

**APPENDIX L**

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**Land Use Policy Consistency**

A consistency analysis of the Project with the SCAG 2020-2045 RTP/SCS is provided in **Table 4.11-1: Consistency Analysis 2020–2045 RTP/SCS:**

**Table 4.11-1  
Consistency Analysis 2020–2045 RTP/SCS**

Goals and Policies	Consistency Analysis
<p><b>Goal 1:</b> Encourage regional economic prosperity and global competitiveness</p>	<p><b>No Conflict.</b> This Goal is directed towards SCAG and the City and would not apply to the Project.</p>
<p><b>Goal 2:</b> Improve mobility, accessibility, reliability, and travel safety for people and goods.</p>	<p><b>No Conflict.</b> The Project Site is located in an urbanized area in the City within a High-Quality Transit Area (HQTA) and a Transit Priority Area (TPA). The Project would develop 401 residential units, including studio units, one-bedroom units, and two-bedroom units. The Project Site is well served by mass transit with frequency of service intervals of 15 minutes or less during peak commute periods. The Project would provide residents and visitors with convenient access to mass transit and opportunities for walking and biking. The location of the Project encourages a variety of transportation options and access.</p>
<p><b>Goal 3:</b> Enhance the preservation, security, and resilience of the regional transportation system.</p>	<p><b>No Conflict.</b> While not necessarily applicable on a project-specific basis, the Project would support this goal by improving the viability of alternative forms of transportation through higher density development, heightened walkability, and increased bicycle infrastructure. A robust variety of transportation options helps to ensure the mobility need of residents and visitors are met. Additionally, as discussed in the Transportation Assessment Study (<b>Appendix J.1</b>), the Project would not result in significant transportation impacts.</p>
<p><b>Goal 4:</b> Increase person and goods movement and travel choices within the transportation system.</p>	<p><b>No Conflict.</b> While not necessarily applicable on a project-specific basis, the Project would support this goal by improving local access to alternative forms of transportation, with appropriate design considerations to account for future population growth and multimodal choices such as portal access to the under-construction Metro Crenshaw/LAX line.</p>
<p><b>Goal 5:</b> Reduce greenhouse gas emissions and improve air quality.</p>	<p><b>No Conflict.</b> The Project would place new residential units in a 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 Project promotes the use of a variety of transportation options, which includes walking and the use of public transportation. Further, the Project would activate street frontages on the ground floor of the building and introduce new landscaping, seating areas, and street furniture, encouraging pedestrian activity. As</p>

Goals and Policies	Consistency Analysis
	mentioned previously, the Project would include new bicycle infrastructure to encourage bicycle use.
<p><b>Goal 6:</b> Support healthy and equitable communities.</p>	<p><b>No Conflict.</b> The Project would place new residential units in a HQTAs 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 Project promotes the use of a variety of transportation options, which includes walking and the use of public transportation. Further, the Project would activate street frontages on the ground floor of the building and introduce new landscaping, seating areas, and street furniture, encouraging pedestrian activity. As mentioned previously, the Project would include new bicycle infrastructure to encourage bicycle use.</p>
<p><b>Goal 7:</b> Adapt to a changing climate and support an integrated regional development pattern in transportation network.</p>	<p><b>No Conflict.</b> This policy is directed towards SCAG to support regional development patterns areas. However, the Project is an infill development within a HQTAs and a TPA which is consistent with this policy. In regard to adaptation to a changing climate, the Project would comply with the California Green Building Standards Code (CALGreen) and the City’s Green Building Code, and would incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving/low flow fixtures, non-VOC paints/adhesives, drought tolerant planting, and high-performance building envelopment.</p>
<p><b>Goal 8:</b> Leverage new transportation technologies and data-driven solutions that result in more efficient travel.</p>	<p><b>No Conflict.</b> This policy is directed towards SCAG to leverage the use of new transportation technologies using data-driven solutions. However, as stated above, the Project is an infill development within an HQTAs and a TPA which both offer highly-efficient travel opportunities, which is consistent with this policy. The Project Site is well served by mass transit with more than a dozen bus lines in walking distance with frequency of service intervals of 15 minutes or less during peak commute periods. The Project would provide residents and visitors with convenient access to mass transit and opportunities for walking and biking as well as 502 vehicle parking spaces, consisting of 232 spaces on the West Site and 270 spaces on the East Site.</p>
<p><b>Goal 9:</b> Encourage development of diverse housing types in areas that are supported by multiple transportation options.</p>	<p><b>No Conflict.</b> The Project would provide 401 residential units including 142 studio, 193 one-bedroom, and 66 two-bedroom units with 20% of the total number of proposed units to be restricted as affordable housing. The Project’s units would be contributing to a range of housing choice and available to all persons, including existing employees and residents in the City. As stated above, the Project Site is located in an urbanized area in the City within a HQTAs and a TPA. The</p>

