

## FINDINGS

### GENERAL PLAN/CHARTER FINDINGS

1. **Charter Section 556: The action is in substantial conformance with the purposes, intent, and provisions of the General Plan.**

#### **General Plan.**

- a. General Plan Land Use Designation.

The subject property is located within the Palms – Mar Vista – Del Rey Community Plan which designates the northern portion of the property (Lot A) for Light Manufacturing Uses corresponding to the MR2 and M2 Zones and the southern portion of the property (Lot Por B, Arb 2 and 3) for Public Facilities Uses corresponding to the PF Zone. According to Footnote No. 9 of the General Plan Land Use Map for the Community Plan, the Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zoned PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted plan. The southern portion of the Project site, zoned PF-1XL, was previously owned by the California Department of Transportation (Caltrans) and was acquired by the Applicant. The Applicant requests a Vesting Zone Change and Height District Change for this portion of the site from PF-1XL to (T)M2-1 to align with the zoning of the northern portion of the Project site. Therefore, the Project would be in substantial conformance with the PF land use designation pursuant to Footnote 9 of the General Plan Land Use Map for the Palms – Mar Vista – Del Rey Community Plan in addition to the purposes, intent and provisions of the General Plan.

- b. Land Use Element.

The proposed Project complies with applicable provisions of the Los Angeles Municipal Code (LAMC) and the Palms – Mar Vista – Del Rey Community Plan. The twelve elements of the General Plan establish policies that provide for the regulatory environment in managing the City and for addressing concerns and issues. The majority of the policies derived from these Elements are in the form of Code Requirements of the Los Angeles Municipal Code (LAMC).

The Land Use Element of the City's General Plan is divided into 34 Community Plans. The Palms – Mar Vista – Del Rey Community Plan designates the Project site for Community Commercial and Public Facilities land uses corresponding to the MR2, M2, and PF Zones. As noted above in Footnote No.9 of the General Plan Land Use Map for the Community Plan, the Public Facilities land use designation is premised on the ownership and use of the property by a government agency and the designation of the PF Zone as a corresponding zone is based on the same premise. The property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary shall still be considered consistent with the adopted plan. The southern portion of the Project site, zoned PF-1XL, was purchased by the Applicant from Caltrans and with the subject Zone and Height District Change would be rezoned to M2-1 to align with the zoning of the northern portion of the site.

**Palms – Mar Vista – Del Rey Community Plan.** The Community Plan text includes the following relevant land use goals, objectives, and policies:

- *Goal 2: A strong and competitive commercial sector which promotes economic vitality, serves the needs of the community through well designed, safe and accessible areas while preserving the historic, commercial and cultural character of the community.*
- *Goal 3: Sufficient land for a variety of Industrial uses with maximum employment opportunities which are environmentally sensitive, safe for the work force with minimal adverse impact on adjacent uses.*
  - *Objective 3-1: To provide a viable industrial base with job opportunities for residents with minimal environmental and visual impacts to the community.*
    - *Policy 3-1.1: Designate and preserve lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing and similar uses which provide employment opportunities.*
    - *Policy 3-1.2: Ensure compatibility between industrial and other adjoining land uses through design treatments, compliance with environmental protection standards and health and safety requirements.*
    - *Policy 3-1.3: Require that any proposed development be designed with adequate buffering and landscaping and that the proposed use be compatible with adjacent residential development.*

The proposed Zone and Height District Change would promote a strong and competitive commercial sector by permitting future commercial and/or light industrial development on property previously restricted for freeway right-of-way use only by Caltrans. With the Applicant's acquisition of this property (the southern portion of the Project site), the Project would create new economic opportunities in the area by expanding the potential for new commercial and industrial uses in an area developed with such uses and supported by existing transportation infrastructure. The proposed M2-1 zoning is similar to that of the northern portion of the Project site and the surrounding properties which ensures compatibility with adjoining land uses and the preservation of land for the continuation of existing industry and development. Given the site's proximity to the State Route 90 freeway, the Culver CityBus Line 7, and the Ballona Creek Bike Path, the Project would promote the reduction of vehicle miles traveled and greenhouse gas emissions while complementing the nearby residential uses located north and south of the Project site with additional employment opportunities. In addition, the uses and development standards permitted by the M2 Zone would promote the concentration of commercial and industrial development within the immediate vicinity away from nearby residential and sensitive uses. As such, the Project would support the growth of existing and emerging industries and employment opportunities in the community and would be in substantial conformance with the Community Plan.

