

APPENDIX FEIR-6

Revised Land Use Consistency Tables

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This Appendix evaluates the Proposed Project’s potential impacts relative to conflicts with policies, plans, or ordinances adopted specifically to mitigate or avoid an environmental impact. The Appendix identifies the various elements and policies of the City of Los Angeles General Plan, including the Wilshire Community Plan, that are applicable to the Project Site or Project, and provides a consistency analysis with respect to how the Proposed Project conforms to said plans. Additionally, this Appendix identifies applicable regional planning policies and analyzes the Proposed Project’s consistency with applicable objectives, policies, and permits.

(1) Consistency with Regional Plans and Applicable Policies

(a) Consistency with the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS)

**Table 1
Project Consistency Analysis with the 2016-2040 RTP/SCS**

Goals and Policies	Consistency Assessment
<p>2016-2040 RTP/SCS Goal 2 Maximize mobility and accessibility for all people and goods in the region.</p>	<p>No Conflict. The Project Site is located in a highly urbanized area of the City, within a High Quality Transit Area as defined by SCAG. The Proposed Project would develop 331 multi-family dwelling units and 83,994 square feet of commercial retail uses within close proximity to transit. The mixed-use Proposed Project would provide residents and visitors with convenient access to services, community-serving retail, and public transit. The Proposed Project would provide opportunities for walking and biking between residential uses and commercial centers located at a node of commercial activity on an existing commercial corridor that serves a variety of people and goods in the Wilshire Community Plan area. The location of the Proposed Project encourages a variety of transportation options and access, and therefore would not conflict with this Goal.</p>
<p>2016-2040 RTP/SCS Goal 3 Ensure travel safety and reliability for all people and goods in the region.</p>	<p>No Conflict. The Proposed Project would improve the public sidewalks adjacent to Project Site with landscaping and would include active ground floor uses to enhance the pedestrian experience and promote walkability. The Proposed Project would not introduce new access or circulation features that could adversely impact travel safety to and from the Project Site. In addition, the Proposed Project will provide 257 bicycle spaces to promote travel by bicycle. Furthermore, the Proposed Project would be subject to the plan review requirements of the City. The Department of Building and Safety and the Los Angeles Fire Department review would to ensure that all access driveways and parking areas ensure pedestrian, vehicle and bicycle safety standards. As such, the Proposed Project would not conflict with this goal.</p>

Goals and Policies	Consistency Assessment
<p>2016-2040 RTP/SCS Goal 6 Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).</p>	<p>No Conflict. As discussed in Section IV.A, Air Quality, of this Draft EIR, the Proposed Project would result in a less than significant impact to regional air quality standards during construction and operation. The Proposed Project would strictly adhere to regulatory measures during demolition and construction activities to protect nearby residents and land uses from air quality emissions that are beyond regulatory thresholds. In addition, from an operational perspective, the Proposed Project would place dwelling units and ground-floor commercial space in a Transit Priority Area, thereby minimizing demands for vehicles and reducing regional vehicle miles traveled. The Proposed Project would thereby encourage walking from the new residential units to on-site, and nearby, commercial uses. The Project Site's location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The Proposed Project would improve the public sidewalks adjacent to the Project Site with landscaping on W. 3rd Street and S. Ogden Drive and would include ground floor commercial uses to enhance the pedestrian experience and promote walkability. In addition, the Proposed Project will provide 257 bicycle spaces to promote travel by bicycle. Thus, the Proposed Project would not conflict with this goal.</p>
<p>2016-2040 RTP/SCS Goal 7 Actively encourage and create incentives for energy efficiency, where possible.</p>	<p>No Conflict. The Proposed Project would comply with the City of Los Angeles Green Building Code, and the California Green Building Code. The Proposed Project would result in the demolition of 151,048 square feet of commercial/retail land uses with aging and inefficient energy building systems and would replace these uses with 331 dwelling units and 83,994 square feet of new commercial floor area that would incorporate environmentally sustainable building features and construction protocols required by the LA Green Building Code. As required by the LA Green Building Code, the Proposed Project would be designed to meet the intent of the requirements for the U.S. Green Building Council's (USGBC) Leadership in Energy Efficiency and Design (LEED) Certified level or equivalent. As such, the Proposed Project would not conflict with this goal.</p>
<p>2016-2040 RTP/SCS Goal 8 Encourage land use and growth patterns that facilitate transit and active transportation.</p>	<p>No Conflict. As stated above, the Project Site is located in a highly urbanized area within a HQTAs (as defined by SCAG) and a Transit Priority Area (as defined by SB 743). As discussed in Section IV.I, Transportation, extensive public bus service is provided within the Project study area. Public bus transit service is currently provided by Metro and LADOT DASH. Based on the information provided in Table 4-1 in the Non-CEQA Traffic Impact Study (See Appendix H.2 to this Draft EIR) there are</p>

Goals and Policies	Consistency Assessment
	<p>approximately 100 a.m. and 101 p.m. peak hour transit stops occurring within the immediate project vicinity. The Metro Purple Line extension will also provide service in close proximity to the Project Site when the project is completed. The Proposed Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking. The Proposed Project would develop dwelling units and commercial uses near mass transit and in close proximity to services, retail stores, and employment opportunities. The location of the Proposed Project supports a land use pattern that facilitates a variety of transportation options and access, and therefore would not conflict with this Goal.</p>
<p>2016-2040 RTP/SCS Land Use Policy 3 Develop “Complete Communities.”</p>	<p>No Conflict. SCAG describes the development of “complete communities” that can provide households with a range of mobility options to complete short trips. The 2016-2040 RTP/SCS supports the creation of these districts through a concentration of activities with housing, employment, and a mix of retail and services, located in close proximity to each other, where most daily needs can be met within a short distance of home, providing residents with the opportunity to patronize their local area and run daily errands by walking or cycling rather than traveling by automobile.¹</p> <p>As stated above, the Proposed Project would place 331 dwelling units and ground-floor commercial space in a transit-oriented area. The Project Site’s location in proximity to transit, services, retail stores, and employment opportunities promotes a range of mobility options to complete short trips, including walking, biking, and the use of public transportation. Therefore, the Proposed Project would not conflict with SCAG’s goal of developing complete communities.</p>
<p>2016-2040 RTP/SCS Land Use Policy 4 Develop nodes on a corridor.</p>	<p>No Conflict. The 2016-2040 RTP/SCS describes nodes as mixed-use development centers at key locations that meet most of residents’ daily needs and that support livable corridors. This policy is directed towards SCAG and City goals to identify and develop locations that promote nodes. The Proposed Project is located within a HQTAs and a transit priority area. S. Fairfax Avenue, in the vicinity of the Project Site, is designated as a street characterized by commercial zones and land uses in the Wilshire Community Plan Land Use Designations Map. The Proposed Project’s mixed-use design and location encourages the use of alternative transportation and walking and bicycling opportunities along S. Fairfax Avenue and W. 3rd Street, which is an existing node of commercial activity. The Project Site itself is a node of commercial</p>

¹ SCAG, 2016-2040 RTP/SCS, April 2016 (at page 79).

Goals and Policies	Consistency Assessment
	<p>activity. The Proposed Project would improve the Development Site, located in the eastern portion of the Project Site, by removing aging commercial buildings and providing new community-serving commercial uses that will improve the functionality and aesthetics of the Project Site. Additionally, on-site commercial uses would provide employment and patronage opportunities for residents on the Project Site and in the Project Site area. Therefore, the Proposed Project would not conflict with SCAG's goal of developing nodes on a corridor.</p>
<p>2016-2040 RTP/SCS Land Use Policy 5 Plan for additional housing and jobs near transit.</p>	<p>Consistent. The Proposed Project includes a mixed-use development, which would place 331 new housing units and 319 jobs (including retail and restaurant opportunities) on the Development Site and in close proximity to an existing retail shopping center and in close proximity to transit. As discussed above and in Section IV.I, Transportation, extensive public bus services are provided within the Proposed Project study area. Public bus transit service is currently provided by Metro and LADOT DASH. There are approximately 100 a.m. and 101 p.m. peak hour transit stops occurring within the immediate project vicinity. The Metro Purple Line extension will also provide service in close proximity to the Project Site when the project is completed. As such, the Project would not conflict with this policy.</p>
<p>2016-2040 RTP/SCS Land Use Policy 6 Plan for changing demand in types of housing.</p>	<p>No Conflict. The Proposed Project would provide 331 multi-family units within a mixed-use development. The unit mix would include a range of housing types and would provide 70 studio units, 162 one-bedroom units, 66 two-bedroom units, and 33 three-bedroom units. The multi-family units will help meet the changing demand for units within walking distance of employment and patronage opportunities and transit options. The Proposed Project's units would contribute to a range of housing and include choices available to families or individuals in the Project area. Thus, the Project would not conflict with this policy.</p>
<p>2016-2040 RTP/SCS Land Use Policy 8 Ensure adequate access to open space and preservation of habitat.</p>	<p>No Conflict. The Proposed Project is located on an infill development site and would not reduce or impact any open space areas or natural habitat communities. The Proposed Project's on-site open space would reduce the Project's demand upon public recreational facilities. Consistent with LAMC Section 12.21 G, the Project Site would provide 37,225 square feet of open space on-site. Common open space would include outdoor courtyards, roof deck, pool deck, and amenity rooms. Private open space would be provided via residential balconies. Therefore, the Project would not conflict with this policy.</p>
<p><i>Source: Southern California Association of Governments, 2016-2040 RTP/SCS, April 2016. Parker Environmental Consultants, 2020.</i></p>	