Goals and Policies	Consistency Analysis
	<p>Project Site is well served by mass transit with more than a dozen of bus lines in walking distance with frequency of service intervals of 15 minutes or less during peak commute periods. The Project would provide residents and visitors with convenient access to mass transit and opportunities for walking and biking as well as 502 vehicle parking spaces, consisting of 232 spaces on the West Site and 270 spaces on the East Site.</p>
<p><b>Goal 10:</b> Promote conservation of natural and agricultural lands and restoration of habitats.</p>	<p><b>No Conflict.</b> This policy is directed towards SCAG and does not directly apply to the Project. Development of the Project would not remove any areas that have significant value as wildlife habitats or agricultural lands given the fully graded, disturbed and largely asphalted nature of the East Site and the entirely asphalted nature of the West Site.</p>
<p><b>Guiding Principle 1:</b> Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets.</p>	<p><b>No Conflict.</b> This policy is directed towards SCAG in allocating transportation investments rather than individual development projects.</p>
<p><b>Guiding Principle 2:</b> Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system.</p>	<p><b>No Conflict.</b> This policy is directed towards SCAG in allocating transportation system funding. However, the Project would contribute to a safe, well maintained, and efficient multimodal transportation system. As discussed in the Transportation Assessment Study (<b>Appendix J.1</b>), the Project would not result in significant transportation impacts.</p>
<p><b>Guiding Principle 3:</b> Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.</p>	<p><b>No Conflict.</b> This Goal is directed towards SCAG and the City and does not apply it to individual development projects. However, the Project advances the local smart growth initiatives of Metro and the County, and the City’s Transit Oriented Communities Program, by locating residential and commercial uses designed to facilitate multiple modes of transportation.</p>
<p><b>Guiding Principle 4:</b> Encourage RTP/SCS investments in strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.</p>	<p><b>No Conflict.</b> This policy relates to SCAG goals in supporting investments and strategies to reduce congestion and the use of single occupancy vehicles. However, the Project would support the policy as it is located within a HQTA and a TPA and would support public transportation and other alternative methods of transportation.</p>
<p><b>Guiding Principle 5:</b> Encourage transportation investments that will result in improved air quality in public health, and reduced greenhouse gas emissions.</p>	<p><b>No Conflict.</b> This policy is directed towards SCAG and governmental agencies to encourage and support transportation investments.</p>
<p><b>Guiding Principle 6:</b> Monitor progress on all aspects of the plan, including the timely implementation of projects, programs, and strategies.</p>	<p><b>No Conflict.</b> This policy directed towards SCAG and the City and not does apply to the Project.</p>
<p><b>Guiding Principle 7:</b> Regionally, transportation investments should reflect best known science regarding climate change vulnerability, in order to design for long term resilience.</p>	<p><b>No Conflict.</b> This policy is directed towards SCAG and governmental agencies to encourage and support transportation investments.</p>

Goals and Policies	Consistency Analysis
<p><b>Core Vision Topic 1: Sustainable Development</b></p> <p>Through our continuing efforts to better align transportation investments and land use decisions, we strive to improve mobility and reduce greenhouse gases by bringing housing, jobs and transit closer together.</p>	<p><b>No Conflict.</b> The Project would comply with the California Green Building Standards Code (CALGreen), and would incorporate eco-friendly building materials, systems and high-performance building envelopment. Additionally, the Project would be designed and constructed to incorporate environmentally sustainable design features that would be equivalent to the Silver level under the LEED green building program.</p> <p>The Project includes the development of a mixed-use project, which would provide residents in close proximity to employment and patronage opportunities. Further, the Project is within walking distance of services, retail stores, and employment opportunities. The commercial uses on-site would further support the pedestrian activity in the community by providing ground-floor commercial uses. Moreover, the East Site is directly above and provides connection to the Crenshaw station, and the West Site is designed for future connection to the underground Crenshaw/LAX Station. The Project Site is also within a ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less.</p>
<p><b>Core Vision Topic 2: System Preservation and Resilience</b></p> <p>“Fix it First” has been a guiding principle for prioritizing transportation funding in the RTP for the last decade. The cost of rebuilding roadways is eight times more than preventative maintenance. Preservation of the transportation system can extend the pavement life in a cost effective manner and can also improve safety.</p>	<p><b>No Conflict.</b> This core vision topic is directed towards SCAG to ensure the safety and security of the regional transportation system and to guide, encourage, and support transportation investments.</p>
<p><b>Core Vision Topic 3: Demand and System Management</b></p> <p>Better managing the existing transportation system through demand management strategies and Intelligent Transportation Systems (ITS) yields significant mobility benefits in a cost-effective manner.</p>	<p><b>No Conflict.</b> This core vision topic is directed towards public transportation investments and is not directly applicable to individual mixed-use residential development projects. However, the Project design would promote active transportation modes, including pedestrian and bicycle use and the use of mass transit.</p>
<p><b>Core Vision Topic 4: Transit Backbone</b></p> <p>Expanding the transit network and fostering development in transit-oriented communities is central to the region’s plan for meeting mobility and sustainability goals while continuing to grow the regional economy.</p>	<p><b>No Conflict.</b> This core vision topic is directed towards SCAG goals for the region and is not directly applicable to individual mixed-use residential development projects. However, as stated above, the Project would place residential units in a HQTa and a TPA. The Project Site’s location near mass transit and in proximity to services, retail stores, and employment opportunities promotes the use of a variety of transportation options, which include walking, cycling, and the use of public transportation which supports this core vision topic.</p>
<p><b>Core Vision Topic 5: Complete Streets</b></p> <p>Creating “complete streets” that are safe and inviting to all roadway users is critical to increasing mobility choices,</p>	<p><b>No Conflict.</b> This core vision topic is directed toward SCAG and is not specifically applicable to the Project. Nonetheless, the Project Site’s location near mass transit, walking distance to services, retail stores, employment opportunities, and the</p>

