific species to be the common tree for street frontages.

A single flowering species may be selected for all residential neighborhoods and commercial districts or different species selected to distinguish one neighborhood, district, or street from another.

In residential neighborhoods, the trees should be full, to provide shade and color.

In commercial districts, the trees should provide shade, but be more transparent to promote views of store fronts and signs.

- c. Ornamental or Special Plantings. At special areas along the street frontages, such as linkages to pedestrian walkways and plazas and outdoor dining areas, ornamental trees providing shade and color should be utilized to emphasize and focus attention to those places.
3. Provide for the installation of street trees along public sidewalks defining the types and spacing.

D. STREET FURNITURE

Install street furniture that encourages pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, functional and comfortable, including such elements as bus and pedestrian benches, newspaper racks, bicycle racks, bus shelters, trash receptacles, kiosks, public telephones, landscaped planters, drinking fountains, and bollards. Priority should be given to pedestrian oriented areas.

E. STREET LIGHTING

1. Install new street lights in commercial districts, which are shielded, down directed, and pedestrian-oriented, attractively designed, compatible in design with facades and other street furniture, and provide adequate visibility, security, and a festive night-time environment.
2. Establish a consistent street lighting type utilizing a light standard that is compatible with the overall street furniture and graphics/signage program.
3. Any new street lighting or pedestrian lighting system built in the public right-of-way must be designed to currently adopted City standards. Equipment must be tested and approved by the Bureau of Street Lighting. If so desired, all efforts should be made to accommodate the re-introduction of authentic historic street lights and other fixtures.
4. New lighting systems should be designed to minimize glare and "light trespass".
5. No new or replacement street tree should be planted closer than 20 feet from an existing or proposed streetlight. Exceptions will be considered by the Bureau of Street Lighting after reviewing mature tree characteristics.
6. All new or replacement lighting systems require due process. Street lighting is installed through the formation of Special Assessment Districts. Where any increase in special assessment is anticipated, public hearings are required.
7. Ornamental or historic poles cannot be removed without the prior approval of the City's Cultural Affairs Commission.

F. SIDEWALKS/PAVING

1. Re-pave existing sidewalks in pedestrian-oriented areas, with brick pavers, concrete, or other safe, non-slip materials to create a distinctive pedestrian environment.
2. Along some Collector Streets or Local Streets, develop sidewalk pull-out areas near intersections, where they do not adversely impact traffic flow, bus service or safety, by extending the sidewalk out to the width of a parking stall, to accommodate additional limited landscaping and street furniture and reduce the crosswalk width.

G. SIGNAGE

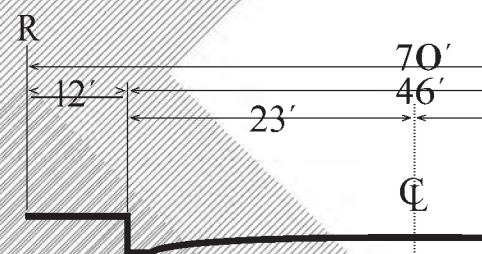
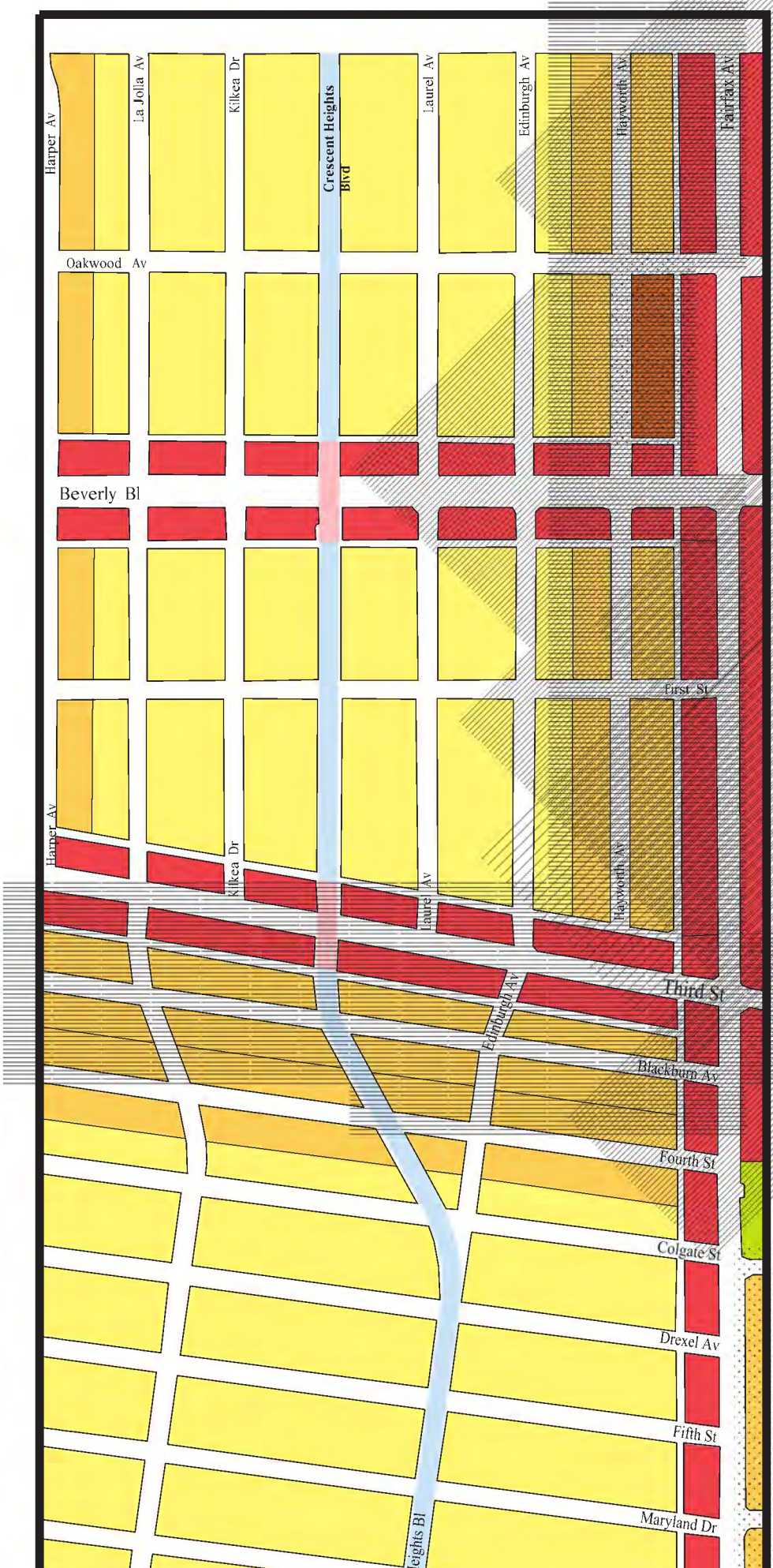
1. Throughout Commercial areas in the Wilshire Community Plan Area, require consistent design for all commercial signage, which prescribes numbers, sizes, and locations of signs on buildings, fixture types, lettering, colors, symbols, lighting, motion elements, and logos designed for specific areas or pathways. Require all signs to relate harmoniously to the building they reference.

2. Provide distinctive signage which identifies principal entries to unique neighborhoods, cultural centers, ethnically identifiable areas, historic structures and districts, and public buildings and parks.
3. Ensure that public signage complements, and does not detract from adjacent commercial and residential uses
4. Require signage which uniquely identifies and enhances designated historic sites and districts.
5. Require principle identification signs to be in English, or alternatively to include additional informational sub-titles in English.

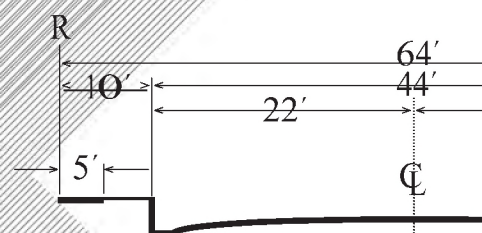
H. PUBLIC OPEN SPACE AND PLAZAS

Establish public open space standards that will guide the design of new public plazas and open spaces. These standards should include the following:

1. The siting of open space to maximize pedestrian accessibility and circulation.
2. Solar exposure or protection.
3. Adjacent to pedestrian routes and other open spaces.
4. Appropriate landscape materials.

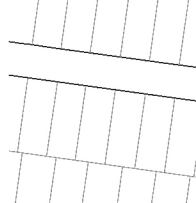
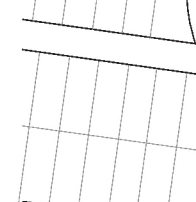
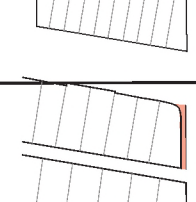
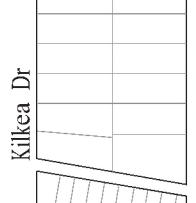
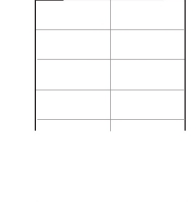
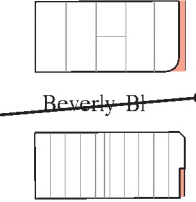
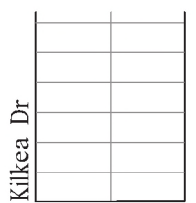
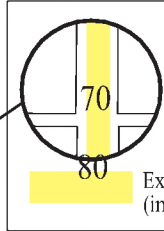
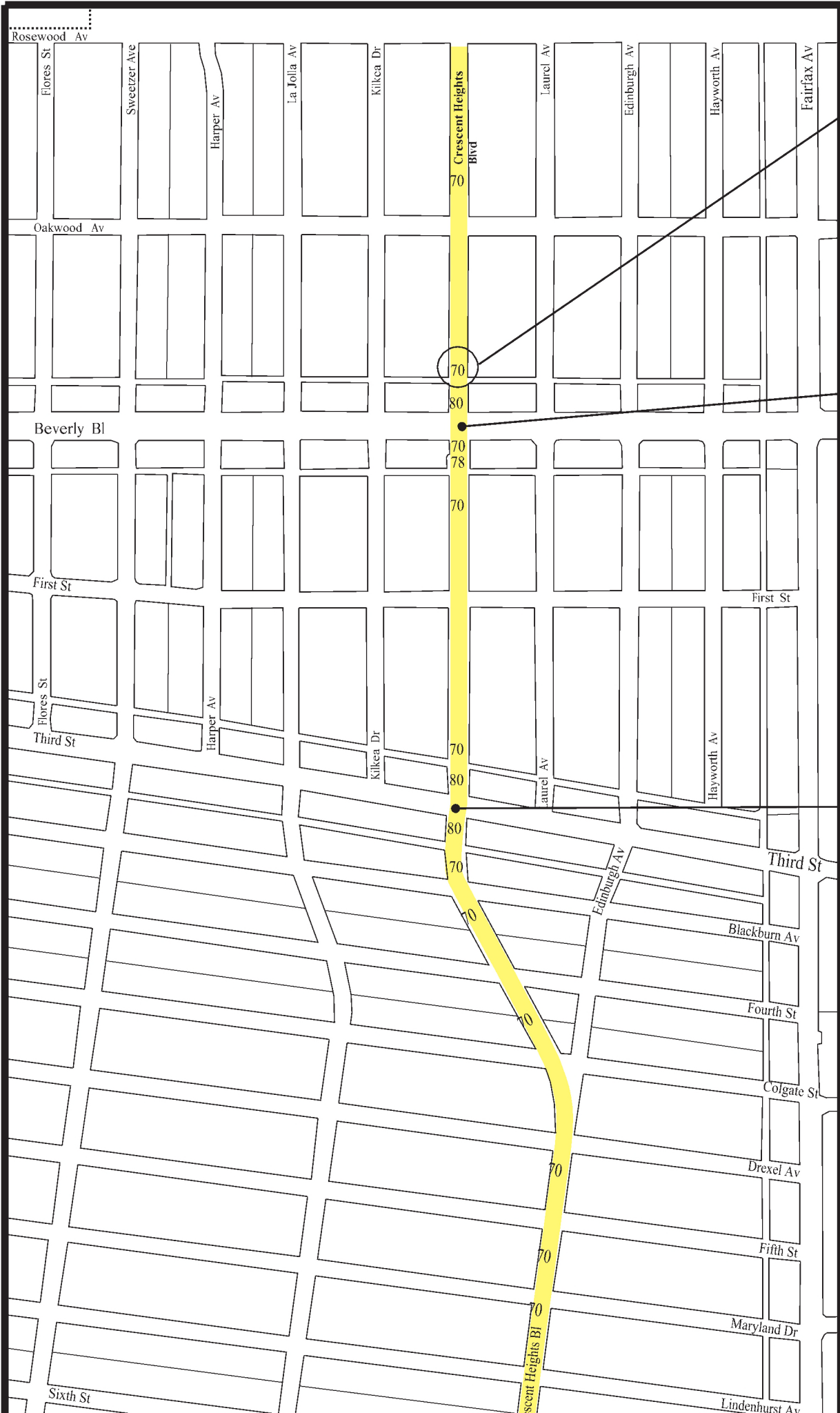


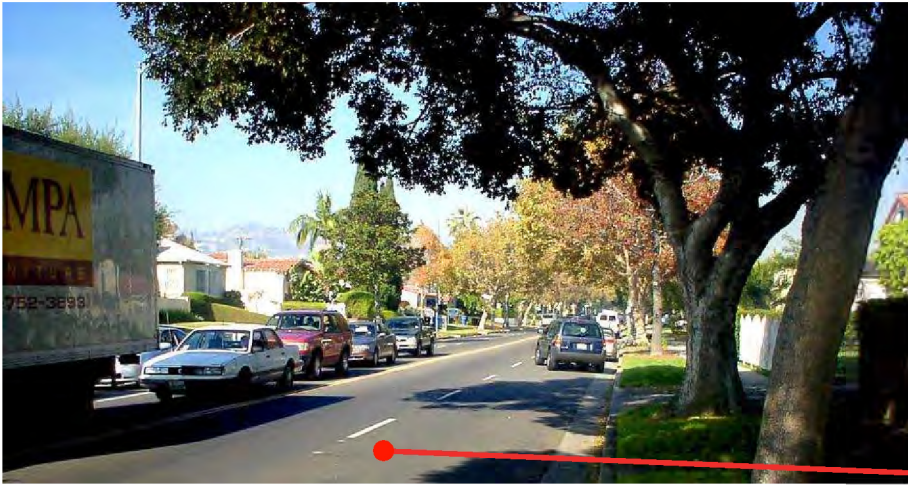
Crescent Heights
Typical Existing



Collector St
For use in quarter mile streets

- Legend:**
- Crescent Heights Boulevard
 - Residential Area
 - Commercial Area
 - Residential
 - Low II
 - Low Medium I
 - Low Medium II





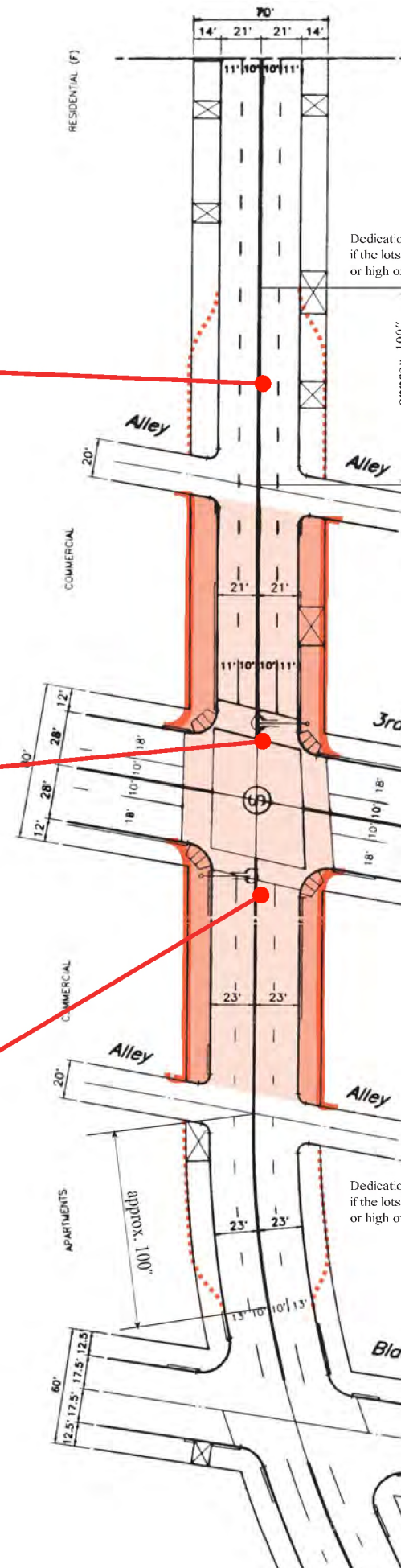
Adjacent Residential Area



Crescent Heights Boulevard looking North



Crescent Heights Boulevard looking South



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Laura Chick, Controller

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April 21, 2005

All Interested Parties:

**RAS INTERPRETATION TO COMMUNITY PLAN FOOTNOTES
DIRECTOR'S INTERPRETATION**

Attached is a copy of the Department of City Planning's interpretation of Ordinance 174,999, effective January 15, 2003, which established the RAS Zones. This published interpretation becomes final and effective 20-days from the date of this communication unless an appeal to the City Planning Commission is filed within this time period. Appeals shall be filed in duplicate on forms provided at any of the following public offices of the Department of City Planning, along with the required filing fee:

Planning Department – Public Counter
201 North Figueroa Street, 3rd Floor
Los Angeles, CA 90012
Phone: (213) 482-7077

San Fernando Valley Office
6262 Van Nuys Boulevard
Van Nuys, CA 91401
Phone: (818) 374-5050

If you have any questions regarding this case, please contact Jane Blumenfeld at (213) 978-1372 of myself at (213) 978-1274.

Sincerely,

CON HOWE
Director of Planning

ROBERT H. SUTTON
Deputy Director

CH/RHS:hkt

Attachment

cc: Council Planning Deputies
Ray Chan, Building and Safety Department
David Kabashima, Department of City Planning
Jane Blumenfeld, Department of City Planning



April 21, 2005

**RAS RELATIONSHIP TO COMMUNITY PLAN FOOTNOTES
DIRECTOR'S INTERPRETATION**

All Interested Parties:

SUBJECT:

Inquiries have been made regarding potential conflicts between Footnotes on the Community Plans and the RAS 3 and RAS 4 (hereafter referred to as RAS) Zones.

BACKGROUND:

The Residential/Accessory Services Zones (RAS) allow a greater floor area than commercial zones and greater height than otherwise allowed in height district 1VL.

“An example is:

Where a traditional C2-1VL with a Commercial plan designation is limited to a 1.5:1 FAR and a 45 height limit, the RAS 3-1VL and RAS 4-1VL shall not exceed a 3:1 FAR and 50 feet in height in accordance with the LAMC 12.10.5, 12.11.5 and 12.21.1.”

The Community Plans as recommend by the City Planning Commission and adopted by City Council are a general guide to development for the community and city as a whole. Rarely do the Community Plans specify special planning rights or restrictions for particular parcels.

Some community plan maps contain footnotes regarding height and floor area. Footnotes appear on the map legend next to the commercial land use categories or in some cases on specific properties or areas. The footnotes that are attached to the commercial land use categories generally relate in a broad-brushed manner to all areas of the plan designated for that particular use. Typically such footnotes are not site specific, and as such, do not relate to specific locations, blocks, or parcels within the community plan area.

“An example of such a footnote which appears in most Community Plans reads:

Footnote 1: ‘Height District 1VL’

This means all properties within the commercial land use category that have this footnote are limited to an FAR of 1.5:1 with a 45-foot height limit.”

DISCUSSION:

When the City Council adopted the RAS Zones in 2002, their purpose was to promote mixed use development in the city's commercial zones, particularly in the commercial corridors which provide the greatest access to transit. In their adoption of the RAS Zones, the City Council recognized that

the additional floor area and height allowed by the RAS zones are necessary to make such primarily residential projects viable. However to protect the integrity of the Community Plans, the Council limited the residential density permitted in the RAS 3 and RAS 4 Zones to correspond to the residential densities permitted in the R3 and R4 Zones, respectively. Thus, they permitted RAS 3 and RAS 4 Zones in Plans that permit R4 and higher zoning but only permitted the RAS 3 Zone (and not RAS 4) in Plans that previously had R3 as the highest zoning category.

In one particular plan, the Plan Footnote on a Neighborhood Commercial area states:

“Floor Area Ratio 1:1.”

In this specific situation it cannot be the intent of Council to allow a 3:1 FAR since they knowingly restricted the property to a 1:1 FAR.

INTERPRETATION:

It is hereby interpreted that the RAS Zones can exceed a Community Plan Footnote when that footnote is general in nature and generally refers to all parcels under that plan category. Where there is a specific footnote that refers to (a) specific parcel(s) that is more restrictive, the RAS Zone would not be permitted without a corresponding Plan Amendment.

Channel Law Group, LLP

February 19, 2026

Objections to Proposed Medical Clinics at 640 S. San Vicente Blvd., Los Angeles, CA 90048; Case No. CPC-2023-5444-GPA-ZC-HD; Environmental Case No. ENV-2023-5445-ND (“Project”)

EXHIBIT 2

16. **Neighborhood Traffic Management Program (NTMP).** In order to address potential impacts for residential street segments (Orange Street between Sweetzer Avenue and La Jolla Avenue) and to address off-street parking, the project would fund implementation of an NTMP, up to an amount not to exceed \$100,000. The NTMP would be developed in cooperation with LADOT, Council District 5, and affected neighborhood residents. The NTMP would include an implementation plan that sets key milestones and identifies a proposed process in developing a NTM plan for the location. Typical NTM physical measures may include, but are not limited to, traffic circles, speed humps, installation of barriers, speed tables, chicanes, chokers, roadway narrowing effects (raised medians, etc.), landscaping features, roadway striping changes, and or operational measures such as turn restrictions, speed limits, and installation of stop signs.

The NTMP would be formalized through an agreement between the Applicant and LADOT prior to the issuance of the Certificate of Occupancy. The agreement should include a funding guarantee and outreach process, selection and approval criteria for any evaluated NTM measures and an implementation phasing plan.

The final implementation plan, if consensus is reached among the stakeholders, would be subject to review and approval by LADOT's District Office and it would be the Applicant's responsibility to implement any approved NTM measures through the BOE B-permit process.

Channel Law Group, LLP

February 19, 2026

Objections to Proposed Medical Clinics at 640 S. San Vicente Blvd., Los Angeles, CA 90048; Case No. CPC-2023-5444-GPA-ZC-HD; Environmental Case No. ENV-2023-5445-ND (“Project”)

EXHIBIT 3



LOS ANGELES CITY PLANNING COMMISSION

200 North Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300
www.planning.lacity.org

LETTER OF DETERMINATION

MAILING DATE: **AUG 02 2022**

Case No. CPC-2017-467-GPA-VZC-HD-SPR
CEQA: ENV-2017-468-EIR; SCH No. 2020010172
Plan Area: Wilshire
Related Case: VTT-74865-1A

Council District: 5 – Koretz

Project Site: 650 – 676 South San Vicente Boulevard

Applicant: 650 – 676 SSV Property Owner, LLC and 650 SSV Property Owner, LLC
Representative: Sheri Bonstelle, JMBM LLP

At its meeting of **June 23, 2022**, the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following Project:

Development of 140,305 square feet of medical office space, 4,000 square feet of restaurant, and 1,000 square feet for retail, such as a pharmacy, on a 0.74-net acre site. The Project Site is currently improved with two buildings and associated surface parking, which would be demolished. The proposed uses would be built within a 12-story building that includes ground floor lobby and commercial space, four levels of above-ground podium parking, and seven levels of medical office uses.

1. **Found**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the Project was assessed in the 656 South San Vicente Medical Office Project EIR, which includes the Draft EIR, ENV-2017-468-EIR (State Clearinghouse House No. 2020010172), dated June 2021, the Final EIR, dated January 2022, and the Erratum dated February 2022; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR or addendum is required for approval of the Project;
2. **Approved and Recommended** that the Mayor and City Council **adopt**, pursuant to City Charter Section 555 and Section 11.5.6 of the Los Angeles Municipal Code (LAMC), a General Plan Amendment to the Wilshire Community Plan to change the land use designation from Limited Commercial to Regional Center Commercial;
3. **Approved and Recommended** that the City Council **adopt**, pursuant to LAMC Sections 12.32 P and Q, a Vesting Zone Change and Height District Change from C1-1VL-O to (T)(Q)C2-2D-O to allow for a FAR of up to 4.5:1, and up to a 20 percent reduction in vehicle parking;
4. **Approved**, pursuant to LAMC Section 16.05, a Site Plan Review for a project resulting in an increase of more than 50,000 square feet of nonresidential floor area;
5. **Adopted** the attached Modified Conditions of Approval; and
6. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved: Perlman
Second: Hornstock
Ayes: Campbell, Choe, Mack, Millman, Dake Wilson
Absent: Leung, Lopez-Ledesma

Vote: 7 - 0



Cecilia Lamas, Commission Executive Assistant
Los Angeles City Planning Commission

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

Effective Date/Appeals: The decision of the Los Angeles City Planning Commission as it relates to the General Plan Amendment is final. The Zone and Height District Change is appealable by the Applicant only, if disapproved in whole or in part by the Commission. The decision of the Los Angeles City Planning Commission, regarding the remaining approvals, is appealable to the Los Angeles City Council within 20 days after the mailing date of this determination letter. Any appeal not filed within the 20-day period shall not be considered by the Council. All appeals shall be filed on forms provided at the Planning Department's Development Service Centers located at: 201 North Figueroa Street, Fourth Floor, Los Angeles; 6262 Van Nuys Boulevard, Suite 251, Van Nuys; or 1828 Sawtelle Boulevard, West Los Angeles.

