

# Appendix H

## **Land Use Consistency Tables**



# Appendix H. Land Use Consistency Tables

**TABLE 1**  
**PROJECT CONFLICTS WITH APPLICABLE 2020–2045 RTP/SCS GOALS AND POLICIES**

RTP/SCS Goal/Policy	Project Applicable Component (s) Conflict Analysis
<b>Goal 2:</b> Improve mobility, accessibility, reliability, and travel safety for people and goods.	<b>No Conflict.</b> Site 5 is located across Vermont Avenue, approximately 80 feet from the Vermont/Sunset Station. Additionally, the entire Project site is located within walking distance (0.4 mile is the furthest point at Site 6) of the Vermont/Sunset Station. Due to the Project's proximity to the Metro B Line, the Project would increase transit accessibility to jobs and services provided at Kaiser medical facilities.
<b>Goal 4:</b> Increase person and goods movement and travel choices within the transportation system.	<b>No Conflict.</b> The Project would introduce approximately 1,807 employment opportunities within the Project Site, which would increase persons within the Project area. Based on the proximity to existing bus routes and the Vermont/Sunset Station, the Project would increase the movement of persons and their travel choices within the transportation system.
<b>Goal 5:</b> Reduce greenhouse gas emissions and improve air quality	<b>No Conflict.</b> See Section IV.B, Air Quality and Section IV.F, Greenhouse Gas Emissions for further discussion on air quality and greenhouse gas emissions associated with the Project.
<b>Goal 6:</b> Adapt to a changing climate and support an integrated regional development pattern and transportation network.	<b>No Conflict.</b> The Project would redevelop areas near the Vermont/Sunset Station and access to bus routes along Vermont Avenue and Sunset Boulevard, and thus, would contribute to an integrated regional development pattern and transportation network.
SOURCE: Southern California Association of Governments, 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, adopted April 2016.	

**TABLE 2**  
**PROJECT CONFLICTS WITH APPLICABLE GENERAL PLAN FRAMEWORK ELEMENT GOALS, OBJECTIVES, AND POLICIES**

General Plan Goal, Objectives, and Policies	Project Applicable Component (s) Conflict Analysis
<b>Land Use</b>	
<b>Goal 3:</b> Pedestrian-oriented, high activity, multi- and mixed-use centers that support and provides identity for Los Angeles' communities	<b>No Conflict.</b> The Project would be designed to enhance the walkability of the Project Site, through methods such as pedestrian-level wayfinding signage, landscaping, lighting along pedestrian walkways, outdoor seating areas, and shade trees. The Project would create a pedestrian-oriented land use

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	<p>through its use as an employment center creating approximately 1,807 employment opportunities in an area served by bus and transit routes. Specifically, the Vermont/Sunset Station for the Metro B Line is located 80 feet to the Project site at its closest point and 0.4 mile at its furthest point. In addition, the Sunset/Vermont bus stop and the Sunset/Edgemont bus stops are located in close proximity to the Project site. Through the creation of employment opportunities and the construction of 401,100 square feet of MOB under Option A and 433,100 square feet of MOB under Option B, the Project site would continue to operate as a high activity area. The Project accommodates the redevelopment of the existing Medical Center and the expansion of a community-serving use. Thus, creating a layout that integrates the Medical Center campus and includes shared parking structures, shuttles, and bicycle parking. The Project Site is surrounded by residential uses, open space, commercial, and other hospital uses. The expansion of the Medical Center campus would contribute to the multi-use center and promote the identify of the other hospital/medical uses in the surrounding area.</p>
<p><b>Urban Form and Neighborhood Design</b></p> <p><b>Objective 5.2:</b> 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.</p> <p><b>Objective 5.8:</b> Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.</p>	<p><b>No Conflict.</b> The Project would redevelop and expand a community-serving use that already functions as a medical campus, within a Community Center land use designated area that is well served by transit. As previously discussed, the Vermont/Sunset Station for the Metro B Line is located 80 feet to the Project site at its closest point and 0.4 mile at its furthest point. In addition, the Sunset/Vermont bus stop and the Sunset/Edgemont bus stops are located in close proximity to the Project site.</p> <p><b>No Conflict.</b> The Project proposes to redevelop and expand the existing Medical Center campus. As previously discussed under Environmental Setting, a portion of the Project is within the Community Center land use. The Project would encourage the establishment of a strong pedestrian orientation through methods such as pedestrian-level wayfinding signage, landscaping, lighting along pedestrian walkways, outdoor seating areas, and shade trees. Additionally, the Project Site is located 80 feet at its closest point and 0.4 mile at its furthest point from the Vermont/Sunset Station. Further, as previously discussed under Environmental Setting, the Project Site is within a Transit Priority Area. The redevelopment and expansion of an employment center within the existing Medical Center campus within a Transit Priority Area allows the Project Site to serve as a focus of activity for the surrounding community.</p>

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**PROJECT CONFLICTS WITH APPLICABLE GENERAL PLAN FRAMEWORK ELEMENT GOALS, OBJECTIVES, AND POLICIES**