Goals and Policies	Consistency Analysis
<p>reducing traffic fatalities and serious injuries and meeting greenhouse gas reduction targets.</p>	<p>availability of bike parking located on the Project Site would promote a variety of transportation options.</p>
<p><b>Core Vision Topic 6: Goods Movement</b>                      The efficient movement of goods is critical to a strong economy and improves quality of life in the SCAG region by providing jobs and access to markets through trade. However, increased volumes of goods moving across the transportation system contribute to greater congestion, safety concerns and harmful emissions. It is critical to integrate land use decisions and technological advancements to minimize environmental and health impacts while fostering continued growth in trade and commerce.</p>	<p><b>No Conflict.</b> This core vision topic is directed toward SCAG and is not specifically applicable to the Project. Nonetheless, the Project Site’s location near mass transit, walking distance to services, retail stores, employment opportunities, and the availability of bike parking located on the Project Site would promote a variety of transportation options to minimize environmental health impacts while fostering continued economic growth.</p>
<p><b>Sustainable Community Strategy 1: Focus Growth Near Destinations and Mobility Options</b></p>	
<p><b>Sustainable Community Strategy 1a:</b> Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations.</p>	<p><b>No Conflict.</b> The Project’s mixed-use design and location would encourage the use of alternative transportation, including walking and bicycling opportunities. Additionally, the Project Site is located adjacent to the Metro E Line and within a ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less.</p>
<p><b>Sustainable Community Strategy 1b:</b> Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets</p>	<p><b>No Conflict.</b> This strategy is directed toward SCAG and is not specifically applicable to the Project. Nonetheless, the Project includes the development of a mixed-use project, which would provide residents in close proximity to employment and patronage opportunities. Further, the Project is within walking distance of services, retail stores, and employment opportunities. The commercial uses on-site would further support the pedestrian activity in the community by providing ground-floor commercial uses. Moreover, the East Site is directly above and provides connection to the Crenshaw station, and the West Site is designed for future connection to the underground Crenshaw/LAX Station. The Project Site is also within a ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less.</p>
<p><b>Sustainable Community Strategy 1c:</b> Plan for growth near transit investments and support implementation of first/last mile strategies</p>	<p><b>No Conflict.</b> This strategy is directed toward SCAG and is not specifically applicable to the Project. Nonetheless, the Project would provide 401 units of varying size as well as employment opportunities fronting the Metro E line. The Project would aid in accommodating projected population and employment growth by accommodating approximately 970 residents and approximately 145 employees, as further detailed in <b>Section 4-XIV: Population and Housing</b> of this SCEA.</p>
<p><b>Sustainable Community Strategy 1d:</b> Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.</p>	<p><b>No Conflict.</b> This strategy is directed toward SCAG and is not specifically applicable to the Project. Nonetheless, the Project is a infill mixed-use development that would add housing and employment as well as increase the utilization of</p>

Goals and Policies	Consistency Analysis
	<p>the Project Site, which is currently used as an administrative building and its associated surface parking lot on the West Site and a vacant construction staging area on the East Site.</p>
<p><b>Sustainable Community Strategy 1e:</b> Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.</p>	<p><b>No Conflict.</b> This strategy is directed towards SCAG and the City and does not apply to individual development projects. However, the Project advances the local smart growth initiatives of Metro and the County, and the City’s Transit Oriented Communities Program, by locating residential and commercial uses designed to facilitate multiple modes of transportation.</p>
<p><b>Sustainable Community Strategy 1f:</b> Encourage design and transportation options that reduce the reliance on number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations).</p>	<p><b>No Conflict.</b> The Project Site is located in a HQTa and a TPA as defined by CEQA. Additionally, the Project would develop new residential and commercial uses within walking distance to numerous services, retail, and employment opportunities. Additionally, the Project Site is located adjacent to the Metro E Line and within a ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. The location of the Project encourages a variety of transportation options, such as walking and biking. Thus, the Project would reduce VMT and promote alternatives to driving.</p>
<p><b>Sustainable Community Strategy 1g:</b> Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking).</p>	<p><b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects.</p>
<p><b>Sustainable Community Strategy 2: Promote Diverse Housing Choices</b></p>	
<p><b>Sustainable Community Strategy 2a:</b> Preserve and rehabilitate affordable housing and prevent displacement.</p>	<p><b>No Conflict.</b> Strategy 2a is directed towards SCAG and does not apply to the Project. Nonetheless, the Project will provide a variety of dwelling units sizes including studio units, one-bedroom units, and two-bedroom units. The Project is dedicating approximately 20% of proposed units to be restricted as affordable housing.</p>
<p><b>Sustainable Community Strategy 2b:</b> Identify funding opportunities for new workforce and affordable housing development.</p>	<p><b>No Conflict.</b> This strategy is directed towards SCAG in identifying funding opportunities for affordable housing development. Nonetheless, as stated above, the Project is dedicating approximately 20% of proposed units to be restricted as affordable housing.</p>
<p><b>Sustainable Community Strategy 2c:</b> Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply.</p>	<p><b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects.</p>
<p><b>Sustainable Community Strategy 2d:</b> Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions.</p>	<p><b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects. Nonetheless, the Project is an infill development within a HQTa and a TPA and is within a major employment center. The location of the Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. As</p>

Goals and Policies	Consistency Analysis
	discussed in <b>Section III: Air Quality</b> and <b>Section VIII: Greenhouse Gas Emissions</b> , operational emissions and greenhouse gas emissions generated by the Project’s construction and operational activities would not exceed the regional thresholds of significance set by the SCAQMD and therefore, the Project would be consistent with this strategy.
<b>Sustainable Community Strategy 3: Leverage Technology Innovations</b>	
<p><b>Sustainable Community Strategy 3a:</b> Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking /drop off space.</p>	<p><b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects. Nonetheless, the Project would provide 30 percent EV Ready and 10 percent EV Charging Stations of the total 502 parking spaces, consistent with Ordinance No. 186485. The 502 parking spaces would consist of 232 spaces on the West Site and 270 spaces on the East Site, nine (9) of which are American with Disabilities Act-compliant (ADA) parking spaces reserved exclusively for Metro mass transit riders.</p>
<p><b>Sustainable Community Strategy 3b:</b> Improve access to services through technology such as telework and telemedicine as well as other incentives such as a “mobility wallet”, an app-based system for storing transit and other multi modal payments.</p>	<p><b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects.</p>
<p><b>Sustainable Community Strategy 3c:</b> Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation.</p>	<p><b>No Conflict. No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects. Nonetheless, the Project would comply with the California Green Building Standards Code (CALGreen), and would incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving/low flow fixtures, non-VOC paints/adhesives, drought tolerant planting, and high-performance building envelopment.</p>
<b>Sustainable Community Strategy 4: Support Implementation of Sustainability Policies</b>	
<p><b>Sustainable Community Strategy 4a:</b> Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions.</p>	<p><b>No Conflict.</b> This policy is directed towards SCAG in pursuit of funding opportunities for projects that reduce greenhouse gas emissions. Nonetheless, the Project is an infill development within a HQTa and a TPA and is within a major employment center. The location of the Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. As discussed in <b>Section III: Air Quality</b> and <b>Section VIII: Greenhouse Gas Emissions</b>, operational emissions and greenhouse gas emissions generated by the Project’s construction and operational activities would not exceed the regional thresholds of significance set by the SCAQMD and therefore, the Project would be consistent with this strategy.</p>
<p><b>Sustainable Community Strategy 4b:</b> Support statewide legislation that reduces barriers to new construction and</p>	<p><b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects.</p>