FINAL APPEAL DATE: AUG 22 2022

Notice: An appeal of the CEQA clearance for the Project pursuant to Public Resources Code Section 21151(c) is only available if the Determination of the non-elected decision-making body (e.g., ZA, AA, APC, CPC) **is not further appealable** and the decision is final.

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

Attachments: Zone Change Ordinance, Maps, Modified Conditions of Approval, Findings, Resolution, Interim Appeal Filing Procedures

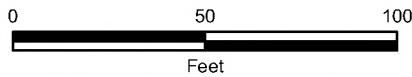
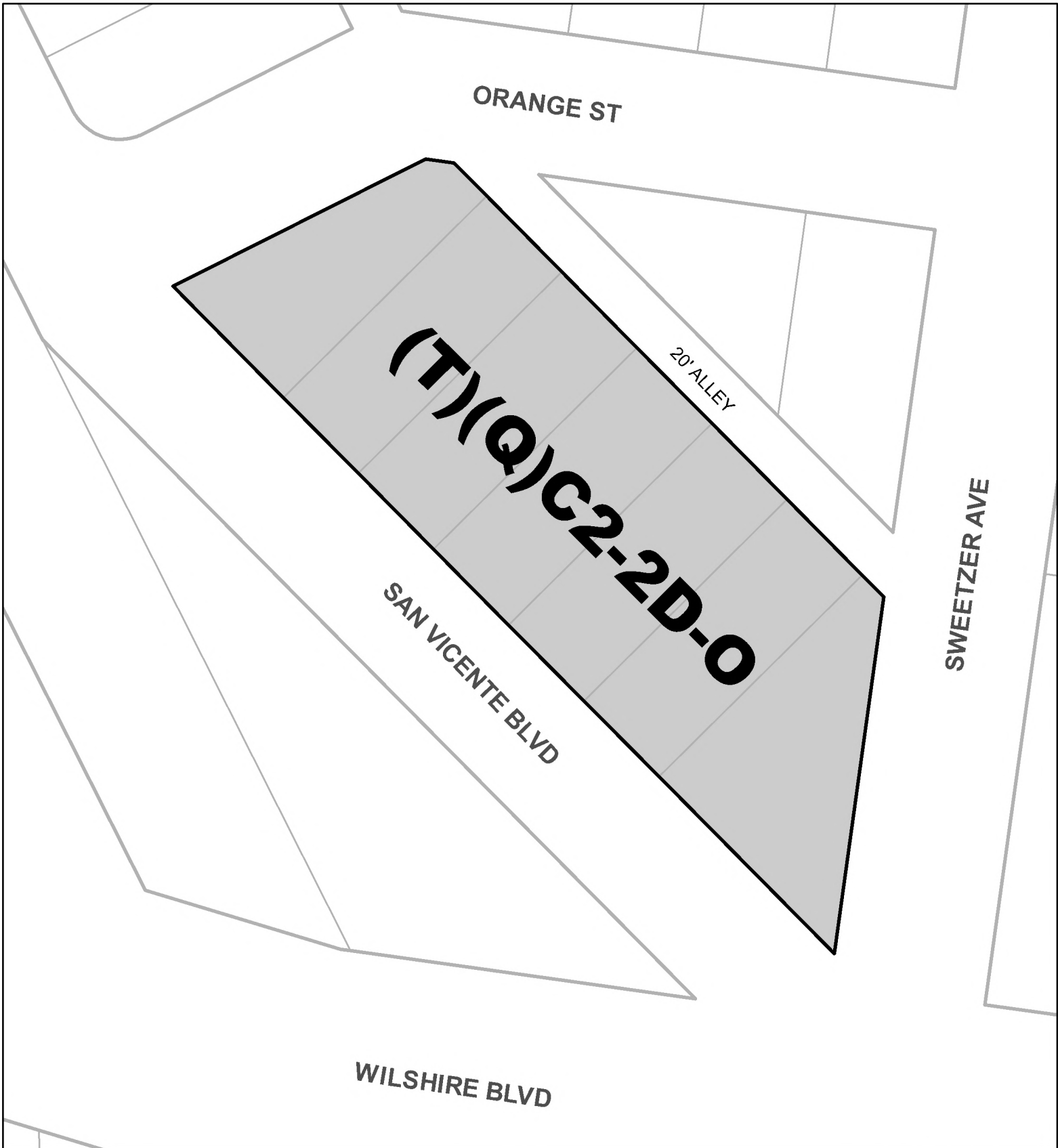
c: Milena Zasadzien, Senior City Planner
Kimberly Henry, City Planner
Paul Caporaso, Planning Assistant

ORDINANCE NO. _____

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows:

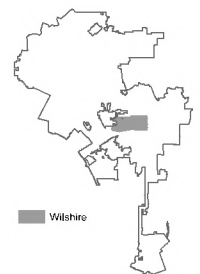


CPC-2017-0467-GPA-VZC-HD-SPR

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City of Los Angeles



(Q) QUALIFIED CONDITIONS

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “Q” Qualified classification.

1. **Site Development.** The use and development of the property shall be in substantial conformance with the plans submitted with the application and marked Exhibit A, dated June 23, 2022. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions. The Project shall be constructed in a manner consistent with the following:

- a) A maximum of 140,305 square feet of medical office and/or lab floor area; and
- b) A maximum of 5,000 square feet of commercial floor area.

Additional floor area may be permitted if: above-ground parking areas are repurposed to commercial uses and the site’s Floor Area Ratio (FAR) does not exceed 6:1, subject to the Q clarification procedures of LAMC Section 12.32-H or other appropriate LAMC required process, and subject to any applicable CEQA review.

2. **Residential Capacity.** Notwithstanding the above, in accordance with California Government Section 66300 (b)(1), the site may also be developed with residential uses allowed and in accordance with the density and all other development standards of the C1-1VL-O zone, as in effect on January 1, 2018.
3. **Parking.** A 20 percent reduction from the parking requirements of the LAMC is permitted.

D LIMITATIONS

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "D" Development Limitations.

A. Development Limitations:

1. **Floor Area Ratio.** The total floor area over the Project Site shall not exceed a 4.5:1 floor area ratio (FAR), or a total of 145,305 square feet. The FAR may be increased if: above-ground parking areas are repurposed to commercial uses and the site's FAR does not exceed 6:1, subject to any applicable CEQA review and implementation.
2. **Building Height.** Building height shall be limited to a maximum of 230 feet, consistent with Exhibit "A", dated June 23, 2022.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32 G of the Municipal Code, the (T) Tentative Classification shall be removed by the recordation of a final parcel or tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

Dedications/Improvements and Responsibilities/Guarantees.

Dedications and Improvements herein contained in these conditions which are in excess of street improvements contained in either the Mobility Element 2035 or any future Community Plan amendment or revision may be reduced to meet those plans with the concurrence of the Department of Transportation and the Bureau of Engineering:

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
2. **Bureau of Engineering.** Street Dedications and Improvements shall be provided to the satisfaction of the City Engineer.
3. **Sewer.** Construction of necessary sewer facilities, or payment of sewer fees, shall be to the satisfaction of the City Engineer.
4. **Drainage.** Construction of necessary drainage and storm water runoff drainage facilities to the satisfaction of the City Engineer.
5. **Driveway/Parkway Area Plan.** Preparation of a parking plan and driveway plan to the satisfaction of the appropriate District Offices of the Bureau of Engineering and the Department of Transportation.
6. **Fire.** Incorporate into the building plans the recommendations of the Fire Department relative to fire safety, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit.
7. **Cable.** Make any necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights-of-way in the same manner as is required of other facilities, pursuant to Municipal Code Section 17.05 N to the satisfaction of the Department of Telecommunications.
8. **Lighting.** Street lighting facilities shall be provided to the satisfaction of the Bureau of Street Lighting.
9. **Street Trees.** All trees in the public right-of-way shall be provided per the current Urban Forestry Division Standards.

Notice: Certificates of Occupancy for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.), as required herein, are completed to the satisfaction of the City Engineer.

CONDITIONS OF APPROVAL

(As modified by the City Planning Commission at its meeting on June 23, 2022)

Site Plan Review Conditions

1. **Site Development.** The use and development of the property shall be in substantial conformance with the plans submitted with the application and marked Exhibit A, dated June 23, 2022. No change to the plans will be made without prior review by the Department of City Planning, Major Projects Section, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions. The project shall be in substantial conformance with the following description:

The development 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. The proposed uses would be built within a single, 12-story building that includes ground floor lobby and commercial space.

2. **Development Services Center.** Prior to sign-off on building permits by the Department of City Planning's Development Services Center for the project, the Department of City Planning's Major Projects Section shall confirm, via signature on the plans, that the project's building plans substantially conform to the conceptual plans stamped as Exhibit A, dated June 23, 2022, as approved by the City Planning Commission.

Note to Development Services Center: The plans presented to, and approved by, the City Planning Commission (CPC) included specific architectural details that were significant to the approval of the project. Plans submitted at plan check for condition clearance shall include a signature and date from Major Projects Section planning staff to ensure plans are consistent with those presented at CPC.

3. **Parking.** Prior to the issuance of a building permit, the driveway and parking plan shall be submitted for review and approval to the Department of Transportation, and shall be in substantial compliance with the following:
 - a. **Valet.** All vehicle and off-street bicycle parking shall be provided with full valet services at no cost to the guests/visitors and employees.
 - b. **Design.**
 - i. Any above grade parking shall be designed to be utilized and easily repurposed to other uses.
 - ii. The height of each parking level shall have sufficient clearance to be adaptable to non-parking uses. Once converted, the building shall permit a minimum floor to ceiling height of nine feet for commercial uses.
 - iii. All above grade levels of the Project's parking podium shall be wrapped or incorporated into the architecture or landscaping.

4. **Electric Vehicle Parking.** All vehicular parking shall provide electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) in compliance with the regulations outlined in Chapter IX, Article 9, LAMC Section 99.05.106.
5. **Landscaping.** Prior to the issuance of a building permit, a landscape and irrigation plan prepared in accordance with LAMC Sections 12.40 through 12.43 and shall be submitted to the Department of City Planning for approval. The landscape plan shall be in substantial conformance with the landscape plan stamped Exhibit A, dated June 23, 2022. Minor deviations from the requirements provided below may be permitted by the Department of City Planning to permit the existing landscaping conditions provided that the plantings are well established and in good condition.
6. **Trees.** The Applicant shall provide a minimum of seven trees on-site and/or in the parkway, to the satisfaction of Urban Forestry.
 - a. **Tree Wells.**
 1. The minimum depth of tree wells shall be as follows:
 - a. Minimum depth for trees shall be 42 inches.
 - b. Minimum depth for shrubs shall be 30 inches.
 - c. Minimum depth for herbaceous plantings and ground cover shall be 18 inches.
 - d. Minimum depth for an extensive green roof shall be three inches.
 2. The minimum amount of soil volume for tree wells shall be based on the size of the tree at maturity as follows:
 - a. 220 cubic feet for a tree 15-19 feet tall at maturity.
 - b. 400 cubic feet for a tree 20-24 feet tall at maturity.
 - c. 620 cubic feet for a tree 25-29 feet tall at maturity.
 - d. 900 cubic feet for a tree 30-34 feet tall at maturity.
 - b. Any trees that are required pursuant to LAMC Section 12.21 G and are planted on any podium or deck shall be planted in a minimum three-foot planter.
7. **Tree Maintenance.** New trees planted within the public right-of-way shall be spaced not more than an average of 30 feet on center, unless otherwise permitted by the Urban Forestry Division, Bureau of Public Works.
8. **Construction Signage.** There shall be no off-site commercial signage on construction fencing during construction.
9. **Glare.** The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.
10. **Reflectivity.** Glass used in building façades shall be non-reflective or treated with a non-reflective coating in order to minimize glare from reflected sunlight.
11. **Construction Generators.** The Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. The Project's construction contractor

shall use on-site electrical sources and solar generators to power equipment rather than diesel generators, where feasible.

12. **Stormwater/Irrigation.** The project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If on-site infiltration is deemed infeasible, the project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) guidelines.
13. **Mechanical Equipment.** All mechanical equipment shall be fully screened from view of any abutting properties and the public right-of-way.
14. **Trash/Storage.** All trash collecting and storage areas shall be located on-site and not visible from the public right-of-way. Trash receptacles shall be enclosed and/or covered at all times. Trash/recycling containers shall be locked when not in use.
15. **Utilities.** All utilities shall be fully screened from view of any abutting properties and the public right-of-way.
16. **Neighborhood Traffic Management Program (NTMP).** In order to address potential impacts for residential street segments (Orange Street between Sweetzer Avenue and La Jolla Avenue) and to address off-street parking, the project would fund implementation of an NTMP, up to an amount not to exceed \$100,000. The NTMP would be developed in cooperation with LADOT, Council District 5, and affected neighborhood residents. The NTMP would include an implementation plan that sets key milestones and identifies a proposed process in developing a NTM plan for the location. Typical NTM physical measures may include, but are not limited to, traffic circles, speed humps, installation of barriers, speed tables, chicanes, chokers, roadway narrowing effects (raised medians, etc.), landscaping features, roadway striping changes, and or operational measures such as turn restrictions, speed limits, and installation of stop signs.

The NTMP would be formalized through an agreement between the Applicant and LADOT prior to the issuance of the Certificate of Occupancy. The agreement should include a funding guarantee and outreach process, selection and approval criteria for any evaluated NTM measures and an implementation phasing plan.

The final implementation plan, if consensus is reached among the stakeholders, would be subject to review and approval by LADOT's District Office and it would be the Applicant's responsibility to implement any approved NTM measures through the BOE B-permit process.

Environmental Conditions

17. **Implementation.** The Mitigation Monitoring Program (MMP), attached as "Exhibit B" and part of the case file, shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each Project Design Features (PDF) and Mitigation Measure (MM) and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.
18. **Construction Monitor.** During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

19. **Substantial Conformance and Modification.** After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

20. **Tribal Cultural Resource Inadvertent Discovery.** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities (excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, auguring, backfilling, blasting, stripping topsoil or a similar activity), all such activities shall temporarily cease on the Project Site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:
 - a. Upon a discovery of a potential tribal cultural resource, the Applicant shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning at (213) 473-9723.
 - b. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

- c. The Applicant shall implement the tribe's recommendations if a qualified archaeologist and by a culturally affiliated tribal monitor, both retained by the City and paid for by the Applicant, reasonably concludes that the tribe's recommendations are reasonable and feasible.
- d. The Applicant shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist and by a culturally affiliated tribal monitor to be reasonable and feasible. The Applicant shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
- e. If the Applicant does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or by a culturally affiliated tribal monitor, the Applicant may request mediation by a mediator agreed to by the Applicant and the City who has the requisite professional qualifications and experience to mediate such a dispute. The Applicant shall pay any costs associated with the mediation.
- f. The Applicant may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and by a culturally affiliated tribal monitor and determined to be reasonable and appropriate.
- g. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.

Administrative Conditions

1. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.
2. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.
3. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.
4. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
5. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

6. **Building Plans.** Page 1 of the grants, and any subsequent pages that include grants, and all of the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
7. **Project Plan Modifications.** Any corrections and/or modifications to the project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in Site Plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision-making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.
8. **Indemnification and Reimbursement of Litigation Costs.** The Applicant shall do all of the following:
 - i. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
 - ii. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
 - iii. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
 - iv. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
 - v. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or

outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

“City” shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

“Action” shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

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 polices 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 ration (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.

RESOLUTION

WHEREAS, the subject project is located within the area covered by the Wilshire Community Plan (“Community Plan”), adopted by the City Council on September 19, 2001; and

WHEREAS, the City Planning Commission, at its meeting on June 23, 2022, recommended approval of an amendment to re-designate the Project Site located at **650-676 South San Vicente Boulevard**, from Limited Commercial to Regional Center Commercial; and recommended approval of a Vesting Zone and Height District Change from C1-1VL-O to (T)(Q)C2-2D-O; and

WHEREAS, the approved Project is up to 140,305 square feet of medical office space, 4,000 square feet of restaurant, and 1,000 square feet for retail, such as a pharmacy, on a 0.74-net acre site. The Project Site is currently improved with two buildings and associated surface parking, which would be demolished. The proposed uses would be built within a 12-story building that includes ground floor lobby and commercial space, four levels of above-ground podium parking, and seven levels of medical office uses.; and

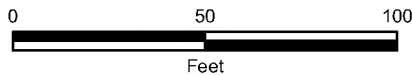
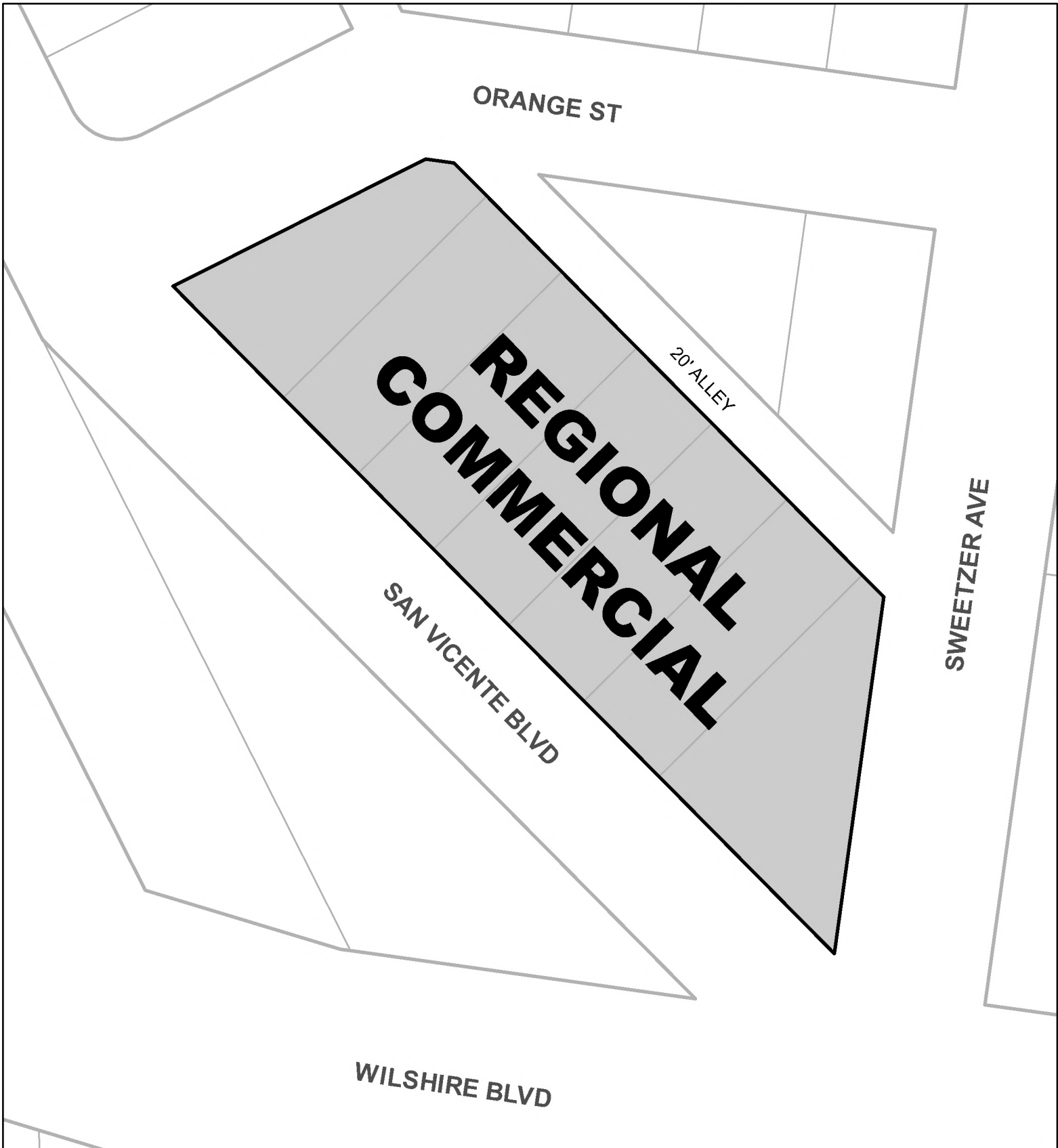
WHEREAS, pursuant to the provisions of the Los Angeles City Charter, the Mayor and City Planning Commission have transmitted their recommendations; and

WHEREAS, the requested General Plan Amendment is consistent with the intent and purpose of the adopted Wilshire Community Plan to designate land use in an orderly and unified manner; and

WHEREAS, the Regional Center Commercial land use designation and the (T)(Q)C2-2D-O Zone will allow the Project as described above, which is consistent with the Plan and Zone; and

WHEREAS, the subject proposal has been assessed in the previously certified Environmental Impact Report (EIR) No. ENV-2017-468-EIR (State Clearinghouse House No. 2020010172);, and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project.

NOW, THEREFORE, BE IT RESOLVED that the Wilshire Community Plan be amended as shown on the attached General Plan Amendment Map.



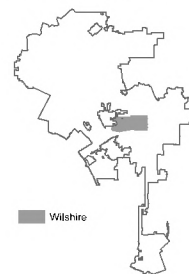
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City of Los Angeles



COVID-19 UPDATE

Interim Appeal Filing Procedures

Fall 2020



Consistent with Mayor Eric Garcetti's "Safer At Home" directives to help slow the spread of COVID-19, City Planning has implemented new procedures for the filing of appeals for non-applicants that eliminate or minimize in-person interaction.

OPTION 1: Online Appeal Portal

(planning.lacity.org/development-services/appeal-application-online)

Entitlement and CEQA appeals can be submitted online and payment can be made by credit card or e-check. The online appeal portal allows appellants to fill out and submit the appeal application directly to the Development Services Center (DSC). Once the appeal is accepted, the portal allows for appellants to submit a credit card payment, enabling the appeal and payment to be submitted entirely electronically. A 2.7% credit card processing service fee will be charged - there is no charge for paying online by e-check. **Appeals should be filed early to ensure DSC staff has adequate time to review and accept the documents, and to allow Appellants time to submit payment.** On the final day to file an appeal, the application must be submitted and paid for by 4:30PM (PT). Should the final day fall on a weekend or legal holiday, the time for filing an appeal shall be extended to 4:30PM (PT) on the next succeeding working day. Building and Safety appeals (LAMC Section 12.26K) can only be filed using Option 2 below.

OPTION 2: Drop off at DSC

An appellant may continue to submit an appeal application and payment at any of the three Development Services Center (DSC) locations. City Planning established drop off areas at the DSCs with physical boxes where appellants can drop.

Metro DSC

(213) 482-7077
201 N. Figueroa Street
Los Angeles, CA 90012

Van Nuys DSC

(818) 374-5050
6262 Van Nuys Boulevard
Van Nuys, CA 91401

West Los Angeles DSC

(310) 231-2901
1828 Sawtelle Boulevard
West Los Angeles, CA 90025

City Planning staff will follow up with the Appellant via email and/or phone to:

- Confirm that the appeal package is complete and meets the applicable LAMC provisions
- Provide a receipt for payment

E – AGENCY COMMENTS

Bureau of Engineering Recommendations, dated December 19, 2023

Bureau of Street Lighting Recommendations, dated September 18, 2023

**CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE**

Date: December 19, 2023

To: Vincent P. Bertoni, Director
Department of City Planning
Attn: Griselda Gonzalez (City Planner)

From: Bertram Moklebust, Principal Civil Engineer
Permit Case Management Division
Bureau of Engineering (BOE)

Subject: **Case No. CPC 2023-5444-GPA-ZC-HD (640 South San Vicente Boulevard)**

The following recommendations identifying the infrastructure deficiencies adjacent to the above-referenced site. The recommendations are respectfully submitted for your consideration in the approval of a General Plan Amendment, Zone Change, and Height District application:

1. Dedication Required:

Orange Street (Local Street) – None.

San Vicente Boulevard (One-Way Service Road) – None.

Alley (N/W of San Vicente Boulevard) – None.

2. Improvements Required:

Orange Street – Construct new curb ramps at the intersection with San Vicente Boulevard per BOE standard plan and Special Order 04-0222, including any necessary removal and reconstruction of existing improvements.

San Vicente Boulevard – Repair and or replace any damaged/cracked or off-grade concrete sidewalk, curb, gutter and roadway pavement along the property frontage, including any necessary removal and reconstruction of existing improvements.

Alley – Repair and or replace any damaged/cracked or off-grade alley pavement and longitudinal concrete gutter along the property frontage. Upgrade the alley intersection at Orange Street per BOE standard, including any necessary removal and reconstruction of existing improvements.

Notes: Broken curb and/or gutter includes segments within existing score lines that are depressed or upraised by more than ¼ inch from the surrounding concrete work or are separated from the main body of the concrete piece by a crack through the entire vertical segment and greater than 1/8 inch at the surface of the section.

Non-ADA compliant sidewalk shall include any sidewalk that has a cross slope that exceeds 2% and/or is depressed or upraised by more than ¼ inch from the surrounding concrete work or has full concrete depth cracks that have separations greater than 1/8 inch at the surface. The sidewalk also includes that portion of the pedestrian path of travel across a driveway.

All new sidewalk curb and gutter shall conform to the Bureau of Engineering Standard Plans S410-2, S440-4, S442-6 and S444-0.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3077 or via <https://appointments.lacity.org/apptsys/Public/Account>.

Notes: Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-1551 or via <https://appointments.lacity.org/apptsys/Public/Account>.

Department of Transportation may have additional requirements for dedication and improvements.

Refer to the Department of Transportation regarding traffic signals, signs and equipment (213) 482-7024 or via <https://appointments.lacity.org/apptsys/Public/Account>.

Regarding any conflicts with power pole matters, contact the Department of Water and Power at (213) 367-2715 or via <https://appointments.lacity.org/apptsys/Public/Account>.

