

Appendix G  
**Land Use Plans and Policies:  
Project Consistency Tables**



**TABLE LU-1**  
**COMPARISON OF THE PROJECT TO APPLICABLE GOALS OF THE 2020–2045 REGIONAL TRANSPORTATION PLAN/  
SUSTAINABLE COMMUNITIES STRATEGY**

<b>Goals</b>	<b>Would the Project Conflict?</b>
Encourage regional economic prosperity and global competitiveness.	<b>No Conflict.</b> This goal pertains to SCAG funding and policies. The Project would not adversely affect the capacity to encourage regional economic prosperity and global competitiveness. As the Project does provide regional economic benefits and does so in a manner consistent with other RTP/SCS goals as discussed below, and within a HQTAs, the Project would support SCAG choices regarding this goal.
Improve mobility, accessibility, reliability, and travel safety for people and goods.	<b>No Conflict.</b> The Project would provide a high density office and commercial use in an area served by local and regional bus lines and the future Wilshire/La Cienega Metro D (Purple) Line Station as well as provide bicycle facilities on the Project Site, which would all serve to improve mobility, accessibility, reliability, and travel safety for people and goods in support of this goal.
Enhance the preservation, security, and resilience of the regional transportation system.	<b>No Conflict.</b> The proximity of the Project Site to alternative transit modes, including regional and local bus lines as well as the future Wilshire/La Cienega Metro D (Purple) Line Station, would support the region's transportation investment and the sustainability of the regional transportation system.
Increase person and goods movement and travel choices within the transportation system.	<b>No Conflict.</b> The Project, which is located in an HQTAs, would provide a high density office and commercial use in an area served by local and regional bus lines and the future Wilshire/La Cienega Metro D (Purple) Line Station as well as provide bicycle facilities on the Project Site. These characteristics would support an increase in person and goods movement and increase the available travel choices within the transportation system.
Reduce greenhouse gas emissions and improve air quality.	<b>No Conflict.</b> As discussed in <b>Sections IV.A, Air Quality</b> , and <b>IV.E, Greenhouse Gas Emissions</b> , of this Draft EIR, the Project would have less than significant impacts as it related to air quality and GHG emissions. In addition, the Project would implement design features to reduce air quality and GHG emissions. Some of the Project's key design features include energy conservation, water conservation, waste reduction features, and pedestrian- and bicycle-friendly site design, which includes ground floor bicycle parking and ground floor commercial/retail uses. In addition, the Project would include ENERGY STAR-rated appliances and install energy efficient heaters and air conditioning systems. All glass used in the building would have minimal reflectivity to reduce glare to surrounding neighbors. The vehicle parking spaces proposed on the Project Site would be capable of supporting future electric vehicle supply equipment (EVSE), as well as equipped with electric vehicle (EV) charging stations. The Project would also provide solar ready wiring on the highest roof level. The terraced landscaped areas on Floors 6 through 10 would serve as partial green roofs that would serve to help cool the building, and would include sustainable paving materials that would minimize heat.
Support healthy and equitable communities.	<b>No Conflict.</b> As noted above, the Project would implement design features to reduce air quality impacts, including compliance with the 2019 CalGreen Code and Los Angeles Green Building Code (refer to <b>Sections IV.A, Air Quality</b> , and <b>IV.E, Greenhouse Gas Emissions</b> , of this Draft EIR).  Development of the Project would be along a mixed-use corridor that would provide opportunities for pedestrian and bicycle transportation. In particular, the proposed restaurant use on the corner of South San Vicente Boulevard and Wilshire Boulevard would serve to activate the street and encourage walking in the area. The Project would also include up to 716 bicycle parking spaces for short- and long-term use by building employees and visitors.

Goals	Would the Project Conflict?
Adapt to changing climate and support an integrated regional development pattern and transportation network.	<b>No Conflict.</b> The Project, which is located in an HQTAs, would provide a high density office and commercial use in an area served by local and regional bus lines and the future Wilshire/La Cienega Metro D (Purple) Line Station as well as provide bicycle facilities on the Project Site in support of an integrated regional development pattern and transportation network which would in turn serve to reduce GHG emissions.
Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	<b>No Conflict.</b> This goal pertains to SCAG leveraging new transportation technologies and data-driven solutions that result in more efficient travel. The Project would not adversely affect SCAG's ability to develop more efficient travel consistent with this goal.
Encourage development of diverse housing types in areas that are supported by multiple transportation options.	<b>No Conflict.</b> This goal pertains to SCAG encouraging development of a diverse housing types in areas that are support by multiple transportation options. While the Project does not include the development of residential uses, the Project would not preclude SCAG from implementing this goal and does not include the removal of existing residential uses.
Promote conservation of natural and agricultural lands and restoration of habitats.	<b>No Conflict.</b> As detailed in the Initial Study, provided in Appendix A of this Draft EIR, the Project Site does not contain agricultural uses or related operations, nor is the Project Site located within a designated riparian habitat or support suitable habitat for candidate, sensitive, or special status species; as such, the development of the Project would not conflict with this goal to promote conservation of natural agricultural lands and restoration of habitats.
SOURCE: ESA, 2021.	