Goals and Policies	Consistency Analysis
that incentivizes development new transit corridors and stations.	
<b>Sustainable Community Strategy 4c:</b> Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space.	<b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects.
<b>Sustainable Community Strategy 4d:</b> Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies.	<b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects.
<b>Sustainable Community Strategy 4e:</b> Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region.	<b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects.
<b>Sustainable Community Strategy 4f:</b> Continue to support long range planning efforts by local jurisdictions.	<b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects.
<b>Sustainable Community Strategy 4g:</b> Provide educational opportunities to local decisionmakers and staff on new tools, best practices and policies relating to implementing the Sustainable Communities Strategy.	<b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects.
<b>Sustainable Community Strategy 5: Promote a Green Region</b>	
<b>Sustainable Community Strategy 5a:</b> Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards.	<b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects.
<b>Sustainable Community Strategy 5b:</b> Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration.	<b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects. Nonetheless, the Project would provide new outdoor open space including balconies, rooftop garden, and a central green area for large community events which is consistent with the reduction of urban heat islands.
<b>Sustainable Community Strategy 5c:</b> Integrate local food production into the regional landscape.	<b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects.
<b>Sustainable Community Strategy 5d:</b> Promote more resource efficient development focus on conservation, recycling and reclamation.	<b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects. Nonetheless, the Project would comply with the California Green Building Standards Code (CALGreen), and would incorporate eco-friendly building materials, systems and high-performance building envelopment. Additionally, the Project would be designed and constructed to incorporate environmentally sustainable design features that would be equivalent to the Silver level under the LEED green building program. As such, the Project would be consistent with promotion of efficient development and a focus on conservation.
<b>Sustainable Community Strategy 5e:</b> Preserve, enhance and restore regional wildlife connectivity.	<b>No Conflict.</b> This policy is directed towards SCAG and does not directly apply to the Project. As

Goals and Policies	Consistency Analysis
	discussed above, development of the Project would not remove any areas that have significant value as wildlife habitats given the fully graded, disturbed and largely asphalted nature of the East Site and the entirely asphalted nature of the West Site.
<b>Sustainable Community Strategy 5f:</b> Reduce consumption of resource areas, including agricultural land.	<b>No Conflict.</b> This policy is directed towards SCAG and does not directly apply to the Project. Nonetheless, development of the Project would not remove any areas that have significant value as agricultural lands given the fully graded, disturbed and largely asphalted nature of the East Site and the entirely asphalted nature of the West Site.
<b>Sustainable Community Strategy 5g:</b> Identify ways to improve access to public park space.	<b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects. Nonetheless, according to the West Adams-Baldwin Hills-Leimart Community Plan, there are 19 parks and recreational facilities in the Community Plan Area, and 432 acres of land dedicated to parks and open space. The Project would include approximately publicly accessible open space and recreational amenities and is located in an area with approximately 19 parks which is consistent with residents or visitors on the Project Site having access to public park space.

Source: SCAG, *Connect SoCal, 2020–2045 RTP/SCS, September 2020.*

Notes:

*Not Applicable: Actions/strategies are those that are not identified for implementation of local jurisdictions. The Project’s consistency with any actions/strategies identified for implementation by the local jurisdictions is assessed above.*

**City of Los Angeles General Plan**

The Project would conform to objectives outlined in the City of Los Angeles General Plan (General Plan). As shown in **Table 4.11-2: City of Los Angeles Applicable General Plan – Consistency with Applicable Policies**, the Project would promote the goals of the Framework Element, Housing Element, the Mobility Plan:

**Table 4.11-2  
City of Los Angeles General Plan  
Consistency with Applicable Policies**

Plan Objectives	Project Consistency
<b>City of Los Angeles General Plan</b>	
<b>Framework Element</b>	
<p><b>Goal 3A:</b> Continue to implement the Inclusionary Housing Ordinance to ensure that new housing developments to expand affordable housing opportunities for lower and moderate-income households.</p>	<p><b>No Conflict.</b> This policy is not applicable to the Project because there is no Inclusionary Housing Ordinance. Nonetheless, the Project is a density bonus project that will include 20% affordable housing units.</p>
<p><b>Objective 3.1:</b> Encourage and provide incentives for the development of housing in mixed-use and transit-oriented developments.</p>	<p><b>No Conflict.</b> The Project is a mixed-use density bonus Project that will include 20% Very-Low Income and Low-Income affordable housing units with approximately 40,996 sq. ft. of neighborhood-serving commercial uses on the ground floor for the convenience of its residents, neighbors, and mass transit commuters at this multimodal transit hub.</p>
<p><b>Policy 3.1.2:</b> Provide incentives where feasible to offset or reduce the costs of affordable housing development, including density bonuses and flexibility in site development standards.</p>	<p><b>No Conflict.</b> The Project is a density bonus project that will include 20% Very-Low Income and Low-Income affordable housing units that will utilize on-menu and off-menu incentives and waivers of development standards for projects providing affordable housing to more efficiently accommodate the proposed mix of uses and required amenities.</p>
<p><b>Objective 3.2:</b> Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.</p>	<p><b>No Conflict.</b> The Project Site is located in a HQTAs and a TPA as defined by CEQA. Additionally, the Project would develop new residential and commercial uses within walking distance to numerous services, retail, and employment opportunities. Additionally, the Project Site is located adjacent to the Metro E Line and within a ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. The location of the Project encourages a variety of transportation options, such as walking and biking. Thus, the Project would reduce VMT, promote alternatives to driving, and aim to improve air quality. The Project would also provide approximately 316 bicycle parking spaces, open space for residential uses that would include indoor and outdoor residential common spaces, a yoga room, fitness center,</p>