Refer to the Fire Department Hydrants and Access Unit regarding fire hydrants (213) 482-6543 or via <https://appointments.lacity.org/apptsys/Public/Account>.

3. Provide proper drainage for street being improved and for the site being developed.
4. Roof drainage and surface run-off from the property shall be collected and treated on-site to the satisfaction of the Bureau of Sanitation, while the overflow is to the satisfaction of the Bureau of Engineering. The overflow must

discharge through a curb drain outlet or a direct connection to a catch basin. All discharge must be by gravity flow from the property line. No pressurized discharge is allowed.

5. Sewer lines exist in San Vicente Boulevard. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
6. An investigation by the BOE Central District Office Sewer Counter may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Central District Office of the Bureau of Engineering at (213) 482-7030 or via <https://appointments.lacity.org/apptsys/Public/Account>.
7. Submit parking area and driveway plan to the Central District Office of BOE and the Los Angeles Department of Transportation for review and approval.

Any questions regarding this report may be directed to Quyen Phan of my staff via quyen.phan@lacity.org.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: 9/18/2023

To: Charlie Rausch, Senior City Planner
Department of City Planning
200 N. Spring St., 6th Floor MS-395

From: 
Gil De La Cruz, P.E.
Case Management Supervisor
Private Development Division
Bureau of Street Lighting

SUBJECT: STREET LIGHTING REQUIREMENTS FOR DISCRETIONARY ACTIONS

CITY PLANNING CASE No.: CPC 2023-5444 GPA ZC HD
640 S SAN VICENTE BLVD

The Bureau of Street Lighting's recommended condition of approval for the subject city planning case is as follows: (Improvement condition added to S-3 (c) where applicable.)

SPECIFIC CONDITION: Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

IMPROVEMENT CONDITION: Construct new street light: one (1) on San Vicente Blvd

NOTES:

The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

F – ENVIRONMENTAL DOCUMENTS

Initial Study/Negative Declaration and accompanying reports

CalTrans Comment Letter, dated November 17, 2025

EcoTierra Consulting CalTrans Response, dated December 11, 2025



The 640 S. San Vicente Blvd. Medical Clinics and Surgery Center Project

Case Numbers: CPC-2023-5444-GPA-ZC-HD; ENV-2023-5445-ND

Project Location: 640 S. San Vicente Boulevard, Los Angeles 90048

Community Plan Area: Wilshire

Council District: 5 - Young Yaroslavsky

Project Description: NEGATIVE DECLARATION (ENV-2023-5445-ND): 640 South San Vicente Blvd., 90048. The project proposes to change the use of the existing 68,500 square-foot, 5-story building from medical offices to medical clinics including a 9,996 square-foot surgery center. This change would include a General Plan Amendment, Zone Change, and Height District change to change the property's land use designation from Limited Commercial to Regional Center Commercial, and change the property's zone and height district from CR-1L-O and CR-1VL-O to (T)(Q)C2-2D-O to allow the proposed change of use and to legalize the existing building's nonconforming FAR. Construction consists of interior tenant improvements only. The attached parking garage structure will remain as-is and there is no new floor area to the existing building proposed as part of the requested entitlements.

PREPARED FOR:

The City of Los Angeles
Department of City Planning

PREPARED BY:

EcoTierra Consulting, Inc.

APPLICANT:

Land of the Free LP

October 2025

INITIAL STUDY

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INITIAL STUDY

1 INTRODUCTION

An application for the proposed 640 S. San Vicente Medical Building Project (“Project”) has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The Department of City Planning, as Lead Agency, has determined that the Project is subject to the California Environmental Quality Act (CEQA), and the preparation of an Initial Study is required. This Initial Study and Negative Declaration (IS/ND) evaluates potential environmental effects resulting from implementation, and operation of the proposed Project. Based on the analysis provided within this IS/ND, the City has concluded that the Project would not result in significant impacts on the environment. This IS/ND is intended as an informational document and is ultimately required to be adopted by the decision makers prior to Project approval by the City.

1.1 PURPOSE OF AN INITIAL STUDY

The California Environmental Quality Act (CEQA) was enacted in 1970 with several basic purposes: (1) to inform governmental decision makers and the public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures; and (4) to disclose to the public the reasons behind a project’s approval even if significant environmental effects are anticipated.

An Initial Study is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study concludes that the Project, with mitigation, may have a significant effect on the environment, an Environmental Impact Report should be prepared; otherwise the Lead Agency may adopt a Negative Declaration or a Mitigated Negative Declaration.

This IS/ND has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended 2006). The City uses Appendix G of the State CEQA Guidelines as the thresholds of significance unless another threshold of significance is expressly identified in the document.

1.2 ORGANIZATION OF THE INITIAL STUDY

This IS/ND is organized into sections as follows:

1 INTRODUCTION

Describes the purpose and content of the Initial Study and provides an overview of the CEQA process.

2 EXECUTIVE SUMMARY

Provides Project information, identifies key areas of environmental concern, and includes a determination whether the Project may have a significant effect on the environment.

3 PROJECT DESCRIPTION

Provides a description of the environmental setting and the Project, including Project characteristics and a list of discretionary actions.

4 EVALUATION OF ENVIRONMENTAL IMPACTS

Contains the completed Initial Study Checklist and discussion of the environmental factors that would be potentially affected by the Project.

INITIAL STUDY

2 EXECUTIVE SUMMARY

PROJECT TITLE	THE 640 S. SAN VICENTE MEDICAL BUILDING PROJECT
ENVIRONMENTAL CASE NO.	ENV-2023-5445-EAF
RELATED CASES	CPC-2023-5444-GPA-ZC-HD, ENV-2023-5445-EAF

PROJECT LOCATION	640 S. SAN VICENTE BOULEVARD LOS ANGELES 90048
COMMUNITY PLAN AREA	WILSHIRE
GENERAL PLAN DESIGNATION	LIMITED COMMERCIAL
ZONING	CR-1L-O, CR-1VL-O
COUNCIL DISTRICT	5 – YOUNG YAROSLAVSKY

LEAD CITY AGENCY	CITY OF LOS ANGELES DEPARTMENT OF CITY PLANNING
STAFF CONTACT	RICARDO VAZQUEZ
ADDRESS	200 N SPRING STREET, ROOM 620 LOS ANGELES, CALIFORNIA 90012
PHONE NUMBER	(213) 978-1353
EMAIL	RICARDO.VAZQUEZ@LACITY.ORG

APPLICANT	JOSE NAVAR, LAND OF THE FREE LP
ADDRESS	640 S. SAN VICENTE BOULEVARD LOS ANGELES 90048
PHONE NUMBER	(323) 782-8880

PROJECT DESCRIPTION

The Project proposes to change the use of the existing 68,500 square-foot, 5-story building from medical offices to medical clinics including a 9,996 square-foot surgery center. This change would include a General Plan Amendment, Zone Change, and Height District change to change the property's land use designation from Limited Commercial to Regional Center Commercial, and change the property's zone and height district from CR-1L-O and CR-1VL-O to (T)(Q)C2-2D-O to allow the proposed change of use and to legalize the existing building's nonconforming FAR. Construction consists of interior tenant improvements only. The attached parking garage structure will remain as-is and there is no new floor area to the existing building proposed as part of the requested entitlements.

(For additional detail, see "**Section 3, PROJECT DESCRIPTION**").

ENVIRONMENTAL SETTING

The Project Site is currently developed with a 5-story building used as medical offices and is designated for Limited Commercial land use in the Wilshire Community Plan, with corresponding zones CR-1L-O (Limited Commercial – Height District 1L – Oil Drilling) and CR-1VL-O (Limited Commercial – Height District 1VL – Oil Drilling). Uses surrounding the Project Site include residences to the east and north, and commercial uses to the south and to the west across San Vicente Boulevard.

(For additional detail, see "**Section 3, PROJECT DESCRIPTION**").

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

(e.g. permits, financing approval, or participation agreement)

- None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Ricardo Vazquez

10/15/2025

SIGNATURE

DATE

Ricardo Vazquez

213-978-1353

PRINTED NAME, TITLE

PHONE NUMBER

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).
- 5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
- 7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

INITIAL STUDY

3 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

The Project proposes to change the use of the existing 5-story building from offices to medical clinics including a surgery center. This change would include a General Plan Amendment, Zone Change, and Height District change to change the property's land use designation from Limited Commercial to Regional Center Commercial, and the property's zone and height district from CR-1L-O and CR-1VL-O to (T)(Q)C2-D2-O to allow the proposed change of use. Construction consists of interior tenant improvements. There are no changes to the existing attached parking garage structure and no new floor area is proposed as part of the requested entitlements.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

The Project Site is located at 640 S. San Vicente Boulevard in the Wilshire Community Plan area in the City of Los Angeles. The Project Site fronts San Vicente Boulevard on the west and is also bound by Orange Street to the south and an alleyway on the east. Regional access to the area of the Project Site is provided by Interstate 10 (I-10), approximately 2.7 miles to the south via La Cienega Boulevard. Local access to the Project Site is provided via San Vicente Boulevard and Wilshire Boulevard. The Project Site is located approximately 0.5-mile south of the La Cienega & San Vicente bus stop for Los Angeles County Metropolitan Transportation Authority ("Metro") Line 105 and within approximately 0.3-mile from the forthcoming Wilshire & La Cienega station for the Metro Line D extension, scheduled to open in 2025. **Figure 3-1, Project Location Map**, at the end of **Section 3, Project Description**, shows the Project Site's location.

3.2.2 Existing Conditions

The approximately 29,395-square-foot (0.675-acre) Project Site consists of five lots associated with Assessor Parcel Number (APN) 5510-022-054. The Project Site is currently developed with a five-story office building and a four-story parking structure. The Project Site is entirely paved. There are five street trees within the public right-of-way along San Vicente and one street tree within the public right-of-way on Orange Street adjacent to the Project Site. See **Figure 3-2, Aerial View of Project Site**, at the end of **Section 3, Project Description**, for an aerial photo of the Project Site.

The Project Site is zoned CR-1L-O Limited Commercial – Height District 1L – Oil Drilling) and CR-1VL-O (Limited Commercial – Height District 1VL – Oil Drilling) and has a General Plan Land Use Category of Limited Commercial. The Project Site is located in a Tier 3 Transit Oriented Communities (TOC); in a T-2 Transit Oriented Incentive Area (TOIA) within the Mixed Income Incentive Program; eligible for AB 2097 based on distance within half mile of a Major Transit Stop; within half mile of a High Quality Transit Corridor; an Urban Agriculture Incentive Zone; and Transit Priority Area in the City of Los Angeles (ZI No. 2452).

3.2.3 Surrounding Land Uses

The land uses within the general vicinity consist of commercial and office uses to the west across San Vicente Boulevard which is within the City of Beverly Hills jurisdiction, a rehabilitation center to the north across 6th Street, a commercial building to the south across Orange Street, and multi- and single-family residential uses to the east across the alley. Properties in the surrounding area to the north and south are designated Limited Commercial and Regional Commercial and zoned (T)(Q)C2-2D-O, respectively; properties in the surrounding area to the east are designated Low Medium I Residential and Medium Residential and zoned R2 and R3, respectively. The Project Site is within 3,500 feet of Cedars Sinai Medical Center. The Project Site is across the street from the approved 650 S San Vicente Blvd project which was approved for construction of a new 12-story, 145,305 square foot mixed-use commercial building with medical office, lab, ground floor retail or restaurant, and 4 stories of above grade parking.

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

As shown in **Figure 3-3, Site Plan**, at the end of **Section 3, Project Description**, the Project proposes to change the use of the existing 5-story building from medical offices to medical clinics including a surgery center. This change would include a General Plan Amendment, Zone Change, and Height District change to change the property's underlying land use designation from Limited Commercial to Regional Center Commercial and change the property's zone and height district from CR-1L-O and CR-1VL-O to (T)(Q)C2-2D-O to allow the change of use. Construction consists of interior tenant improvements. The existing 68,500-square-foot building would not change in size. No changes are proposed to the exterior or footprint of the existing building or parking structure. Vehicular access to the Project Site would continue to be via two driveways into the parking structure, one off of San Vicente Boulevard and one off of the alley. No changes are proposed to the existing hardscape or street trees.

3.3.2 Design and Architecture

The existing 5-story medical office building and adjacent parking structure would remain with the same architecture and design. No changes are proposed to the exterior of the existing building or parking structure.

3.3.3 Anticipated Construction Schedule

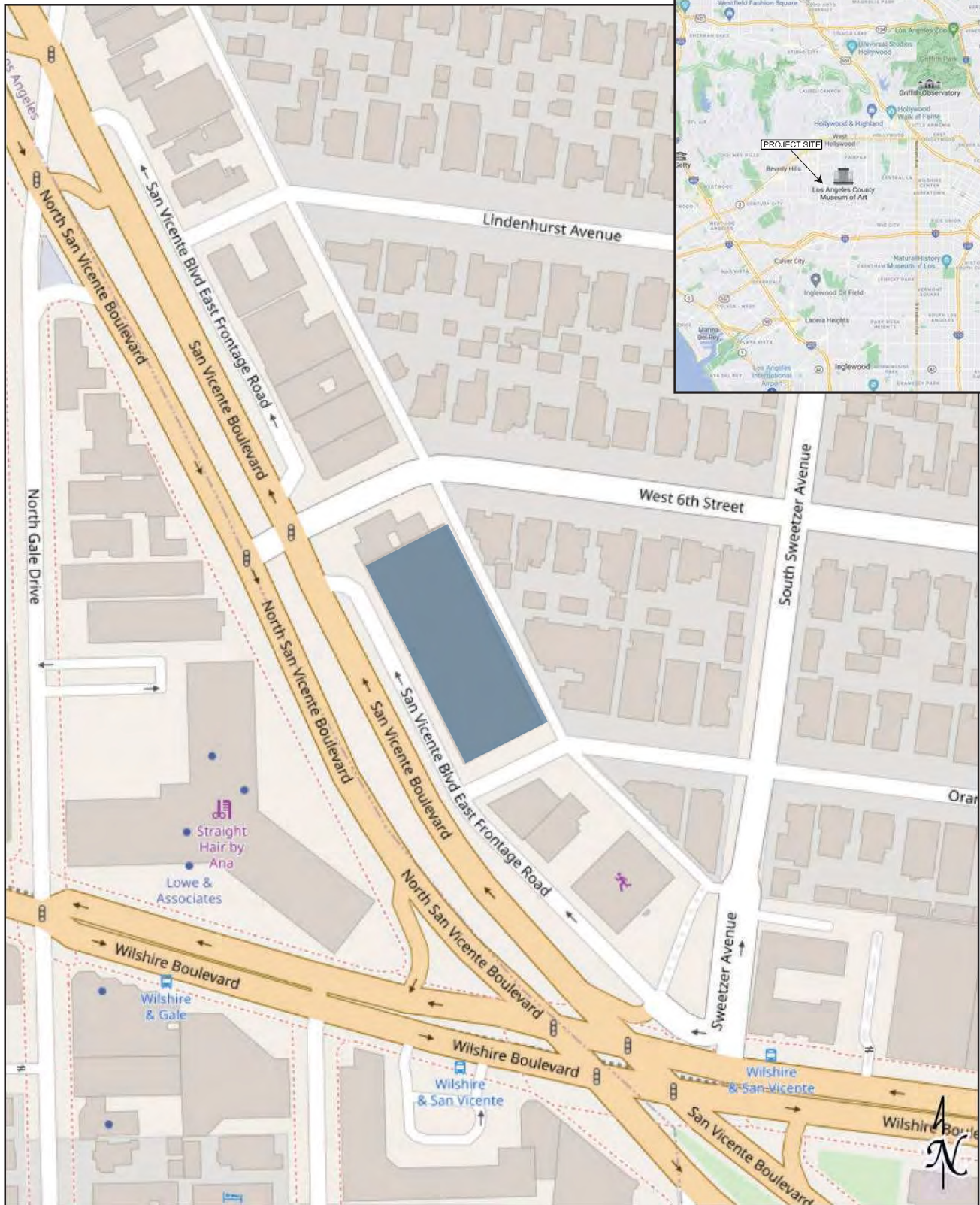
The Project's interior improvements would occur over approximately 24 months, tenant by tenant as turnover occurs in the building.

3.4 REQUESTED PERMITS AND APPROVALS

The list below includes the anticipated requests for approval of the Project. The IS/ND will analyze impacts associated with the Project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. City departments, commissions, and councils that may use this IS/ND in their decision-making process include the Department of Building and Safety, the Planning Department, the Department of Public Works, the Planning Commission, and the City Council.

The discretionary entitlements, reviews, permits, and approvals required to implement the Project include, but are not necessarily limited to, the following:

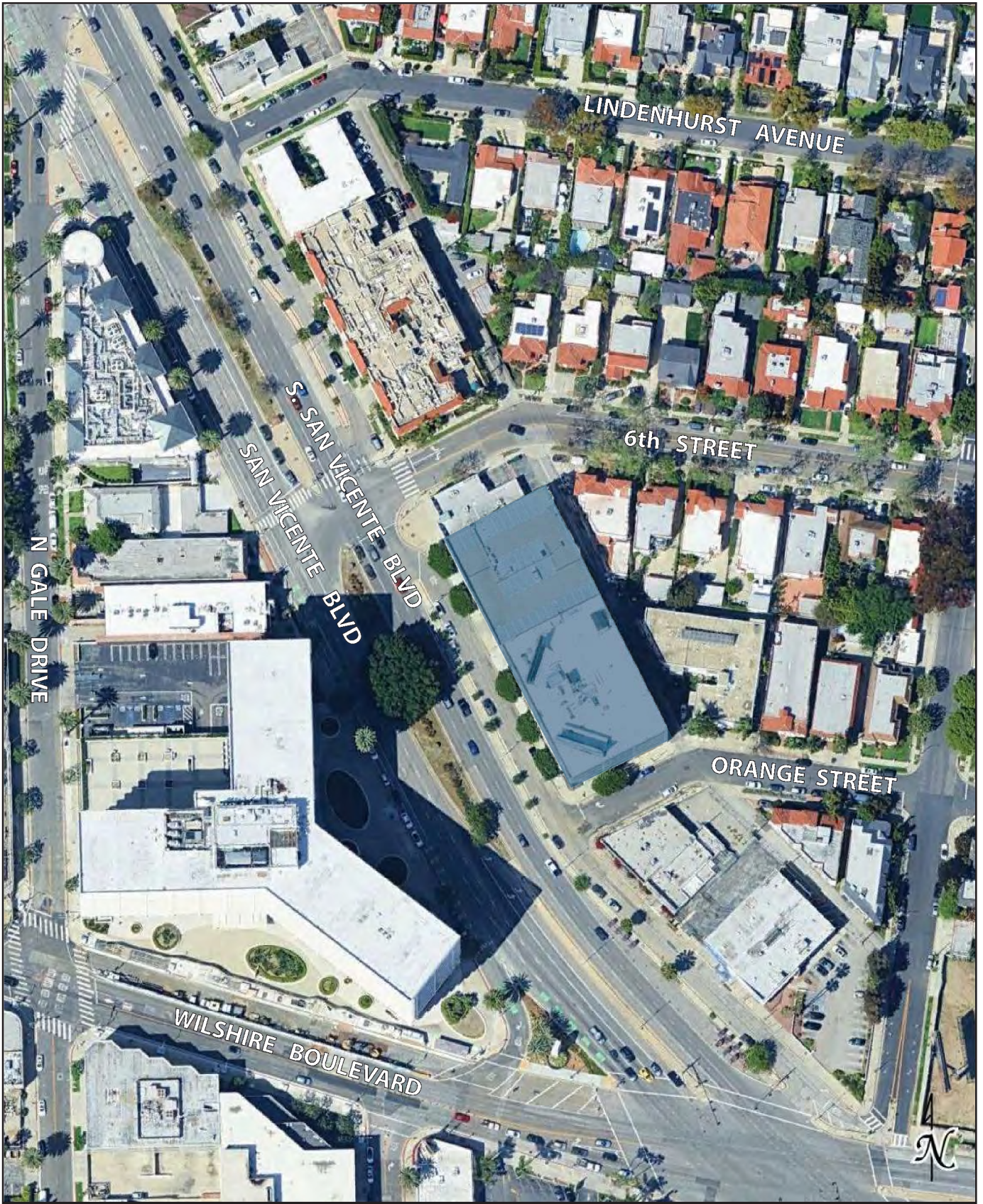
- (1) General Plan Amendment pursuant to LAMC Section 11.56 to change the property's land use designation from Limited Commercial to Regional Center Commercial;
- (2) Zone and Height District Change Pursuant to LAMC Section 12.32-F and 12.32-Q from CR-1L-O and CR-1VL-O to (T)(Q)C2-2D-O, in conjunction with a proposed change of use from 5 levels of medical offices to 5 levels of medical clinics and a surgery center in an existing building and to legalize the existing building's nonconforming FAR; and
- (3) Other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to building permits in order to execute and implement the Project.



■ Project Site

Source: OpenStreetMap, December 2024.

Figure 3-1
Project Location Map



■ Project Site

Source: Google Earth, November 2023.

Figure 3-2
Aerial Photograph of the Project Site

INITIAL STUDY

4 ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099 would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Have a substantial adverse effect on a scenic vista?

No Impact. A significant impact may occur if a project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. An impact on a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected.

The Project includes changes to the land use and zone designations of the site and interior improvements of an existing building. The Project does not include any exterior alterations to the existing building, which would remain on the site in its current size and design. As such, the Project would not have a substantial adverse effect on a scenic vista. Therefore, no impact would occur.

Mitigation Measures

None required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. A significant impact would occur if scenic resources within a State scenic highway would be damaged and/or removed by development of a project. The Project Site is not located within or adjacent to a state or county scenic highway;¹ therefore, there is not potential for its implementation to damage scenic resources within a state scenic highway. No impact would occur and no mitigation is required.

Mitigation Measures

None required.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. A significant impact may occur if, in a non-urbanized area, a project would substantially degrade the existing visual character or quality of the site and its surroundings, or if, in an urbanized area, a project would conflict with applicable zoning or regulations governing scenic quality. The Project Site is an urbanized area;² therefore, the applicable threshold with respect to the Project is consistency with applicable zoning and other regulations governing scenic quality.

Zoning Consistency

The Project Site is located within the Wilshire Community Plan area and is designated as Limited Commercial with corresponding zones of C1, C1.5, C2, C4, P, CR, RAS3 and RAS4. The Project Site is currently zoned CR-1L-O (Limited Commercial – Height District 1L – Oil Drilling) and CR-1VL-O (Limited Commercial – Height District 1VL – Oil Drilling). The Project proposes to change the General Plan Land Use Designation of the Project Site from Limited Commercial to Regional Commercial, and the zoning designation from CR-1L-O and CR-1VL-O to (T)(Q)C2-2D-O (Q Condition – Commercial – Height District 2D – Oil Drilling District), to permit a change of use from medical offices to medical clinics and a surgery center in the existing 5-story, 74 feet and 8 inches in height, 68,500 square foot medical office with an Floor Area Ratio (FAR) of approximately 2.3:1. The zone change would permit the existing building's nonconforming FAR which is over 1.5:1, however, there are no additional floor area and exterior alterations proposed as part of the Project. The Project's proposed General Plan Amendment, through the unmodified Footnote 6, makes the

¹ California Department of Transportation, *California Scenic Highway System Map*, available at: <https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>, accessed November 2024.

² California Code of Regulations, Title 14, Section 15387 defines "urbanized area" as a "central city or a group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 persons per square mile."

Project Site subject to Height District 2. Generally, Height District 2 in the C zone allows unlimited height with an FAR of 6.0:1; however, a proposed “Q” Condition and “D” Limitation could limit the Project Site FAR to the existing FAR of approximately 2.3:1, which is currently nonconforming because it is over 1.5:1 FAR, and a maximum height of 74 feet and 8 inches. Other nearby commercial lots along Wilshire Boulevard have similar D limitations that set maximum height and FAR.

The proposed General Plan Amendment to Regional Commercial would be consistent with adjacent development patterns and the existing zoning of similarly situated commercial properties along Wilshire Boulevard and at the corners of Wilshire Boulevard and San Vicente Boulevard. The Project’s proposed General Plan Amendment and Zone Change would bring the existing building into conformance, and therefore the site would be more compliant with the zone and land use designation after approval of the Project. The Project does not include any physical exterior changes to the existing building.

Other Scenic Quality Regulations

Community Plan

The Project Site is located within the boundaries of the Wilshire Community Plan. The Wilshire Community Plan (Community Plan) is one of the 35 community plans that makes up the Land Use Element of the City of Los Angeles’ General Plan. The Community Plan promotes an arrangement of land use, infrastructure, and services intended to enhance the economic, social, and physical health, safety, welfare, and convenience of the people who live, work, and invest in the community. The Community Plan includes goals, objectives, and policies related to residential development, some of which are related to scenic quality. The policies relevant to this analysis are the following:

- **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 2-2.1:** Encourage pedestrian-oriented design in designated areas and in new development.
- **Objective 2-3:** Enhance the visual appearance and appeal of commercial districts.
- **Policy 15-1.2:** Develop off-street parking resources, including parking structures and underground parking in accordance with design standards.