(2) Consistency with Local Land Use Plans, Policies, and Zoning

(a) *City of Los Angeles General Plan*

(i) *Framework Element*

Table 2
Project Consistency Analysis with the City of Los Angeles
General Plan Framework Element

Framework Element Goals, Objectives, and Policies	Project Consistency Analysis
Land Use Chapter	
<p>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.</p>	<p>No Conflict. The Proposed Project would include a mixed-use development with multi-family residential and commercial uses on an existing commercial center site. The Proposed Project would conserve the existing residential neighborhoods because it does not displace any existing residential units and is located on a commercially designated site. The Proposed Project would minimize new traffic congestion by designing a project that integrates residential and commercial uses in close proximity to reduce vehicle trips. The Proposed Project would also adhere to air quality regulatory requirements that minimize construction and operational emissions and reduce mobile source emissions through vehicle trip reductions. The Proposed Project would provide opportunities for new businesses or the expansion or relocation of existing businesses; thus, increasing business opportunities. Additionally, the Proposed Project would activate a site that currently has aging commercial space and expansive surface parking with new business and employment opportunities with additional mixed-use neighborhood-serving commercial space, which would foster competitiveness of the commercial area. The Project Site would provide 37,225 square feet of open space on-site. Common open space would include outdoor courtyards, roof deck, pool deck, and amenity rooms. Private open space would be provided via residential balconies. Thus, the Proposed Project would not conflict with this goal.</p>
<p>Policy 3.1.2: Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses.</p>	<p>No Conflict. While this policy refers to the Citywide provision of public infrastructure, the Proposed Project is located on an infill property, as defined by SB 743, that is already adequately served by public infrastructure. The Project Site is readily accessed via W. 3rd Street and S. Fairfax Avenue and is adequately supported by utilities (including water service, sewer service, electrical, and natural gas), and public services (such as police, fire, schools, and recreation/parks). As discussed in Section IV.H, Public Services, the Proposed Project would not necessitate the construction of public services facilities, which could cause</p>

Framework Element Goals, Objectives, and Policies	Project Consistency Analysis
	<p>environmental impacts. In addition, as discussed in Section IV.K, Public Utilities, utilities currently serving the Project Site would have capacity to serve the Proposed Project. Therefore, the Proposed Project would not conflict with this policy.</p>
<p>Policy 3.1.3: Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a citywide linear network of parklands and trails, neighborhood parks, and urban open spaces.</p>	<p>No Conflict. Consistent with the requirements identified in LAMC Section 12.21.G, the Project Site would provide 37,225 square feet of open space. Common open space would include outdoor courtyards, roof deck, pool deck, and amenity rooms. Private open space would be provided via residential balconies. Thus, the Proposed Project would not conflict with this policy.</p>
<p>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.</p>	<p>No Conflict. The Proposed Project would include a mix of land uses including commercial that would serve the residents within the Project Site and the vicinity, creating internal capture of vehicular trips. The Proposed Project would also provide direct bicycle and pedestrian access to W. 3rd Street and S. Ogden Drive by eliminating one of the two existing vehicle driveways along W. 3rd Street and providing bicycle and pedestrian entrances fronting the Development Site along W. 3rd Street and S. Ogden Drive, thereby promoting access to major transit lines in the Los Angeles area. Thus, the Proposed Project would reduce vehicles-per-miles traveled, promote alternatives to driving, and aim to improve air quality. As noted in Section IV. I, Transportation, the Project Site is located within ¼ mile of a Metro Rapid bus stop. Additionally, due to the mixed-use nature of the Proposed Project, the VMT calculation accounts for the synergy between all the land uses provided within the Project Site. The Proposed Project would also include the following TDM Strategies to reduce VMT: unbundle parking, promotion and marketing of other modes of transportation, and include bike parking. As such, the Proposed Project would support a spatial distribution of development that facilitates a reduction of vehicle trips, vehicle miles traveled, and air pollution. Thus, the Proposed Project would not conflict with this policy.</p>
<p>Policy 3.2.2: Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.</p>	<p>No Conflict. The Proposed Project includes the development of a mixed-used development consisting of multi-family residential units and commercial space. The Proposed Project incorporates aspects of a compact development by providing the proposed development on a previously developed commercial lot. The Proposed Project would provide commercial space that would serve the neighborhood and community. Additionally, the Proposed Project provides a mixed-use project adjacent to a mixed-use boulevard as identified in the Long Range Land Use Diagram, which would integrate housing and commercial uses. Thus, the Proposed Project would not conflict with this policy.</p>

Framework Element Goals, Objectives, and Policies	Project Consistency Analysis
<p>Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.</p>	<p>No Conflict. The Proposed Project would encourage improved access and mobility by providing both residential and commercial uses on a single site. The on-site commercial uses would provide employment and patronage opportunities within walking distance of on-site residents and the nearby multi-family residential developments. The Proposed Project would therefore provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in an appropriate location.</p> <p>In addition, the Proposed Project would provide direct bicycle and pedestrian access to W. 3rd Street and S. Ogden Drive, by eliminating one of two existing vehicle driveways along W. 3rd Street. The Proposed Project's commercial space would directly front W. 3rd Street, which would open the Project Site to pedestrian access and increase connectivity of the Proposed Project area by providing bicycle and pedestrian entrances fronting these roadways. The location of the Proposed Project, which includes a pedestrian pass-through access from S. Ogden Drive to the new uses and retail Center on the Project Site, promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Thus, the Proposed Project would not conflict with this policy.</p>
<p>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.</p>	<p>No Conflict. As further discussed in Section IV.G, Population and Housing, of the Draft EIR, the proposed Project's generation of 801 residents in 331 dwelling units would be within SCAG's 2016-2040 RTP/SCS Growth Forecast projections for the City. Additionally, as discussed in Section IV.H, Public Services, and Section IV.K, Public Utilities, the Proposed Project would not create a significant impact that cannot be mitigated to a less-than-significant level for all public services, utilities, and service systems, including schools. Therefore, the Project would not require the construction of utilities or service systems and the Project would not conflict with this objective.</p>
<p>Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.</p>	<p>Consistent. The Proposed Project would include multi-family residential units with different sizes and configurations and would provide the area with 331 new dwelling units. As such, the Proposed Project would diversify the housing stock and would promote individual choice in type of housing in the Wilshire Community Plan area. The Proposed Project would provide housing options for those that work and/or shop in the area, reducing commute times, and would enhance the quality of life for the City's existing and future residents. Thus, the Proposed Project would not conflict with this goal.</p>
<p>Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure</p>	<p>No Conflict. The Proposed Project would redevelop a site that is currently occupied by commercial uses. The Proposed Project would be attractively designed and landscaped in accordance with the applicable design</p>

Framework Element Goals, Objectives, and Policies	Project Consistency Analysis
<p>and services and the residents' quality of life can be maintained or improved.</p>	<p>guides, which will improve the Project Site compared to existing conditions and improve local residents' quality of life. These on-site enhancements would provide for the stability and enhancement of the surrounding multi-family residential neighborhoods and provide for the growth of multi-family housing stock in and around the Project Site. Additionally, as discussed in Section IV.H Public Services, and Section IV.K, Public Utilities, the Proposed Project would result in less than significant impact for all public services, utilities, and service systems, including schools. Therefore, the Project would not conflict with this objective.</p>
<p>Goal 3D: Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles' neighborhoods.</p>	<p>No Conflict. The Proposed Project would provide direct bicycle and pedestrian access to W. 3rd Street and S. Ogden Drive by eliminating one of two existing driveways fronting W. 3rd Street and by providing bicycle and pedestrian entrances fronting the Development Site along W. 3rd Street and S. Ogden Drive. Thus, the Proposed Project, which includes a pedestrian pass-through access from S. Ogden Drive to the new uses and retail Center on the Project Site and commercial uses that front public roads, would promote pedestrian uses along the surrounding roadways and increase connectivity of the Project area. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. The Proposed Project would improve the pedestrian realm around the Project Site. The Framework Element provides that "Traditional" shopping centers, containing a large supermarket anchor with ancillary stores and large open parking areas, also can be considered as neighborhood districts as they offer the opportunity to convert excess surface parking for the introduction of an expanded mix of neighborhood-oriented uses. The Project Site contains these type of uses, and the Proposed Project would redevelop existing retail space and an existing surface parking lot into a mixed-use development with new neighborhood-serving retail uses. Thus, the Proposed Project would not conflict with this goal.</p>
<p>Policy 3.8.4: Enhance pedestrian activity by the design and siting of structures in accordance with Chapter 5 Urban Form and Neighborhood Design policies of this Element and Pedestrian-Oriented District Policies.</p>	<p>No Conflict. As discussed above, the Proposed Project would promote a pedestrian-oriented environment. The Project would provide pedestrian and bicycle access to W. 3rd Street and S. Ogden Drive by eliminating the one of two existing vehicle driveways fronting W. 3rd Street and by providing bicycle and pedestrian entrances fronting the Development Site along W. 3rd Street and S. Ogden Drive generally improving pedestrian pass-through access from S. Ogden Drive to the new uses and retail Center on the Project Site. The Proposed Project would be attractively designed and landscaped in accordance with the applicable design guidelines. The design and location of the Proposed Project promotes</p>

