

Exhibit “D”  
Pacific Palisades Commercial Village Redevelopment Project  
General Plan Amendment Findings

Introduction

The Applicant proposes a General Plan Amendment to change the street designation on the Circulation Map of the Brentwood-Pacific Palisades Community Plan for the portion of Swarthmore Avenue from the existing alley to Monument Street from a Local Street to a One-Way Modified Local Street. Based on the following findings, the requested amendment to the General Plan is in substantial conformance with the purposes, intent, and provisions of the applicable portions of the City of Los Angeles General Plan (the “General Plan”) and would serve the public necessity, convenience, general welfare.

1. The Proposed General Plan Amendments Further the Purposes, Intent and Provisions of the City of Los Angeles General Plan.

Redevelopment of the Site includes demolition of the existing buildings and surface parking lots and construction of a mixed-use development with nine new buildings with a total floor area of approximately 116,215 square feet comprised of retail and restaurant uses, a neighborhood cinema with five screens and approximately 300 seats, eight apartment units, a specialty grocery market, offices, and ancillary uses all connected by pedestrian walkways and paseos, landscaping, and open space (the “Project”). Upon completion, the Project would revitalize the Village that was once the bustling heart of the Palisades that has experienced a gradual decline over the years with a number of neglected vacant storefronts and create a pedestrian oriented neighborhood centerpiece with a variety of retail, dining, personal services, and community gathering spaces.

Primary access to the Project would be from Sunset and Swarthmore. The portion of Swarthmore from Sunset to the existing one-way alley would remain two-way access. The Project proposes to transform the remaining portion of Swarthmore from the alley to Monument Street from two-way to one-way access that would narrow the existing street width. Narrowing the street width would create a safer and pedestrian-friendly street experience with wider sidewalks, provide opportunities for landscape plantings and street trees in the public realm, and accommodate outdoor dining and seating areas along both sides of Swarthmore. Increasing the widths of the sidewalks and tightening the width of the street would also serve as a traffic calming measure by reducing vehicular speeds making it safer for pedestrians walking on the sidewalks and crossing Swarthmore. In addition, this change allows diagonal parking along Swarthmore which would increase the amount of street parking from what exists today by a total of eight stalls. As part of the Project, a Streetscape Plan is proposed for this portion of Swarthmore to guide the implementation of the street improvements that include paving

materials, landscaping, street trees, street lighting, and street furnishings such as benches, wayfinding signage, and trash receptacles.

As set forth below, the requested amendment to the General Plan to modify Swarthmore is in substantial conformance with the purposes, intent, and provisions of the applicable portions of the City of Los Angeles General Plan.

#### *Framework Element*

The General Plan Framework identifies the Project Site as a “Pedestrian-Priority District” and a “Community Center.” The General Plan Framework Element encourages establishment of commercial and mixed-use districts that promote pedestrian activity within identified Pedestrian-Priority Districts. Such districts are intended to become community-oriented focal points that are differentiated from the prevailing pattern of development, serve as a focal point for surrounding residential neighborhoods and reduce the use of the automobile. These districts are meant to accommodate land uses, design buildings, and implement streetscape amenities that enhance pedestrian activity. Pedestrian-oriented districts should incorporate amenities to make pedestrian activity a pleasant experience, such as street trees and landscaping, benches, trash receptacles, pedestrian-oriented lighting and signage, and attractive paving materials, bicycle amenities, and other “slow street” techniques.

In line with the standard characteristics of a Community Center and Pedestrian-Priority District, the street redesignation and streetscape plan would continue to solidify this portion of the Palisades Village as a focal point of the community through integrated landscape and hardscape features along Swarthmore. The Project would also directly implement the goals of a Pedestrian Priority District by increasing and emphasizing pedestrian space within the public right-of-way and significantly investing in pedestrian amenities.