The Project would result in a new use of medical clinics and a surgery center in the existing building, with no change to the footprint, size, or exterior of the building or parking structure. The Project would maintain the exiting viewshed and aesthetic quality of the site. According to Los Angeles Building Permits 1953LA76532 and 1954LA77703 and Certificate of Occupancy 1954LA77703 the building at 640 San Vicente was built between 1953 and 1954 as a medical office building. The parking structure was constructed in 1984 according to Permit 1984LA90374

and Certificate of Occupancy 1984LA90374. In 2021, a Certificate of Occupancy was issued for several change of uses for individual suites inside the building, changing uses from Office to Medical Office, Theater to Medical Suite, Kitchen to Medical Office Suite, and Office to Residential Suite. The building historical building permits do not include any variances or exceptions, which demonstrate that the building and parking structure were considered conforming at the time of construction and permitting; the building is now considered “nonconforming” as the building was legally established under prior zoning regulations but no longer complies with current regulations. The Project’s proposed General Plan Amendment and Zone Change would bring the existing building into conformance, and therefore the site would be more compliant with the zone and land use designation after approval of the Project. The existing building would continue to be compatible in scale, character, design, and aesthetics, with the surrounding buildings. Thus, the Project would not detract from the visual character or quality of the site or surroundings.

Summary

Based on the above, the Project would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact. A significant impact may occur if the development introduces new sources of light or glare on or from a project site which adversely affect day or nighttime views in the area.

The Project Site is located in an urban area of the City where there are ambient nighttime lighting sources including street lights, vehicle headlights, and architectural and security lighting, and indoor building illumination (light emanating from structures that passes through windows). The Project does not propose to add any new sources of light or glare, as the Project does not propose any changes to the existing five-story commercial building. The building would continue to provide lighting to illuminate entrances, walkways, and driveways and the building would continue to include indoor building illumination. The exterior of the existing building is not proposed to be changed under the Project and would continue to include both solid and glass (window) surfaces. As such, the Project would not create a new source of substantial glare that would adversely affect day or nighttime views in the area. Therefore, no impacts would occur and no mitigation measures would be required.

Mitigation Measures

None required.

II. AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. A significant impact may occur if a project were to result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use.

According to surveys conducted pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, the Site and surrounding area are considered Urban and Built Up Land and is not considered Prime Farmland, Unique Farmland, Farmland of Statewide Importance, Farmland of Local Importance, and Grazing Land (Farmland).³ Therefore, the Project

³ State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, California Important Farmland Finder Interactive Map, available at: <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed November 2024.

would not convert existing Farmland to non-agricultural use. Accordingly, no impacts would occur and no mitigation measures would be required.

Mitigation Measures

None required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. A significant impact may occur if a project were to conflict with land zoned for agricultural use or under a Williamson Act contract.

The Project Site is zoned CR-1L-O (Limited Commercial – Height District 1L – Oil Drilling) and CR-1VL-O (Limited Commercial – Height District 1VL – Oil Drilling). Thus, the Project Site is not zoned for agricultural use, nor are there any agricultural uses currently occurring at the Project Site or within the surrounding area. Additionally, the Project Site is not under a Williamson Act contract. Accordingly, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Therefore, no impacts would occur and no mitigation measures would be required.

Mitigation Measures

None required.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. A significant impact may occur if a project were to result in a conflict with land zoned for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned timberland production (as defined by Government Code section 51104(g)).

In the City of Los Angeles, forest land is a permitted use in areas zoned OS (Open Space). The Project Site is zoned CR-1L-O (Limited Commercial – Height District 1L – Oil Drilling) and CR-1VL-O (Limited Commercial – Height District 1VL – Oil Drilling) and no forest land exists on the Site. The City does not have specific zoning for timberland or timberland production; however, the Project Site is currently developed with a commercial office building and is not utilized for timberland or timberland production uses. Accordingly, the Project would not conflict with existing zoning for forest land or timberland or result in the rezoning of forest land, timberland, or timberland production. Therefore, no impacts would occur and no mitigation measures would be required.

Mitigation Measures

None required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. A significant impact may occur if a project were to result in the loss of forest land or conversion of forest land to non-forest use.

The Project Site is currently developed with a commercial building used as offices, primarily medical offices. The surrounding vicinity is developed commercial, office, medical, and residential uses in an urban area of the City. Accordingly, the Project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impacts would occur and no mitigation measures would be required.

Mitigation Measures

None required.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. A significant impact may occur if a project indirectly results in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

The Project Site is located in an urban area of the City and is currently developed with a commercial building used as offices, primarily medical offices. No agricultural uses, designated Farmland, or forest land uses occur at the Project Site or within the surrounding area. The Project proposes to change the use of the existing 5-story building from medical offices to medical clinics and a surgery center with interior tenant improvements. This change would include a General Plan Amendment, Zone Change, and Height District change to change the property's land use designation from Limited Commercial to Regional Center Commercial, and change the property's zone and height district from CR-1L-O and CR-1VL-O to (T)(Q)C2-2D-O to allow the proposed change of use and to legalize the existing building's nonconforming FAR. As such, implementation of the Project would not result in the conversion of existing Farmland, agricultural uses, or forest land on- or off-site. Therefore, no impacts would occur and no mitigation measures would be required.

Mitigation Measures

None required.

III. AIR QUALITY

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. The City, including the Project Site, is within the South Coast Air Basin (Basin), and the South Coast Air Quality Management District (SCAQMD) is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and State ambient air quality standards. The SCAQMD has responded to this requirement by preparing a series of air quality management plans (AQMPs). The most recent AQMP, the 2022 AQMP, identifies the control measures that will be implemented over a 20-year horizon to reduce major sources of pollutants. Control measures established in previous AQMPs have substantially decreased exposure to unhealthy levels of pollutants, even while substantial population growth has occurred within the Basin.

The 2022 AQMP control strategies were developed, in part, based on regional growth projections prepared by the Southern California Association of Governments (SCAG). Specifically, the 2022 AQMP forecasts the 2037 emissions inventories “with growth” based on SCAG’s 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). As the AQMP control strategy is based on projections from local general plans, projects which are consistent with local general plans are considered to be consistent with the growth assumptions of the air-quality-related regional plans and their emissions are assumed to be accounted for in the AQMP emissions inventory. Projects which include amendments to general or specific plans, or are considered significant projects, undergo further scrutiny for AQMP consistency.

As detailed further in **Section XI, Land Use and Planning**, of this IS/ND, the Project would be consistent with the City of Los Angeles General Plan including the Wilshire Community Plan, the portion of the Land Use Element applicable to the Project Site. The Project proposes to change the use of the existing 5-story building from medical offices to medical clinics including a surgery center, which would not be considered a significant project pursuant to Title 14, Section 15206(b) of the California Code of Regulations, which establishes criteria for projects of statewide, regional,

or areawide significance.⁴ Because the Project would not result in a significant change of the use on the Site from existing conditions, and the existing use would be brought into conformance with the General Plan through the Project, it is assumed that the Project's emissions have been accounted for in the 2022 AQMP. Therefore, the Project would not conflict with or obstruct implementation of the applicable air quality plan. Impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less than Significant Impact. A significant impact may occur if the project would add a considerable cumulative contribution to federal or State non-attainment pollutants.

Criteria pollutants include Ozone (O₃), Carbon Monoxide (CO), Nitrogen Dioxide (NO₂), Respirable Particulate Matter (PM₁₀ and PM_{2.5}), Sulfur Oxides (SO_x), and lead. Currently, the Basin is a nonattainment area for the federal standards for O₃ and PM_{2.5} and the state standards for O₃, PM₁₀, and PM_{2.5}.⁵ The Los Angeles County portion of the Basin is also designated nonattainment for the federal standard for lead. Sources of lead emissions are ore and metals processing (e.g., lead smelters, leaded aviation gasoline combustion), waste incinerators, lead-acid battery manufacturing, etc. The Project would not include any such sources of lead emissions.

The Project consists of a change of use, a General Plan Amendment, and a Zone Change. The building and parking structure currently on the Project Site would be interiorly modified to accommodate medical clinic uses and a surgery center. The building would continue to operate similar to existing conditions, as it is currently used as an office building with primarily medical offices. The proposed change in use and associated land use designation changes would not result in air quality emissions in excess of SCAQMD regional operational emissions thresholds. Interior tenant improvements that are limited to interior partitions, non-combustion HVAC upgrades, and surface finishes do not exceed SCAQMD screening criteria for CEQA analysis.⁶ Interior tenant improvements will not include site disturbance, grading, or new exhaust systems and thus are not anticipated to include significant sources of criteria pollutants.

Therefore, the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state

⁴ See Cal. Code of Regs. Tit. 14 Section 15206(b), available at: [https://govt.westlaw.com/calregs/Document/I8B6F4F6B5B4D11EC976B000D3A7C4BC3?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=\(sc.Default\)](https://govt.westlaw.com/calregs/Document/I8B6F4F6B5B4D11EC976B000D3A7C4BC3?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)), accessed June 2025.

⁵ South Coast Air Quality Management District, *National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Basin*, available at: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caoqs-feb2016.pdf?sfvrsn=14>, accessed January 17, 2024.

⁶ South Coast Air Quality Management District, *Form 400-CEQA, California Environmental Quality Act (CEQA) Applicability*.

ambient air quality standard. Impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors.

Certain population groups are especially sensitive to air pollution and should be given special consideration when evaluating potential air quality impacts. These population groups include children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes or others who engage in frequent exercise. SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, childcare centers, and athletic facilities.

As discussed above, due to the nature of the Project, the Project would not generate substantial concentrations of pollutants. The Project would continue to be required to adhere to existing SCAQMD rules and LAMC requirements designed to limit air quality emissions and prevent exceedances of air quality standards, as is the existing building. Furthermore, the Project would not include stationary sources or attract mobile sources (such as heavy duty trucks) that would spend long periods queuing or idling at the Site (e.g., industrial warehouses or transfer facilities).

Based on the above, the Project would not expose sensitive receptors to substantial pollutant concentrations. Therefore, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. A significant impact may occur if objectionable odors occur which would adversely impact sensitive receptors.

Odors are typically associated with the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding.

The Project would involve the change of use for the existing building from office to medical clinic, which are not typically associated with odor complaints. As the Project involves no operational elements related to industrial projects, no long-term operational objectionable odors are anticipated. Therefore, potential impacts associated with objectionable odors would be less than significant and no mitigation would be required.

Mitigation Measures

None required.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

No Impact. The Project Site is currently developed with a five-story office building and a four-story parking structure. The Project Site is entirely paved. There are five street trees within the public right-of-way along San Vicente and one street tree within the public right-of-way on Orange Street adjacent to the Project Site. The Project does not propose any changes to the existing building or parking structures, or the existing paving, and the existing street trees are not proposed to be removed or altered. Accordingly, implementation of the Project would not have the potential to result in an adverse effect on candidate, sensitive, or special status plant species. Therefore, the Project would not have the potential to result in an adverse effect on candidate, sensitive, or special status plant species.

No impacts would occur and no mitigation would be required.

Mitigation Measures

None required.

- b) **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

No Impact. The Project Site is currently developed with a five-story office building and a four-story parking structure. The Project Site is entirely paved. There are no riparian or other sensitive natural community exists on the Project Site or in the immediate surrounding area.⁷ The Project does not propose any changes to the existing building or parking structures, or the existing paving, and the existing street trees are not proposed to be removed or altered. Therefore, implementation of the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. No impacts would occur and no mitigation would be required.

Mitigation Measures

None required.

- c) **Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

No Impact. A significant impact would occur if State or federally protected wetlands are modified or removed without adequate mitigation.

⁷ *United States Fish and Wildlife Service, National Wetlands Inventory, <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>, accessed November 2024.*

No wetlands, including marshes, vernal pools, or coastal areas are located on or in the vicinity of the Project Site.⁸ As such, the Project would not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. No impacts would occur and no mitigation would be required.

Mitigation Measures

None required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. A significant impact would occur if the Project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites.

The Project Site is not located within or adjacent to a Regional Wildlife Linkage, Essential Connectivity Area, or other formally recognized wildlife movement corridor. The Project Site and vicinity do not serve as a movement corridor. Additionally, there are no waterways in the surrounding vicinity that could be utilized by migratory fish. Furthermore, the Project does not propose new construction or any changes to the existing building or parking structures, or the existing paving, and the existing street trees are not proposed to be removed or altered. Accordingly, the Project would not fragment existing natural lands as it pertains to wildlife movement. As such, the Project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impeded the use of native wildlife nursery sites. No impacts would occur and no mitigation would be required.

Mitigation Measures

None required.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

No Impact. A significant impact could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance No. 186,873. The City of Los Angeles Protected Tree and Shrub Ordinance (Ordinance 186,873, LAMC Chapter IV, Article 6) regulates the relocation or removal of all protected trees or shrubs. In addition, a Bureau of Street Trees, Urban Forestry Division permit is required to plant, remove, destroy, cut, prune, or deface any tree, shrub, or plant in any street in the City.

There are five street trees within the public right-of-way along San Vicente and one street tree within the public right-of-way on Orange Street adjacent to the Project Site. The existing street trees are not proposed to be removed or altered as part of the Project. Additionally, according to the City of Los Angeles Tree Disclosure Statement signed by Project Site owner Jose Nazar on

⁸ *United States Fish and Wildlife Service, National Wetlands Inventory, <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>, accessed November 2024.*

April 4, 2024, there are no protected or significant trees on the property. Thus, the Project would not conflict with any local policies or ordinances protecting biological resources, including protected species. No impacts would occur and no mitigation would be required.

Mitigation Measures

None required.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. A significant impact would occur if a project would be inconsistent with mapping or policies in any conservation plans of the types cited.

The Project Site is not located within the boundaries of a Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.^{9,10} Accordingly, the Project would not conflict with such plans. No impacts would occur and no mitigation would be required.

Mitigation Measures

None required.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

⁹ California Department of Fish and Wildlife, California Natural Community Conservation Plans Map, August 2023, <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>, accessed November 2024.

¹⁰ City of Los Angeles Department of City Planning, Zone Information & Map Access System, available at: <http://zimas.lacity.org>, accessed November 2024.

a) Cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines §15064.5?

No Impact. Section 15064.5 of the State CEQA Guidelines defines an historical resources as: 1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; 2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or 3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the California Register. The California Register automatically includes all properties listed in the National Register of Historic Places (National Register) and those formally determined to be eligible for listing in the National Register. The local register of historical resources is managed by the Los Angeles Office of Historic Resources, which operates SurveyLA, a comprehensive program to identify significant historical resources throughout the City.

The Project Site is currently developed with a five-story office building and a four-story parking structure; the Project Site has not been designated or identified as eligible or potentially eligible for designation as an historic resource, including as an Historic-Cultural Monument.¹¹ The Project Site is also not located within an Historic Preservation Overlay Zone.¹² The Project Site is located adjacent to the 6th Street-Orange Street Multi-Family Residential Historic District and 6617 W. Orange Street, both of which are historical resources for the purposes of CEQA. The Project does not propose any physical changes to the existing on-site conditions, and will not change the existing developed buildings. Helix Environmental Planning prepared an *Analysis of the Indirect Impacts of the 640 S. San Vicente Boulevard Project, City and County of Los Angeles, California* to evaluate the potential for the Project to impact the adjacent historical resources.¹³ The analysis finds that the Project would comply with *Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* Standard No. 9, which addresses potential indirect impacts to the spatial relationships of a historical resource and its component features. The Project is compatible with the two historical resources in that the existing scale would remain and therefore there would be no change in the spatial relationships within and between the historical resources and the Project Site. Accordingly, the Project would not cause a substantial adverse change in the significance of an historical resource, including those adjacent to the site. Therefore, no impacts to historical resources would occur and no mitigation measures would be required.

Mitigation Measures

None required.

¹¹ City of Los Angeles Department of City Planning, Office of Historic Resources, *Historic Places LA online map*, available at: <http://www.historicplacesla.org/map>, accessed November 2024.

¹² City of Los Angeles Department of City Planning, *Zone Information & Map Access System*, website: <http://zimas.lacity.org>, accessed November 2024.

¹³ Helix Environmental Planning, *Analysis of the Indirect Impacts of the 640 S. San Vicente Boulevard Project, City and County of Los Angeles, California*, June 13, 2024.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?

No Impact. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources which meet the criteria for historical resources, as discussed above, or resources which constitute unique archaeological resources.

Based on a review of City of Los Angeles Prehistoric and Historic Archaeological Sites and Survey Areas Map, the Project Site and immediately surrounding areas do not contain any known archaeological sites or archaeological survey areas.¹⁴ Furthermore, the Project does not propose any changes to the existing building or parking structures, or the existing paving. The Project does not propose any digging or construction activities that could uncover any previously undisturbed archaeological resources. Thus, the Project would not cause a substantial adverse change in the significance of an archaeological resource. Therefore, no impacts would occur and no mitigation measures would be required.

Mitigation Measures

None required.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

No Impact. A significant adverse impact could occur if grading or excavation activities associated with a project were to disturb previously interred human remains. It is unknown whether human remains are located at the Project Site.

No formal cemeteries, other places of human internment, or burial grounds sites are known to occur within the immediate Project Site area. Furthermore, the Project does not propose any excavation or construction activities that could uncover any human remains. Therefore, no impacts would occur and no mitigation measures would be required.

Mitigation Measures

None required.

¹⁴ City of Los Angeles, *Citywide General Plan Framework Final Environmental Impact Report*, certified August 2001, Figure CR-1 – Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles, page 2.15-3.

VI. ENERGY

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact. A significant impact may occur if a project were to consume energy resources in a wasteful, inefficient, or unnecessary way during construction or operation.

The Project does not include construction, but would include interior tenant improvements over time to remodel interior spaces into medical clinics and a surgery center. The use of electricity associated with interior building improvements would be temporary and would fluctuate according to the phase of construction. It is anticipated that most of the electric-powered construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would result in minimal electricity usage during building improvement activities. As such, the Project would not involve the inefficient, wasteful, and unnecessary use of energy during the tenant improvement phase(s) of the Project.

Operation of the building both under existing conditions and after implementation of the Project would require energy consumption. All Project systems, including, but not limited to, HVAC, refrigeration, water heating, lighting, and the use of electronics, equipment, and appliances would be powered by electricity provided by the Los Angeles Department of Water and Power (LADWP), or natural gas which would be provided to the Project Site by Southern California Gas Company (SoCalGas). There are no unusual features of the Project or the Site that would result in the change of use of the building from medical office to medical clinic use representing more than a negligible portion of the electrical and natural gas consumption anticipated and planned for within the LADWP and SoCalGas service areas.

Depending on the extent of building upgrades that occur with each tenant improvement, the Project may be required to comply with the standards set in the California Building Code (CBC) Title 24 and Los Angeles Green Building Code (Chapter IX, Article 9, of the LAMC). The standards are updated every three years and each iteration is more energy efficient than the previous standards. The City's Green Building Code further establishes mandatory measures related to heat island effect reduction, ENERGY STAR compliant equipment, and HVAC system size and design, which exceed statewide Title 24 requirements. Furthermore, the Project would continue to reduce its use of nonrenewable energy resources as the electricity generated by renewable

resources provided by SCE continues to increase to comply with state requirements through Senate Bill 100 (SB 100), which requires electricity providers to increase procurement from eligible renewable energy resources to 60 percent by 2030 and 100 percent by 2045. The Project's proposed interior changes would thus likely make the building more energy efficient over time, and would not result in the wasteful, inefficient, or unnecessary consumption of energy during construction or operation. Impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. A significant impact may occur if a project were to conflict with a state or local plan for renewable energy or energy efficiency.

State regulations for energy efficiency are contained within California's Building Energy Efficiency Standards and CALGreen, both of which are set forth in California Code of Regulations (CCR) Title 24. California's Building Energy Efficiency Standards were established in 1978 and serve to enhance and regulate California's building standards. These standards include regulations for residential and non-residential buildings constructed in California to reduce energy demand and consumption. The Building Energy Efficiency Standards are updated every three years to incorporate and consider new energy efficiency technologies and methodologies.

As discussed above, the Project would implement features and systems designed to reduce the consumption of energy as the building is improved over time with new clinic uses and tenants. Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- i. **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Less than Significant Impact. A significant impact may occur if a project is located within a State-designated Alquist-Priolo Zone or other designated fault zone, and appropriate building practices are not employed.

The Project Site is located in the seismically active region of Southern California. Numerous active and potentially active faults with surface expressions (fault traces) have been mapped adjacent to, within, and beneath the City. Active earthquake faults are faults where surface rupture has occurred within the last 11,000 years. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazards of surface fault rupture to built structures. Surface rupture of a fault generally occurs within 50 feet of an active fault line.

The Project Site is not located within a designated Alquist-Priolo Earthquake Fault Zone or within a Preliminary Fault Rupture Zone.¹⁵ There are several Alquist-Priolo Earthquake Fault Zones in the Los Angeles region; the nearest Alquist-Priolo Earthquake Fault Zone to the Project Site is located approximately 2.74 miles southwest of the Project Site and is associated with the Newport-Inglewood Fault.¹⁶ Because no known faults cross the property, the potential for ground rupture at the Project Site is considered remote.

The Project would involve a change of use to the existing building and would not involve mining operations, deep excavation into the earth, or boring of large areas, which could create unstable seismic conditions or stresses in the Earth's crust or otherwise have the potential to directly or indirectly exacerbate existing potential for fault rupture. As such, the Project would not cause substantial adverse effects involving rupture of a known fault. Therefore, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

ii. **Strong seismic ground shaking?**

Less than Significant Impact. A significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with locations in the Southern California region.

The Project Site is located in the seismically active region of Southern California, and therefore, is susceptible to ground shaking during a seismic event. There are numerous active faults in the

¹⁵ *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: <http://zimas.lacity.org>.*

¹⁶ *California Department of Conservation, California Earthquake Hazards Zone Application map, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, accessed December 19, 2023.*

region; as discussed above, the nearest active fault with a surface trace is the Newport-Inglewood Fault, approximately 2.74 miles southwest of the Project Site.

The Project would involve a change of use to the existing building and does not include new building construction. The existing building was constructed in 1985. Modern buildings are designed to resist ground shaking through the use of shear panels, moment frames, and reinforcement. The potential seismic shaking hazard to the Project Site would not be higher than in most areas of the City or elsewhere in the region. The Project would result in an on-going use of an existing building and would not involve mining operations, deep excavation into the earth, or boring of large areas, which could create unstable seismic conditions or stresses in the Earth's crust or otherwise have the potential to directly or indirectly exacerbate existing potential for strong seismic ground shaking. As such, the Project would not cause substantial adverse effects involving seismic ground shaking. Therefore, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. A significant impact may occur if a project is located in an area identified as having a high risk of liquefaction and mitigation measures required within such designated areas are not incorporated into the project. Liquefaction describes a phenomenon where cyclic stresses, which are produced by earthquake-induced ground motions, create excess pore pressures in cohesionless soils. As a result, the soils may acquire a high degree of mobility, which can lead to lateral spreading, consolidation and settlement of loose sediments, ground oscillation, flow failure, loss of bearing strength, ground fissuring, and sand boils, and other damaging deformations. This phenomenon occurs only below the water table, but after liquefaction has developed, it can propagate upward into overlying, non-saturated soils as excess pore water escapes. The possibility of liquefaction occurring at a given site is dependent upon the occurrence of a significant earthquake in the vicinity, sufficient groundwater to cause high pore pressures, and on the grain size, relative density, and confining pressures of the soil at the Site.

The Project Site is mapped within an area where historic occurrences of liquefaction or geological, geotechnical, and groundwater conditions indicate a potential for liquefaction to occur according to the California Geological Survey.¹⁷ The Project would involve a change of use to the existing building and does not include new building construction. The Project would result in an on-going use of an existing building and therefore would not create any new conditions that could cause substantial adverse effects involving seismic-related ground failure. Therefore, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

¹⁷ California Department of Conservation, Open Data and Maps CNRA, CGS Seismic Hazards Program: Liquefaction Zones, website: <https://maps-cnra-cadoc.opendata.arcgis.com/datasets/cadoc::cgs-seismic-hazards-program-liquefaction-zones/explore?location=34.065548%2C-118.372465%2C18.72>, accessed December 2024.

iv. Landslides?

No Impact. A significant adverse effect may occur if a project is located in a hillside area with soil conditions that would suggest high potential for sliding. Landslides generally occur in loosely consolidated, wet soil and/or rock on steep sloping terrain. The Project Site is located on a flat site in a relatively flat location and is not located near significant hillsides. The Project Site is not mapped as potentially susceptible to seismically-induced landslides,¹⁸ and no active or dormant landslides, including debris flows or rock slides, are known to exist on or adjacent to the Site.¹⁹ The Project would involve a change of use to the existing building and does not include new building construction. The Project would result in an on-going use of an existing building and therefore would not create any new conditions that could cause substantial adverse effects involving landslides. Therefore, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

b) Result in substantial soil erosion or the loss of topsoil?

No Impact. A significant impact may occur if a project exposes large areas to the erosional effects of wind or water for a protracted period of time.

The Project Site is currently developed with a five-story office building and a four-story parking structure; the Project Site is entirely paved. The Project does not include any demolition or new construction on the Project Site, and no grading is proposed. No changes are proposed to the existing hardscape or street trees. As such, the Project would not result in soil erosion or the loss of topsoil and no mitigation would be required.

Mitigation Measures

None required.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less than Significant Impact. A significant impact may occur if a project is built in an unstable area without proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property. Potential impacts with respect to liquefaction and landslide potential are evaluated in **Checklist Questions VI(a.iii) and (a.iv)** above.

As detailed above, the Project would not result in landslide or liquefaction impacts. Because lateral spreading is the lateral movement of soils that have undergone liquefaction, the Project would, accordingly, not result in lateral spreading. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of

¹⁸ California Department of Conservation, California Earthquake Hazards Zone Application map, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, accessed December 2024.

¹⁹ California Department of Conservation, California Geological Survey, Landslide Inventory Map, available at: <https://maps.conservation.ca.gov/cgs/lsl/>, accessed December 2024.

the pore space previously occupied by the removed fluid. Although the Project Site is within an identified oil drilling district²⁰, there are no oil drilling activities on the Project Site and the Project itself does not propose oil drilling or any other direct withdrawal or injection of fluid into the subsurface soils beneath the Site. Furthermore, the Project does not include any excavation, demolition or new construction on the Project Site. As such, the Project would not exacerbate existing conditions such as unstable geologic units or unstable soil. Therefore, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than Significant Impact. A significant impact may occur if a project is built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property. Expansion and contraction of volume can occur when expansive soils undergo alternating cycles of wetting (swelling) and drying (shrinking). During these cycles, the volume of the soil changes markedly, and can cause structural damage to buildings and infrastructure.