Framework Element Goals, Objectives, and Policies	Project Consistency Analysis
	the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Thus, the Proposed Project would not conflict with this policy.
<p>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.</p>	<p>No Conflict. The Proposed Project would provide commercial uses that would provide future and existing residents with job opportunities. Additionally, the new residents would provide new foot traffic for surrounding businesses. The Proposed Project would be compatible with the character of the surrounding districts and foster new business and employment opportunities and potential customers, which helps improve the competitiveness of the surrounding commercial area. Additionally, by providing new businesses, such as retail and restaurants, the Proposed Project would promote specific forms of job opportunities and encourage new visitors to the area. Thus, the Proposed Project would not conflict with this objective.</p>
<p>Housing Chapter</p>	
<p>Goal 4A: An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.</p>	<p>No Conflict. The Proposed Project’s dwelling units would be of different sizes and configurations (studios, one-bedroom, two-bedroom, and three-bedroom units) that would diversify the housing stock for both families and individuals, and would promote individual choice in type, quality, price, and location. The additional units would also increase supply and help reduce upward pressure on housing costs. Thus, the Proposed Project would not conflict with this goal.</p>
<p>Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.</p>	<p>Not Conflict. The Proposed Project would provide multi-family residential units in an area that is conveniently located near numerous community services, retail, and employment opportunities. The closest major transit stop to the Project Site is located at the intersection of W. 3rd Street and S. Fairfax Avenue, immediately adjacent to the Project Site. Metro local lines: 16, 17, 217, 218, and 316; Metro Rapid line 780; and LADOT DASH Fairfax line all stop at this location. Additionally, the Project Site is located approximately ½-mile from the forthcoming Purple Line station at the Fairfax Avenue / Wilshire Boulevard intersection, which will increase the transit options for patrons and residents of the Proposed Project. The nearest low-density residential neighborhoods are located further west of the Project Site, fronting Colgate Avenue and Drexel Avenue. S. Fairfax Avenue and the commercial/retail buildings fronting S. Fairfax Avenue provide a buffer and transition between the Proposed Project’s high-density development and the nearby lower-density residential neighborhoods. Thus, the Proposed Project would not conflict with this objective.</p>

Framework Element Goals, Objectives, and Policies	Project Consistency Analysis
Urban Form and Neighborhood Design Chapter	
<p>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.</p>	<p>No Conflict. The Proposed Project’s mixed-use design and location encourages the use of alternative transportation and walking and bicycling. The Proposed Project has direct frontage on W. 3rd Street, which is designated as an Avenue II roadway in the Mobility Plan 2035. Fairfax Avenue also provides access to the Project Site, which is also classified as an Avenue II roadway. The Proposed Project would be designed to promote and support pedestrian activity on-site and in the Project Site area by eliminating one of two existing vehicle driveways fronting W. 3rd Street and by providing direct pedestrian and bicycle access to the surrounding roadways. The Project Site is also designated as being within a TPA, which defines the Project Site as being adequately served by public transit. The Proposed Project would provide pedestrian amenities, including pedestrian pass-through access on the ground floor of the parking structure connecting S. Ogden Drive to the new uses and retail Center on the Project Site, and orienting commercial uses closer to W. 3rd Street that would promote pedestrian activity along this roadway. Additionally, the Project Site is within proximity to existing services, job opportunities, cultural and entertainment amenities, and transit along W. 3rd Street and S. Fairfax Avenue. Thus, the Proposed Project would not conflict with this objective.</p>
<p>Objective 5.8: 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>No Conflict. As discussed above, the Proposed Project would be designed to promote and support pedestrian activity on-site and in the Project Site area by providing direct pedestrian and bicycle access to W. 3rd Street and S. Fairfax Avenue. The Proposed Project would provide pedestrian amenities and commercial uses facing 3rd Street and would promote pedestrian activity between the Project Site and the Farmers Market retail-oriented development located immediately north of the Project Site, on the north side of W. 3rd Street. Additionally, the Project Site is within proximity to existing services, job opportunities, cultural and entertainment amenities and transit along 3rd Street and S. Fairfax Avenue. Thus, the Proposed Project would not conflict with this objective.</p>
Open Space and Conservation Chapter	
<p>Goal 6A: An integrated citywide/regional public and private open space system that serves and is accessible by the City’s population and is unthreatened by encroachment from other land uses.</p>	<p>No Conflict. The Proposed Project would provide approximately 37,225 square feet of open space for its future residents, guests, and patrons. The Proposed Project would include a pool deck, outdoor courtyards, amenity space, fitness room, and clubroom. The Project Site is developed with commercial buildings and surface parking. Development of the Project Site would not replace or encroach on any open space and undeveloped areas. The Proposed Project would increase the amount of open space available to future</p>

Framework Element Goals, Objectives, and Policies	Project Consistency Analysis
	residents by including open space on-site for residents, guests, and patrons. Thus, the Proposed Project would not conflict with this goal.
<p>Objective 6.1: Protect the City's natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region.</p>	<p>No Conflict. The Proposed Project would replace a site that is currently developed with commercial uses and designated for commercial uses by the Community Plan with a mixed-use project with residential and commercial land uses. As an infill development as defined by SB 743, the Proposed Project would not encroach on natural or undeveloped areas. As discussed in further detail in the Initial Study (Appendix A to this Draft EIR), the Proposed Project would have a less than significant impact upon wildlife that occur on a resident or migratory basis. Thus, the Proposed Project would not conflict with this objective.</p>
<p>Economic Development Chapter</p>	
<p>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.</p>	<p>No Conflict. As mentioned above, the Proposed Project would include a mixed-use development with multi-family residential and commercial uses. The Proposed Project would provide new opportunities for new businesses or the expansion or relocation of existing businesses; thus, increasing business opportunities. Additionally, the Proposed Project would foster new business and employment opportunities and potential customers, which helps improve the competitiveness of the commercial area. In addition, the Project Site would have convenient access to existing nearby residential and commercial areas, and access to public transit with opportunities for walking and biking, thereby facilitating a reduction in vehicle trips, VMT, and air pollution to ensure maximum feasible environmental quality. Thus, the Proposed Project would not conflict with this objective.</p>
<p>Objective 7.6: Maintain a viable retail base in the City to address changing resident and business shopping needs.</p>	<p>No Conflict. As mentioned above, the Proposed Project would provide additional commercial uses to the Project area; thus, increasing business opportunities. The proposed commercial uses would be neighborhood-serving and would attract new business from the surrounding residential neighborhoods. Thus, the Proposed Project would not conflict with this objective.</p>
<p>Goal 7G: A range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's work force to both live and work in the City.</p>	<p>No Conflict. The Proposed Project's dwelling units would be of different sizes and configurations (studios, one-bedroom, two-bedroom, and three-bedroom units) and would be available at a range of rental rates. The Proposed Project would increase the housing choices available in the Wilshire community. The additional units will increase supply and help reduce upward pressure on housing costs. Additionally, the Proposed Project's mixed-use design would allow future residents the opportunity to work on-site. Further, the Proposed Project's close proximity to public transportation, such as Metro Rapid 780, Metro local line 16, 316, 217, 218, 17, and LADOT DASH Fairfax, Red Line, and the future</p>

Framework Element Goals, Objectives, and Policies	Project Consistency Analysis
	Purple Line would allow residents to live and work in the City, since these lines provide access to the greater Los Angeles area. Thus, the Proposed Project would not conflict with this goal.
Infrastructure and Public Services Chapter	
Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	No Conflict. The Proposed Project would be required to comply with the National Pollution Discharge Elimination System (NPDES) permitting system, Standard Urban Storm Water Mitigation Plan (SUSMP), LAMC Article 4.4, Section 64.72 and the Low Impact Development (LID) requirements, which reduce potential the amount of hazardous substances and the total amount of flow entering the wastewater system during the construction and operation of the Proposed Project. Additionally, a construction Storm Water Pollution Prevention Plan (SWPPP) would be required and would implement applicable best management practices (BMPs) identified in the SWPPP. Thus, the Proposed Project would not conflict with this goal.
Policy 9.8.1: Monitor and forecast water demand based upon actual and predicted growth.	No Conflict. As discussed in further detail in Section IV.E, Land Use and Planning and Section IV.G, Population and Housing, the Proposed Project is consistent with the existing allowable use and density for the C2 zone and is consistent with the regional growth projections of SCAG’s 2016-2040 RTP/SCS. The Proposed Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site and its water demands will be met by the City of Los Angeles Department of Water and Power (LADWP), which is further discussed in the Section IV.L Public Utilities.
<i>Source: City of Los Angeles, Department of City Planning, General Plan Framework Element, adopted December 11, 1996, re-adopted August 8, 2001. Parker Environmental Consultants, 2020.</i>	