Within the Land Use chapter of the Framework Element, the following goals, objectives and policies relevant to the Community Center are applicable to the Project:

**Goal 3:** Pedestrian-oriented, high activity, multi- and mixed-use centers that support and provide identity for Los Angeles’ communities.

Objective 3.9: Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.

*Policy 3.9.5:* Promote pedestrian activity by the design and siting of structures in accordance with Pedestrian-Oriented District Policies 3.16.1 through 3.16.3.

*Policy 3.9.6:* Require that commercial and mixed-use buildings located adjacent to residential zones be designed and limited in height and scale to provide a transition with these uses, where appropriate.

*Policy 3.9.7:* Provide for the development of public streetscape improvements, where appropriate.

*Policy 3.9.8:* Support the development of public and private recreation and small parks by incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.

The proposed Project would revitalize the Village commercial center, the long recognized hub of the Palisades community that has experienced a gradual decline over the years with a number of vacant storefronts and neglect of building facades, landscaping, and streetscape elements. The Project would accommodate a broad range of uses that includes retail, personal services, restaurant uses, a neighborhood cinema, residential uses, a specialty grocery market, and fitness studios.

Central to the Project vision is to create a more pedestrian friendly Village with appropriately scaled buildings that include a diverse array of retail, entertainment, dining, and personal service options. The core principles of creating a pedestrian friendly environment and enhancing walkability in the Village is achieved with the improvements along Swarthmore facilitated by the street redesignation with wider sidewalks and pedestrian promenades and paseos between buildings that connect to a series of courtyards, parks, plazas and gathering places. Complementing the pedestrian experience are streetscape and landscape elements that include new mature trees, flowerbeds and other plantings, and street café seating and dining terraces along Swarthmore and throughout the Project.

A large, landscaped open space park is proposed within a portion of the existing surface parking lot flanked with retail spaces and restaurants with outdoor terraces and is designed to accommodate occasional events, group activities and individual relaxation. Throughout the Project the sidewalks and gathering places include planting areas, flowerbeds, mature trees and overhead string lights to create a warm and inviting ambiance.

### Pedestrian-Oriented Districts

The General Plan Framework Element encourages the establishment of commercial and mixed-use districts that promote pedestrian activity. Such districts can become community-oriented focal points that are differentiated from the prevailing pattern of development and reduce the use of the automobile. In designated pedestrian-oriented districts, new structures should be located to form common and semi-continuous building “walls” along primary street frontages and pedestrian sidewalks. The ground floor of structures shall primarily contain uses that are

characterized by a high level of customer use and their facades designed to promote pedestrian interest. Outdoor restaurants should be encouraged. Sidewalks should incorporate amenities to make pedestrian activity a pleasant experience, such as street trees and landscaping, benches, trash receptacles, pedestrian-oriented lighting and signage, and attractive paving materials, bicycle amenities, and other “slow street” techniques.

**Goal 3L:** Districts that promote pedestrian activity and provide a quality experience for the City's residents.

Objective 3.16: Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.

*Policy 3.16.1:* Enhance pedestrian activity in areas designated as a Pedestrian-Oriented District by the design and siting of buildings in accordance with the policies contained in Chapter 5: Urban Form and Neighborhood Design.

*Policy 3.16.2:* Locate parking in pedestrian districts to the rear, above, or below the street-fronting uses.

The Project accommodates land uses, location and building design, and streetscape amenities that enhance pedestrian activity with wider sidewalks and pedestrian promenades and paseos between buildings that connect to a series of courtyards, parks, plazas and gathering places. Complementing the pedestrian experience are streetscape and landscape elements that include new mature trees, flowerbeds and other plantings, and street café seating and dining terraces along Swarthmore and throughout the Project.

#### *Transportation Element*

The Transportation Element designates Swarthmore as a Local Street and also provides guidance with policies on transit, circulation, and accessibility. In general, these policies support the street redesignation and streetscape improvements with the following underlying goals: the upgrade and maintenance of the street system, collaboration with private sector entities on improvement projects, the facilitation of vehicular and pedestrian movement, and enhancements for the pedestrian-oriented nature of community centers.