As discussed above, the Project Site is currently developed with a five-story office building and a four-story parking structure; the Project Site is entirely paved. The Project does not include any demolition or new construction on the Project Site. The Project does not propose any structural or geological changes to the Project Site, which would ensure that the Project would not create substantial direct or indirect risks to life or property as a result of expansive soils. Therefore, impacts would be less than significant and no mitigation measures would be necessary.

Mitigation Measures

None required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. A significant impact may occur if a project is located in an area not served by an existing sewer system.

The Project would connect to the existing wastewater system. No septic tanks or alternative disposal systems are necessary, nor are they proposed. Therefore, no impacts would occur and no mitigation measures would be required.

Mitigation Measures

None required.

²⁰ City of Los Angeles Department of City Planning, Zone Information & Map Access System, available at: <http://zimas.lacity.org>.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. A significant impact may occur if a project directly or indirectly destroys a unique paleontological resource or site or unique geologic feature.

No known paleontological resources are mapped by the City as within the Project Site.²¹ Furthermore, the Project does not propose any changes to the existing building or parking structures, or the existing paving. The Project does not propose any digging or construction activities that could uncover any previously undisturbed paleontological resources. As such, the Project would not destroy a unique paleontological resource or site or unique geologic feature. No impact would occur and no mitigation measures would be required.

Mitigation Measures

None required.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. A project may have a significant impact if project-related emissions would exceed federal, State, or regional standards or thresholds. Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and human generated, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth’s surface, the atmosphere itself, and by clouds. The City has adopted the LA Green Plan to provide a citywide plan for achieving the City’s GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current LAGBC (Ordinance No. 181,480). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater

²¹ City of Los Angeles, *Citywide General Plan Framework Final Environmental Impact Report, certified August 2001, Figure CR-2 – Vertebrate Paleontological Resources in the City of Los Angeles, page 2.15-4.*

generation. Through required implementation of the LAGBC, the proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs.

The Project proposes to change the use of the existing 5-story building from medical offices to medical clinics including a surgery center. This change would include a General Plan Amendment, Zone Change, and Height District change to change the property's land use designation from Limited Commercial to Regional Center Commercial, and change the property's zone and height district from CR-1L-O, and CR-1VL-O to (T)(Q)C2-2D-O to allow the proposed change of use and to legalize the existing building's nonconforming FAR. Construction consists of interior tenant improvements only and there is no new proposed addition/no new floor area in conjunction with the requested entitlements. There are no changes to the existing attached parking garage. The existing building would continue to operate as a medical building which would have daily visits by employees and visitors. As the Project does not propose an increase to the floor area of the existing building, the capacity of the building would not change and the number of daily visitors is not expected to change in any notable manner. Thus, the Project would not result in a change from existing conditions with respect to generation of GHG emissions. Therefore, the Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, and impacts with respect to GHGs would be less than significant. No mitigation measures would be required.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. A significant GHG impact may occur if a project is not consistent with the AB32 Scoping Plan or other applicable plans designed to reduce greenhouse gas emissions such as a Climate Action Plan, or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of such a plan.

As discussed above, the Project proposes to change the use of the existing 5-story building from medical offices to medical clinics including a surgery center. The Project's proposed General Plan Amendment and Zone Change would allow the proposed change of use and to legalize the existing building's nonconforming FAR, and therefore the site would be more compliant with the zone and land use designation after approval of the Project. The existing building would continue to operate as a medical building which would have daily visits by employees and visitors. The Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. No mitigation measures would be required.

Mitigation Measures

None required.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. A significant impact may occur if a project involves use or disposal of hazardous materials as part of its routine operations and would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors.

Medical waste includes, but is not limited to: sharps, biohazardous and pharmaceutical waste, all of which is subject to Chapter 4 of the Medical Waste Management Act (MWMA), Health and Safety Code (HSC) sections 117915 through 117946. The MWMA does not differentiate medical

waste by type of medical facility, and thus the regulations, standards, and guidelines for the use and disposal of medical waste associated with operations of the building as a medical clinic and surgery center would not be different from the regulations, standards, and guidelines applicable to existing operations within the building as medical offices. Use of these materials would be subject to compliance with existing regulations, standards, and guidelines established by the federal, state, and local agencies related to storage, use, and disposal of hazardous materials. Medical waste generated would continue to be managed in accordance with a Medical Waste Management Plan in compliance with California Department of Public Health standards. Medical waste would continue to be transported offsite by a licensed transporter for appropriate disposal on a regular basis.

Based on the above, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during construction or operation. Therefore, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. A significant impact may occur if a project could potentially pose a hazard to nearby sensitive receptors by releasing hazardous materials into the environment through accident or upset conditions.

As discussed above, medical waste includes, but is not limited to: sharps, biohazardous and pharmaceutical waste, all of which is subject to Chapter 4 of the MWMA, HSC sections 117915 through 117946. The MWMA does not differentiate medical waste by type of medical facility, and thus the regulations, standards, and guidelines for the use and disposal of medical waste associated with operations of the building as a medical clinic and surgery center would not be different from the regulations, standards, and guidelines applicable to existing operations within the building as medical offices. Medical waste would continue to be managed in accordance with a Medical Waste Management Plan in compliance with California Department of Public Health standards and transported offsite by a licensed transporter for appropriate disposal on a regular basis.

Based on the above, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. A significant adverse effect may occur if a project site is located within one-quarter mile of an existing or proposed school site and is projected to release toxic emissions which pose a health hazard beyond regulatory thresholds.

There are no schools located within 0.25-mile of the Project Site. The nearest school to the Site is Horace Mann Elementary School (8701 Charleville Boulevard), , located approximately one (1) mile to the west. As such, the Project would not emit or handle hazardous materials, substances, or waste within 0.25-mile of a school. Therefore, no impacts would occur and no mitigation measures would be required.

Mitigation Measures

None required.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis.

The Project Site is not listed on any government database of hazardous materials sites.²² As such, the Project would not create a significant hazard to the public or environment related as a result of the Site's inclusion on such lists. Therefore, no impact would occur and no mitigation measures would be required.

Mitigation Measures

None required.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. A significant impact may occur if a project is located within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard.

²² California Environmental Protection Agency, Cortese List Data Resources, <https://calepa.ca.gov/SiteCleanup/CorteseList/>, accessed December 2024.

The Project Site is not located within any airport's influence area nor within two miles of an existing airport.²³ The nearest airport is the Santa Monica Airport (3233 Donald Douglas Loop S, Santa Monica), located approximately 5.37 miles to the southwest. Therefore, the Project would not result in a safety hazard or excessive noise for people living in the Project area as a result of airports. No impact would occur and no mitigation measures would be required.

Mitigation Measures

None required.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. A significant impact may occur if a project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan or would generate traffic congestion that would interfere with the execution of such a plan. The Emergency Management Department (EMD) leads the City's effort in the development of citywide emergency plans, revises and distributes the Emergency Operations Master Plan and Master Procedures and Annexes and updates and disseminates guidelines for the emergency response plans.

The Project does not include any proposed changes to the existing circulation system on or around the Project Site, and does not include any new buildings on the site or exterior features. The Project does not include alterations to vehicular circulation routes or patterns, and would not impede public access or travel upon public rights-of-way and would not include the installation of barriers (e.g. perimeter fencing, fixed bollards, etc.) that could impede emergency access within the vicinity of the Project Site. Although evacuation routes and shelters are determined during an emergency based on availability and current conditions, in the event of an emergency evacuation of the Project area, there are several pre-designated disaster routes in the greater Project area including Wilshire Boulevard and La Cienega Boulevard.²⁴ The Project would introduce additional traffic onto these disaster routes during an emergency evacuation; however, this would be the same scenario as under existing conditions and thus the Project would not represent an increase that would not be expected to result in substantial delays or capacity exceedances during an emergency. Emergency access to the Project Site and surrounding uses would be maintained at all times.

Based on the above, the Project would not Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant and no mitigation would be required.

Mitigation Measures

None required.

²³ County of Los Angeles, Department of Regional Planning, *Airports and Airport Influence Areas*, August 2018, https://case.planning.lacounty.gov/assets/upl/project/ALUC_Airports_Aug2018_rev3.pdf, accessed December 19, 2024.

²⁴ County of Los Angeles, Department of Public Works, *Disaster Route Map: City of Los Angeles, Central Area*, August 13, 2008, available at <https://pw.lacounty.gov/dsg/DisasterRoutes/map/Los%20Angeles%20Central%20Area.pdf>, accessed December 2024.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. A significant impact may occur if a project is located in proximity to wildland areas and poses a potential fire hazard, which could expose persons or structures, either directly or indirectly, in the area in the event of a fire.

The Project Site is not located within a Very High Fire Hazard Severity Zone.²⁵ The Project Site is located in a developed, urban area in the City of Los Angeles. The Project Site and surrounding area are relatively flat and do not contain any significant slope. Accordingly, the Project would not directly or indirectly expose people or structures to significant risk of loss involving wildland fires. Therefore, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

²⁵ City of Los Angeles Department of City Planning, Zone Information & Map Access System, available at: <http://zimas.lacity.org>.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact. A significant impact may occur if a project discharges water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems. Significant impacts may also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

The Project Site lies within the jurisdiction of the Los Angeles Regional Water Quality Control Board (“RWQCB”). The Project does not include construction activities (no grading or building construction) and therefore is not required to comply with the state’s General Construction National Pollutant Discharge Elimination System (NPDES) Permit or the development of a construction Stormwater Pollution Prevention Plan.

Stormwater runoff from the Project Site currently has the potential to introduce small amounts of pollutants into the stormwater system. Possible pollutants include runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (oil/grease, household cleaners, and trash). The Project does not propose any changes to the existing paving or hardscape, or the stormdrain system on or around the Site, and thus would continue to be subject to the NPDES standards and the City’s Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176) which prohibit the discharging of any pollutants or hazardous materials to the stormdrain system or receiving waters.

The Project does not propose any activities that would violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality during construction or operation. Therefore, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

- b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

Less than Significant Impact. A significant impact may occur if a project includes deep excavations resulting in the potential to interfere with groundwater movement or included withdrawal of groundwater or paving of existing permeable surfaces important to groundwater recharge.

Operation of the Project would continue to use a municipal water supply, as under existing conditions, and does not propose the use of any wells or other means of extracting groundwater. Potable water will be supplied by the LADWP, which draws water supplies from distant sources and which conducts its own assessments and mitigation of potential environmental impacts. The Project does not include any excavation and thus groundwater at the Project Site will not be directly encountered or affected. The Project would not change the amount of pervious or impervious area at the Site. As such, the Project would not decrease groundwater supplies or substantially interfere with groundwater recharge. Therefore, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**
- i. Result in substantial erosion or siltation on- or off-site;**
 - ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; or**
 - iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.**
 - iv. Impede or redirect flood flows?**

No Impact. A significant impact may occur if a project: results in a substantial alteration of drainage patterns that would result in a substantial increase in erosion or siltation during construction or operation of the project; results in increased runoff volumes during construction or operation of the project that would result in flooding conditions affecting the Project Site or nearby properties; would increase the volume of storm water runoff to a level which exceeded the capacity of the storm drain system serving a project site or substantially increase the probability that polluted runoff would reach the storm drain system; or results in a substantial alteration of flood flows.

As discussed above, the Project does not include construction activities (no grading or building construction) and thus there are no proposed construction activities could have the potential to alter existing drainage patterns or flows on the Project Site. The Project would not result in erosion or siltation, on- or off-site flooding, or polluted runoff as a result of construction activities.

The Project does not propose any changes to the existing paving or hardscape, or to the stormdrain system on or around the Site. As such, the Project would not alter the existing drainage pattern of the Project Site in a manner that would result in erosion, flooding, exceedance of storm drainage systems, or provide sources of polluted runoff.

According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map, the Project Site is within Zone X, which is a designation for areas of minimal flood hazard,²⁶ and the City identifies the Project Site outside of a flood zone.²⁷ In addition, no streams or rivers that may overflow or breach a levee are located on or near the Project Site. The Site is not located within a tsunami hazard area or potential inundation area of a dam or flood control basin.²⁸ As such, the Project would not be expected to encounter flood flows.

Based on the above discussion, no impacts would occur and no mitigation measures would be required.

Mitigation Measures

None required.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than Significant Impact. A significant impact may occur if a project site is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically-induced tidal phenomena (seiche and tsunami) or if the project site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows.

As detailed above, the Project Site is not located within a flood hazard, tsunami, or seiche zone. Furthermore, as discussed in greater detail in **Checklist Section IX, Hazards and Hazardous Materials**, typical hazardous materials utilized by medical facilities (e.g., mercury, pharmaceuticals, radiologicals, sterilants and disinfectants, cleaning solvents, laboratory chemicals, and pesticides for landscaping) would be properly stored and handled as to avoid spilling contents in an area that may encounter flood water. As such, the Project would not risk release of pollutants due to inundation. Therefore, impacts would be less than significant and no mitigation measures would be required.

²⁶ Federal Emergency Management Agency, *Flood Insurance Rate Map, Los Angeles County, California, FEMA Map Number 06037C1629F, effective September 26, 2008, website: <https://msc.fema.gov/portal/search>, accessed December 2024.*

²⁷ City of Los Angeles Department of City Planning, *Zone Information & Map Access System, website: <http://zimas.lacity.org>.*

²⁸ City of Los Angeles Department of City Planning, *Safety Element of the City of Los Angeles General Plan, Exhibit G: Inundation and Tsunami Hazard Areas, adopted November 26, 1996.*

Mitigation Measures

None required.

e) **Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

Less than Significant Impact. A significant water quality impact may occur if a project is not consistent with water quality control plans or sustainable groundwater management plans. Water quality control plans applicable to the Project Site include the Los Angeles Regional Water Quality Control Board's (LARWQCB) *Water Quality Control Plan, Los Angeles Region: Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties* (Basin Plan) and the City's *Water Quality Compliance Master Plan for Urban Runoff* (Master Plan). Adopted by LARWQCB, the Basin Plan designates beneficial uses for surface and groundwaters, sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State's anti-degradation policy, and describes implementation programs to protect all waters in the Los Angeles Region. In addition, the Basin Plan incorporates (by reference) all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations. The Master Plan was developed by the Bureau of Sanitation, Watershed Protection Division in collaboration with stakeholders with the primary goal of the Master Plan is to help meet water quality regulations. The Master Plan identifies and describes the various watersheds in the City, summarizes the water quality conditions of the City's waters, identifies known sources of pollutants, describes the governing regulations for water quality, describes the BMPs that are being implemented by the City, discusses existing Total Maximum Daily Loads (TMDL)²⁹ Implementation Plans and Watershed Management Plans.

As previously discussed, the Project does not propose any construction activities that would encounter groundwater or spread contaminants into surface water. Furthermore, while the change of use of the building from medical office to medical clinic and surgery center could slightly increase the use of onsite hazardous materials, compliance with all applicable existing regulations at the Project Site regarding the handling, storage, and potentially required cleanup of hazardous materials would prevent the Project from affecting or expanding any potential areas of contamination, increasing the level of contamination, or causing regulatory water quality standards at an existing production well to be violated. In addition, operation of the Project would not require direct groundwater extraction either through permanent dewatering or for water supply use.

The Project does not propose direct groundwater withdraw for any purpose including supply or dewatering. The Project would continue to receive its water from the LADWP, who receives approximately eight percent of its total water supply from groundwater.³⁰ Locally, the City holds water rights in the San Fernando, Sylmar, Eagle Rock, Central, and West Coast Basins, all of which have been adjudicated by California courts and are governed by judicial decrees, including the Upper Los Angeles River Area (ULARA) Groundwater Basin Adjudication, which encompasses the San Fernando, Sylmar, Verdugo, and Eagle Rock basins.³¹ Both the LADWP

²⁹ *Total Maximum Daily Load (TMDL) is a regulatory term referring to the maximum amount of a pollutant that a body of water can receive per day while still meeting water quality standards.*

³⁰ *City of Los Angeles, Department of Water and Power, Urban Water Management Plan, 2020, page 5-1.*

³¹ *City of Los Angeles, Department of Water and Power, Urban Water Management Plan, 2020, pages 5-1 through 5-4.*

and the California Department of Water Resources have programs in place to monitor supply wells to prevent overdrafting of groundwater basins. Both the LADWP's groundwater pumping strategy is based on a "safe yield" strategy, in which the amount of water removed over a period of time equals the amount of water entering the groundwater basin through native and imported groundwater recharge. Furthermore, protection from potential overdraft conditions is a requirement of the various adjudication decrees, including the ULARA Judgement. LADWP addresses water supply needs through preparation of an Urban Water Management Plan (UWMP), which projects future water use demands and identifies water supplies to meet these demands and is updated every five years. The Project's water demand is not expected to exceed the demand under existing conditions, and therefore will be within the projections of the UWMP.

Accordingly, based on the above, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Physically divide an established community?

Less than Significant Impact. A significant impact may occur if a project were sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community (a typical example would be a project which involved a continuous right-of-way such as a roadway which would divide a community and impede access between parts of the community).

The Project Site is located within the boundaries of the Wilshire Community Plan area. The Project proposes to change the use of the existing 5-story building from medical offices to medical clinics including a surgery center. This change would include a General Plan Amendment, Zone Change, and Height District change to change the property's zone and height district from CR-1L-O and CR-1VL-O to (T)(Q)C2-2D-O to allow the proposed change of use within the existing building. Construction consists of interior tenant improvements only and there is no new proposed

addition/no new floor area in conjunction with the requested entitlements. There are no changes to the existing attached parking garage. The Project would not directly disrupt, divide, or isolate an existing neighborhood or community, as the Project Site would remain in its existing physical condition, developed with a building and parking structure. Additionally, the Project would not cause any permanent street closures, block access to any surrounding land use, or cause any change in the existing street grid system. As such, the Project would not physically divide an established community. Therefore, related impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact. A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the Project Site and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate.

Regionally, the Project Site is located within the planning area of the Southern California Association of Governments (SCAG), the federally designated metropolitan planning organization. SCAG is responsible for reviewing regionally significant local plans, projects, and programs for consistency with SCAG's adopted regional plans. As the Project proposes to change the use of the existing 5-story building from medical offices to medical clinics, and a General Plan Amendment, Zone Change, and Height District change to change the zone and land use designation, the Project does not meet the criteria for being regionally significant pursuant to the CEQA Guidelines, Section 15206(b)(2)(D); therefore, no further analysis of SCAG consistency is required.

Locally, the Project Site is located within the jurisdiction of the City of Los Angeles and is therefore subject to the land use designations and zoning regulations of local land use plans and zoning ordinances, discussed below.

City of Los Angeles General Plan

Land uses on the Project Site are guided by the General Plan. The General Plan sets forth goals, objectives, and programs to guide day-to-day land use policies and to meet the existing and future needs and desires of the community, while integrating the seven state-mandated elements, including Land Use, Transportation, Noise, Safety, Housing, Open Space, and Conservation, as well as the General Plan Framework Element, and includes an Air Quality Element and Health and Wellness Element (Plan for a Healthy Los Angeles). The Land Use Element of the General Plan consists of the General Plan Framework Element, which addresses Citywide policies, and also includes the 35 community plans that guide land use at a local level. The Project Site is located in the Wilshire Community Plan area, which is one of the 35 community plans of the Land Use Element. The following discusses the General Plan Framework Element and the Community Plan, which address land uses.

The Project includes a General Plan Amendment to change the property's land use designation from Limited Commercial to Regional Center Commercial. The amendment would make the Project Site consistent with development patterns and the General Plan designation of most of the properties along Wilshire Boulevard between San Vicente Boulevard and La Brea Boulevard.

General Plan Framework Element

The General Plan Framework Element sets forth a citywide comprehensive long-range growth strategy and defines Citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure, and public services. Framework Element land use policies are implemented at the community level through community plans and specific plans. The Land Use Chapter of the Framework Element provides objectives and policies intended to serve as guidelines for the community plans. The consistency of the Project with applicable objectives and policies in the General Plan Framework Element is presented in **Table XI-1, Project Consistency with the Framework Element**. Applicable objectives and policies for the Project begin with Objective 3.1. As shown, the Project would be consistent with the applicable objectives and policies.

**Table XI-1
Project Consistency with the Framework Element**

Objective/Policy ¹	Project Consistency
<i>Distribution of Land Uses</i>	
Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.	Consistent. The Project would change the use of the existing building from medical office to medical clinic, in response to a need for additional clinics and surgery centers in the Project area. This use would add a medical clinic use adjacent to residential, office, commercial, and other medical uses, and within 3,500 feet of Cedars Sanai Medical Center.
<i>Land Use Chapter</i>	
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.	Consistent. The Project proposes to change the use of the existing 5-story building from medical offices to medical clinics including a surgery center. This change would include a General Plan Amendment, Zone Change, and Height District change to change the property's land use designation from Limited Commercial to Regional Center Commercial, and change the property's zone and height district from CR-1L-O and CR-1VL-O to (T)(Q)C2-2D-O to allow the proposed change of use and to legalize the existing building's nonconforming FAR. The Project would allow the provision of medical clinic uses within the existing building, in response to a need for such services in the Project area. This use would add a medical clinic use adjacent to residential, office, commercial, and other medical uses within an urban area.
<i>Urban Form and Neighborhood Design Chapter</i>	
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 the region.	Consistent. The Project does not propose any new construction or building development; rather, the Project includes a General Plan Amendment and Zone Change, and a change of use from medical office to medical clinic use. The Project Site is located

**Table XI-1
Project Consistency with the Framework Element**

Objective/Policy ¹	Project Consistency
	approximately 300 feet from Wilshire Boulevard, which is a major transportation corridor, and within 3,500 feet of Cedars Sinai Medical Center, which will allow for shorter trips for doctors, patients, and medical staff between facilities.
Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.	Consistent: The Project allow continued use of an existing building, maintaining the existing quality of the public realm on and adjacent to the site.
Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.	Consistent: The continuous visible and non-visible presence of employees and visitors at all times of the day would continue to provide a sense of security during evening and early morning hours. The building includes interior and exterior lighting for wayfinding and security.
¹ City of Los Angeles, <i>The Citywide General Plan Framework Element</i> , readopted August 2001. Source (table): EcoTierra Consulting, November 2024.	

Wilshire Community Plan

The community plans are intended to promote an arrangement of land uses, streets, and services, which would encourage and contribute to the economic, social, and physical health, safety, and welfare of the people who live and work in the community. The community plans are also intended to guide development in order to create a healthful and pleasing environment. The community plans coordinate development among the various communities of the City and adjacent municipalities in a fashion both beneficial and desirable to the residents of the community. The Wilshire Community Plan guides land uses on the Project Site and in the surrounding areas within the Community Plan Area. With regard to residential land uses, the Community Plan identifies opportunities for the preservation and enhancement of the positive characteristics of residential neighborhoods while providing a variety of compatible new housing opportunities.

As discussed above, the Project Site is designated for Limited Commercial³² land use; the Project proposes to change the use of the existing 5-story building from medical offices to medical clinics including a surgery center. This change would include a General Plan Amendment, Zone Change, and Height District change to change the property’s land use designation from Limited Commercial to Regional Center Commercial, and change the property’s zone and height district from CR-1L-O and CR-1VL-O to (T)(Q)C2-2D-O to allow the proposed change of use and to legalize the existing building’s nonconforming FAR. The Project’s consistency with the applicable objectives and policies of the Wilshire Community Plan is presented in **Table XI-2, Project Consistency with the Wilshire Community Plan**. As shown, the Project would be consistent with the applicable objectives and policies.

³² City of Los Angeles, *General Plan Land Use Map, Wilshire Community Plan, as of March 5, 2014*, available at: <https://planning.lacity.gov/odocument/2ec22248-3c1e-4354-b5d1-096cdf9845ab/wilplanmap.pdf>.

**Table XI-2
Project Consistency with the Wilshire Community Plan**

Objective/Policy ¹	Project Consistency
<p>Objective 2-1: Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services within existing commercial areas.</p>	<p>Consistent. The Project proposes to change the use of the existing 5-story building from medical offices to medical clinics including a surgery center. This change would include a General Plan Amendment, Zone Change, and Height District change to change the property's land use designation from Limited Commercial to Regional Center Commercial, and change the property's zone and height district from CR-1L-O and CR-1VL-O to (T)(Q)C2-2D-O to allow the proposed change of use and to legalize the existing building's nonconforming FAR. In response to a need for such services in the Project area, the Project would preserve an existing commercial building by making the use of the building viable in response to existing demands.</p>
<p>Policy 2-1.1: New commercial uses should be located in existing established commercial areas or shopping centers.</p>	<p>Consistent. The Project would allow the continued use of an existing commercial building along a commercial corridor.</p>
<p>Policy 2-1.2: Protect existing and planned commercially zoned areas, especially in Regional Commercial Centers, from encroachment by stand alone residential development by adhering to the community plan land use designations.</p>	<p>Consistent. The Project would allow the continued use of an existing commercial building along a commercial corridor, preserving the site as a commercial use, thus not allowing encroachment of residential uses onto the site.</p>
<p>Policy 2-1.3: Enhance the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.</p>	<p>Consistent. The Project's proposed a General Plan Amendment from Limited Commercial to Regional Center Commercial would allow the provision of medical clinic uses within the existing building, in response to a need for such services in the Project area.</p>
<p>¹ City of Los Angeles Department of City Planning, <i>Wilshire Community Plan</i>, adopted September 19, 2001. Source (table): <i>EcoTierra Consulting</i>, November 2024.</p>	

Los Angeles Municipal Code

Development of the Project Site is subject to the constraints of the Los Angeles Municipal Code (LAMC), specifically Chapter I, the Planning and Zoning Code. As part of the Project, the Project is requesting discretionary approval of: (1) a General Plan Amendment to change the property's land use designation from Limited Commercial to Regional Center Commercial pursuant to LAMC Section 11.56; and (2) a Zone and Height District Change from CR-1VL-O and CR-1VL-O to (T)(Q)C2-2D-O, in conjunction with a proposed change of use from 5 levels of medical offices to 5 levels of medical clinics and a surgery center in an existing building and to legalize the existing building's nonconforming FAR pursuant to LAMC Section 12.32-F and 12.32-Q.