- c. **Framework Element.** The Framework Element for the General Plan 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 goals, objectives and policies relevant to the instant request:

- *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.*
- *Goal 3J: Industrial growth that provides job opportunities for the City's residents and maintains the City's fiscal viability.*
  - *Objective 3.14: Provide land and supporting services for the retention of existing and attraction of new industries.*
- *Goal 7A: A vibrant economically revitalized City.*
- *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.*
- *Goal 7C: A City with thriving and expanding businesses.*
  - *Objective 7.3: Maintain and enhance the existing businesses in the City.*
- *Goal 7D: A City able to attract and maintain new land uses and businesses.*
  - *Objective 7.5: Capture a significant share of regional growth in the "targeted" or emerging industries in the City of Los Angeles.*
- *Goal 7H: A distribution of economic opportunity throughout the City..*

The Project site is developed with a two-story, commercial-office building and surface parking lots. The northern portion of the site is zoned M2-1 and is developed with the two-story commercial-office building and an associated parking lot. The Project focuses on the southern portion of the site which is zoned PF-1XL and is currently utilized as a surface parking lot. The Project and the requested Zone Change and Height District Change from PF-1XL to (T)M2-1 would help facilitate the City's long-term fiscal and economic viability by permitting future commercial and/or light industrial development on a portion of land that is surrounded by offices, warehouses, and commercial businesses. While the Project does not propose the construction of any new structures or change of use with the subject request, a transition from the PF Zone to the M2 Zone would establish development standards that could meet the needs of emerging industries and provide sufficient land

suitable to accommodate existing, new, and relocating commercial and industrial firms. In the past 10 years, the surrounding community has experienced an influx of new emerging industries, including Tesla, Electronic Arts, Google, the Honest Company and YouTube. The proposed Zone and Height District Change would help facilitate the clustering of similar industries and supporting uses in the vicinity while allowing commercial and industrial sectors to remain competitive. As such, the Project would sustain economic growth and provide local economic benefits by supporting the creation of new employment opportunities and increasing tax revenues for the City.

The Project also supports the concentration of commercial and industrial developments in areas best able to support them by locating them adjacent to existing transportation infrastructure. The Project site is located adjacent to the on- and off-ramp of the State Route 90, therefore any vehicles visiting the site would be able to largely avoid residential neighborhoods and other sensitive uses. The Project site is also accessible by the Culver CityBus Line 7 and the Ballona Creek Bike Path. Both options support the use of alternative modes of transportation to and from the site that would support the reduction in the number and length of vehicle trips, thus reducing greenhouse gas emissions associated with local trip generation.

As such, the Project substantially conforms with goals, objectives, and policies of the General Plan Framework Element. Therefore, the requested Zone Change and Height District Change would contribute to the general character of the existing commercial, residential, and manufacturing uses in the area as well as future developments in the immediate neighborhood.

- d. **Mobility Element.** The Mobility Element of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein including the request to waive dedication and improvements along Culver Boulevard. West Culver Boulevard, adjoining the Project site to the south, is a designated Avenue I under the Mobility Plan 2035, dedicated to a Roadway Width of 70 feet and a Right-of-Way Width of 100 feet, and is improved with an asphalt roadway, concrete curb, gutters, and sidewalk. The existing half-width right-of-way is 50 feet which includes a 40-foot half-roadway and a 10-foot sidewalk.

The Bureau of Engineering (BOE) is requiring that the Project accept a 5-foot side future street to complete a 15-foot wide Avenue I standard border. In addition, BOE is requiring that the Project remove the existing sidewalk and construct a new 15-foot wide concrete sidewalk with tree wells. The Project shall close all unused driveways with a full-height curb, 2-foot wide gutter, and concrete sidewalk. The Project shall obtain revocable permit from the BOE – West Los Angeles District Office for iron fence, art displays and landscaping to remain in the public right-of-way.