Text from the Transportation Element of the General Plan also includes the following relevant land use goals, objectives, policies and programs:

Objective 4: Maintain pedestrian-oriented environments where appropriate.

*Policy 4.4:* Identify pedestrian priority street segments (through amendments to the Community Plans) in which pedestrian circulation takes precedence over vehicle circulation, and implement guidelines to develop, protect, and foster the pedestrian-oriented nature of these areas.

Objective 9: Ensure that adequate maintenance of the street system is provided to facilitate the movement of current and future traffic volumes, as well as emergency services.

Objective 10: Make the street system accessible, safe, and convenient for bicycle, pedestrian, and school child travel

The objectives of the Transportation Element support the street redesignation and streetscape improvement plan. The Project would upgrade and maintain the street system while improving vehicular and pedestrian movements, increasing sidewalk widths and incorporating safety features. The streetscape program would also foster the pedestrian-oriented nature of the area with improvements to aesthetics, landscaping, and safety.

### *2035 Mobility Plan*

The Transportation Mobility Element of the General Plan is currently being updated by the Department of City Planning and was recently recommended for approval by the City Planning Commission. The Project conforms to the following goals of the 2035 Mobility Plan.

#### Streets as Places

The Mobility Plan emphasizes that that street should function as places with a desire for improved sidewalks and more public gathering spaces speaks to the community's increasing interest in using their streets for more than just transportation. Streets are the City's public face, the places that connect people to work, entertainment, shopping, recreation, and each other.

The proposed Project would revitalize the Village commercial center, the long recognized hub of the Palisades community that has experienced a gradual decline over the years with a number of vacant storefronts and neglect of building facades, landscaping, and streetscape elements. The Project would accommodate a broad range of uses that includes retail, personal services, restaurant uses, a neighborhood cinema, residential uses, a specialty grocery market, and fitness studios.

The Project's principles of creating of transforming Swarthmore as a great street in the Village with a pedestrian friendly environment and enhanced walkability is achieved with the improvements along Swarthmore facilitated by the street redesignation with wider sidewalks and pedestrian promenades and paseos between buildings that connect to a series of courtyards, parks, plazas and gathering places. Complementing the pedestrian experience are streetscape and landscape elements that include new mature trees, flowerbeds and other plantings, and street café seating and dining terraces along Swarthmore and throughout the Project designed to activate Swarthmore and create the central commercial artery in the Palisades.

## Design Safe Speeds

Design streets to Targeted Operating Speeds as defined in the Complete Streets Design Guide.

Context-sensitive roadway design is important for the safety of all roadway users. The way a street is designed has much to do with how it functions. A completely straight road with multiple lanes on each side allows for a high capacity of fast-moving vehicles, whereas a roadway with narrow travel lanes, a winding path, greenery, and pedestrian activity calls for slower travel speeds.

The street redesignation would facilitate increasing the widths of the sidewalks along Swarthmore and tightening the width of the street would also serve as a traffic calming measure by reducing vehicular speeds making it safer for pedestrians walking on the sidewalks and crossing Swarthmore.

## Pedestrian Infrastructure

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. Walking is a vital component to a city's circulation since most every journey starts and ends with walking. There are multiple benefits to investing in pedestrian infrastructure. Enhancing the environment can promote more walking, reduce reliance on other modes for shorter trips, promote health, increase the vitality of streets, and more. Providing more attractive and wider sidewalks, and adding pedestrian signalization, street trees, and other design features encourages people to take trips on foot instead of car. This helps to reduce cars on the road and emissions, increase economic vitality, and make the City feel like a more vibrant place.