The Project Site is located within the Wilshire Community Plan area and is designated by the Community Plan for Limited Commercial land uses with corresponding zones of C1, C1.5, C2, C4, P, CR, RAS3 and RAS4. The Project Site is zoned CR-1L-O (Limited Commercial – Height District 1L – Oil Drilling District) and CR-1VL-O (Limited Commercial – Height District 1VL – Oil

Drilling District). The CR zone permits office uses and pharmacies when they are in an office building, but does not permit medical clinic uses.

The Project would change the General Plan Land Use Designation of the Project Site from Limited Commercial to Regional Commercial, and the zoning designation from CR-1VL-O and CR-1VL-O to (T)(Q)C2-2D-O, to permit a change of use from medical offices to medical clinics including a surgery center in the existing 5-story, 68,500 square foot medical office and attached parking structure. The Regional Commercial land use designation had corresponding zones of CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4, and R5. The C2 zone permits medical clinics and laboratories.

The zone change would permit the existing building's nonconforming FAR which is over 1.5:1. The Project's proposed General Plan Amendment, through the unmodified Footnote 6, makes the Project Site subject to Height District 2. Generally, Height District 2 in the C zone allows unlimited height with an FAR of 6.0:1; however, a proposed "Q" Condition and "D" Limitation could limit the Project Site FAR to the existing FAR which is currently nonconforming because it is over 1.5:1 FAR, similar to the maximum FAR allowed under the D limitation applicable to neighboring commercial properties along Wilshire Boulevard.

The proposed General Plan Amendment to Regional Commercial would be consistent with adjacent development patterns and the existing zoning of similarly situated commercial properties along Wilshire Boulevard and at the corners of Wilshire Boulevard and San Vicente Boulevard. The Project's proposed General Plan Amendment and Zone Change would bring the existing building into conformance, and would permit the use of the building for medical clinics. The site would be more compliant with the zone and land use designation after approval of the Project.

The Project does not include any physical exterior changes to the existing building and therefore the Project would not conflict with LAMC standards related to lot size, height, setbacks, or lot coverage.

As detailed above, the Project would be consistent with the applicable land use plans, policies, and regulations. The Project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. A significant impact may occur if a project is located in an area used or available for extraction of a regionally important mineral resource and the project converted an existing or potential future regionally important mineral extraction use to another reuse or if the project affected access to a site used or was potentially available for regionally important mineral resource extraction.

The Project Site is located within the boundaries of a designated “O” zoned “Oil Drilling District”.³³ However, according to the California Geologic Energy Management Division, no oil, gas, geothermal, or other known wells are located on or adjacent to the Project Site.³⁴ The Project Site is fully developed, and no oil wells are present.^{35,36} Due to the existing condition of the Project Site, the nature of the surroundings, as well as the lack of current and previous mineral extraction activities onsite or in the vicinity, Project implementation would not result in loss of availability of a known mineral resource of value to the region and residents of the state. Therefore, no impact to state or regionally important mineral resources would occur.

Mitigation Measures

None required.

³³ City of Los Angeles Department of City Planning, Zone Information & Map Access System.

³⁴ California Department of Conservation, California Geologic Energy Management Division, Well Finder, <https://maps.conservation.ca.gov/doggr/wellfinder/>, accessed December 2024.

³⁵ City of Los Angeles Department of City Planning, Zone Information & Map Access System.

³⁶ California Department of Conservation, California Geologic Energy Management Division, Well Finder, <https://maps.conservation.ca.gov/doggr/wellfinder/>, accessed December 2024.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. A significant impact would occur if a project is located in an area used or available for extraction of a locally important mineral resource extraction and the project converted an existing or potential future locally-important mineral extraction use to another use or if the project affected access to a site used or potentially available for locally-important mineral resource extraction.

As detailed in response to Threshold a) above, the Project Site is zoned as within an Oil Drilling District. However, there are no oil wells on the Project Site, and the Project Site is fully paved and developed. The Project does not propose any excavation or extraction of resources that may be underlying the site, and as such, the Project would not result in the loss of availability of a known mineral resource recovery site of local importance. Therefore, no impacts would occur and no mitigation measures would be required.

Mitigation Measures

None required.

XIII. NOISE

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact. A significant impact may occur if the project would generate excess noise that would cause the ambient noise environment at the Project Site to fail to comply with noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance) (Section 111.00 through Section 116.01 of the LAMC).

The Project does not propose any construction activities. Interior tenant improvements would be required to comply with established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses per the LAMC. LAMC Section 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) limits construction-generated noise within 500 feet of residential land uses to a maximum of 75 decibels (dB) at 50 feet from the source. Interior tenant improvements in the building would be required to comply with existing noise regulations, and because the improvements would be entirely within the existing building, the proposed improvements would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local noise ordinance.

Operational noise associated with the Project would be the same as under existing conditions: noise generated by heating, ventilation, and air conditioning (“HVAC”) equipment. The noise levels generated by the proposed medical clinic use of the building are not anticipated to be substantially greater than those generated by the existing medical office use of the building. In addition, the operation of this and any other on-site stationary sources of noise would continue to be required to comply with the LAMC Section 112.02 (Air Conditioning, Refrigeration, Heating, Pumping, Filtering Equipment), which prohibits noise from HVAC equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five dB. Thus, because the noise levels generated by the HVAC equipment serving the building would not be allowed to exceed the ambient noise level by five dB on the premises of the adjacent properties, operation of the Project would not generate a substantial increase in ambient noise levels in excess of standards established in the local noise ordinance. As such, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. A significant impact may occur if a project were to generate excessive vibration during construction or operation.

The Project does not include any proposed construction or excavation that would be expected to generate vibrations that spread through the ground. The interior tenant improvements proposed as part of the Project would not require the use of equipment such as pile drivers or bulldozers, which are known to generate substantial construction vibration levels. Accordingly, the interior

tenant improvements associated with the Project would not generate vibration levels that would result in structural damage to existing buildings on or near the Project Site.

The primary sources of vibration from the Project Site during operation would be delivery trucks and passenger vehicles. According to the FTA, delivery trucks rarely generate groundborne vibration that exceeds 70 VdB,³⁷ which is equivalent to approximately 0.013 in/sec PPV, which would be less than the significance threshold of 0.2 in/sec PPV for potential building damage. As passenger vehicles are much smaller than delivery trucks, the groundborne vibration from passenger vehicles would be lower. Furthermore, such sources are typical of urban environments and the Project would not require a substantial number of additional delivery or passenger vehicle trips compared to existing conditions. As such, operation of the Project would not generate excessive vibration levels. Therefore, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

- c) For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact. A significant impact would occur if the Project were located in the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport and would expose people residing or working in the Project area to excessive noise levels.

As discussed in response to **Checklist Question IX(e)** above, the Project Site is not located within any airport's influence area nor within two miles of an existing airport.³⁸ The Project Site is not located within any airport's influence area nor within two miles of an existing airport.³⁹ The nearest airport is the Santa Monica Airport (3233 Donald Douglas Loop S, Santa Monica), located approximately 5.37 miles to the southwest. As such, the Project would not expose people to excessive noise from airports. Therefore, no impacts would occur and no mitigation measures would be required.

Mitigation Measures

None required.

³⁷ FTA, *Transit Noise and Vibration Impact Assessment Manual*, 2018, page 113.

³⁸ County of Los Angeles, Department of Regional Planning, *Airports and Airport Influence Areas*, August 2018, https://case.planning.lacounty.gov/assets/upl/project/ALUC_Airports_Aug2018_rev3.pdf, accessed December 19, 2024.

³⁹ County of Los Angeles, Department of Regional Planning, *Airports and Airport Influence Areas*, August 2018, https://case.planning.lacounty.gov/assets/upl/project/ALUC_Airports_Aug2018_rev3.pdf, accessed December 19, 2024.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than Significant Impact. A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude.

The proposes to change the use of the existing 5-story building from medical offices to medical clinics. This change would include a General Plan Amendment, Zone Change, and Height District change to change the zone and land use from CR-1VL-O and CR-1VL-O to (T)(Q)C2-2D-O to allow the change of use. Construction consists of interior tenant improvements; there are no changes proposed to the building envelope or size of the existing building. The Project does not include any extension or expansion of utilities infrastructure or roadways. Therefore, the Project would not result in substantial or unplanned indirect population growth.

Because the Project would not induce substantial unplanned growth directly or indirectly, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere.

The Project Site is currently developed with a 5-story building used as medical offices. There are no housing units on the site, and no housing units are proposed to be removed. As such, the Project would not displace substantial numbers of existing people or housing and the construction of replacement housing elsewhere would not be required. Therefore, no impacts would occur and no mitigation measures would be required.

Mitigation Measures

None required.

XV. PUBLIC SERVICES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a. Fire Protection?

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.

The City of Los Angeles Fire Department (LAFD) provides fire protection services in the City, including at the Project Site. The Project Site is served by Fire Station 61 (5821 West 3rd Street) located approximately 1.8-roadway-miles northeast of the Site.⁴⁰ The proposes to change the use of the existing 5-story building from medical offices to medical clinics including a surgery center. This change would include a General Plan Amendment, Zone Change, and Height District change

⁴⁰ City of Los Angeles Fire Department, *Find Your Station*, available at: <https://www.lafd.org/fire-stations/station-results>, accessed December 2024.

to change the zone and land use from CR-1VL-O and CR-1VL-O to (T)(Q)C2-2D-O (to allow the change of use). Construction consists of interior tenant improvements; there are no changes proposed to the building envelope or size of the existing building. Thus, the Project is not expected to change demand on fire services.

The Project Site would continue be required to adhere to City Building and Fire Code requirements regarding building components including, but not limited to, structural design, building materials, site access, clearance, hydrants, fire flow, storage and management of hazardous materials, alarm and communications systems, and building sprinkler systems. Compliance with the Los Angeles Building Code and LAFD standards is mandatory and the building is subject to Fire Life Safety Plan Checks and Fire Life Safety Inspections, which aim to enforce applicable standards of the California Fire Code (Title 24, Part 9), California Code of Regulations Title 19, and the Los Angeles Fire Code (LAMC Chapter 5, Article 7).

Overall, given that the Project is not anticipated to result in an increased demand for services, the availability and close proximity of existing fire protection services, and the applicable regulatory requirements of the 2022 California Building Code, 2022 California Fire Code, the LAMC, and the LAFD, the Project would not be expected to be beyond the scope of available fire services. The Project can be adequately served by fire protection services. As such, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Impacts would be less than significant and no mitigation would be required.

Mitigation Measures

None required.

b. Police protection?

Less than Significant Impact. A significant impact may occur if a project creates the need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objective.

The Project Site is served by the City of Los Angeles Police Department's (LAPD) Wilshire Community Police Station (Wilshire Station), which is located approximately 3 roadway-miles southeast of the Project Site.⁴¹ Wilshire Station is under the West Bureau and serves a residential population of approximately 251,000 people. Wilshire Station's boundaries cover 13.97 square miles.⁴²

The Project is not expected to change activities associated with the existing building in a way that would increase demand for police protection services. The Project would continue to include

⁴¹ Los Angeles Police Department, *Community Police Station Address Directory*, available at: <https://www.lapdonline.org/find-your-local-police-station/>, accessed December 2024.

⁴² Los Angeles Police Department, *Hollenbeck Community Police Station*, available at: <https://www.lapdonline.org/lapd-contact/west-bureau/wilshire-community-police-station/>, accessed December 2024.

security features at the building and parking structure including night lighting to illuminate the entrances, driveways, and parking area; and secured entry. The Project is not anticipated to result in any increase in demands upon police protection services, and thus would not necessitate the construction of a new police station, the construction of which could potentially cause environmental impacts. The Project would not be expected to be beyond the scope of available police services. Accordingly, the Project would not substantially increase the demand for police protection services or interfere with emergency access such that new or expanded police protection services would be required.

Therefore, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

c. Schools?

Less than Significant Impact. A significant impact may occur if a proposed project includes substantial employment or population growth, which could generate demand for school facilities that exceeds the capacity of the school district(s) responsible for serving the project site.

The Project is in an area that is currently served by several Los Angeles Unified School District (LAUSD) public schools, as well as several private schools and after-school programs. LAUSD is the nation's second-largest school district, operating 1,438 schools and centers serving 563,083 students and employing 74,741 employees in 710 square-miles.⁴³

As previously discussed, the Project is not expected to change activities associated with the existing building in a way that would result in substantial employment or population growth. Thus, it is not expected that the Project would generate demand for school facilities that exceeds the capacity of the school district(s) responsible for serving the Project Site. Therefore, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

d. Parks?

Less than Significant Impact. A significant impact to parks may occur if implementation of a project includes a new or physically altered park or creates the need for a new or physically altered park, the construction of which could cause substantial adverse physical impacts.

⁴³ Los Angeles unified School District, *Fingertip Facts, 2023-24*, <https://www.lausd.org/site/handlers/filedownload.ashx?moduleinstanceid=81764&dataid=135710&FileName=Fingertip%20Facts%202023-2024.pdf>, accessed December 21, 2024.

The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipal recreation and park facilities within the City. As previously discussed, the Project is not expected to result in any direct or indirect population growth, and the Project would not be expected to increase the use of parks to a degree that would cause deterioration of existing facilities or necessitate the construction of additional or expansion of existing facilities. Therefore, through provision of onsite recreation facilities and payment of required park fees, impacts to parks would be less than significant and no mitigation would be required.

Mitigation Measures

None required.

e. Other public facilities?

Less than Significant Impact. A significant impact may occur if a project generates a demand for other public facilities (such as libraries) that exceeds the capacity available. Los Angeles Public Library (LAPL) provides library services to the City. On March 8, 2011, City voters approved ballot Measure L, which amends the City Charter to incrementally increase the amount the City is required to dedicate annually from its General Fund to LAPL to an amount equal to 0.03-percent of the assessed value of all property in the City, and incrementally increase LAPL's financial responsibility until it pays for all of its direct and indirect costs. The measure was intended to provide neighborhood public libraries with additional funding to help restore library service hours, purchase books, and support library programs, subject to audits, using existing funds with no new taxes.⁴⁴ Beginning in fiscal year 2014-2015 and thereafter, LAPL was to be responsible for payment of all of its direct and indirect costs.⁴⁵

LAPL's existing service level would be maintained without an additional library or alterations to the existing libraries required by the Project. The Project is not expected to result in any direct or indirect population growth, and therefore would not generate additional demand for library services of a level that would create substantial capacity or service level problems that would require the provision of new or expanded public facilities in order to maintain an acceptable level of service. Therefore, impacts would be less than significant and no mitigation would be required.

Mitigation Measures

None required.

⁴⁴ Los Angeles Office of the City Clerk, *Interdepartmental Correspondence and Attachments Regarding Measure L*.

⁴⁵ Los Angeles Office of the City Clerk, *Interdepartmental Correspondence and Attachments Regarding Measure L*, website: http://clkrep.lacity.org/onlinedocs/2011/11-1100-S2_rpt_cao_11-16-10.pdf. Accessed January 2023.

XVI. RECREATION

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?**

b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

Less than Significant Impact. A significant impact may occur if a project would include substantial employment or population growth which could generate an increased demand for park or recreational facilities that would cause substantial physical deterioration of the park facilities, or if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment.

As detailed above in response to **Checklist Question XV(d)**, is not expected to result in any direct or indirect population growth, and therefore would not be expected to increase the use of existing parks and recreational facilities such that substantial physical deterioration would occur nor would it require the construction or expansion of such facilities which might have an adverse physical effect on the environment. Therefore, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

XVII. TRANSPORTATION

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant Impact. A significant impact may occur if a project would conflict with a program plan, ordinance, or policy designed to maintain adequate effectiveness of an overall circulation system, including transit, roadway, bicycle and pedestrian facilities.

This analysis was prepared by reviewing Table 2.1-2, Questions to Determine Project Applicability to Plans, Policies and Programs, of the Transportation Assessment Guidelines (TAG) for determining Project applicability to plans, policies, and programs such as the Los Angeles Mobility Plan 2035, Vision Zero Los Angeles, municipal code sections and Wilshire Community Plan. A project that generally conforms with and does not obstruct the City’s development policies and standards will generally be considered to be consistent.

Screening

The City of Los Angeles aims to achieve an accessible and sustainable transportation system that meets the needs of all users. The City’s adopted transportation-related plans and policies affirm that streets should be safe and convenient for all users of the transportation system, including pedestrians, bicyclists, motorists, public transit riders, disabled persons, senior citizens, children, and movers of commercial goods. In their Transportation Assessment Guidelines (TAG),⁴⁶ the Los Angeles Department of Transportation (LADOT) provides projects criteria to identify which projects must check for consistency with major City plans and policies and provides updated references that should be consulted to evaluate how proposed projects and plans relate to adopted City projects and plans. The TAG establishes that if a project requires a discretionary action, and the answer is “yes” to any of the following questions, further analysis is required:

⁴⁶ City of Los Angeles, Department of Transportation, Transportation Assessment Guidelines, August 2022.

- Does the project require a discretionary action that requires the decisions maker to find that the decision substantially conforms to the purpose, intent, and provisions of the General Plan?
- Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?
- Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

The Project is not known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety; the Project would not include any modifications to the public right-of-way; however, the Project does require a discretionary determination that the Project conforms to the purpose, intent, and provisions of the General Plan.

Analysis

Attachment D of the TAG outlines a streamlined approach to evaluate a project's consistency with the most relevant plans, policies, and programs addressing the City's circulation system and includes specific questions for identifying potential conflicts with specific Mobility Plan 2035 policies pertaining to street dedications and standard roadway dimensions; the public right-of-way; multimodal access; and parking management; as well as with the greenhouse gas reduction targets of SCAG's RTP/SCS. The Project includes a discretionary approval for a General Plan Amendment, Zone Change, and Height District change to change the property's land use designation from Limited Commercial to Regional Center Commercial and change the property's zone and height district from CR-1L-O and CR-1VL-O to (T)(Q)C2-2D-O to allow the change of use from medical office building to medical clinics and surgery center within the existing 68,500-square-foot building. The Project does not propose to physically modify the built environment of the site, nor the surrounding streets or rights-of-way. The Project would not add or remove driveways or any other street improvements. As such, consistent with the guidance provided in Attachment D of the TAG, the Project would not conflict with the policies of Mobility Plan 2035 pertaining to the public right-of-way.

The Project does not propose to vacate or otherwise restrict public access to a street, alley, or public stairway and is not located adjacent to an existing cul-de-sac nor would it create a cul-de-sac. As such, consistent with the guidance provided in Attachment D of the TAG, the Project would not conflict with the policies of Mobility Plan 2035 pertaining to multimodal access.

The Project will retain the existing parking structure on site, which contains code-compliant vehicular parking and bicycle parking and repair facilities. As such, consistent with the guidance provided in Attachment D of the TAG, the Project would not conflict with the policies of Mobility Plan 2035 pertaining to parking management.

Based on the above, the Project would not conflict with the most relevant plans, policies, and programs addressing the City's circulation system. As such, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact. A significant impact may occur if a project's vehicle miles traveled substantially increase compared to existing counts.

Screening

For land use projects, the intent of this Checklist Question is to assess whether a land use project or plan causes substantial vehicle miles traveled. In their TAG, the LADOT has developed the following screening and impact criteria to address this question:

If a project requires discretionary action (such as the proposed Project) and the answer is “no” to either of the criteria below, further analysis with regard to this Checklist Question is not required and a “no impact” determination can be made:

- **T-2.1-1:** Would the land use project generate a net increase of 250 or more daily vehicle trips?

LADOT determined that the Project's proposed medical clinic and surgery center use would generate 1,942 daily vehicle trips, compared to the 1,852 daily trips currently generated by the existing medical office use, resulting in a net increase of 90 daily trips.⁴⁷ Accordingly, the Project would not generate a net increase of 250 or more daily vehicle trips and the answer to this criterion is “no.”

- **T-2.1-2:** Would the project generate a net increase in daily VMT?

As detailed above, the Project is expected to generate a net increase of 90 daily VMT compared to existing conditions, and the answer to this criterion is “yes.”

Although the Project would generate a net increase in daily VMT and the answer to criterion T-2.1-2 is “yes,” because the TAG establishes that further analysis is not required if the answer to either criterion is “no,” and because the Project would not generate a net increase of 250 or more daily vehicle trips and the answer to criterion T-2.1-1 is “no,” no further analysis with regard to **Checklist Question XVII(b)** is required and a no impact determination can be made. Based on the above, the Project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Impacts would be less than significant and no mitigation would be required.

Mitigation Measures

None required.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. A significant impact may occur if a project includes new roadway design or introduced a new land use or project features into an area with specific transportation requirements,

⁴⁷ Los Angeles Department of Transportation Referral Form, case number CPC-2023-5444-GPA-ZC-HD, signed by Griselda Gonzales March 18, 2024.

characteristics, or project access or other features designed in such a way as to create hazardous conditions.

Screening

Geometric Design Features

The TAG includes the following screening and impact criteria to address this Checklist Question:

If a project requires discretionary action (such as the proposed Project) and the answer is “yes” to either of the following questions, further analysis with regard to this Checklist Question is required:

- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?
- Is the project proposing to make any voluntary or required modifications to the public right-of-way (i.e., street dedications, reconfiguration of curb line, etc.)?

The Project does not include any new driveways or vehicle access and would not make any modifications to the public right-of-way. As such, the answer to both of the above questions is “no,” and no further analysis of the Project’s potential to increase hazards due to geometric design features is required.

Freeway Off-Ramp Queuing

In addition to the screening questions above, the TAG includes the following questions to determine potential impacts due to queuing from a freeway off-ramp that could lead to unsafe differential travel speeds:

If the answer is “yes” to all of the following questions, further analysis is required:

- Does the land use project involve a discretionary action that would be under review by the Department of City Planning?
- Would the land use project generate a net increase of 250 or more daily vehicle trips?
- Would the land use project add 25 or more trips to any off ramp in either the morning or afternoon peak hour?

As previously detailed, the Project would generate a net increase of 90 daily vehicle trips, which would not have the potential to add 25 or more trips to any off ramp in either the morning or afternoon peak hour. Therefore, although the Project requires discretionary action by the City and the answer to the first question is “yes,” because the TAG requires a “yes” answer to all three of the above questions in order to require further analysis of impacts to freeway off ramps, and because the answer to the other two questions is “no,” no further analysis of the Project’s impacts to freeway off ramps is required.

Conclusion

Based on the above, in accordance with the guidance provided in the City’s TAG, the Project would not substantially increase hazards due to geometric design feature. Additionally, the Project

does not propose to introduce any incompatible uses such as farm or industrial equipment. As such, impacts would be less than significant and no mitigation would be required.

Mitigation Measures

None required.

d) Result in inadequate emergency access?

Less than Significant Impact. A significant impact may occur if a project design does not provide emergency access meeting the requirements of the LAFD or in any other way threatens the ability of emergency vehicles to access and serve the project site or adjacent uses.

The Project does not propose any temporary or permanent alterations to vehicular circulation routes and patterns or impede public access or travel upon public rights-of-way. Emergency vehicle access to the Project Site would continue to be provided from S. San Vicente Boulevard and Orange Street and the adjacent alley as needed. No changes to the existing built environment of the site or the surrounding rights-of-way are proposed as part of the Project. The Project would introduce additional traffic in the Project vicinity, which could potentially affect emergency response to the Project Site and surrounding properties. However, as discussed above, additional Project-related trips would be minimal (an estimated net increase of 90 daily trips) and impacts associated with traffic volume would be less than significant. Furthermore, drivers of police emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens and flashing lights to clear a path of travel or driving in the lanes of opposing traffic, pursuant to California Vehicle Code Section 21806. The Project does not include the installation of barriers (e.g. perimeter fencing, fixed bollards, etc.) that could impede emergency access within the vicinity of the Project Site.

Based on the above, emergency access to the Project Site and surrounding uses would be maintained at all times. As such, the Project would not result in inadequate emergency access. Therefore, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

XVIII. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As of July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted and expands CEQA by defining a new resource category: tribal cultural resources. AB 52 establishes that “a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a Project that may have a significant effect on the environment” (PRC Section 21084.2). AB 52 further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified or adopted. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed Project.” Native American tribes to be included in the process are those that have requested notice of Projects proposed within the jurisdiction of the lead agency. As specified in AB 52, a lead agency must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond within 30 days of the City’s AB 52 notice.

AB 52 Consultation

On June 18, 2025, an informational letter was mailed to a total of eleven California Native American tribes known to have resources in the Project area and requesting any information regarding resources that may exist on or near the Project Site. One response was received, from the Gabrieleño Band of Mission Indians - Kizh Nation which stated no opposition to the Project and a request for notification if any ground disturbing activities are proposed in the future.

a) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

- i. **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**
- ii. **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

No Impact. As detailed in **Checklist Section V, Cultural Resources**, the Project Site has not been designated or identified as eligible or potentially eligible for designation as an historic resource, including as an Historic-Cultural Monument.⁴⁸ The Project Site is also not located within an Historic Preservation Overlay Zone.⁴⁹ The Project Site is located adjacent to the 6th Street-Orange Street Multi-Family Residential Historic District and several individual historic resources or potentially eligible historic resources including 6617 W. Orange Street. The Project does not propose any physical changes to the existing on-site conditions, and will not change the existing developed buildings. In addition, based on a review of City of Los Angeles Prehistoric and Historic Archaeological Sites and Survey Areas Map, the Project Site and immediately surrounding areas do not contain any known archaeological sites or archaeological survey areas.⁵⁰

The Project does not include any excavation, grading, demolition, or construction activities that could cause a substantial adverse change in the significance of a tribal cultural resource. Thus, the project would not result in inadvertently discovery of unknown resources at the Project Site. No impact would occur and no mitigation would be required.