Plan Objectives	Project Consistency
	conference facilities, multipurpose rooms, lounges areas, and outdoor amenity space.
<p><b>Policy 3.2.2:</b> 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><b>No Conflict.</b> The Project is a mixed-use Project with ground floor retail and open space amenities for the public. Additionally, the Project would support the protection of existing single-family and low-density residential neighborhoods from encroachment by including low-scale three-story residential units along the Project’s western frontage along Victoria Avenue to provide an appropriate transition between the Project and the nearby residential uses.</p>
<p><b>Policy 3.2.3:</b> Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use appropriate locations.</p>	<p><b>No Conflict.</b> The Project would encourage improved access and mobility by providing both residential and commercial uses on a single development. The on-site commercial uses would provide employment and patronage opportunities within walking distance of on-site residents and the nearby multifamily residential developments. The Project would also provide approximately 316 bicycle parking spaces as well as a pedestrian promenade and plaza areas adjacent to the Project’s commercial uses and along the Metro E Line thereby providing Metro mass transit riders and the public-at-large direct access into the Project Site.</p>
<p><b>Objective 3.3:</b> 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><b>No Conflict.</b> The Project would provide 401 units of varying size as well as employment opportunities fronting the Metro E line. The Project would aid in accommodating projected population and employment growth by accommodating approximately 970 residents and approximately 145 employees, as further detailed in section <b>XIV: Population and Housing.</b></p>
<p><b>Objective 3.4:</b> Encourage new multifamily residential, retail commercial, and office development in the City’s neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.</p>	<p><b>No Conflict.</b> As stated above, the Project includes the development of a mixed-use project, which would provide residents in close proximity to employment and patronage opportunities. Further, the Project is within walking distance of services, retail stores, and employment opportunities. The commercial uses on-site would further support the pedestrian activity in the community by providing ground-floor commercial uses. The Project is also within walking distance of the Mid City/Exposition and Crenshaw/LAX Light Rail Transit Corridor stations. Moreover, the Project would include low-scale three-story residential units along the Project’s western frontage along Victoria Avenue to provide an appropriate transition between the Project and the nearby residential uses.</p>
<p><b>Policy 3.4.1:</b> Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential)</p>	<p><b>No Conflict.</b> As stated above, the Project includes the development of a mixed-use project, which would provide residents in close proximity to employment and patronage opportunities. Further, the Project is within walking distance of services, retail stores, and employment opportunities. The commercial uses on-site would further support the</p>

Plan Objectives	Project Consistency
<p>development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, and (b) in proximity to rail and bus transit stations and corridors, and (c) along the City’s major boulevard, referred to as districts, centers, and mixed-use boulevard, in accordance with the Framework Long-Range Land Use Diagram.</p>	<p>pedestrian activity in the community by providing ground-floor commercial uses. Moreover, the East Site is directly above and provides connection to the Crenshaw station, and the West Site is designed for future connection to the underground Crenshaw/LAX Station. The Project Site is also within a ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less.</p>
<p><b>Goal 3C:</b> Multifamily neighborhoods that enhance the quality of life for the City’s existing and future residents.</p>	<p><b>No Conflict.</b> The Project would include a variety of uses including a mix of studio, one-bedroom, and two-bedroom residential units. The Project would also add open space for the proposed residential uses that would include indoor and outdoor residential common spaces, a yoga room, fitness center, conference facilities, multipurpose rooms, lounges areas, and outdoor amenity space.</p>
<p><b>Policy 3.7.4:</b> Improve the quality of new multifamily dwelling units based on the Standards in Chapter 5 Urban Form and Neighborhood Design Chapter of this Element.</p>	<p><b>No Conflict.</b> The Project would redevelop a site that is currently an administrative building and its associated surface parking lot on the West Site and a vacant construction staging area on the East Site. The Project would be designed and landscaped in accordance with the design guidelines of the Community Plan Design Guide. Regulatory compliance measures (relating to aesthetics and discussed in <b>Section I</b>) would further ensure that the building maintains a safe, clean, and attractive environment during the Project’s construction and operation.</p>
<p><b>Goal 3D:</b> Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles’ neighborhoods.</p>	<p><b>No Conflict.</b> The Project would redevelop a site that is currently an administrative building and its associated surface parking lot on the West Site and a vacant construction staging area on the East Site. The Project would be designed and landscaped in accordance with the design guidelines of the Community Plan. Regulatory compliance measures related to aesthetics (further discussed in <b>Section I</b>) would further ensure that the building maintains a safe, clean, and attractive environment during the Project’s construction and operation.</p>
<p><b>Policy 3.8.4:</b> 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 3.16.1 through 3.16.3.</p>	<p><b>No Conflict.</b> As discussed above, the Project would promote a pedestrian-oriented environment by providing ground-floor commercial space that would front Obama Boulevard, Crenshaw Boulevard, and Exposition Boulevard. The Project would be designed and landscaped in accordance with CityWide, West Adams Community Plan, Crenshaw Corridor Specific Plan, and LAMC design guidelines.</p>
<p><b>Goal 3F:</b> Mixed-use centers that provide jobs, entertainment, culture, and serve the region.</p>	<p><b>No Conflict.</b> The Project would provide commercial uses that would provide future and existing residents with job opportunities, additional entertainment, and culture through a pedestrian promenade and plaza that would provide a passive open space area available for community events.</p>
<p><b>Objective 3.10:</b> Reinforce existing and encourage the development of new regional</p>	<p><b>No Conflict.</b> The Project would provide commercial uses that would provide future and existing residents with job opportunities,</p>