Narrowing the street width would create a safer and pedestrian-friendly street experience with wider sidewalks, provide opportunities for abundant landscape plantings and street trees in the public realm, and accommodate outdoor dining and seating areas along both sides of Swarthmore. As part of the Project, a Streetscape Plan is proposed to improve Swarthmore and complement the Project architecture with enhanced street paving, unique street lighting, abundant street trees and landscaping, and street furnishings such as benches, wayfinding signage, and trash receptacles.

## *Brentwood-Pacific Palisades Community Plan*

The Brentwood-Pacific Palisades Community Plan Community Plan also includes some relevant land use issues, goals, objectives, policies, and programs that must be considered when evaluating the proposed project. In general, the Community Plan has identified the need to provide necessary access and street improvements to accommodate traffic generated by new development, to promote pedestrian oriented areas and greenways, and to encourage cohesive streetscape design through attractive landscaping, street furniture, street lighting, sidewalks,

crosswalks, signage, and screening of utilities. The proposed street redesignation streetscape improvements would be in-line with these Community Plan policies.

In addition, the Community Plan also lists recommendations for Public Works agencies to encourage the importance of streetscape design during public right-of-way improvement projects and to maximize opportunities for the undergrounding of utilities. The Plan also recommends the following applicable criteria for comprehensive streetscape and landscape programs: prioritizing special districts such as pedestrian oriented districts, including drought-tolerant and high-quality landscaping, minimizing the visibility of utilities, and installing functional and complementary street furniture, lighting, sidewalks, crosswalks, and signage.

The redesignation would also better serve pedestrian traffic with widened sidewalks, creating safer street crossings with the additional benefit of calming traffic and reducing vehicular speeds.

**Objective 2-3:** To enhance the appearance of commercial districts and to identify pedestrian-oriented areas.

*Policy 2-3.1:* Pedestrian-oriented areas are to be identified and preserved.

*Policy 2-3.2:* New development should add to and enhance the existing pedestrian street activity.

*Policy 2-3.3:* Ensure that commercial projects achieve harmony with the best of existing development.

*Policy 2-3.4:* New development in pedestrian oriented areas shall provide parking at the rear of the property or underground.

*Policy 2-3.5:* Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses directed at pedestrian traffic.

*Policy 2-3.6:* Promote mixed-use projects along transit corridors, and in appropriate commercial areas.

**Objective 2-4:** To enhance the appearance of commercial districts consistent with the character of, and quality of the surrounding neighborhoods.

*Policy 2-4.1:* Establish commercial areas and street identity and character through appropriate sign control, landscaping and streetscape.

*Policy 2-4.2:* Preserve community character, scale and architecture diversity.

*Policy 2-4.3: Improve safety and aesthetics of parking areas in commercial areas.*

The Community Plan identifies the Commercial Village as a pedestrian-oriented area and seeks to preserve and enhance the existing pedestrian-oriented character. Central to the Project vision is to create a more pedestrian friendly Village with approximately scaled buildings that include a diverse array of retail, entertainment, dining, and personal service options. The core principles of creating a pedestrian friendly environment and enhancing walkability in the Village is achieved with wider sidewalks and pedestrian promenades and paseos between buildings that connect to a series of courtyards, parks, plazas and gathering places. Complementing the pedestrian experience are enhanced streetscape and landscape elements that include new mature trees, flowerbeds and other plantings, and street café seating and dining terraces along Swarthmore and throughout the Project. A large, landscaped open space park is proposed within a portion of the existing surface parking lot flanked with retail spaces and restaurants with outdoor terraces and is designed to accommodate occasional events, group activities and relaxation. Throughout the Project, gathering places include planting areas, flowerbeds, mature trees and overhead string lights to create a warm and inviting ambiance.

Parking for the Project would be provided within two subterranean levels underneath the Sunset Properties and the South Swarthmore Properties with a total of 470 parking spaces which more than doubles the amount of existing parking on the Project Site. Locating all the parking in two subterranean levels would minimize pedestrian and vehicular conflict, facilitate active uses, and create opportunities for open spaces at the street level.