⁴⁸ City of Los Angeles Department of City Planning, Office of Historic Resources, *Historic Places LA online map*, available at: <http://www.historicplacesla.org/map>, accessed November 2024.

⁴⁹ City of Los Angeles Department of City Planning, *Zone Information & Map Access System*, website: <http://zimas.lacity.org>, accessed November 2024.

⁵⁰ City of Los Angeles, *Citywide General Plan Framework Final Environmental Impact Report*, certified August 2001, Figure CR-1 – Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles, page 2.15-3.

Mitigation Measures

None required.

XIX. UTILITIES AND SERVICE SYSTEMS

	<u>Potentially Significant Impact</u>	<u>Less than Significant with Mitigation Incorporated</u>	<u>Less than Significant Impact</u>	<u>No Impact</u>
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact. A significant impact may occur if a project would require or result in the relocation or construction of water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities to such a degree that the construction or relocation of which could cause significant environmental effects.

Water Facilities

The LADWP ensures the reliability and quality of its water supply through an extensive distribution system that includes 115 storage tanks and reservoirs, 84 pump stations, 60,988 fire hydrants, 7,336 miles of distribution mains, and a total storage capacity of 323,820 acre-feet.⁵¹ Much of the water flows north to south, entering Los Angeles at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by LADWP. Water entering the LAAFP undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area.⁵² The Project area is served by existing water distribution mains beneath the adjacent streets.

The Project does not include any building construction and does not include expansion or installation of new water delivery infrastructure at the Project Site. Implementation of Project would not be expected to result in significantly increased demand compared to existing conditions and is therefore within water supply demand projections, which LADWP anticipates having adequate supplies for through 2045 under normal, dry, and multiple dry year conditions, including during drought conditions over the next 5-years.⁵³ Therefore, LADWP would be able to adequately serve the Project's water demand without constructing new or expanding existing water supply infrastructure, such as reservoirs, treatment plants, pump stations, or water mains, beyond what has already been planned for and the environmental impacts of evaluated as part of LADWP's long-range planning efforts.

LADWP also supplies water for fire protection services. The Project does not propose any changes to the existing hydrants in the vicinity, which would continue to be available to serve the Project Site. Therefore, no changes to existing water services are anticipated and impacts associated with construction or expansion of water facilities would be less than significant; no mitigation would be required.

Wastewater Facilities

The City's Bureau of Sanitation (LASAN) provides sewer service to the Project area. The Project does not include any building construction and does not include or anticipate the need for expansion or installation of new wastewater conveyance infrastructure at the Project Site.

Following on-site collection and conveyance through the local off-site infrastructure, sewage from the Project is ultimately conveyed to the Hyperion Water Reclamation Plant (HWRP). The HWRP treats an average daily flow of 275 million gallons per day (mgd) in dry weather. Because the amount of wastewater entering the HWRP can double on rainy days, the plant was designed to accommodate both dry and wet weather days, with a maximum daily flow of 450 mgd and peak wet weather flow of 800 mgd.⁵⁴ This equals a typical remaining capacity of 175 mgd of wastewater

⁵¹ Los Angeles Department of Water and Power Website, *About Us, Water Facts & Figures*, available at: <https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?>, accessed December 2024.

⁵² LADWP, *2021-2022 Briefing Book*, 2022.

⁵³ City of Los Angeles, Department of Water and Power, *2020 Urban Water Management Plan*, Certified May 25, 2021, page ES-19, website: <https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf>, accessed December 2024.

⁵⁴ City of Los Angeles Department of Public Works, Bureau of Sanitation, *Clean Water, Hyperion Water Reclamation Plant*, available at: https://sanitation.lacity.gov/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp-tp?_adf.ctrl-state=6a0joxf1t_5&_afLoop=6976996063970489#!, accessed December 2024.

able to be treated at the HWRP. The Project's proposed change of use from medical office to medical clinic and surgery center would be expected to represent an extremely negligible increase in wastewater conveyed from the Project Site compared to existing conditions, which can be adequately accommodated by the remaining daily capacity at the HWP. Therefore, the Project would not require construction or expansion of wastewater treatment facilities. No impacts would occur and no mitigation would be required.

Stormwater Drainage Facilities

Stormwater at the Project Site currently sheet flows to the existing underground stormwater drainage facilities located in the surrounding streets. As detailed in response to **Checklist Question X(c)**, the Project would continue to direct stormwater flows to the existing drainage features, as no changes to the building or surrounding hardscape or rights-of-way are proposed. Accordingly, impacts to stormwater drainage facilities would be less than significant and no mitigation measures would be required.

Electric Power Facilities

The LADWP currently owns and operates four natural gas-fired generating stations located within the Los Angeles Basin: the Harbor Generating Station, located near the Port of Los Angeles; the Haynes Generating Station, located in Seal Beach; Scattergood Generating Station, located near Los Angeles International Airport; and Valley Generating Station, located in the San Fernando Valley. Also owned and operated by LADWP is the Castaic Power Plant, a pumped-storage hydroelectric generation facility located in Castaic, California, and has contracts for a portion of the generating capacity from: the Intermountain Power Project, a coal-fired power plant located in Delta, Utah; Hoover Dam hydroelectric power plant in Nevada, and the Pal Verde Generating Station, a nuclear power plant located in Arizona. The LADWP also owns or has power purchase agreements for: several renewable energy generating facilities including several solar, wind, and small hydroelectric facilities in Owens Valley; wind facilities located in Utah, New Mexico, Oregon, Wyoming, and Washington State; and geothermal and solar facilities in California and Nevada.⁵⁵ LADWP delivers electricity to customers via 4,040 miles of overhead transmission circuits, 135 miles of underground transmission circuits, 3,801 miles of underground distribution cables, 7,266 miles of overhead distribution lines, 130,703 distribution transformers, and 300,884 distribution utility poles.⁵⁶ The Project area currently receives electricity via overhead distribution cables.

As discussed in response to **Checklist Question VI(a)**, the Project would represent a negligible percentage of LADWP's projected electrical supplies. Therefore, new or expanded electrical generation or transmission infrastructure would not be required. Furthermore, LADWP routinely plans capacity additions and changes at existing and new facilities as needed to supply area load based on consideration of projects within the City that may affect energy demand, including new development, such as the Project. Accordingly, the Project's electrical consumption would be part of the total load growth forecast for the LADWP service area and accounted for in the planned growth of the City's power system. In addition, as there are already electrical power lines in the vicinity serving the existing building, new or expanded local distribution and delivery infrastructure would not be required, nor would capacity-enhancing alterations to existing facilities be required

⁵⁵ Los Angeles Department of Water and Power, 2022 Power Strategic Long-Term Resource Plan, pages 1-8 and 1-9.

⁵⁶ Los Angeles Department of Water and Power, 2022 Power Strategic Long-Term Resource Plan, page 1-7.

from Project implementation. The installation of any new on-site electrical equipment as a result of interior tenant improvements to the building (wiring, meters, etc.) would occur as normal building upgrade operations subject to permits and would not result in any adverse environmental effects. Therefore, impacts associated with construction or expansion of electrical power facilities would be less than significant and no mitigation would be required.

Natural Gas Facilities

SoCalGas would supply the Project from the existing natural gas facilities. The Project would continue to be served by the existing natural gas facilities and connections at the building, which would be upgraded over time as needed. Based on the 2020 California Gas Report, the California Energy and Electric Utilities estimates natural gas consumption within SoCalGas' planning area will be approximately 2,349 million cf per day in 2024 and supplies in 2024 are projected to be 3,435 million cf per day.⁵⁷ As the Project is not expected to result in a notable increase in natural gas demand, it is expected that SoCalGas' existing and planned natural gas capacity and supplies will be sufficient to serve the Project's demand. Thus, the Project would not increase demand for natural gas that would require the construction of new natural gas facilities which could result in significant environmental effects. Accordingly, impacts would be less than significant, and no mitigation measures would be required.

Telecommunication Facilities

The Project Site would continue to be served by the telecommunication infrastructure serving the Project Site under existing conditions. The relocation of new telecommunication facilities would not be required and thus would not cause significant environmental effects. Furthermore, telecommunication services are provided by private companies, the selection of which is at the discretion of the applicant and/or the successor on an ongoing basis. Upgrades to existing telecommunication facilities and construction of new facilities to meet the demand of users is determined by providers and is subject to its own environmental review. Accordingly, impacts associated with construction or expansion of telecommunication facilities would be less than significant and no mitigation would be required.

Mitigation Measures

None required.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. A significant impact may occur if a project were to increase water consumption to such a degree that new water sources would need to be identified, or that existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers.

The City's water supply primarily comes from the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District of Southern California (MWD), which is obtained from the Colorado River Aqueduct, and to a lesser degree from local groundwater sources. The Project proposes continued use of the existing building with a change of use from

⁵⁷ *California Gas and Electric Utilities, 2020 California Gas Report, Table 1-SCG, p. 144.*

medical offices to medical clinics and a surgery center. This change of use may increase water consumption within the building but is not expected to result in a significant change to demand over existing conditions as there is no change in the size of the building proposed. Additionally, as interior tenant improvements are made over time, such improvements would be required to implement water saving features to reduce the amount of water used by the Project including high-efficiency toilets, low-flow showerheads and faucets, and high-efficiency appliances. All fixtures would be required to meet applicable flush volumes and flow rates when upgraded. The Project does not include any new or additional landscaping.

LADWP's 2020 Urban Water Management Plan (2020 UWMP) confirmed that despite an increase in population of over one million people, over the last 20 years, the City's water demand has been reduced by 29 percent; with the average water usage below the average usage in the 1970s.⁵⁸ The City is also focused on increasing locally produced water supplies, including conservation, water use efficiency, stormwater recycling, and maximizing water reuse from the Hyperion Water Reclamation Plant (Operation NEXT), and will continue to pursue and/or investigate alternative water supply options, such as water transfers, groundwater banking, brackish groundwater recovery, and seawater desalination. Based on these approaches, the 2020 UWMP projects future water demand within the City under single-dry years, average, and multiple-dry years hydrological conditions through the 2045 planning horizon year and identifies existing and potential supplies available to continue to meet demand. Projected future water demands and available supply amounts for the City are presented in **Table XIX-1, LADWP Water Supply and Demand Projections**.

**Table XIX-1
LADWP Water Supply and Demand Projections**

Hydrological Condition	2025 (AFY)	2030 (AFY)	2035 (AFY)	2040 (AFY)	2045 (AFY)	Change Over Planning Period (AFY)
Single-Dry Years						
Total Supplies	674,700	693,200	712,700	732,700	746,000	72,000
Total Demands	674,700	693,200	712,700	732,700	746,000	72,000
Average Years						
Total Supplies	642,600	660,200	678,800	697,800	710,500	67,900
Total Demands	642,600	660,200	678,800	697,800	710,500	67,900
Multiple-Dry Years (Year 1)						
Total Supplies	657,900	675,800	694,900	714,400	727,400	69,500
Total Demands	657,900	675,800	694,900	714,400	727,400	69,500
Multiple-Dry Years (Year 2)						
Total Supplies	661,700	679,700	698,900	718,500	731,500	69,800
Total Demands	661,700	679,700	698,900	718,500	731,500	69,800
Multiple-Dry Years (Year 3)						
Total Supplies	674,800	693,200	712,800	732,700	746,000	71,200
Total Demands	674,800	693,200	712,800	732,700	746,000	71,200
Multiple-Dry Years (Year 4)						
Total Supplies	661,600	679,600	698,900	718,400	731,500	69,900
Total Demands	661,600	679,600	698,900	718,400	731,500	69,900
Multiple-Dry Years (Year 5)						
Total Supplies	655,700	673,600	692,600	712,000	724,900	69,200

⁵⁸ City of Los Angeles, Department of Water and Power, 2020 Urban Water Management Plan, Certified May 25, 2021, page ES-3.

**Table XIX-1
LADWP Water Supply and Demand Projections**

Hydrological Condition	2025 (AFY)	2030 (AFY)	2035 (AFY)	2040 (AFY)	2045 (AFY)	Change Over Planning Period (AFY)
Total Demands	655,700	673,600	692,600	712,000	724,900	69,200
<i>AFY = acre-feet per year</i>						
<i>1 Source: City of Los Angeles, Department of Water and Power, 2020 Urban Water Management Plan, Certified May 25, 2021, Exhibits ES-R, ES-S, and ES-T, pages ES-20 through ES-24.</i>						

As shown in **Table XIX-1**, annual water demand within the City is projected to increase over the planning period by between 67,900 AFY and 72,000 AFY. The water demand associated with the change of use proposed by the Project would be expected to represent a negligible portion of this projected increase, as well as total water supplies. Moreover, as also shown in **Table XIX-1**, LADWP projects sufficient water supplies to meet all demands through the planning period under all hydrological conditions. As detailed in **Checklist Section XIV, Population and Housing**, the Project would not result in any direct or indirect population growth. Accordingly, the Project’s estimated water demand has been accounted for within LADWP’s projections and would not result in an exceedance of the water demand estimates of the 2020 UWMP. As such, the Project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple-dry years. Therefore, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

- c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?**

Less than Significant Impact. A significant impact may occur if a project would increase wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded.

As detailed above, the Project’s proposed change of use would be expected to represent an extremely negligible portion of the remaining daily capacity at the HWRP. Therefore, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

- d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

Less than Significant Impact. A significant impact may occur if a project were to increase solid waste generation to a degree that existing and projected landfill capacity would be insufficient to accommodate the additional solid waste.

Landfill availability is limited by several factors, including: (1) restrictions to accepting waste generated only within a particular landfill's jurisdiction and/or watershed boundary, (2) tonnage permit limitations, (3) types of waste, and (4) operational constraints. Non-hazardous municipal solid waste is disposed of in Class III landfills, while inert waste⁵⁹ such as construction and demolition (C&D) waste, yard trimmings, and earth-like waste are disposed of in inert waste landfills. The County continually evaluates landfill disposal needs and capacity through preparation of the Los Angeles County Countywide Integrated Waste Management Plan (CoIWMP) Annual Reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity. Based on the most recent 2022 CoIWMP Annual Report, the remaining total disposal capacity for the County's Class III landfills is estimated at 164.21 million tons as of December 31, 2021.⁶⁰

Under state law (AB 939, as amended by AB 341), the City is required by AB 939/AB 341 to divert 75 percent of solid waste generated within the City from landfill disposal. The City's RENEW LA Plan has also set a goal of 90 percent diversion by 2025 and zero waste by 2030.⁶¹ In order to meet diversion requirements and achieve increased diversion goals, the City implements programs that would be implemented at the Project Site such as separate curbside recycling and yard waste/composting bins. Based on the available capacity and the required diversion requirements, operation of the Project is not expected to generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Therefore, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. Solid waste generated on-site by the Project would be disposed of in accordance with all applicable federal, state, and local regulations, related to solid waste, such as AB 939.

The Project would be consistent with applicable regulation associated with solid waste, as under existing conditions at the building. Specifically, the Project would continue to provide adequate storage areas in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that development projects include on-site trash and recycling areas. The Project would generate solid waste that is typical of a medical clinic project and would be required to be consistent with all federal, state, and local statutes and regulations regarding proper

⁵⁹ *Inert waste is waste which is neither chemically or biologically reactive and will not decompose. Examples of this are sand and concrete.*

⁶⁰ *County of Los Angeles, Department of Public Works, Countywide Integrated Waste Management Plan, 2022 Annual Report, December 2022, Appendix E-2, Table 4: Remaining Permitted Disposal Capacity of Existing Solid Waste Disposal Facilities in Los Angeles County, website: <https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17450&hp=yes&type=PDF>, accessed December 2024.*

⁶¹ *City of Los Angeles, Bureau of Sanitation, Solid Waste Integrated Resources Plan – A Zero Waste Master Plan, October 2013, Final Adoption, April 2015, available at: <https://www.lacitysan.org/san/sandocview?docname=cnt012522>, accessed December 2024.*

disposal. As discussed under **Question IX(a)**, The use and disposal of hazardous materials associated with operations of the building as a medical clinic and surgery center would not differ dramatically in type and quantity from existing operations as medical offices (e.g., sharps, biohazardous and pharmaceutical waste), none of which are currently considered environmental concerns. Use of these materials would be subject to compliance with existing regulations, standards, and guidelines established by the federal, state, and local agencies related to storage, use, and disposal of hazardous materials. Medical waste generated would continue to be managed in accordance with a Medical Waste Management Plan in compliance with California Department of Public Health standards. Medical waste would continue to be transported offsite by a licensed transporter for appropriate disposal on a regular basis. Non-medical waste would be disposed of by hauling companies to the Class III landfills discussed above. The amount of solid waste that would be generated by the Project would be further reduced through source reduction and recycling programs (as discussed above). Therefore, Project impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

XX. WILDFIRE

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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If located in or near state responsibility areas or lands classified as very high fire hazard severity zones would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- a) **Substantially impair an adopted emergency response plan or emergency evacuation plan?**
- b) **Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**
- c) **Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**
- d) **Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

No Impact. The Project Site is not in or near a State responsibility area⁶² or within a Very High Fire Hazard Severity Zone,⁶³ nor is the Project Site or surrounding area within a wildland fire hazard area.⁶⁴ Therefore, the Project would not result in any potential impacts related to wildfire. No impacts would occur and no mitigation measures would be required.

Mitigation Measures

None required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

⁶² CalFire, Board of Forestry and Fire Protection, State Responsibility Area Viewer, website: <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=468717e399fa4238ad86861638765ce1>, accessed December 2024.

⁶³ City of Los Angeles Department of City Planning, Zone Information & Map Access System.

⁶⁴ City of Los Angeles Department of City Planning, General Plan Safety Element, Exhibit D, Selected Wildlife Hazard Areas in the City of Los Angeles, Adopted November 1996.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

No Impact. *State CEQA Guidelines* Section 15065(a) requires a finding of significance if a project “has the potential to substantially degrade the quality of the environment.” In practice, this is the same standard as a significant effect on the environment, which is defined in *State CEQA Guidelines* Section 15382 as “a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.”

As indicated by the analysis in **Checklist Section IV, Biological Resources**, the Project would not significantly impact biological resources, including candidate, sensitive, or special status species; riparian habitat or other sensitive natural community; state or federally protected wetlands; native resident or migratory wildlife corridors or nursery sites; or protected trees. As such, the Project would not substantially reduce the habitat of fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or substantially reduce the number or restrict the range of a rare or endangered plant or animal. As discussed in **Checklist Sections V, Cultural Resources**, and **VII, Geology and Soils**, the Project would have no impacts on cultural resources, including historical and archaeological resources and human remains; and paleontological resources. Additionally, as detailed in **XVIII, Tribal Cultural Resources**, no potential impacts to tribal cultural resources would occur as the Project does not include demolition, excavation, or grading. As such, the Project would not eliminate important examples of the major periods of California history or prehistory. Therefore, no impacts would occur and no mitigation would be required.

Mitigation Measures

None.

- b) **Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

Less than Significant Impact. Cumulative impacts refer to two or more individual effects which, when evaluated together, are considerable or would compound or increase other environmental effects. The Project proposes to change the use of the existing 5-story building with attached above-ground parking structure from 5 levels of medical offices to 5 levels of medical clinics including a surgery center in the existing building and to legalize the existing building’s nonconforming FAR. This change would include a General Plan Amendment, Zone Change, and Height District change to change the property’s land use designation from Limited Commercial to Regional Center Commercial and change the property’s zone and height district from CR-1L-O and CR-1VL-O to (T)(Q)C2-2D-O to allow the proposed change of use within the existing building. Construction consists of interior tenant improvements only and there is no new proposed addition/no new floor area in conjunction with the requested entitlements. There are no changes to the existing attached parking garage. Construction consists of interior tenant improvements. As discussed throughout this IS/ND, the Project has very limited potential to result in any physical impacts to the environment and negligible, if any, changes to potential environmental impacts compared to existing conditions. No significant impacts are identified for the Project. In addition, any successive projects of the same type and nature would reflect a development that is consistent with the underlying land use designation and the LAMC, and thus would be subject to the same regulations and requirements, including development standards and conditions of approval. The impacts of each subsequent project would be mitigated if necessary, and thus will not result in a cumulative impact. As such, the Project would not have the potential to contribute to significant cumulative impacts. Therefore, cumulative impacts would be less than significant, and no further mitigation would be required.

Mitigation Measures

None required.

- c) **Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

Less than Significant Impact with Mitigation. As required by *State CEQA Guidelines* Section 15065(a)(4), a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, population and housing, public services, transportation, utilities and service systems, and wildfire. These changes are addressed in **Checklist Sections III, Air Quality; VII, Geology and Soils; VIII, Greenhouse Gas Emissions; IX, Hazards and Hazardous Materials;**

X, Hydrology and Water Quality; XIII, Noise; XIV, Population and Housing; XV, Public Services; XVII, Transportation; XIV, Utilities and Service Systems; and XX, Wildfire of this IS/ND.

As detailed in these sections, all potential impacts of the Project have been determined to be less than significant. Through compliance with existing regulations, the Project would not have the potential to result in substantial adverse impacts on human beings, either directly or indirectly. Therefore, impacts would be less than significant with mitigation and no further mitigation measures would be required.

Mitigation Measures

None required.



TRANSPORTATION STUDY ASSESSMENT

Department of Transportation

PURPOSE

The Department of Transportation (LADOT) Referral Form (hereafter referred to as Referral Form) serves as an initial assessment to determine whether a project requires a Transportation Assessment. A Planning case must be filed with Los Angeles City Planning prior to submitting this Referral Form to LADOT.

GENERAL INFORMATION

- All new school projects, including by-right projects, must contact LADOT for an assessment of the school's proposed drop-off/pick-up scheme and to determine if any traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.
- Unless exempted, projects located within a Transportation Specific Plan area may be required to pay a traffic impact assessment fee, regardless of the need to prepare a Transportation Assessment.
- Pursuant to LAMC Section 19.15 of Chapter 1, a review fee payable to LADOT may be required to process this form. The applicant should contact the appropriate [LADOT Development Services Office](#) to arrange payment.
- LADOT's Vehicle Miles Traveled (VMT), VMT Calculator, and VMT Calculator User Guide can be found at <http://ladot.lacity.org>.
- A transportation study is not needed for the following project applications:
 - Ministerial / by-right projects
 - Discretionary projects limited to a request for change in hours of operation
 - Tenant improvements within an existing shopping center for change of tenants
 - Any project only installing a parking lot or parking structure
 - Time extension
 - Single-family home (unless part of a subdivision)
- This Referral Form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT.

SUBMITTAL REQUIREMENTS

When submitting this Referral Form to LADOT, complete and include a copy of the documents listed below:

- City Planning Application (CP13-7771.1)
- A fully dimensioned Site Plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation
- If filing for purposes of Project Review, the Project Review Supplemental Application (CP13-2150)
- Project-specific VMT Calculator analysis results
- Route this Referral Form for processing to the appropriate [LADOT Development Services Office](#) as follows (see this [map](#) for geographical reference):

LADOT DEVELOPMENT SERVICES DIVISION OFFICES

Metro	West LA	Valley
100 S. Main St, 9th Floor Los Angeles, CA 90012 ladot.devreview.cen@lacity.org	7166 W. Manchester Blvd Los Angeles, CA 90045 ladot.devreview.wla@lacity.org	6262 Van Nuys Blvd, 3rd Floor Van Nuys, CA 91401 ladot.devreview.sfv@lacity.org

THIS SECTION TO BE COMPLETED BY APPLICANT

PROJECT INFORMATION

Case Number: CPC-2023-5444-GPA-ZC-HD

Address: 640 S. San Vicente Boulevard, Los Angeles 90048

Project Description: 68,500 sf 5 story bldg coversion from med/dental office to clinic

Seeking Existing Use Credit (will be calculated by LADOT): YES NO UNSURE

Applicant Name: Land of the Free, LP, Traffic: Liz Fleming

Email: liz@overlandtraffic.com

Phone: 310 545-1235

PROJECT REFERRAL TABLE

	Land Use (list all)	Size/Unit	Daily Trips ¹
Proposed ¹	Medical & Dental Clinics, Surgery Ctr	68,500 sf	
	Total Trips ¹ :		1,942

THIS SECTION TO BE COMPLETED BY PLANNING STAFF ONLY

Planning Staff Name: Griselda Gonzalez

Phone: 213-978-1414 email: griselda.gonzalez@lacity.org

Signature: Griselda Gonzalez Digitally signed by Griselda Gonzalez
Date: 2024.03.18 09:38:06 -07'00' Date: 3/18/24

- a. Does the proposed project involve a discretionary action? **YES** **NO**
- b. Would the proposed project generate 250 or more daily vehicle trips²? **YES** **NO**
- c. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station³? **YES** **NO**

If **YES** to **a.** and **b.** or **c.**, or to **all** of the above, the Project must be referred to LADOT for further assessment.

¹ Qualifying Existing Use to be determined by LADOT staff on following page, per LADOT's TAG.

² To calculate the project's total daily trips, use the VMT Calculator. Under "Project Information", enter the project address, land use type, and intensity of all proposed land uses. Select the '+' icon to enter each land use. After you enter the information, copy the 'Daily Vehicle Trips' number into the total trips in this table. Do not consider any existing use information for screening purposes. For additional questions, consult LADOT's [VMT Calculator User Guide](#) and the LADOT TAG (available on the LADOT website).