Plan Objectives	Project Consistency
<p>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>additional entertainment and culture through a pedestrian promenade and plaza that would provide a passive open space area available for community events. The Project would be compatible with the character of the surrounding districts and foster new businesses and employment opportunities and potential customers, which helps improve the competitiveness of the area. The Project Site is also located in an urbanized area in the City within an HQTa and a TPA. Land uses surrounding the Project Site include a mix of one and two-story residential, retail commercial, office, and commercial manufacturing buildings, various public facilities, and a parking structure.</p>
<p><b>Goal 4A:</b> An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.</p>	<p><b>No Conflict.</b> The Project’s dwelling units would be of different sizes and configurations (studios, one-bedroom, and two-bedroom units) and would be available at market and affordable rates. The Project would increase the housing choices available in the Crenshaw area of the City. The additional units will increase supply and help reduce upward pressure on housing costs.</p>
<p><b>Objective 4.2:</b> Encourage the location of new multifamily 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><b>No Conflict.</b> The Project would provide a mix of studio, one-bedroom, and two-bedroom units in a HQTa and a TPA and in an urbanized area of the City. Additionally, the Project Site is located adjacent to the Metro E Line and within a ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. The location of the Project encourages a variety of transportation options, such as walking and biking. The Project locates lower-scale three-story residential units along the western edge of the Project along Victoria Avenue to provide an appropriate transition in the scale of development from existing residential development.</p>
<p><b>Objective 5.2:</b> Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.</p>	<p><b>No Conflict.</b> The Project’s mixed-use design and location encourages the use of alternative transportation, including walking and bicycling opportunities. Additionally, the Project Site is located adjacent to the Metro E Line and within a ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. The Project Site is located in the Crenshaw area of the City surrounded by single-family, multifamily, and community commercial uses.</p>
<p><b>Objective 5.8:</b> Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.</p>	<p><b>No Conflict.</b> As discussed above, the Project site is located in a Transit Priority Area. The Project would place residential units and ground-floor commercial space in a mass transit-rich area. Additionally, the Project Site is located adjacent to the Metro E Line and within a ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. The Project Site’s location near mass transit and in walking distance to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the Project promotes the use of a variety of transportation options, which includes walking, biking and the use of public</p>

Plan Objectives	Project Consistency
	<p>transportation. The Project has also been designed to be consistent with Metro’s plans to increase mobility in the area through the under-construction Crenshaw/LAX Line</p>
<p><b>Goal 7G:</b> Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access 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><b>No Conflict.</b> The Project’s dwelling units would be of different sizes and configurations (studios, one-bedroom, and two-bedroom units) and would be available at affordable and market rate. The Project would increase the housing choices available in the Crenshaw area. The additional units would increase supply and help reduce upward pressure on housing costs. Additionally, the Project’s mixed-use design would allow future residents the opportunity to work on-site. Further, the Project’s close proximity to public transportation would allow residents to live and work in the City.</p>
<b>Housing Element Goals</b>	
<p><b>a)</b> A City where housing production and preservation result in adequate supply of ownership and rental housing that is safe, healthy, and affordable to people of all income levels, races, ages, and suitable for their various needs.</p>	<p><b>No Conflict.</b> The Project is a infill mixed-use development that would add 401 new housing units and employment as well as increase the utilization of the Project Site, which is currently used as an administrative building and its associated surface parking lot on the West Site and a vacant construction staging area on the East Site. Additionally, The Project would include Very-Low Income and Low-Income affordable housing units.</p>
<p><b>b)</b> A City in which housing helps to create safe, livable and sustainable neighborhoods.</p>	<p><b>No Conflict.</b> The Project would help to create a safer, livable and sustainable neighborhood by replacing a vacant lot with housing, adding neighborhood serving commercial uses, including landscaping and lighting. Additionally, in accordance with the City’s Green Building Ordinance, the Project would be designed and constructed to incorporate environmentally sustainable design features that would be equivalent to the Silver level under the LEED green building program.</p>
<p><b>c)</b> A City where there are housing opportunities for all without discrimination</p>	<p><b>No Conflict.</b> The Project would provide a variety of dwelling units of different sizes and configurations that would be available at market rate as well as housing for low and moderate incomes. The Project would increase the housing choices available in the Crenshaw area. The Project’s housing opportunities would be available to all persons, without discrimination.</p>
<b>Mobility Plan Key Goals</b>	
<p><b>(1)</b> Safety First: Crashes, speed, protection, security, safety education, and enforcement.</p>	<p><b>No Conflict.</b> The Project would not include unusual or hazardous design features. Primary vehicular access for residential and commercial uses would be provided via full-access driveways along Victoria Avenue for the West Site and along Bronson Avenue for the East Site. This would provide connection to the parking amenities. The Project does not include any hazardous design features, which would</p>

Plan Objectives	Project Consistency
	impede emergency access, as discussed in Section <b>4-XVII: Transportation</b> of this SCEA.
<p><b>(2)</b> World Class Infrastructure: Design, Complete Streets Network (walking, bicycling, transit, vehicles, good movement), Bridges, Highways, Smart Investments.</p>	<p><b>No Conflict.</b> This goal is directed toward City goals and is not specifically applicable to the Project. Nonetheless, the Project Site’s location near mass transit, walking distance to services, retail stores, employment opportunities, and the availability of bike parking located on the Project Site would promote a variety of transportation options.</p>
<p><b>(3)</b> Access for All Angelenos: Affordability, vulnerable users, land use, operations, reliability, demand management, community connections.</p>	<p><b>No Conflict.</b> The Project Site is located in an urbanized area in the City within a HQTa and a TPA. The Project would develop new residential and commercial uses in walking distance to numerous services, retail, and employment opportunities. The Project would include 20% Very-Low Income and Low-Income affordable housing units. Additionally, the Project Site is located adjacent to the Metro E Line and within a ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. The location of the Project encourages a variety of transportation options and access</p>
<p><b>(4)</b> Clean Environmental and Healthy Communities Environment, public health, clean air, clean fuels, and fleets.</p>	<p><b>No Conflict.</b> The Project is an infill development within a HQTa and a TPA and is within a major employment center. The location of the Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. As discussed in <b>Section III: Air Quality</b> and <b>Section VIII: Greenhouse Gas Emissions</b>, operational emissions and greenhouse gas emissions generated by the Project’s construction and operational activities would not exceed the regional thresholds of significance set by the SCAQMD and therefore, the Project would be consistent with this goal. Moreover, the Project would provide 30 percent EV Ready and 10 percent EV Charging Stations of the total 502 parking spaces, consistent with Ordinance No. 186485. The 502 parking spaces would consist of 232 spaces on the West Site and 270 spaces on the East Site, nine (9) of which are American with Disabilities Act-compliant (ADA) parking spaces reserved exclusively for Metro mass transit riders.</p>