(ii) *Housing Element*

**Table 3
Project Consistency Analysis with the
City of Los Angeles General Plan Housing Element**

City of Los Angeles General Plan Objectives	Project Consistency Analysis
Housing Element Objectives ¹	
Objective 2.1: Promote safety and health within neighborhoods.	No Conflict. The Proposed Project would be designed in accordance with LAFD and LAPD requirements to ensure safety and security on-site and in the surrounding areas. Further, the Proposed Project would incorporate Project Design Feature POL-PDF-1, which addresses screening construction activities from view at the local street level and keeping unpermitted persons from entering the construction area, and Project Design Feature POL-PDF-3, which would ensure that the Proposed Project implements design

City of Los Angeles General Plan Objectives	Project Consistency Analysis
	measures such as nighttime security lighting, a closed circuit security camera system, and well-lit secure parking facilities. As discussed below, under Objective 9 of Table 4, below, construction and operation of the proposed Project would be coordinated with LADOT and LAFD to ensure proper emergency access and emergency routes. As such, the proposed Project would not conflict with this objective.
Objective 2.2: Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.	No Conflict. The Proposed Project involves a mixed-use development in an area characterized by residential, commercial, office, institutional, and retail land uses. The Proposed Project would supplement the area with residential dwelling units and commercial space. The Proposed Project would be designed to promote and support pedestrian activity on-site and in the Project Site area. The Proposed Project would provide pedestrian connectivity from W. 3 rd Street, S. Fairfax Avenue, and S. Ogden Drive. The Proposed Project would provide pedestrian amenities and commercial uses facing W. 3 rd Street and pedestrian pass-through access from S. Ogden Drive to the new uses and retail Center on the Project Site that would promote pedestrian activity along this commercial corridor. Additionally, the Project Site is within close proximity to many services, job opportunities, and transit along W. 3 rd Street and S. Fairfax Avenue. As such, the Proposed Project would not conflict with this objective.
Objective 2.3: Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources.	No Conflict. The Proposed Project would be required to comply with the City’s Green Building Code, which implements building requirements to promote energy efficiency and water conservation to minimize the use on non-renewable resources. As such, the Proposed Project would not conflict with this objective.
<i>Source: City of Los Angeles, Department of City Planning, General Plan: Housing Element 2013-2021, December 2, 2013. Parker Environmental Consultants, 2020.</i>	

(iii) Land Use Element (Wilshire Community Plan)

**Table 4
Project Consistency Analysis with Applicable Goals, Objectives,
and Policies of the Wilshire Community Plan**

Goal / Objective / Policy	Project Consistency Analysis
Residential	
Goal 1: Provide a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Wilshire Community.	No Conflict. The Proposed Project would be consistent with the applicable design policies within the Wilshire Community Plan Area and the Residential Citywide Design Guidelines as further discussed below. Additionally, the Proposed Project would provide adequate open space, vehicle parking, and bicycle parking consistent with LAMC requirements. Compliance with these guidelines and the LAMC would ensure that the Proposed Project would provide a high-quality residential environment.

	<p>Further, as discussed under Section IV.G, Public Services, the Proposed Project would incorporate safety features such as nighttime security lighting, a closed circuit security camera system, and well-lit secure parking facilities. As such, the Proposed Project would support this goal by providing a safe, secure, and high quality residential environment for all segments of the Wilshire Community, and include housing types for both families and individuals. As such, the Proposed Project would not conflict with this objective.</p>
<p>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.</p>	<p>No Conflict. The Project Site is currently developed with commercial uses, and no residential dwelling units currently exist on the Project Site. As such, the Proposed Project would not remove any existing housing, in accordance this objective. Further, the Proposed Project would provide a range of unit types to meet the needs of families and individuals. The Proposed Project would also comply with ADA regulations. As such, the Proposed Project would not conflict with this objective.</p>
<p>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.</p>	<p>No Conflict. The Project Site is located in a commercial area along W. 3rd Street that is surrounded with a variety of housing types and densities. High-density multi-family residential neighborhoods are located east and south of the Project Site. Single-family neighborhoods are located southwest from the Project Site. The portion of the Center where development would occur does not abut any residential uses and thus the Proposed Project would not encroach on existing residential uses. The existing residential uses in the area range from single-family low rise to high density multi-family, including the Park La Brea towers, and four large multi-family apartments fronting W. 3rd Street to the east of the Project Site. The Proposed Project would develop residential uses that are consistent in scale and character to the existing multi-family residential uses in the vicinity and the ground-level commercial retail and restaurants across W. 3rd Street, and generally improve the quality of the Project Site compared to existing conditions. The proposed design of the Proposed Project is compatible with the character and scale of existing land uses in the vicinity. As such, the Proposed Project would not conflict with this policy.</p>
<p>Policy 1-1.4: Provide for housing along mixed-use boulevards where appropriate.</p>	<p>No Conflict. Fairfax Avenue is a designated mixed-use boulevard on the Community Plan Land Use Map. W. 3rd Street is characterized by a mix of commercial, office, and residential land uses. The Proposed Project would not conflict with this policy as it proposes a mixed-use development with multi-family dwelling units on a development site that fronts W. 3rd Street and Ogden Drive. Providing housing along a mixed-use boulevard would reduce VMT as residents would be within walking distance to retail and employment centers and would have increased access to transit. As such, the Proposed Project would not conflict with this policy.</p>
<p>Objective 1-2: Reduce vehicular trips and</p>	<p>No Conflict. The Proposed Project is located within a TPA,</p>

<p>congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.</p>	<p>as defined by SB 743. Additionally, community commercial centers and regional retail destinations are located near the Project Site along W. 3rd Street. The Proposed Project's location near commercial centers and mass transit would contribute to a reduction in vehicle trips generated by the Proposed Project. The Project Site is an existing commercial center with zoning and land use designations that permit commercial and residential development. The Project thus develops new housing on a commercial center site served by existing transit routes. As such, the Proposed Project would not conflict with this objective.</p>
<p>Policy 1-2.1: Encourage higher density residential uses near major public transportation centers.</p>	<p>No Conflict. The Proposed Project would develop a mixed-use building with multi-family residential units within a TPA as defined by SB 743. As such, the Proposed Project would not conflict with this policy.</p>
<p>Policy 1-3.2: Support historic preservation goals in neighborhoods of architectural merit and/or historic significance.</p>	<p>No Conflict. As discussed in the Initial Study (Appendix A of this Draft EIR), under the Cultural Resources, the Proposed Project would result a less than significant impact to historic and cultural resources. Further, the Proposed Project is not located near or within a Historic Preservation Overlay Zone, or have any historic resources on the Project Site. As such, the Proposed Project would not conflict with this policy.</p>
<p>Policy 1-3.3: Promote the preservation and rehabilitation of individual residential buildings of historic significance.</p>	<p>No Conflict. The Project Site is currently developed with five commercial buildings and paved surface parking. No residential buildings currently exist on-site, which may be of historic significance. As such, the Proposed Project would not conflict with this policy.</p>
<p>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.</p>	<p>No Conflict. The Proposed Project Site is a commercial retail Center that is situated at the intersection of W. 3rd Street and S. Fairfax Avenue, which are both designated as Avenue II roadways in the Mobility Plan. Ogden Drive, which borders the Project Site to the east, is designated as a Local Street. Currently, there is one driveway along the west side of S. Ogden Drive accessing the commercial Center's surface parking lot and one service driveway. Of the three driveways proposed to be located along Ogden Drive, one driveway serves as full vehicular access for the retail portion while the other two serve as residential access (one full vehicular access and one egress only). Additionally, two loading bays are located along S. Ogden Drive, which are situated directly across from the Ross Department Store. South Ogden Drive and W. 3rd Street is a signalized intersection that provides for left and right turns onto W. 3rd Street. As such, the Proposed Project would not encourage spillover traffic on local residential streets as compared to existing condition. Also, the Proposed Project's location on W.3rd Street and S. Fairfax Avenue, and its proximity to mass transit, would facilitate transit use. Therefore, the Proposed Project would not conflict with this policy.</p>
<p>Policy 1-4.2: Ensure that new housing opportunities minimize displacement of residents.</p>	<p>No Conflict. The Project Site is currently developed with five commercial structures. No residences currently exist on site, and no residents would be displaced due to the Proposed Project. Refer to Section IV.G, Population and Housing for further discussion regarding no resulting displacement of</p>