Low key building signage, building lighting, street lighting, street signage, utility and service elements are carefully designed and integrated into the Project aesthetic to complement the pedestrian scale experience and organic building composition. New custom designed ornamental lantern-like street lighting is an integral part of the overall Project design to highlight pedestrian paths and entrances, and to create a comfortable pedestrian experience at all times. These new fixtures will be installed along the length of Swarthmore Avenue, around the perimeter of the Project and internally at all pedestrian walkways, promenades and other open spaces. The design and placement of lighting fixtures will be carefully considered to avoid uneven light distribution, harsh shadows and any light spill onto adjacent properties.

## **Urban Design**

The Project substantially complies with the Community Plan's Urban Design policies as set forth below.

### *Streetscape*



- Includes a coordinated streetscape design that includes street lighting, street furniture, and sidewalk/crosswalk improvements, and identification signage along Sunset, Swarthmore, and the alley.
- Establishes a comprehensive streetscape and landscape improvement program.
- Proposes to narrow Swarthmore to create a safer and pedestrian-friendly street experience with wider sidewalks, provide opportunities for abundant landscape plantings and street trees, and accommodate outdoor dining and seating areas.

### *Street Trees*

- Incorporates street species which enhance the pedestrian character of Swarthmore and Sunset, convey a distinctive high quality visual image for the streets
- Includes ornamental planting along the street frontages, along proposed pedestrian walkways and plazas and outdoor dining areas.

### *Street Lighting*

- Install new street lights which are pedestrian oriented, attractive design, compatible in design with facades and other street furniture, to provide adequate visibility, security and a festive night time environment.

### *Sidewalks/Paving*

- Create new sidewalks and crosswalks that may include brick pavers, concrete, or other safe, non-slip materials to create a distinctive pedestrian environment.
- Incorporate sidewalk “pull-outs” along Swarthmore to accommodate landscaping and street furniture and reduce the width of the crosswalk.

### *Open Space and Plazas*

- Includes pedestrian promenades and paseos between buildings that connect to a series of courtyards, parks, plazas and gathering places.
- A large, landscaped open space park is proposed within a portion of the existing surface parking lot flanked with retail spaces and restaurants with outdoor terraces and is designed to accommodate occasional events, group activities and relaxation.
- Throughout the Project, gathering places include planting areas, flowerbeds, mature trees and overhead string lights to create a warm and inviting ambiance.

## 2. The Proposed General Plan Amendment Would Conform to Public Necessity, Convenience, General Welfare.

The proposed General Plan Amendment conforms to public necessity, convenience, and general welfare. The proposed streetscape plan to guide the improvement of Swarthmore Avenue that includes street configuration, paving materials, landscaping, street trees, street lighting, and street furnishings. The Streetscape Plan will improve Swarthmore using consistent, high quality, elegant materials and furnishings that will complement the proposed Project's architectural and landscape design and create a pedestrian oriented charming street that will support a thriving mix of uses.

Narrowing the street width along Swarthmore would create a safer and pedestrian-friendly street experience with wider sidewalks, provide opportunities for abundant landscape plantings and street trees in the public realm, and accommodate outdoor dining and seating areas along both sides of Swarthmore. Increasing the widths of the sidewalks and tightening the width of the street would also serve as a traffic calming measure by reducing vehicular speeds making it safer for pedestrians walking on the sidewalks and crossing Swarthmore. In addition, this change allows diagonal parking along Swarthmore which would increase the amount of street parking from what exists today by a total of eight stalls. In addition, changing Swarthmore from two-way to one-way would not detrimentally impact the residential neighborhoods across Albright and Monument. Residents in these neighborhoods would continue to mainly utilize Monument and Albright to connect to Sunset Boulevard for vehicular movement, the main thoroughfare in the Palisades, rather than using Swarthmore which would become a more pedestrian oriented street rather than a vehicular cut through. Therefore, the proposed amendment conforms to public necessity, convenience, and general welfare.