General Plan Goal, Objectives, and Policies	Project Applicable Component (s) Conflict Analysis
<b>Economic Development</b>	
<p><b>Objective 7.2:</b> 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.</p>	<p><b>No Conflict.</b> The Project proposes to redevelop and expand the existing Medical Center campus. As such, the Project would develop medical uses and associated parking within areas already established within the Medical Center campus. Site 1 is currently developed with five commercial structures, two gated surface parking lots, and a one-story 1,836 square foot residential duplex structure. However, Site 1 is under the ownership of Kaiser Permanente and is located in proximity to existing Medical Center campus buildings, thereby ensuring the Medical Center campus remains walkable from all buildings. The Project would continue to meet the need of residents for healthcare needs and sustain economic growth. The location of the Project assures the maximum feasible environmental quality by redeveloping underutilized parcels in proximity to transit option. Specifically, the Project would concentrate development in an existing community center and Transit Priority Area, thereby reducing vehicle miles traveled and air quality emissions.</p>
<p><b>Objective 7.10:</b> Program resources in a manner that encourages appropriate development, housing opportunities, transit service and employment generation in all areas of the City, with particular emphasis on those portions of the City which historically have not received a proportional share of such opportunities, consistent with the City's overall economic policies.</p>	<p><b>No Conflict.</b> The Project Site is within the Hollywood community, which historically has not received a proportional share of opportunities. The Project would introduce approximately 1,807 employment opportunities in an area served by transit.</p>
<p>SOURCE: City of Los Angeles, General Plan Framework Element, Chapter 3 Land Use, readopted August 8, 2001.</p>	

**TABLE 3**  
**PROJECT CONFLICTS WITH APPLICABLE GENERAL PLAN MOBILITY ELEMENT POLICIES**

Mobility Plan Policy	Project Applicable Component (s) Conflict Analysis
<p><i>Policy 2.3: Pedestrian Infrastructure:</i> 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.</p>	<p><b>No Conflict.</b> The Project Site would incorporate trees and planters along the street-facing elevations, and provide articulated frontages above the first story in order to enhance pedestrian access and create a pedestrian-scale streetscape. The trees would offer a continuous canopy of shade that would add to pedestrian comfort. Street trees would also give the Project's sidewalk a sense of security and enclosure, and improve air quality. Additionally, the Project Site is located 80 feet at its closest point and 0.4 mile at its furthest point from the Vermont/Sunset Station. This would promote walkability to the Project Site.</p>
<p><i>Policy 3.3: Land Use Access and Mix:</i> Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.</p>	<p><b>No Conflict.</b> The Project would support the use of the Metro B Line by Kaiser employees, patients and patrons. Additionally, the Project would focus employment within a commercial center of the City, in proximity to the Vermont/Sunset Station. As previously discussed under the Existing Condition, the Project Site is located within a Transit Priority Area. Thus, the Project would locate approximately 1,807 employment opportunities in proximity to transit options thereby reducing vehicle miles traveled.</p>
<p><i>Policy 3.8: Bicycle Parking:</i> Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.</p>	<p><b>No Conflict.</b> The Project would provide short -and long-term bicycle parking within the proposed parking structures consistent with LAMC requirements. Parking structures are proposed at Site 1 and Site 5. The parking structure at Site 1 would provide 16 short-term and 32 long-term parking spaces. The parking structure at Site 5 under both Option A and B (see Section III, Project Description) would provide 17 short-term and 34 long-term parking spaces. The parking structure at Site 3 under Option A would provide four short-term and eight long-term parking spaces, and under Option B would provide 22 short-term and 44 long-term parking spaces.</p>

SOURCE: City of Los Angeles, General Plan Mobility Element, adopted September 7, 2016.

**TABLE 4**  
**PROJECT CONFLICTS WITH APPLICABLE WITH HOLLYWOOD COMMUNITY PLAN OBJECTIVES**

Community Plan Objectives	Project Applicable Component (s) Conflict Analysis
<p><b>Objective 4:</b> To promote economic well being and public convenience through recognizing the existing concentration of medical facilities in East Hollywood as a center serving the medical needs of Los Angeles.</p> <p><b>Objective 7:</b> To encourage the preservation of open space consistent with property rights when privately owned and to promote the preservation of views, natural character and topography of mountainous parts of the Community for the enjoyment of both local residents and persons throughout the Los Angeles region.</p>	<p><b>No Conflict.</b> The Project would redevelop property within and in proximity to the existing Unified Hospital Development Boundary to help meet projected Kaiser Permanente member healthcare service demands, which are a significant part of the medical needs of Los Angeles. The Project would also maintain medical facilities within the existing concentration of Kaiser Permanente MOBs.</p> <p><b>No Conflict.</b> The Project would redevelop and expand the Medical Center campus by redeveloping existing uses in an urbanized area. The Project would not redevelop on existing open space thereby preserving open space. As discussed in Section IV.A, Aesthetics, Griffith Park is located approximately one mile north of the closest Site (Site 4) and provides various recreational and scenic trails from which long and broad views are available. Development associated with the proposed Project would be consistent with bulk and scale of nearby structures and would not result in the introduction of an incompatible visual element as viewed from the Griffith Park area.</p> <p>Additionally, no development is proposed to the immediate west of Barnsdall Art Park. Therefore, the Project would not affect existing views available from Griffith Park and Barnsdall Park. See Section IV.A, Aesthetics for further details.</p>
<p>SOURCE City of Los Angeles Department of City Planning, Hollywood Community Plan, adopted December 13, 1988.</p>	

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