	residents that would necessitate development of replacement housing elsewhere. As such, the Proposed Project would not conflict with this policy.
Policy 1-4.3: Encourage multiple family residential and mixed use development in commercial zones.	No Conflict. The Project Site and the surrounding properties along W. 3 rd Street are in a C2 zone. The Proposed Project would develop a mixed-use development with multi-family residential units within a commercial zone. This residential mixed-use development would provide commercial uses that serve the local community and housing options for local workers, both of which would facilitate reductions to VMT. As such, the Proposed Project would not conflict with this policy.
Commercial	
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.	No Conflict. The Proposed Project would provide new commercial/retail space fronting the commercial corridor of W. 3 rd Street. The Proposed Project would be designed to comply with the LAMC and to promote a pedestrian-oriented environment. Additionally, as discussed in the Initial Study (Appendix A to this DEIR), the Proposed Project would have no direct impacts on historical resources, since no historical resources are identified on the Project Site. As such, the Proposed Project would not conflict with this goal.
Policy 2-1.1: New commercial uses should be located in existing established commercial areas or shopping centers.	No Conflict. The Proposed Project would include neighborhood-serving commercial space on an existing site zoned as C2-1-O. S. Fairfax Avenue and W. 3 rd Street are largely developed with commercial uses. The Proposed Project would provide ground-floor through third-level commercial spaces in a commercial zone and within a commercial corridor and across the retail and commercial center, known as The Grove Los Angeles. As such, the proposed commercial uses would be consistent with existing retail Center adjoining retail properties such as the Ross Department Store and the Grove at Farmers Market. Therefore, the Proposed Project would not conflict with this policy.
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.	No Conflict. The Proposed Project includes commercial/retail space on the ground level through third level, fronting W. 3 rd Street. Since the Proposed Project would replace the eastern portion of the Project Site, which currently consists of commercial space, the Proposed Project would provide new opportunities for new businesses or the expansion or relocation of existing businesses; thus, increasing business opportunities in the surrounding area. The Project would also support the needs of local residents by providing new businesses, such as retail and restaurants. The Proposed Project would provide new housing, which would provide new foot traffic to support existing and new businesses in this high-density mixed-use neighborhood. This mixed-use development would provide commercial uses that serve the local community and housing options in an infill location, both of which would result in reductions to VMT. Thus, the Proposed would not conflict with this policy.
Objective 2-2: Promote distinctive commercial districts and pedestrian-oriented	No Conflict. The Proposed Project involves the construction of an eight-story mixed-use building, which includes multi-

<p>areas.</p>	<p>family residential units and commercial/retail space fronting W. 3rd Street. The Project Site is in walking distance to many services, employment opportunities, and retail spaces. Additionally, the Project Site is located in a transit oriented area and is in close proximity to numerous bus routes and future rail routes along W. 3rd Street and S. Fairfax Avenue. Thus, the Proposed Project would not conflict with this policy.</p>
<p>Policy 2-2.1: Encourage pedestrian-oriented design in designated areas and in new development.</p>	<p>No Conflict. The Proposed Project includes the development of an eight-story mixed-use building with multi-family residential units and commercial/retail space. The Project Site is in walking distance to many services, employment opportunities, retail spaces, and bus routes. The Project Site's location would promote other modes of transportation, such as walking, biking, and public transportation and include pedestrian pass-through access connecting S. Ogden Drive to the new retail uses and retail Center on the west side of the Project Site. The commercial uses would front public rights-of-way and eliminate one of two vehicle driveway along 3rd Street, encouraging additional pedestrian activity along W. 3rd Street and S. Ogden Drive. Therefore, the Proposed Project would not conflict with this policy.</p>
<p>Objective 2-3: Enhance the visual appearance and appeal of commercial districts.</p>	<p>No Conflict. The Proposed Project would redevelop an underutilized site that is currently used as commercial space and surface parking. The Proposed Project would be attractively designed and landscaped with guidance of City Planning Staff to enhance the surrounding commercial land uses along W. 3rd Street. Additionally, the Proposed Project would be designed in accordance with the Urban Design guidelines in the Wilshire Community Plan to enhance the visual appearance and appeal of W. 3rd Street. The Proposed Project would be compatible with the scale of adjacent commercial districts, which includes buildings varying from one- to four-stories above grade. The Proposed Project would also include landscaping at the ground-level to physically enhance the Project Site and surrounding areas, especially the commercial land uses, across the Project Site fronting W. 3rd Street. Thus, the Proposed Project would not conflict with this objective.</p>
<p>Policy 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.</p>	<p>No Conflict. The Proposed Project would be designed in accordance with the Community Plan's Urban Design guidelines to improve streetscape identity and character and be compatible with the scale of adjacent commercial neighborhoods. The Proposed Project would include landscaping at the ground-level to physically enhance the Project Site and surrounding area. Thus, the Proposed Project would not conflict with this policy.</p>
<p>Open Space</p>	
<p>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.</p>	<p>No Conflict. Pursuant to LAMC Section 12.21G, the Proposed Project would provide approximately 37,225 square feet of open space on-site. The Proposed Project would include landscaping at the ground-level to physically enhance the Project Site and surrounding area, and would</p>

	<p>provide pedestrian pass-through access connecting S. Ogden Drive to the new retail uses and retail Center on the west side of the Project Site. The Proposed Project would also include the security features such as low level security lighting, and a 24 hour-a-day on-site presence with a residential population and on-site security that would ensure the provided open space would not be subject to intentional damage. Thus the Proposed Project would not conflict with this goal.</p>
<p>Schools</p>	
<p>Goal 6: Facilitate the provision of public schools and adequate school facilities to serve every neighborhood in the Wilshire Community Plan area.</p>	<p>No Conflict. The Proposed Project complies with Goal 6 in as much as the Project Applicant would be required to pay development fees for schools to the LAUSD prior to the issuance of the Project’s building permit pursuant to SB 50. Pursuant to Government Code Section 65995, the mandatory payment of developer fees to the LAUSD is deemed to provide full and complete mitigation of school facilities impacts. Therefore, the proposed Project would be not conflict with this goal, to the extent that it applies.</p>
<p>Libraries</p>	
<p>Goal 7: Ensure that adequate library facilities are provided for the Wilshire Community.</p>	<p>No Conflict. As discussed in Section IV.H, Public Services, the Proposed Project would be adequately served by the Fairfax Branch Library, which is approximately 0.6 mile east of the Project Site, and would not necessitate the construction of additional facilities As such, the Proposed Project would not conflict with this goal.</p>
<p>Police Protection</p>	
<p>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.</p>	<p>No Conflict. As discussed in Section IV.H, Public Services, the Wilshire Community Police Station, located at 4861 W. Venice Boulevard, would adequately serve the Proposed Project, and would not necessitate the construction of additional facilities. The Wilshire Community Police Station is approximately 2.5 miles southeast of the Project Site. Further, the Proposed Project would incorporate Project Design Feature POL-PDF-1, which addresses screening construction activities from view at the local street level and keeping unpermitted persons from entering the construction area, and Project Design Feature POL-PDF-3, which would ensure that the Proposed Project implements design measures such as nighttime security lighting, a closed circuit security camera system, and well-lit secure parking facilities. Compliance with regulatory compliance measures and design features would help reduce the potential for incidents that would require service calls to the local police station. The Proposed Project would not conflict with this goal.</p>
<p>Objective 8-1: Provide adequate police facilities, personnel and protection to correspond with existing and future population and service demands.</p>	<p>Not Conflict. As discussed above, the Wilshire Community Police Station would adequately serve the Project Site. As discussed in Section IV.G, Population and Housing , the Proposed Project’s population and housing growth would be well within the growth projections for the Wilshire Community Plan area as projected by SCAG. As such, the Proposed Project does not contribute to unplanned growth, which may exacerbate and necessitate additional local police facilities and personnel. For these reasons, the Proposed Project would not conflict with this objective.</p>