**TABLE LU-2**  
**COMPARISON OF THE PROJECT TO APPLICABLE OBJECTIVES AND POLICIES OF THE FRAMEWORK ELEMENT**

Objective/Policy	Would the Project Conflict?
<b>Land Use Chapter</b>	
<p><b>Objective 3.2:</b> 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.</p>	<p><b>No Conflict.</b> The Project would contribute to the concentration of mixed-use development within an area that is well served by existing transit, including the future Metro Purple Line Extension, thereby contributing to the spatial distribution of land uses that can reduce VMT and air emissions. The Project would provide ground floor commercial uses and medical office uses that would serve the surrounding community and region. Project related visitors and employees would have access to nearby commercial, medical, office, and services within walking distance, which would reduce vehicle use and associated air pollution.</p>
<p><b>Policy 3.2.1:</b> Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.</p>	<p><b>No Conflict.</b> The Project has been designed to respond to the context of the surrounding neighborhood, which includes mid- to high- rise commercial buildings along San Vicente Boulevard and Wilshire Boulevard and lower scale residential uses along Orange Street and South Sweetzer Avenue. The Project would replace single-story commercial and educational facilities, and surface parking with a mixed-use, multi-story building that includes ground-floor commercial uses that would provide additional services to adjacent neighborhoods in a more accessible site configuration than currently exists on the Project Site as the entrance to these commercial uses would be provided along South San Vicente and South Sweetzer Avenue and would be landscaped in a pedestrian-friendly design.</p>
<p><b>Policy 3.2.3:</b> Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.</p>	<p><b>No Conflict.</b> The Project would contribute to the pedestrian experience through the provision of ground floor commercial uses; direct sidewalk access; and landscaping program, including street trees to add shade and comfort along the public sidewalk. These Project characteristics would be pedestrian oriented and encourage pedestrian activity. The Project would also provide 716 bicycle parking spaces for short- and long- term and bicycle support facilities within the ground floor of the building as well as valet bicycle parking spaces provided on the roof of the building, which would encourage bicycle access and use by Project-related employees and visitors.</p>
<p><b>Objective 3.10:</b> Reinforce existing, and encourage 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.</p>	<p><b>No Conflict.</b> The Project would construct a medical office building with commercial uses on the ground floor within the Miracle Mile Regional Commercial Center, as defined in the Wilshire Community Plan, that would complement the existing medical, office, residential, commercial, and service uses in the area. In addition, the Project would provide new employment opportunities in an area that is accessible via transit and automobile.</p>
<p><b>Policy 3.15.3:</b> Increase the density generally within one quarter mile of transit stations, determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations are funded in accordance with Policy 3.1.6.</p>	<p><b>No Conflict.</b> The Project proposes increased intensity of development on a property currently occupied by surface parking and single-story commercial and educational buildings within the Miracle Mile Regional Commercial Center and within a Transit Priority Area (TPA). The Project would provide new mixed-use development that includes medical office and commercial uses within 1,500 feet of multiple local and regional bus lines and the proposed Wilshire/La Cienega Metro Purple Line Station , improving the viability and use of these routes and stations.</p>
<p><b>Objective 3.16:</b> Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.</p>	<p><b>No Conflict.</b> The Project would redevelop a surface parking lot and single-story commercial and educational uses with a multi-story medical office building with ground- floor commercial uses. The commercial spaces would be accessible from the public sidewalk on Sweetzer Avenue and South San Vicente Boulevard. Driveways would be limited to the frontage road of South San Vicente Boulevard and Orange Street, rather than along Sweetzer Avenue or the alley, reducing potential conflicts with pedestrians, bicyclists, and automobiles. The sidewalks along adjacent roadways would be repaired and street trees planted, providing shade and comfort for the pedestrian.</p>

**Objective/Policy**

**Would the Project Conflict?**

**Urban Form and Neighborhood Design Chapter**

**Policy 5.2.2:** Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale, and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime.

**No Conflict.** The Project would provide new medical office and commercial uses in a multi-story building within an area that is characterized by mid- to high- rise commercial buildings along San Vicente Boulevard and Wilshire Boulevard. In addition, the Project Site is located in an area that is served by multiple bus lines and the future Wilshire/La Cienega Metro D (Purple) Line Station. The commercial uses would support the needs of the Project's visitors and employees, as well as the residents in the neighborhood.

SOURCE: ESA, 2021.