After reviewing the Applicant's request to waive BOE's dedication and improvement requirements along Culver Boulevard, Los Angeles City Planning recommends granting the waiver acknowledging that these requirements do not bear a reasonable relationship to any project impact nor are they necessary to meet the City's mobility needs. More specifically, the Project does not propose a change of use or construction of a new structure under this application and BOE's requirement would be inconsistent with the updated street widening and improvement policies adopted by the Los Angeles City Council in November 2024 (Council File 22-1476). Under the Street Dedication and Improvement Investigation Criteria, "No dedication shall be required where the existing right-of-way is equal to or greater than the street standard, even where the improved sidewalk does not meet the standard dimension". The existing half right-of-way along Culver Boulevard, closest to the Project site, meets the Mobility Plan's half right-of-way

street standard for an Avenue I at 50 feet despite the existing 10-foot sidewalk not meeting the standard dimension of 15 feet as required by BOE. In addition, requiring a 5-foot dedication would not necessarily improve the City's mobility needs as it would result in the removal of the existing concrete and iron fence, mature trees, and landscaping that lie adjacent to the sidewalk. These improvements provide a separation between public and private properties, and enhance the pedestrian experience with shade coverage and greenery. Vehicle trips to and from the Project site would remain the same as the Project does not propose any new construction or change of use to the southern portion of the site. The northern portion of the Project site, currently developed with a two-story commercial-office building and associated surface parking lot, would operate as usual and thus the Project would not impact mobility and access to the site.

The Project with its requested waiver of the dedication and improvements along Culver Boulevard would continue to advance Mobility 2035's policies in recognizing public transit, biking, and walking as alternative modes of travel and integral components of the City's transportation system. The Project site is located approximately 300 feet from the bus stop servicing the Culver CityBus Line 7 and is adjacent to the Ballona Creek Bike Bath. Existing street and on-site trees along Culver Boulevard also provide pedestrians with shade coverage for a more comfortable walking experience. The Project would maintain the existing street elements and sidewalk width while repairing any non-ADA compliant sidewalk along Culver Boulevard to comply with ADA standards. The Project would meet the following goals and objectives of Mobility Plan 2035:

- *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.*

Therefore, the Zone Change and Height District Change are consistent with the Mobility Plan 2035 and the goals, objectives, and policies of the General Plan.

- e. **Noise Element.** The proposed Project involves a Zone and Height District Change to change the zoning of the southern portion of the Project site from PF-1XL to (T)M2-1. The Project does not propose the construction of any new structures or change of use, therefore will not result in any noise impacts.

The Project will be consistent with the following objectives of the Noise Element:

- *Objective 2: Reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive uses.*
  - *Policy 2.2: Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.*
- *Objective 3: Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.*
  - *Policy 3.1: Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.*

f. **Air Quality Element.** The Project will be consistent with the following goals, objectives, and policies of the Air Quality Element:

- *Goal 1: Good air quality and mobility in an environment of continued population growth and healthy economic structure.*
  - *Objective 1.1: Reduce air pollutants consistent with the Regional Air Quality Management Plan (AQMP), increase traffic mobility, and sustain economic growth citywide.*
- *Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips.*
  - *Objective 2.1: Reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.*
    - *Policy 2.1.1: Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking / bicycling related facilities in order to reduce Vehicle Trips and / or Vehicle Miles Traveled (VMT) as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.*
- *Goal 4: Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.*
  - *Objective 4.2: Reduce vehicle trips and vehicle miles traveled associated with land use patterns.*
    - *Policy 4.2.3: Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.*
    - *Policy 4.2.5: Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.*
- *Goal 5: Energy Efficiency through land use and transportation planning, the use of renewable resources, and the implementation of conservation measures such as site orientation and tree planting.*

The Project promotes a reduction in vehicle trips, greenhouse gas emissions, and air quality impacts by clustering existing and future commercial and industrial development in an area supported by complementary land uses and existing transportation infrastructure. With the Project's request to rezone the southern portion of the Project site to M2-1, commercial and industrial uses would be concentrated in an area where existing infrastructure supports such uses. The clustering of commercial and industrial uses in conjunction with the Project site's proximity to the SR-90 freeway would reduce the length of vehicle trips for workers and goods while largely avoiding residential neighborhoods and other sensitive uses. In addition, the Project site is accessible by alternate modes of transportation, including public transit and bicycle, which promote a reduction in vehicle miles traveled, greenhouse emissions, traffic congestion, and other air quality impacts. The Project site is located within 500 feet from the Culver CityBus Line 7 and the Ballona Creek Bike Path which connect workers, residents, and visitors to communities between Marina Del Rey and Culver City.