³ Relevant transit lines include Metro Red, Purple, Blue, Green, Gold, Expo, Orange, and Silver line stations; and Metrolink stations.

THIS SECTION TO BE COMPLETED BY LADOT

PROJECT COMPONENTS

	Land Use (list all)	Size/Unit	Daily Trips
Proposed	Medical/Dental Clinic and Surgery Center	68,500 sf	
	Total Trips:		1,942
Existing	Medical/Dental Office	68,500 sf	
	Total Trips:		1,852
Net Increase / Decrease (+ or -)			90

- a. Is the project a single retail use that is less than 50,000 square feet? YES NO
- b. Would the project generate a net increase of 250 or more daily vehicle trips? YES NO
- c. Would the project generate a net increase of 500 or more daily vehicle trips? YES NO
- d. Would the project result in a net increase in daily VMT? YES NO
- e. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station? YES NO
- f. Does the project trigger Project Review (LAMC Section 16.05 of Chapter 1)? YES NO
- g. Project size: YES NO
 - i. Would the project generate a net increase of 1,000 or more daily vehicle trips? YES NO
 - ii. Is the project's frontage 250 linear feet or more along a street classified as an Avenue or Boulevard per the City's General Plan? YES NO
 - iii. Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? YES NO

VMT ANALYSIS (CEQA REVIEW)

If **YES** to **a.** and **NO** to **e.** a VMT analysis is **NOT** required.

If **YES** to both **b.** and **d.**; or to **e.** a VMT analysis **is** required.

ACCESS, SAFETY, AND CIRCULATION ASSESSMENT (CORRECTIVE CONDITIONS)

If **YES** to **c.**, a project access, safety, and circulation evaluation may be required.

If **YES** to **f.** and either **g.i.**, **g.ii.**, or **g.iii.**, an access assessment may be required.

LADOT COMMENTS:

Please note that this form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT. Qualifying Existing Use to be determined per LADOT's TAG.

LADOT ASSESSMENT QUESTIONS

Specific Plan with Trip Fee or TDM Requirements: YES NO

Fee Calculation Estimate: _____

VMT Analysis Required: YES NO

Access, Safety, and Circulation Evaluation Required: YES NO

Access Assessment Required: YES NO

Prepared by DOT Staff Name: Eileen Hunt

Phone: 213-972-8481

Signature:  Digitally signed by Eileen Hunt
Date: 2024.04.05 08:28:51 -07'00'

Date: 4/5/24



TREE DISCLOSURE STATEMENT

Los Angeles Municipal Code (LAMC) Section 46.00 requires disclosure and protection of certain trees located on private and public property, and that they be shown on submitted and approved site plans. Any discretionary application on a property that includes changes to the building footprint or any other change to the areas of the property not currently built upon or paved, including demolition, grading, or fence permit applications, or any discretionary change that could potentially remove or affect trees or shrubs, shall provide a Tree Disclosure Statement completed and signed by the Property Owner.

If the Tree Disclosure Statement indicates that there are any protected trees or protected shrubs on the project site and/or any trees within the adjacent public right-of-way that may be impacted or removed as a result of the project, a Tree Report ([CP-4068](#)) will be required, and the field visit must be conducted by a qualified Tree Expert, prepared and conducted within the last 12 months.

Property Address: 640 S San Vicente Blvd

Date of Field Visit: N/A

Does the property contain any of the following protected trees or shrubs?

- Yes** (Mark any that apply below)
 - Oak, including Valley Oak (*Quercus lobota*) and California Live Oak (*Quercus agrifolia*) or any other tree of the oak genus indigenous to California, but excluding the Scrub Oak
 - Southern California Black Walnut (*Juglans californica*)
 - Western Sycamore (*Platanus racemosa*)
 - California Bay (*Umbellularia californica*)
 - Mexican Elderberry (*Sambucus mexicana*)
 - Toyon (*Heteromeles arbutifolia*)

No

Does the property contain any street trees in the adjacent public right-of-way?

Yes **No**

Does the project occur within the Mt. Washington/Glassell Park Specific Plan Area and contain any trees 12 inches or more diameter at 4.5 feet above average natural grade at base of tree and/or is more than 35 feet in height?

Yes **No**

Does the project occur within the Coastal Zone and contain any of the following trees?

- Yes** (Mark any that apply below)
 - Blue Gum Eucalyptus (*Eucalyptus globulus*)
 - Red River Gum Eucalyptus (*Eucalyptus camaldulensis*)
 - Other Eucalyptus species

No

Have any trees or shrubs been removed in the last two years?

- Yes** **No**

If Yes, were any protected species (as listed in Ordinance No. 186,873)?

- Yes** **No**

If Yes, provide permit information: _____

Tree Expert Credentials (if applicable)

N/A

Name of Tree Expert: _____

Mark which of the following qualifications apply:

- Certified arborist with the International Society of Arboriculture who holds a license as an agricultural pest control advisor
- Certified arborist with the International Society of Arboriculture who is a licensed landscape architect
- Registered consulting arborist with the American Society of Consulting Arborists


N/A

Certification/License No.: _____

Owner's Declaration

I acknowledge and understand that knowingly or negligently providing false or misleading information in response to this disclosure requirement constitutes a violation of the Los Angeles Municipal Code Section 46.00, which can lead to criminal and/or civil legal action. I certify that the information provided on this form relating to the project site and any of the above trees and/or biological resources is accurate to the best of my knowledge.

Name of the Owner (Print) Jose Nazar

Owner Signature 

Date April 4, 2024

June 13, 2024

09127.00001.001

Jose Nazar
Land of the Free, LP
640 S. San Vicente Boulevard, Penthouse
Los Angeles, CA 90048

Subject: Analysis of the Indirect Impacts of the 640 S. San Vicente Boulevard Project,
City and County of Los Angeles, California

INTRODUCTION

In response to a request by Los Angeles City Planning for a letter addressing any potential effects from the proposed project at 640 S. San Vicente Boulevard (APN: 5510-022-054) HELIX Environmental Planning Inc. (HELIX) has prepared the following analysis of indirect impacts from the proposed project on the 6th Street-Orange Street Multi-Family Residential Historic District (Historic District) and 6617 W. Orange Street, all in the City and County of Los Angeles, California (Figure 1).

The proposed project is immediately adjacent to the west boundary of the Historic District, the boundaries of which are as follows: on the west side from the parcel at the northeast corner of the alleyway east of S. San Vicente Boulevard and W. 6th Street, southward along the alley (excluding 6617 W. Orange Street), east on W. Orange Street and then south on S. Sweetzer Avenue; on the south side by the parcels on the south side of Orange Street; on the east side by the parcels on the west side of S. Hayworth Avenue (with a few parcels excluded); and on the north side by the parcels on the north side of W. 6th Street. Additionally, the project is immediately adjacent to 6617 W. Orange Street. Both the Historic District and 6617 W. Orange Street were evaluated via survey in 2014 by SurveyLA, and both are *historical resources* for the purposes of the California Environmental Quality Act (CEQA).¹ The proposed project would (1) change the use of the property from medical offices to medical clinics; (2) remodel and alter the interior; and (3) retain the exterior as is.

The Historic District is significant as an excellent example of a 1920s-1950s multi-family residential district containing a mix of multi-family property types, from duplexes to apartment houses, in a variety of revival architectural styles and has a period of significance from 1915 to 1954.² The property at 6617 W. Orange Street is significant as an “Excellent example of a Stucco Box apartment house in the

¹ California Public Resources Code §5021.1(k) (2022). And California Environmental Quality Act § 15064.5.

² “Historic District – 6th Street-Orange Street Multi-Family Residential Historic District,” HistoricPlacesLA.com. [Historic Places Los Angeles - Resource Report \(lacity.org\)](https://www.historicplacesla.com/), accessed May 23, 2024.

Wilshire area” and has a period of significance of 1962.³ This analysis includes (1) a description and significance summary of the two historical resources; and (2) an analysis of the potential impact of the proposed project on the historical resources. The analysis of indirect impacts is guided by the *Secretary of the Interior’s Standards for Rehabilitation* Number 9, as that standard addresses potential impacts of new additions, exterior alterations, or related new construction on historic materials, features, and spatial relationships that characterize the historical resources.

This memorandum was authored by HELIX senior architectural historian Nelson White who exceeds the Secretary of the Interior’s Professional Qualifications Standards for architectural history and history (as defined in 36 Code of Federal Regulations Part 61).

The proposed project complies with all ten of the applicable Rehabilitation Standards. Thus, per section §15064.5(b)(3) of the CEQA Statute and Guidelines the proposed project’s impacts, particularly in the spatial relationship with the two historical resources, are mitigated to a level less than a significant impact on the historical resources.

REGULATORY SETTING

Significance Thresholds

The thresholds for determining the significance of environmental effects on the identified historical resource (6th Street-Orange Street Multi-Family Residential Historic District) are derived from the CEQA Guidelines, as defined in California Code of Regulations (CCR) Section §15064.5, and the *L.A. CEQA Thresholds Guide*.⁴ Pursuant to this guidance, a project that would physically detract, either directly or indirectly, from the integrity and significance of a historical resource such that its eligibility for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) or as a Los Angeles Historic Cultural Monument (HCM) would no longer be maintained, is considered a project that would result in a significant impact on the historical resource. Adverse impacts, which may or may not rise to a level of significance, result when one or more of the following occurs to a historical resource: demolition, relocation, conversion, rehabilitation, alteration, or new construction on the site or in the vicinity.

CEQA Guidelines

According to the CEQA Guidelines, Section §15064.5(b), a project involves a “substantial adverse change” in the significance of a historical resource when one or more of the following occurs:

1. Substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

³ “Historic Resource – 6617 W. Orange Street,” HistoricPlacesLA.com. [Historic Places Los Angeles - Resource Report \(lacity.org\)](#), accessed May 23, 2024.

⁴ California Code of Regulations, Title 14, Chapter 3, *Determining the Significance of Impacts to Archeological and Historical Resources*. [Cal. Code Regs. Tit. 14, § 15064.5 - Determining the Significance of Impacts to Archeological and Historical Resources | State Regulations | US Law | LII / Legal Information Institute \(cornell.edu\)](#), accessed on January 24, 2024; and City of Los Angeles, *L.A. CEQA Thresholds Guide: Your Resource for Prepping CEQA Analysis in Los Angeles*, 2006.

2. The significance of a historical resource is materially impaired when a project:
 - a. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the CRHR; or
 - b. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section §5020.1(k) of the PRC or its identification in a historical resources survey meeting the requirements of Section §5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
 - c. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a lead agency for purposes of CEQA.

Likewise, the *L.A. CEQA Thresholds Guide* states that “a project would normally have a significant impact on historical resources if it would result in a substantial adverse change in the significance of a historical resource,” as defined in CEQA Guidelines Section §15064.5, or when one or more of the following occurs:

- Demolition of a significant resource;
- Relocation that does not maintain the integrity and significance of a significant resource;
- Conversion, rehabilitation, or alteration of a significant resource that does not conform to the Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (“Standards”); or
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity.

Under CEQA, a proposed development must be evaluated to determine how it may impact the potential eligibility of a structure(s) or a site for designation as a historical resource.

RESOURCE DESCRIPTION

6th Street-Orange Street Multi-Family Residential Historic District

The proposed project is immediately adjacent to the 6th Street-Orange Street Multi-Family Residential Historic District, which was identified by SurveyLA in 2014. SurveyLA assigned the Historic District California Historical Resource Status Codes (Status Codes) 3S, 3CS, 5S3, meaning that through survey evaluation the Historic District appears eligible for the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and for local listing (Los Angeles Historic-Cultural Monument - HCM). The Historic District possesses historic significance in the area of Architecture as (1) “an excellent example of a 1920s to 1950s Period Revival neighborhood containing almost all multi-family residences, in the Spanish Colonial Revival, French Revival, Mediterranean Revival and Minimal Traditional styles” and it possesses significance in the area of Community Planning and Development as (2) an “excellent example of a 1920s-1950s multi-family residential district containing a mix of

multi-family property types, from duplexes to apartment houses.”⁵ The Historic District consists of 221 parcels developed with two-story, multi-family residences along 6th Street and W. Orange Street. Original concrete sidewalks, uniform setbacks, driveways with curb cuts, detached garages, and front lawns further characterize the Historic District.⁶ Based on the significant historical associations, the 6th Street-Orange Street Multi-Family Residential Historic District is a historical resource for the purposes of CEQA.⁷

6617 W. Orange Street

The proposed project is also immediately adjacent to 6617 W. Orange Street, to which iSurveyLA assigned Status Codes 3CS and 5S3 in 2014, meaning that through survey evaluation the property appears eligible for the CRHR and for local listing as an HCM. The property possesses historic significance in the area of Community Planning and Development as an “excellent example of a Stucco Box apartment house in the Wilshire area, with smooth stucco wall surfaces, a decorative grill, no fenestration on the primary façade, and an arched, tiled entry. Due to door replacement, the property does not retain sufficient integrity for listing in the NRHP.”⁸ Its period of significance is 1962. Based on the significant historical association, 6617 W. Orange Street is a historical resource for the purposes of CEQA.⁹ The building is three stories and occupies the majority of the parcel.

INDIRECT IMPACT ANALYSIS

Project Description

The proposed project would change the use of and renovate the existing five-story commercial building.

- Change of use of the property from medical offices to
 - 1st Level – surgery center
 - 2nd – 5th Levels – clinic¹⁰
- Remodel and alter the interior¹¹
- Retain the exterior as is.¹²

⁵ Architectural Resources Group, *Historic Resources Survey Report: Wilshire Community Plan Area, Appendix C: Historic Districts and Planning Districts and Multi-Property Resources*, January 2015, 32-33.

⁶ Architectural Resources Group, 32.

⁷ California Public Resources Code § 5021.1(k) (2022). And California Environmental Quality Act § 15064.5

⁸ Architectural Resources Group, *Historic Resources Survey Report: Wilshire Community Plan Area, Appendix A: Individual Properties*, January 2015, 170.

⁹ California Public Resources Code § 5021.1(k) (2022). And California Environmental Quality Act § 15064.5

¹⁰ Otoneil Solis, Architectural drawings for 640 S. San Vicente Avenue. 2023

¹¹ Otoneil Solis, Architectural drawings for 640 S. San Vicente Avenue. 2023

¹² Otoneil Solis, Architectural drawings for 640 S. San Vicente Avenue. 2023

Rehabilitation Standards Analysis

Rehabilitation Standard No. 9: Compatibility of Planned New Construction with the Historic Preservation Overlay Zone (HPOZ)

This analysis uses Rehabilitation Standards No. 9 because it addresses the potential impacts of new additions, exterior alterations, or related new construction on historic materials, features, and spatial relationships that characterize the historical resources.

The remainder of the Rehabilitation Standards (Nos. 1, 2 and 4-8) are not applicable to the analysis because they address potential physical impacts resulting from alterations to a building that will retain at least part of its historic fabric but, the project does not directly involve a historical resource. Likewise, Standard No. 3 was not used because it addresses creating a false sense of history through stylistic aspects of building design. However, the proposed project does not directly involve a historical resource and is outside of the Historic District; thus, its stylistic design would not have an impact. Standard No. 10 was not used because the proposed project is located outside the Historic District and therefore removal would not impact the essential form and integrity of the Historic District. The methodology for this Impacts Analysis complies with best professional practices as well as the *L.A. CEQA Thresholds Guide*.

Rehabilitation Standard No. 9: New additions, exterior alterations, or related new construction would not destroy historic materials, features, and spatial relationships that characterize the property. The new work would be differentiated from the old and would be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

Discussion: As designed, the proposed project complies with Rehabilitation Standard No. 9. As detailed in the descriptions of the affected resource and proposed projects, new construction at 640 S. San Vicente Boulevard would be limited to the interior. Its existing appearance, size, shape, and massing would remain as is. Existing views and sightlines within and from the Historic District would remain unchanged. Therefore, the proposed project would not result in altered spatial relationships between it and 6617 W. Orange Street and the Historic District.

CONCLUSION

The proposed project would change the use of and renovate the interior of an existing five story commercial building, which is adjacent to 6617 W. Orange Street and the 6th Street-Orange Street Multi-Family Residential Historic District, both of which are historical resources for the purposes of CEQA. Based on this analysis, the new construction would comply with Rehabilitation Standard No. 9, which addresses potential indirect impacts to the spatial relationships of a historical resource and its component features. The proposed project is compatible with the two historical resources in that the existing scale would remain and therefore there would be no change in the spatial relationships within and between the historical resources and the project site. Therefore, the proposed project complies with the applicable Secretary of the Interior's Standards for Rehabilitation, which is one of the four sets of standards comprising *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings*.

The proposed project complies with all ten of the applicable Rehabilitation Standards. Thus, per section §15064.5(b)(3) of the CEQA Statute and Guidelines the proposed project impacts, particularly in the spatial relationship of the two historical resources, are mitigated to a level less than a significant impact.

Sincerely,

Nelson White, M.S.H.P.
Senior Architectural Historian

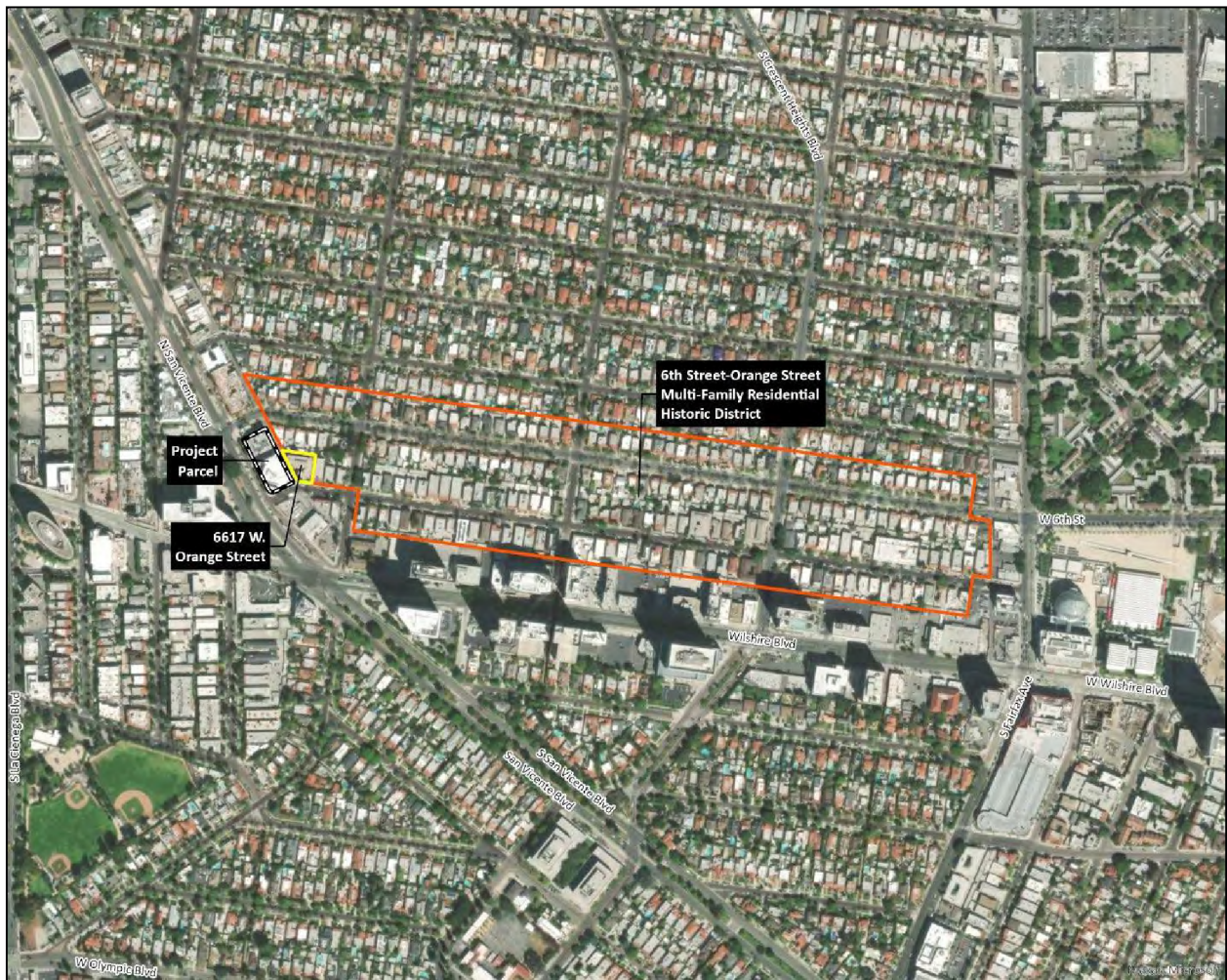


Figure 1. Aerial image showing the project site in relation to the two historical resources: 6617 W. Orange Street and the 6th Street-Orange Street Multi-Family Residential Historic District

California Department of Transportation

DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 407-6607
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



November 17, 2025

Ricardo Vazquez
City of Los Angeles
200 North Spring Street, Room 621
Los Angeles, California 90012

RE: 640 South San Vicente Boulevard
SCH# 2025101071
GTS# 07-LA-2025-04936

Dear Roland Jen,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The City of Los Angeles is proposing to change the use of the existing 68,500 square-foot, 5-story building from medical offices to medical clinics including a 9,996 square-foot surgery center. This change would include a General Plan Amendment, Zone Change, and Height District change to change the property's land use designation from Limited Commercial to Regional Center Commercial, and change the property's zone and height district from CR-1L-O and CR-1VL-O to (T)(Q)C2-2D-O to allow the proposed change of use and to legalize the existing building's nonconforming FAR. Construction consists of interior tenant improvements only. The attached parking garage structure will remain as-is and there is no new floor area to the existing building proposed as part of the requested entitlement.

The nearest State facility is I-10 and SR-47. After reviewing the Mitigated Negative Declaration (MND), Caltrans has the following comments:

Caltrans recommends limiting large truck travel and construction traffic to off-peak commute hours. A permit for any heavy construction equipment and or materials that require the use of oversized transport vehicles on State highways. If construction traffic

Ricardo Vazquez
November 17, 2025
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is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing potential impacts for Caltrans review.

Should you have any questions, please feel free to contact Nestor Lemus, the project coordinator, at Nestor.Lemus@dot.ca.gov and refer to GTS # 07-LA-2025-04936.

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief

cc: State Clearinghouse

Memorandum

DATE: December 11, 2025

TO: Valentina Knox-Jones
200 N. Spring Street, Room 621
Los Angeles, CA 90012
(213) 978-1741
valentina.knox.jones@lacity.org

FROM: Lainie Herrera, Senior Project Manager
EcoTierra Consulting

RE: Response to Comments for the 640 S. San Vicente Medical Building Project Initial Study

This memorandum provides responses to the comment letter received on the Initial Study/ Negative Declaration (IS/ND) prepared for the 640 S. San Vicente Medical Building Project. Responses presented in this memo focus only on those comments which bear a direct relationship to environmental issues discussed in the IS/ND, as required under the California Environmental Quality Act (CEQA). Some comments provide opinion pertaining to matters not germane to the environmental analysis presented in the IS/ND. Where this occurs, such comments are acknowledged only and no responses to opinions is provided or required by the CEQA.

The IS/ND for the 640 S. San Vicente Medical Building Project ("Project") was circulated for public comment from October 23, 2025 through November 24, 2025. One written comment letter was received, which is attached, and the response follows.

California Department of Transportation

DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 407-6607
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



November 17, 2025

Ricardo Vazquez
City of Los Angeles
200 North Spring Street, Room 621
Los Angeles, California 90012

RE: 640 South San Vicente Boulevard
SCH# 2025101071
GTS# 07-LA-2025-04936

Dear Roland Jen,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The City of Los Angeles is proposing to change the use of the existing 68,500 square-foot, 5-story building from medical offices to medical clinics including a 9,996 square-foot surgery center. This change would include a General Plan Amendment, Zone Change, and Height District change to change the property's land use designation from Limited Commercial to Regional Center Commercial, and change the property's zone and height district from CR-1L-O and CR-1VL-O to (T)(Q)C2-2D-O to allow the proposed change of use and to legalize the existing building's nonconforming FAR. Construction consists of interior tenant improvements only. The attached parking garage structure will remain as-is and there is no new floor area to the existing building proposed as part of the requested entitlement.

The nearest State facility is I-10 and SR-47. After reviewing the Mitigated Negative Declaration (MND), Caltrans has the following comments:

Caltrans recommends limiting large truck travel and construction traffic to off-peak commute hours. A permit for any heavy construction equipment and or materials that require the use of oversized transport vehicles on State highways. If construction traffic

Ricardo Vazquez
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is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing potential impacts for Caltrans review.

Should you have any questions, please feel free to contact Nestor Lemus, the project coordinator, at Nestor.Lemus@dot.ca.gov and refer to GTS # 07-LA-2025-04936.

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief

cc: State Clearinghouse



Letter No. 1

California Department of Transportation

District 7

100 S Main Street, MS 16

Los Angeles, CA 90012

Response No. 1:

This comment letter summarizes the Project description and states:

The nearest State facility is I-10 and SR-47. After reviewing the Mitigated Negative Declaration (MND), Caltrans has the following comments:

Caltrans recommends limiting large truck travel and construction traffic to off-peak commute hours. A permit for any heavy construction equipment and or materials that require the use of oversized transport vehicles on State highways. If construction traffic is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing potential impacts for Caltrans review.

The Project is not anticipated to require any heavy construction equipment or construction truck trips, as the Project's construction activity is limited to interior tenant improvements. Furthermore, such tenant improvements would be conducted over time as tenants move out of and into the building, and would not occur all at once, and therefore no construction traffic is expected to be required for the Project. Trucks traveling to the Project for operational purposes such as deliveries would typically occur in off-peak times.