**TABLE LU-3**  
**COMPARISON OF THE PROJECT TO APPLICABLE OBJECTIVES OF THE WILSHIRE COMMUNITY PLAN**

Objective/Policy	Would the Project Conflict?
<b>Commercial</b>	
<b>Policy 2-2.1:</b> Encourage pedestrian-oriented design in designated areas and in new development.	<b>No Conflict.</b> The Project incorporates pedestrian-oriented design, including ground floor commercial spaces that would be accessible from the public sidewalk on Sweetzer Avenue and South San Vicente Boulevard. In addition, the Project limits driveways to the frontage road of South San Vicente Boulevard and Orange Street, rather than along Sweetzer Avenue or the alley, which would reduce potential conflicts with pedestrians and automobiles, and repair of public sidewalks, ground-floor landscaping and street tree plantings to provide comfort and security for the pedestrian.
<b>Policy 2-2.3:</b> 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.	<b>No Conflict.</b> The Project, which is a mixed-use medical office and commercial/retail building, would include ground-floor commercial spaces that would accommodate retail and/or restaurant uses.
<b>Police Protection</b>	
<b>Objective 8-2:</b> Improve the ability of the community and police department to minimize crime and provide adequate security for all residents.	<b>No Conflict.</b> Project entryways and pathways would be well-lit and well-marked for security and safety. Building identification signage and wayfinding signage for vehicular and pedestrian entries to the building would direct the flow of people and decrease opportunities for crime. Windows along the commercial spaces and building lobby entrance would allow for natural surveillance, as well as upper floor balconies and landscaped decks with glass guardrails. The Project would also implement Project Design Feature POL-PDF-2, which would require implementation of a variety of security features during operation, including gates entries for the parking structure and controlled keycard access to medical office spaces as well as the provision of security lighting and closed circuit TV monitoring (CCTV).
<b>Policy 8-2.2:</b> Provide adequate lighting around residential, commercial and industrial buildings, and park, school, and recreational areas to improve security.	<b>No Conflict.</b> 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.
<b>Fire Protection</b>	
<b>Objective 9-1:</b> Maintain fire facilities and protective services that are sufficient for the existing and future population and land use.	<b>No Conflict.</b> Section IV.H.1, <i>Public Services – Fire Protection</i> , of this Draft EIR, provides analysis of development of the Project and the impacts to fire protection services and facilities. As discussed therein, during construction, the Project would implement a Construction Traffic Management Plan, as required with implementation of Project Design Feature TRAF-PDF-2, which would be implemented to minimize disruptions to traffic flow and maintain emergency vehicle access to the Project Site and neighboring land uses. During operation, the Project would comply with applicable regulatory requirements, including the City of Los Angeles Fire Department (LAFD)'s fire/life safety and LAFD's fire/life safety inspection for new construction projects, would ensure that adequate fire prevention features would be provided that would ensure that adequate fire prevention features would be provided that would reduce demand on LAFD facilities and equipment. In addition, as the Project is not within the required response distance of an Engine Company or Truck Company, the Project would be required to install automatic fire sprinklers, which would further serve to reduce demand on LAFD facilities and equipment. See Section IV.H.1, <i>Public Services - Fire Protection</i> , of this Draft EIR, for more information.
<b>Policy 9-1.1:</b> 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.	<b>No Conflict.</b> Refer to discussion above related to Objective 9-1. As discussed therein, the Project, which is considered a significant development project requiring a General Plan Amendment, would involve LAFD inspection related to fire/life safety. The Project also requested an information request letter from LAFD, which was provided on February 7, 2020. A response was provided by LAFD on September 24, 2020. As provided in this response letter, while the development of the Project may result in the need for increased staffing for