<p>Policy 8-1.1: Consult with the LAPD in the review of development projects and land use changes to determine law enforcement needs and requirements.</p>	<p>No Conflict. The Proposed Project would incorporate Project Design Feature POL-PDF-3, which would ensure that the Proposed Project incorporates design measures which would ensure that the Proposed Project implements design measures such as nighttime security lighting, a closed circuit security camera system, and well-lit secure parking facilities. Further the Proposed Project would be developed with the guidance of the LAPD (where appropriate), as discussed in the Correspondence Letter with LAPD (Appendix G.2 of this Draft EIR). The Proposed Project would not conflict with this policy.</p>
<p>Objective 8-2: Improve the ability of the community and police department to minimize crime and provide adequate security for all residents.</p>	<p>No Conflict. The Proposed Project would incorporate Project Design Feature POL-PDF-1 through POL-PDF-3, as discussed above, which would help reduce the amount of service calls to the local police station. As such, the Proposed Project would not conflict with this objective.</p>
<p>Policy 8-2.2: Provide adequate lighting around residential, commercial, and industrial buildings, and parks, school, and recreational areas to improve security.</p>	<p>No Conflict. The Proposed Project would implement Project Design Feature POL-PDF-3, which would ensure that the Proposed Project implements design measures such as nighttime security lighting, a closed circuit security camera system, and well-lit secure parking facilities. The Proposed Project would be designed to reduce dead zones and incorporate adequate lighting for security purposes. As such, the Proposed Project would not conflict with this policy.</p>
<p>Fire Protection</p>	
<p>Objective 9-1: Maintain fire facilities and protective services that are sufficient for the existing and future population and land use.</p>	<p>No Conflict. As discussed in Section IV.H, Public Services, the Proposed Project would be adequately served by the existing LAFD Station No. 61, located at 5821 W. 3rd Street, which is approximately 0.8 mile east of the Project Site, and would not necessitate the construction of additional facilities or hiring of additional personnel. Fire protection services provided by LAFD Station No. 61 include a task force (includes engine company and truck company), paramedic ambulance, and rescue ambulance. As such, the Proposed Project would not conflict with this objective.</p>
<p>Policy 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.</p>	<p>No Conflict. As discussed above, the Proposed Project would be adequately serviced by Fire Station No. 61. The Proposed Project would work with LAFD and incorporate LAFD's recommendations relative to fire safety into the building plans. As part of the Proposed Project, and the permitting process, the Project Applicant would submit a plot plan for review by the LAFD. The Proposed Project does not require a General Plan amendment or zone change. The uses and densities proposed are consistent with the existing land use designations and zoning of the Project Site. Similarly, as discussed in Section IV.G, Population and Housing, the Proposed Project is consistent with anticipated growth for the area. As such, the Proposed Project would not conflict with this policy.</p>
<p>Transportation</p>	
<p>Objective 10-2: Increase work trips and non-work trips made on public transit.</p>	<p>No Conflict. The Proposed Project would include 331 residential, placing potentially 801 residents in a TPA. The Project Site is approximately 0.5 mile (walking distance) of numerous bus routes with peak commute service intervals of 15 minutes or less. Additionally, the Project Site is in</p>

	<p>proximity to future rail. Public transit service within the Project Site area is currently provided by Metro and LADOT. Bus lines include Metro Rapid 780, Metro local line 16, 316, 217, 218, 17, and LADOT DASH Fairfax. The Project Site is also situated within easy walking distance to retail, restaurant, and other commercial businesses located within the Wilshire Community Plan area, including the Original Farmers Market, the Grove and the restaurants along S. 3rd Street. Additionally, on-site residents may also patronize and/or work at the on-site commercial uses. The Proposed Project's location within a TPA and proximity to residential and commercial uses would promote trips made on public transit. As such, the Proposed Project would be consistent with this policy.</p>
<p>Goal 11: Encourage a system of safe, efficient and attractive bicycle and pedestrian facilities.</p>	<p>No Conflict. The Project Site is located along W. 3rd Street and S. Fairfax Avenue. According to the City's 2035 Mobility Plan, W. 3rd Street is designated for future Tier 2 bicycle lanes, and S. Fairfax Avenue is designated for future Tier 3 bicycle lanes. The Proposed Project would not conflict with the existing or planned bicycle facilities of the Mobility Plan. The Proposed Project would further support bicycle use by providing LAMC-compliant short-term and long-term bicycle parking. Additionally, the Proposed Project would support pedestrian activity by including landscaping and open space along the public right-of-way along W. 3rd Street. As such, the Proposed Project would not conflict with this goal.</p>
<p>Objective 11-1: Promote an adequate system of bikeways for commuter, school and recreational use.</p>	<p>No Conflict. The Proposed Project complies with Objective 11-1 in as much as the Proposed Project would provide short-term and long-term bicycle parking consistent with the LAMC. Further, as discussed under Goal 11, the Proposed Project would not conflict with existing or planned Tier 1, Tier 2, and Tier 3 bikeways and would promote the use of bicycle transportation. Therefore, the Proposed Project would not conflict with this objective.</p>
<p>Policy 11-1.4: Support the provision of bicycle facilities in all new development.</p>	<p>No Conflict. The Proposed Project would provide short-term and long-term bicycle parking consistent with the LAMC. As such, the Proposed Project would not conflict with this policy.</p>
<p>Goal 12: Encourage alternative modes of transportation to reduce single-occupancy vehicular trips.</p>	<p>Not Conflict. The Proposed Project complies with Goal 12 in as much as the Proposed Project is located within a TPA and would support the use of alternative modes of transportation. Refer to the analysis provided for Objective 10-2, above, and Goal 11, above, for further discussion. As such, the Proposed Project would not conflict with this policy.</p>
<p>Goal 13: Provide a well-maintained, safe, efficient freeway and street network.</p>	<p>Not Conflict. The Proposed Project complies with Goal 13 in as much as the Proposed Project would support a well-maintained, safe, and efficient freeway and street network. As discussed in Section IV.I, Transportation, the Proposed Project would not result in a significant impact related to the freeway or street network. As such, the Proposed Project would not conflict with this goal.</p>
<p><i>Source: City of Los Angeles, Department of City Planning, Wilshire Community Plan, September 2001; and Parker Environmental Consultants, 2020.</i></p>	

(iv) *Wilshire Community Plan: Urban Design (Chapter V)*

**Table 5
Project Consistency with Applicable Design Policies for Individual Projects
within the Wilshire Community Plan Area**

Commercial – Site Planning	
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.	Not Conflict. The new commercial/retail areas would be located on the northeast portion of the Center, fronting W. 3 rd Street. Parking would be provided in two subterranean parking levels and on the southern portion of Levels 1 through 3 of the proposed mixed-use building, reducing any impacts related noise or vibration. Parking would not be located directly adjacent to the residential levels of the Proposed Project.
b. Minimize the number of driveways/curb cuts which provide access from Arterials.	Not Conflict. The Proposed Project would eliminate the vehicle driveway along 3 rd Street that is currently used to access the Project Site and would instead provide primary vehicle access from Ogden Drive. Parking for the Proposed Project's mixed-use building would be provided in a parking garage structure containing three levels of above-grade parking and two levels of subterranean parking. Access to the proposed parking garage would be provided from two driveways on the west side of S. Ogden Drive: one retail driveway and one residential driveway. The existing service driveway on S. Ogden Drive would remain and provide an additional residential driveway to access the parking garage on the southeast corner of the Project Site. The existing surface parking lot within the Center would also provide access into the proposed parking garage. Consistent with this design policy, the Proposed Project would eliminate one of the two existing driveways on W. 3 rd Street that provides access to the Center parking lot. The Project's proposed driveway locations and widths are consistent with the City's design regulations and would not result in a hazard due to geometric design features.
c. Maximize pedestrian oriented retail and commercial service uses along street grade level frontages along commercial boulevards.	Not Conflict. The commercial buildings on the western portion of the Center would remain. The new commercial/retail on the proposed mixed-use building would have direct frontage on W. 3 rd Street, thereby providing pedestrian-oriented retail at street grade along a commercial boulevard.
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.	Not Conflict. The Project Site has frontage on W. 3 rd Street, which is identified as having commercial businesses. The Proposed Project would provide new commercial/retail space fronting W. 3 rd Street, which would include pedestrian entrances and would promote customer interests.
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	Not Conflict. The proposed frontage buildings would be located along W. 3 rd Street. The primary vehicle driveway entrances would be focused at the side of the building, from Ogden Drive or the service driveway, south of the Project Site. The commercial driveway openings to the mixed-use

<p>cannot be practically placed elsewhere.</p>	<p>building's parking podium would be provided by one opening from the surface parking lot of the west side of the building; one commercial driveway from S. Ogden Drive, which is classified as a Local Street; and from the adjacent service driveway along the southern property line. These commercial driveways would not cause spillover traffic onto the main corridors of W. 3rd Street. As such, driveways providing entrance to the surface parking areas and the parking podium would not be placed in frontage walls of buildings. The Project's proposed driveway locations and widths are consistent with the City's design regulations, and would not result in a hazard due to geometric design features.</p>
<p>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.</p>	<p>Not Conflict. The Proposed Project would retain the commercial spaces on the western portion of the Project Site and provide new commercial/retail space on the northeast corner of the Project Site with direct frontage along W. 3rd Street. The Proposed Project would have pedestrian-only walkway entrances to these commercial spaces from W. 3rd Street. Additionally, the Proposed Project would include outdoor seating areas and courtyards fronting W. 3rd Street to promote a pedestrian-oriented environment.</p>
<p>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.</p>	<p>Not Conflict. The Proposed Project would provide landscaping, such as on-site trees fronting W. 3rd Street, adjacent to the new proposed commercial areas and near the southwest commercial areas. Additionally, a paseo would be located on the ground floor between the retail areas and the parking garage for residents and patrons. These landscaped areas and paseo would provide a safe and inviting area for pedestrian access.</p>
<p>h. Provide underground new utility service, including Internet services.</p>	<p>Not Conflict. As shown in the Proposed Project's floor plans of Section II, Project Description, utilities and service rooms, including internet services, would be located within the subterranean and above-grade parking levels away from public view and would reduce any aesthetic and public safety environmental impact. Retail utility service equipment would be located in the interior portions of the ground level retail areas.</p>
<p>i. Screen all mechanical and electrical equipment from public view.</p>	<p>Not Conflict. As shown in the Proposed Project's floor plans of Section II, Project Description, all of the mechanical and electrical equipment would be located in the interior portions of the parking podium and interior of the ground-level retail spaces, away from public view and to limit noise from HVAC/mechanical equipment.</p>
<p>j. Screen all rooftop equipment and building appurtenances from public view.</p>	<p>Not Conflict. All rooftop equipment and building appurtenances would be screened from public view which would limit noise from mechanical equipment.</p>
<p>k. Require the enclosure of trash areas behind buildings for all projects.</p>	<p>Not Conflict. The commercial and residential trash rooms would be located in the interior portions of the ground-floor areas, away from public view which would limit any unpleasant odors.</p>
<p>Commercial – Pedestrian-Oriented, Building Height and Design</p>	
<p>a. For building frontages, require the use of offset building masses, recessed pedestrian entries, articulations, and surface perforations, or</p>	<p>Not Conflict. As shown in the Proposed Project's landscape plans of Section II, Project Description, the Proposed Project would provide a variety of architectural features and</p>