**West Adams - Baldwin Hills – Leimert Community Plan**

Consistency with the Community Plan is analyzed in **Table 4.11-3: Applicable Community Plan Consistency:**

**Table 4.11-3  
Applicable Community Plan Consistency**

Goals/Policies	Discussion
<b>Multifamily Residential</b>	
<p><b>Goal LU7</b> A community that promotes an environment of safe, inviting, secure and high-quality multifamily neighborhoods for all segments of the community.</p>	<p><b>No Conflict.</b> The Project would provide new residential uses, including Very-Low Income and Low-Income affordable housing units, in the City; as well as commercial uses, including retail options on the ground floor.</p>
<p><b>LU7-1</b> Strive for the conservation/ preservation of existing assisted affordable and non-assisted housing stock and in particular rent-stabilized units, and for the development of new housing, including restricted affordable housing, to address the diverse economic and physical needs of the existing residents and projected population of the Community Plan Area to the year 2030.</p>	<p><b>No Conflict.</b> The Project would provide 20 percent of the total units reserved for affordable income households, or approximately 81 units, of which 15 percent would be for Very-Low Income households, or approximately 61 units, and five percent would be for a range of Very-Low to Low-Income households, or approximately 20 units, as defined by the City’s density bonus ordinance LAMC Section 12.22.A.25.</p>
<p><b>LU7-2</b> Encourage development parameters that ensure multifamily designated lands provide for adequate housing that is contextually sensitive to desirable prevailing neighborhood character.</p>	<p><b>No Conflict.</b> The Project would provide affordable housing as well as prevailing neighborhood character by including low-scale three-story residential units along the Project’s western frontage along Victoria Avenue to provide an appropriate transition between the Project and the nearby residential uses.</p>
<p><b>LU7-3</b> Recommend that new multifamily residential development be designed in accordance with the adopted Citywide Residential Design Guidelines.</p>	<p><b>No Conflict.</b> The Project would be designed in accordance with Citywide Residential Guidelines as well as West Adams - Baldwin Hills – Leimert Plan Area, Crenshaw Corridor Specific Plan, and LAMC Design Guidelines.</p>
<p><b>Goal LU8</b> A community that preserves, conserves and enhances the varied and distinct residential character, scale and integrity of existing multifamily neighborhoods.</p>	<p><b>No Conflict.</b> The Project would preserve, conserve and enhance the varied and distinct residential character, scale and integrity of existing multifamily neighborhoods by including low-scale three-story residential units along the Project’s western frontage along Victoria Avenue to provide an appropriate transition between the Project and the nearby residential uses.</p>
<p><b>LU8-1</b> Seek a high degree of architectural compatibility and landscaping for new and infill development to protect the character and scale of existing multifamily residential neighborhoods.</p>	<p><b>No Conflict.</b> The Project would redevelop a site that is currently an administrative building and its associated surface parking lot on the West Site and a vacant construction staging area on the East Site. The Project would be designed and landscaped in accordance with the design guidelines of the Community Plan Design</p>

Goals/Policies	Discussion
	<p>Guide. Regulatory compliance measures would further ensure that the building maintains a safe, clean, and attractive environment during the Project's construction and operation.</p>
<p><b>LU8-2</b> Seek to mitigate the potential negative impact of the height of new multifamily construction located directly adjacent to the rear and sides of single-family and low density residential properties.</p>	<p><b>No Conflict.</b> The Project would mitigate the potential negative impact of the height of new multifamily construction located directly adjacent to the rear and sides of single-family and low density residential properties by including low-scale three-story residential units along the Project's western frontage along Victoria Avenue to provide an appropriate transition between the Project and the nearby residential uses. Additionally, the Project requests a height increase for the inclusion of affordable housing units.</p>
<p><b>LU8-3</b> Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in multifamily residential densities are proposed.</p>	<p><b>No Conflict.</b> The Project would provide affordable housing as well as maintaining neighborhood character and identity by including low-scale three-story residential units along the Project's western frontage along Victoria Avenue to provide an appropriate transition between the Project and the nearby residential uses. Additionally, as discussed in Sections <b>XV: Public Services</b> and <b>XVII: Transportation</b>, there would be less than significant impacts.</p>
<p><b>LU8-4</b> Encourage the preservation of existing signature view corridors throughout the Community Plan and especially from hillside areas.</p>	<p><b>No Conflict.</b> The Project would be consistent with the surrounding structures and would be consistent with the Community Plan and the Specific Plan by preserving view corridors. The Project is not located in a hillside area.</p>
<p><b>LU10-1</b> Promote neighborhood continuity by targeting new affordable, market-rate and workforce housing for existing residents and tailoring development standards to established neighborhood character.</p>	<p><b>No Conflict.</b> The Project is a mixed-use density bonus Project that will include 20% Very-Low Income and Low-Income affordable housing units with approximately 40,996 sq. ft. of neighborhood-serving commercial uses on the ground floor for the convenience of its residents, neighbors, and mass transit commuters at this multimodal transit hub.</p>
<p><b>LU10-4</b> Promote greater individual choice in type, quality, price and location of housing.</p>	<p><b>No Conflict.</b> The Project would provide a range of unit mixes (studio, one bedroom, and two-bedroom units); and, both market-rate and affordable dwelling units.</p>
<p><b>LU10-5</b> Encourage that new housing opportunities minimize displacement of existing residents, in particular extremely-low, very-low and low-income households.</p>	<p><b>No Conflict.</b> The Project does not propose to replace any existing residents. The Project is a mixed-use development that would add housing and employment as well as increase the utilization of the Project Site, which is currently used as an administrative building and its associated surface parking lot on the West Site and a vacant construction staging area on the East Site.</p>