Objective/Policy	Would the Project Conflict?
	<p>existing facilities, additional fire protection facilities, and relocation of present fire protection facilities, with the inclusion of the recommendations provided by LAFD in their response letter and provided in further reviews of the Project's design, such as LAFD's fire/life safety inspection, the Project's impacts would be less than significant. As the Project would comply with all requirements and recommendations from LAFD, discussed further in Section IV.H.1, Public Services – Fire Protection, of this Draft EIR, the Project's impacts to fire protection services were determined to be less than significant. Refer to <b>Section IV.H.1, Public Services - Fire Protection</b>, of this Draft EIR, for more information.</p>
<b>Transportation</b>	
<p><b>Objective 11-2:</b> Promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers.</p>	<p><b>No Conflict.</b> The Project would improve pedestrian amenities and activate the pedestrian environment by repairing the public sidewalk, adding street trees, and adding commercial spaces adjacent to South San Vicente Boulevard. The Project Site is located within walking distance of bus and rail transit lines, including the proposed Wilshire/La Cienega Metro D (Purple) Line Station, is within walking distance to similar uses located at Cedars Sinai Medical Center and three metro stops away from UCLA Medical Center along the future Metro Purple Line Extension. This further promotes access between the Project Site and surrounding uses, in support of this objective.</p>
<p><b>Objective 12-1:</b> Pursue Transportation Demand Management Strategies that maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.</p>	<p><b>No Conflict.</b> The Project would include implementation of a TDM Program as part of Project Design Feature TRAF-PDF-1. The TDM Program would include strategies that would encourage employees and patrons of the Project to utilize alternative modes of travel by providing bicycle and pedestrian amenities, promoting alternative transportation modes, supporting carpools and rideshares, and implementing an employee parking management program, which serve to support of this objective.</p>
<p><b>Objective 16-2:</b> Ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure.</p>	<p><b>No Conflict.</b> The Project would construct a mixed-use building consisting of up to 145,305 square feet of development in an area well-served by regional freeways, highways, and bus and rail lines. Refer to <b>Section IV.I, Transportation</b>, of this Draft EIR, for an analysis regarding the Project's consistency with programs, plans, ordinances, and policies addressing the circulation system. As analyzed therein, Project would not conflict with these programs, plans, ordinances, and policies and impacts were found to be less than significant.</p>
<b>Historic and Cultural Resources</b>	
<p><b>Objective 17-2:</b> Preserve and enhance neighborhoods having a distinctive and significant historical character.</p>	<p><b>No Conflict.</b> As discussed in <b>Section IV.B, Cultural Resources</b>, and analyzed further in the Historical Resources Assessment provided in Appendix C of this Draft EIR, the existing building on the Project Site that was formerly a school; while it exceeds the age threshold for a historical resource, the building lacks significance and does not possess architectural merit. As it relates to potential off-site historical resources, impacts to the eleven potential off-site historical resources were analyzed and it was found that these potential off-site historical resources would retain their eligibility as historical resources upon Project completion.</p>
SOURCE: ESA, 2021.	

**TABLE LU-4  
COMPARISON OF THE PROJECT TO APPLICABLE LAND USE REGULATIONS OF THE LAMC**

<b>Code Section</b>	<b>Code Provision</b>	<b>Would the Project Conflict?</b>
<b>Setbacks:</b> LAMC Section 12.13.C (Minimum Required Front, Rear, and Side Yards in the C1 Zone)	Front Yard along San Vicente Boulevard – 10 feet. Side Yard along Sweetzer Avenue and Orange Street –16 feet Rear Yard along the alleyway – 0 feet.	<b>No Conflict.</b> The Project proposes the following setbacks: Front Yard: 0 feet Side Yard: 0 feet Rear Yard: 0 feet There are no yard requirements applicable to the Project that would be required under the proposed zoning C2 designation. As such, the Project would be consistent.
<b>Building Height:</b> LAMC Section 12.21.1 (Height of Buildings or Structures)	The 1VL Height District (Very Limited Height District #1) establishes a Floor Area Ratio (FAR) of 1.5:1 and a height limit of three stories and 45 feet.	<b>No Conflict.</b> The Project proposes the following height and FAR: Building height: 218 feet in height (230 feet to the top of the mechanical penthouse) FAR: 4.5:1 The Project action would rezone the Project Site to (Q)C2-2D-O and would include a D limitation that would limit the maximum FAR to 4.5:1. No height limits are established for properties within the proposed Height District No. 2.
<b>Site Plan Review:</b> LAMC Section 16.05 (Site Plan Review)	Site Plan Review is required for the addition of 50,000 square feet or more of non-residential floor area, or a net increase of 1,000 or more average daily trips.	<b>No Conflict.</b> The Project would include the addition of approximately 145,305 square feet of medical office and commercial floor area. Therefore, Site Plan Review is required and would be obtained as part of the entitlement process.
<b>Automobile and Bicycle Parking:</b> LAMC Section 12.21.A (Off-Street Automobile Parking Requirements)	The minimum number of required automobile parking spaces is identified below by proposed use: <ul style="list-style-type: none"> <li>• Medical office buildings and other medical service facilities must provide one automobile parking space per 200 square feet of total floor area.</li> <li>• Commercial buildings must provide at least one automobile parking space for each 500 square feet of combined floor area.</li> <li>• Retail stores, must provide at least four automobile parking spaces for each 1,000 square feet of gross floor area.</li> <li>• Automobile parking spaces required by LAMC may be replaced by bicycle parking at a ratio of one automobile parking space for every four bicycle parking spaces provided. Automobile parking spaces for nonresidential projects or buildings located within 1,500 feet of a portal of a fixed rail transit station, bus station, or other similar transit facility may replace up to 30 percent of the required automobile parking spaces with bicycle parking</li> </ul>	<b>No Conflict.</b> Pursuant to LAMC Section 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 of 597 spaces. As required by LAMC Section 12.21A.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 by 179 spaces. As such, the Project would provide a total of 716 bicycle parking spaces and 418 vehicle parking spaces.

SOURCE: ESA, 2021