<p>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.</p>	<p>landscaping to promote public interest and a pedestrian-friendly environment. The landscaped areas and courtyards would include canopies, tables, and decorative planters. Transparent windows would be included in the commercial/retail spaces that front W. 3rd Street.</p>
<p>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.</p>	<p>Not Conflict. The new commercial/retail spaces would be located on the ground floor through third floor and would include transparent windows fronting W. 3rd Street to promote public interest and pedestrian access. These storefronts would be designed with glass windows and doors.</p>
<p>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.</p>	<p>Not Conflict. As illustrated in Figure II-17, North and West Elevations, in Section II, Project Description, the west elevation profile is characterized with building step backs above the ground level along the frontage of W. 3rd Street at the 3rd and 5th levels. Additionally, the Proposed Project provides a vehicle and pedestrian walkway connecting S. Ogden Drive to the Center parking lot. Furthermore, open space would be located on the 5th floor above the retail areas fronting 3rd Street, which would consist of balconies, glass railings, and landscaping features. Consistent with this policy, the east and west facades provide continuity of architectural features on the ground level.</p>
<p>d. Provide color, lighting, and surface texture accents and complementary building materials to building walls and facades, consistent with neighborhood adjacent architectural themes.</p>	<p>Not Conflict. The Proposed Project would include a design that alternates different textures, colors, materials, and distinctive architectural treatments to break up the façade and complement the surrounding neighborhood in order to ensure lighting or glare would not affect the surrounding land uses.</p>
<p>e. Maximize the applications of architectural features and articulations to building facades.</p>	<p>Not Conflict. As mentioned above, the Proposed Project would include a design that alternates different textures, colors, materials, and distinctive architectural treatments to break up the façade and complement the surrounding neighborhood to ensure the Proposed Project does not degrade the quality of the surrounding commercial and residential land uses. The Proposed Project would incorporate a variety of materials on the façades including aluminum louver systems, smooth texted panels, aluminum window frame and glazing, perforated metal screen insert panels, glass railings, steel, concrete, insulated performance glass.</p>
<p>f. 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.</p>	<p>Not Conflict. Trees would be located throughout the surface parking, consistent with the LAMC. The proposed parking garage would be located at the rear of the proposed mixed-use building and in the interior portion of the Project Site, which would be accessed by the surface parking lot, S. Ogden Drive, and the southern service driveway.</p>
<p>g. Integrate landscaping within pedestrian-</p>	<p>Not Conflict. As mentioned previously, the Proposed</p>

friendly plazas, green space, pocket parks, and other open space compliments.	Project would include landscaping within the ground-floor dining areas that would complement the public right-of-way and promote a pedestrian-oriented environment along W. 3 rd Street.
Multiple Residential – Site Planning	
<p>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.</p> <ul style="list-style-type: none"> a. Provide a pedestrian entrance at the front of each project. b. Require useable open space for outdoor activities, especially for children. 	<p>Pedestrian access to the Proposed Project would be provided from W. 3rd Street, S. Fairfax Avenue, and S. Ogden Drive. Primary entrance to the residential lobbies would be provided along S. Ogden Drive.</p> <p>Open space areas for the residents would be provided on the 4th floor, 5th floor, and 7th floor. Amenities proposed within the outdoor common open space areas include a swimming pool, pool deck, amenity room, fitness room, club room, and outdoor courtyards.</p>
<p><i>Source: City of Los Angeles, Department of City Planning, Wilshire Community Plan, September 2001; and Parker Environmental Consultants, 2019.</i></p>	

(v) *Mobility Plan 2035*

Table 6
City of Los Angeles Mobility Plan Consistency Analysis

Mobility Plan Key Goals	Project Consistency Analysis
(1) Safety First: Crashes, speed, protection, security, safety education, and enforcement	No Conflict. The Proposed Project would not include unusual or hazardous design features. Primary vehicular access would be provided via two driveways along Ogden Drive, adjacent to the Project Site. The Proposed Project’s commercial land uses would be serviced by two new loading docks along S. Ogden Drive, which is consistent with the Manual of Policies and Procedures - Section 321: Driveway Design, which states that back-in or back-out facilities shall not be located on arterial roadways. The Proposed Project does not include any hazardous design features, which could impede emergency access. The Proposed Project would be subject to the plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles and to ensure pedestrian safety. Therefore, the Proposed Project would not substantially increase hazards due to design features, or incompatible uses, and would not conflict with this goal.
(2) World Class Infrastructure: Design, Complete Streets Network (walking, bicycling, transit, vehicles, goods movement), Bridges, Highways, Smart Investments.	No Conflict. The Proposed Project complies with Goal 2 in as much as the Project Site’s location near mass transit, walking distance to services, retail stores, and employment opportunities, and the availability of bike parking located on the Project Site promotes a variety of transportation options. Thus, the Proposed Project would not conflict with this goal.

Mobility Plan Key Goals	Project Consistency Analysis
(3) Access for All Angelenos: Affordability, vulnerable users, land use, operations, reliability, demand management, community connections.	No Conflict. The Project Site is located in a highly urbanized area of Los Angeles. The Proposed Project would develop new commercial and residential uses in walking distance to numerous services, retail, restaurants, and commercial uses. Additionally, the Project Site is located within walking distance of bus routes with peak commute service intervals of 15 minutes or less. The location of the Proposed Project encourages a variety of transportation options and access and therefore would not conflict with this goal.
(4) Collaboration, Communication, & Informed Choices: real-time information, open-source data, transparency, monitoring, reporting, departmental and agency cooperation, database management, parking options, loading and unloading, goods movement.	No Conflict. The Proposed Project would include a TDM program to utilize marketing and promotional tools to educate and inform residents about alternative transportation options and the effects of the Proposed Project’s travel choices. The TDM program would include educational and promotional materials, such as posters, information boards, or a website with information that residents can choose to read at their own leisure. The Proposed Project would therefore not conflict with this goal.
(5) Clean Environments and Healthy Communities: Environment, public health, clean air, clean fuels and fleets.	No Conflict. The Proposed Project is an infill development in an area that promotes the use of a variety of transportation options, which includes walking, biking and the use of public transportation. As discussed further in Section IV.A, Air Quality, operational emissions and greenhouse gas emissions generated by the Proposed Project’s construction and operational activities would not exceed the regional thresholds of significance set by the SCAQMD. Additionally, as further discussed in Sections IV.B Energy and IV.C Greenhouse Gas Emissions, the Proposed Project would comply with all regulations and policies aimed at reducing energy and greenhouse gas emissions, reducing the reliance on fossil fuels, and promoting energy-efficiency standards and transportation. Therefore, the Proposed Project would not conflict with this goal.
<i>Sources: City of Los Angeles General Plan, Mobility Plan 2035, September 7, 2016. Parker Environmental Consultants, 2020.</i>	

The following consistency analysis shall be added to address the Project’s consistency with the applicable goals, policies and regional growth strategies of the 2020-2045 RTP/SCS.