**ZONE CHANGE, HEIGHT DISTRICT CHANGE, “T” AND “Q” CLASSIFICATION FINDINGS**

1. Pursuant to Section 13B.1.4 of the LAMC, the Zone Change and Height District Change is in conformance with the public necessity, convenience, general welfare, and good zoning practice.

- a. **Public Necessity.**

Approval of the proposed Project would allow the site to be developed into a unified developed consistent with the zoning of the surrounding properties and the goals and objectives of the Palms – Mar Vista – Del Rey Community Plan. The existing “PF” zoning of the southern portion of the site is intended for sites owned and operated by a government agency. It restricts the site to public facility uses and public-private partnerships. With the recent acquisition of the site and the requested Zone and Height District Change to the “M2” Zone, the Project would allow for the development of new commercial and industrial opportunities that would complement similar uses in the vicinity and would be supported by the existing transportation infrastructure. The Project’s proximity to the SR-90 freeway, public transit, and a bike path allows for an efficient flow of workers, goods, and visitors to move between the site and communities across the City. As such, the Project would promote economic growth with new employment opportunities and the generation of additional tax revenue

Therefore, granting the Zone Change and Height District Change would permit new commercial and industrial opportunities and be of a public necessity to the growth of the community.

- b. **Convenience.**

The Project site is surrounded by properties developed with commercial and industrial uses in the M2-1 Zone. The proposed Zone and Height District Change would align the zoning of the southern portion of the Project site with the zoning of the surrounding properties, including the northern portion of the site, which are developed with commercial and industrial uses. This change would ensure compatibility with adjoining land uses and preserve the continuation of existing industry and development in the vicinity.

Beyond the commercial and industrial developments surrounding the Project site are residential neighborhoods that would benefit from the addition of new employment opportunities permitted through the rezoning of the site to the M2 Zone. These neighborhoods are located approximately one-half mile from the Project site which may promote the reduction of the number of vehicle miles traveled by workers traveling to and from the site. In addition, the Project site is complemented by the community’s existing transportation infrastructure as it offers options for alternate modes of transportation through the Culver CityBus Line 7 and the Ballona Creek Bike Path. These options promote the reduction of greenhouse gas emissions and public health for workers, visitors, and residents.

Therefore, granting the subject request would provide the convenience of creating more economic growth and opportunities in an area developed with similar zoning and accessible by various modes of transportation.

c. **General Welfare.**

As discussed above, granting the subject Zone and Height District Change of the southern portion of the Project site from PF-1XL to (T)M2-1 would be consistent with goals and objectives of the Palms – Mar Vista – Del Rey Community Plan and would promote the concentration of commercial and industrial uses established in the vicinity. While the Project does not propose the construction of any new structures or change of use with the subject request, the Project would establish development standards that could meet the needs of emerging industries and provide sufficient land suitable to accommodate existing, new, and relocating commercial and industrial firms. Future development on the site would promote economic growth with the addition of new employment opportunities and increased tax revenue. Granting the Project would benefit the general welfare of the Palms – Mar Vista – Del Rey Community by attracting new economic opportunities to the area and complementing the established zoning and infrastructure in the area.

d. **Good Zoning Practices.**

The Project requests a Zone and Height District Change of lots previously owned by a government agency to align with the zoning of the northern portion of the Project site, from the PF-1XL Zone to the (T)M2-1 Zone. According to Footnote 9 of the General Plan Land Use Map of the Palms – Mar Vista – Del Rey Community Plan, these lots “may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted plan”. With the recent sale and acquisition of these lots by the Applicant, the rezoning of the Project site would be consistent with the Community Plan.

The Project does not propose any new construction, additional improvements, or use change with the subject request. Nevertheless, the M2 Zone designation would allow the site to be developed for commercial and/or industrial uses similar to the surrounding properties in the vicinity. As such, the proposed (T)M2-1 Zone for the southern portion of the Project site would ensure that the Project would be compatible with existing and future development in the neighborhood and therefore uphold good zoning practices.

## **ENVIRONMENTAL FINDINGS/ADDITIONAL MANDATORY FINDINGS**

2. **Environmental Findings.** It has been determined based on the whole of the administrative record that the project is exempt from CEQA pursuant to State CEQA Guidelines, Sections 15301, 15305, 15312 (Class 1, Class 5, and Class 12), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2, applies.
3. **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 Flood Zone X, areas determined to be outside the 0.2% annual chance floodplain. Currently, there are no flood zone compliance requirements for construction in these zones.