(b) Consistency with the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS)

**Table IV.C-7
Project Consistency Analysis with Connect SoCal
(2020-2045 Regional Transportation Plan / Sustainable Community Strategy)**

Goals and Policies	Consistency Assessment
<p><u>Connect SoCal Goal 2 Improve mobility, accessibility, reliability, and travel safety for people and goods.</u></p>	<p><u>No Conflict. The Project Site is located in a highly urbanized area of the City, within a HQTAs as defined by SCAG and Transit Priority Area (TPA), as defined by SB 743. The Proposed Project would develop 331 multi-family dwelling units and 83,994 square feet of commercial retail uses within close proximity to transit lines including Metro Rapid bus line 780; Metro local bus lines 14, 16, 17, 217, 218, and 316; and LADOT DASH Fairfax line. The mixed-use Proposed Project would provide residents and visitors with convenient access to services, community- serving retail, and public transit. The Proposed Project would provide opportunities for walking and biking between residential uses and commercial centers, such as The Original Farmer’s Market and the Grove, located at a node of commercial activity on an existing commercial corridor that serves a variety of people and goods in the Wilshire Community Plan area. The location of the Proposed Project encourages a variety of transportation options and access, and therefore would not conflict with this Goal.</u></p>
<p><u>Connect SoCal Goal 4 Increase person and goods movement and travel choices within the transportation system.</u></p>	<p><u>No Conflict. The Proposed Project would improve the public sidewalks adjacent to Project Site with landscaping and would include active ground floor commercial uses to enhance the pedestrian experience and promote walkability. The Proposed Project would not introduce new access or circulation features that could adversely impact travel safety to and from the Project Site. The Proposed Project is within a HQTAs, a TPA, and in close proximity to transit lines including Metro Rapid bus line 780; Metro local bus lines 14, 16, 17, 217, 218, and 316; and LADOT DASH Fairfax line to increase travel choices. In addition, the Proposed Project will provide 258 bicycle spaces to promote travel by bicycle. As such, the Proposed Project would not conflict with this Goal.</u></p>
<p><u>Connect SoCal Goal 5 Reduce greenhouse gas emissions and improve air quality.</u></p>	<p><u>No Conflict. As further discussed in Sections IV.B Energy and IV.C Greenhouse Gas Emissions, the Proposed Project would comply with all regulations and policies aimed at reducing energy and greenhouse gas emissions, reducing the reliance on fossil fuels, and promoting energy-efficiency standards and transportation. Additionally, as discussed in Section</u></p>

**Table IV.C-7
Project Consistency Analysis with Connect SoCal
(2020-2045 Regional Transportation Plan / Sustainable Community Strategy)**

Goals and Policies	Consistency Assessment
	<p><u>IV.A. Air Quality, of this Draft EIR, the Proposed Project would result in a less than significant impact to regional air quality standards during construction and operation. The Proposed Project would strictly adhere to regulatory measures during demolition and construction activities to protect nearby residents and land uses from air quality emissions that are beyond regulatory thresholds. In addition, from an operational perspective, the Proposed Project would place dwelling units and ground-floor commercial space in a HQTAs and TPA, thereby minimizing demands for vehicles and reducing regional vehicle miles traveled. The Proposed Project would thereby encourage walking from the new residential units to on-site and nearby, commercial uses. The Project Site's location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The Proposed Project would improve the public sidewalks adjacent to the Project Site with landscaping on W. 3rd Street and S. Ogden Drive and would include ground floor commercial uses to enhance the pedestrian experience and promote walkability. In addition, the Proposed Project will provide 258 bicycle spaces to promote travel by bicycle. Thus, the Proposed Project would not conflict with this Goal.</u></p>
<p><u>Connect SoCal Goal 6 Support healthy and equitable communities.</u></p>	<p><u>No Conflict. The Proposed Project would place dwelling units and ground-floor commercial space in a HQTAs and TPA. The Project Site's location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. The Proposed Project would improve the public sidewalks adjacent to Project Site and would include active ground floor uses to enhance the pedestrian experience and promote walkability. In addition, the Proposed Project will provide 258 bicycle spaces to promote travel by bicycle. Thus, the Proposed Project would encourage active transportation and would support the development of healthy and equitable communities. Thus, the Proposed Project would not conflict with this Goal.</u></p>
<p><u>Connect SoCal Goal 7 Adapt to a changing climate and support an integrated regional development pattern and transportation network.</u></p>	<p><u>No Conflict. As stated above, the Project Site is located in a highly urbanized area within a HQTAs and a TPA. As discussed in Section IV.I, Transportation, extensive public bus service is provided within the Project area. Public bus transit service is currently provided by Metro and LADOT DASH. Based on the information provided in Table 4-1 in the Non-CEQA</u></p>

**Table IV.C-7
Project Consistency Analysis with Connect SoCal
(2020-2045 Regional Transportation Plan / Sustainable Community Strategy)**

Goals and Policies	Consistency Assessment
	<p><u>Traffic Impact Study (See Appendix H.2 to this Draft EIR), the Metro Rapid bus line 780, Metro local bus lines 14, 16, 17, 217, 218, and 316, and LADOT DASH Fairfax line collectively result in approximately 100 a.m. and 101 p.m. peak hour buses occurring within the immediate project vicinity of the Development Site available to residents, employees, and guests of the Proposed Project. The currently under-construction Metro Purple Line extension will also provide rail service in close proximity to the Project Site, with the closest stop located at the intersection of Fairfax Avenue and Wilshire Boulevard, approximately 0.5 mile south of the Project Site. The Proposed Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking. The Proposed Project would develop 331 new dwelling units and commercial uses near mass transit and in close proximity to services, retail stores, and employment opportunities. The location of the Proposed Project supports an integrated land use pattern that facilitates a variety of transportation options and access, and therefore would not conflict with this Goal.</u></p>
<p><u>Connect SoCal Goal 9 Encourage development of diverse housing types in areas that are supported by multiple transportation options.</u></p>	<p><u>No Conflict. The Proposed Project includes a mixed-use development, which would place 331 new housing units and 319 jobs (including retail and restaurant opportunities) on the Development Site and in close proximity to an existing retail shopping center and in close proximity to transit. The unit mix would include a range of housing types and would provide 70 studio units, 162 one-bedroom units, 66 two-bedroom units, and 33 three-bedroom units. This range of multi-family units will help meet the changing demand for units within walking distance of employment and patronage opportunities and transit options. The Proposed Project's units would contribute to a range of housing and include choices available to families or individuals in the Project area. As discussed above and in Section IV.I, Transportation, public bus transit service is currently provided by Metro and LADOT DASH. The Metro Rapid bus line 780, Metro local bus lines 14, 16, 17, 217, 218, and 316, and LADOT DASH Fairfax line collectively result in approximately 100 a.m. and 101 p.m. peak hour buses occurring within the immediate project vicinity available to residents, employees, and guests of the Proposed Project. The Metro Purple Line extension will also provide service in close proximity to the Project Site when the project is completed. As such, the Project would not conflict with this Goal.</u></p>
<p><u>Connect SoCal Guiding Principal 3 Assure that land use and growth strategies recognize local input.</u></p>	<p><u>No Conflict. The Proposed Project would develop 331 dwelling units and commercial/retail area within a</u></p>

**Table IV.C-7
Project Consistency Analysis with Connect SoCal
(2020-2045 Regional Transportation Plan / Sustainable Community Strategy)**

Goals and Policies	Consistency Assessment
<p><u>promote sustainable transportation options, and support equitable and adaptable communities.</u></p>	<p><u>HQTA and a TPA. The Project Site's location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation and would support sustainable transportation options. The Proposed Project would also provide 258 bicycle on-site parking spaces. Additionally, 30 percent of the total number of vehicle parking spaces provided will be designated as electric vehicle parking spaces capable of supporting future electric vehicle supply equipment and 10 percent of the total number of vehicle parking spaces provided will be electric vehicle charging stations as required by the LAMC. The Proposed Project will encourage improved access and mobility by providing both residential and commercial uses on a single site. Thus, the Proposed Project would encourage sustainable land use and growth strategies and would not conflict with this Guiding Principle.</u></p>
<p><u>Connect SoCal Sustainable Communities Strategy 1 Focus Growth Near Destinations & Mobility Options</u></p>	<p><u>No Conflict.</u> <u>As stated above, the Project Site is located in a highly urbanized area within a HQTA and a TPA. As discussed in Section IV.I, Transportation, public bus transit service is currently provided by Metro and LADOT DASH. Based on the information provided in Table 4-1 in the Non-CEQA Traffic Impact Study (See Appendix H.2 to this Draft EIR), Metro Rapid bus line 780, Metro local bus lines 14, 16, 17, 217, 218, and 316, and LADOT DASH Fairfax line collectively result in approximately 100 a.m. and 101 p.m. peak hour buses occurring within the immediate project vicinity available to residents, employees, and guests of the Proposed Project. The currently under-construction Metro Purple Line extension will also provide service in close proximity to the Project Site in the future. The Proposed Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking. The Proposed Project would develop dwelling units and commercial uses near mass transit and in close proximity to services, retail stores, and employment opportunities. The location of the Proposed Project supports a land use pattern that focuses growth near destinations and mobility options, and therefore would not conflict with this Strategy.</u></p>
<p><u>Connect SoCal Sustainable Communities Strategy 2 Promote Diverse Housing Choices</u></p>	<p><u>No Conflict.</u> <u>As stated previously, the Proposed Project would provide 331 multi-family units within a mixed-use development. The unit mix would include a range of housing types and would provide 70 studio units, 162 one-bedroom units, 66 two-bedroom units,</u></p>

Table IV.C-7
Project Consistency Analysis with Connect SoCal
(2020-2045 Regional Transportation Plan / Sustainable Community Strategy)

Goals and Policies	Consistency Assessment
	<u>and 33 three-bedroom units. This range of multi-family units will help meet the demand for units within walking distance of employment and patronage opportunities and transit options. The Proposed Project's units would contribute to a range of housing and include choices available to families or individuals in the Project area. Thus, the Project would not conflict with this Strategy.</u>
<u>Source: Southern California Association of Governments, Connect SoCal (2020-2045 RTP/SCS), September 2020.</u>	