Goals/Policies	Discussion
<p><b>Goal LU11</b> A community where new housing is located in a manner which reduces vehicular trips and makes it accessible to services and facilities.</p>	<p><b>No Conflict.</b> The Project would provide 401 units located adjacent to the Metro E Line and within a ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. The Project is an infill development fronting the Expo/Crenshaw and the under construction Crenshaw/LAX stations along Crenshaw Boulevard.</p>
<p><b>LU11-1</b> Encourage higher residential densities near commercial centers, light rail transit stations and major bus routes where public service facilities, utilities and topography will accommodate this development.</p>	<p><b>No Conflict.</b> The Project would develop a mixed-use Project with 401 units located adjacent to the Metro E Line and within a ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. The Project is an infill development fronting the Expo/Crenshaw and the under construction Crenshaw/LAX stations along Crenshaw Boulevard.</p>
<p><b>LU11-3</b> Allow for the provision of pedestrian linkages and amenities to connect to commercial centers, light rail transit stations, and Major Bus Centers.</p>	<p><b>No Conflict.</b> The Project would encourage improved access and mobility by providing both residential and commercial uses on a single development. The on-site commercial uses would provide employment and patronage opportunities within walking distance of on-site residents and the nearby multifamily residential developments. The Project would also provide approximately 316 bicycle parking spaces as well as a pedestrian promenade and plaza areas adjacent to the Project’s commercial uses and along the Metro E Line thereby providing Metro mass transit riders and the public-at-large direct access into the Project Site.</p>
<p><b>Goal LU12</b> A community that promotes an ecologically sustainable future by encouraging adherence to accepted principles of “green” building.</p>	<p><b>No Conflict.</b> The Project would comply with the California Green Building Standards Code (CALGreen), and would incorporate eco-friendly building materials, systems and high-performance building envelopment. Additionally, the Project would be designed and constructed to incorporate environmentally sustainable design features that would be equivalent to the Silver level under the LEED green building program.</p>
<p><b>LU12-2</b> Encourage new building construction to incorporate green roofs and encourage conversions of existing roof space to green roofs, in order to maximize opportunities for gardening and reducing heat gain.</p>	<p><b>No Conflict.</b> The Project would comply with the California Green Building Standards Code (CALGreen), and would incorporate eco-friendly building materials, systems and high-performance building envelopment.</p>
<p><b>LU12-3</b> Encourage architects and developers to envision and design projects that utilize open space common areas for community gardens.</p>	<p><b>No Conflict.</b> The Project would provide open space for residential uses that would include indoor and outdoor residential common spaces, a yoga room, fitness center, conference facilities, multipurpose rooms, lounges areas, and outdoor amenity space.</p>
<p><b>LU12-4</b> Promote green building practices that support “healthy homes” (e.g., use materials with low –VOC emissions, windows for natural light, and heating with minimal need for furnace – combustion.)</p>	<p><b>No Conflict.</b> The Project would comply with the California Green Building Standards Code (CALGreen), and would incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving/low flow fixtures,</p>

Goals/Policies	Discussion
	non-VOC paints/adhesives, drought tolerant planting, and high-performance building envelopment.
<b>Multifamily Residential Design Guidelines</b>	
<p><b>G55.</b> Main pedestrian entrances should be provided where they can be seen immediately from the primary street(s) of approach. In this regard, main pedestrian entrances should be prominent to the front of the building, providing views into an interior courtyard or focal within a landscaped front open space area. The entrance approach should further be emphasized by employing the use of specialized paving treatments such as brick, tile or other high quality materials preferably set in sand or other pervious bedding.</p>	<p><b>No Conflict.</b> The Project’s commercial space is designed to attract and increase pedestrian activity with outdoor dining areas, floor-to-ceiling glass, and pedestrian entrances directly accessible from the street level. The commercial component would be located on the ground floor along the Metro E Line and Crenshaw and Obama Boulevard frontages, which would activate and attract pedestrian interest. The commercial uses may provide neighborhood-serving uses such as a full-service grocery store, restaurant, retail, and other community-serving uses to benefit Project residents and neighbors, making the Project a desirable place to work and visit both in the daytime and nighttime.</p>
<p><b>G56.</b> The design of all buildings should strive to be of a quality and character that improves community appearance by avoiding excessive variety and monotonous repetition. To achieve this, the volume of all buildings should be composed of a vocabulary of form and shapes that employ attractive and complementary building materials and architectural features.</p>	<p><b>No Conflict.</b> The Project would be an aesthetically-pleasing development featuring an architectural concept consistent with the wide range of scales and types of urban forms in the surrounding area, resort style recreational amenities, and attractive landscaping. The eight-story mixed use buildings would have varying architectural elements and materials that would blend well with the current and future development pattern in this area of South Los Angeles.</p>
<p><b>G66.</b> Wherever above grade parking abuts any public street, a minimum 5 foot landscaped setback should be provided along the exterior walls of the parking utilizing the following techniques to further soften and buffer the parking structure:</p> <ul style="list-style-type: none"> <li>a. One 36 inch box tree every 20 feet.</li> <li>b. Ground cover on 80% of the surface area.</li> <li>c. A raised planter, three feet in height, and at least two feet in depth to soften the parking wall.</li> </ul>	<p><b>No Conflict.</b> The Project would provide a minimum five-foot landscaped setback along exterior walls of the parking structure wherever above-grade parking abuts any public street. These landscaped areas would also include one 36 inch box tree every 20 feet, ground cover on 80 percent of the surface area and a raised planter, three feet in height, and two feet in depth (from the exterior wall) to soften the parking wall.</p>
<b>Commercial Areas</b>	
<p><b>Goal LU14</b> A community that conserves, enhances, and regenerates its distinctive “main street” character by promoting continued pedestrian orientation of commercial areas.</p>	<p><b>No Conflict.</b> The Project would continue to conserve, enhance, and regenerate Crenshaw Boulevard’s character by orientating pedestrian access into the commercial areas of the Project along the street frontage.</p>
<p><b>Policy LU14-1</b> Foster preservation, conservation, maintenance, and enhancement of existing pedestrian orientation along commercial and mixed-use boulevards.</p>	<p><b>No Conflict.</b> The Project would provide multiple entrances to its retail and residential uses along its Crenshaw Boulevard street frontage and has its vehicular entrance away from the pedestrian pathways, to promote and enhance the pedestrian experience.</p>

Goals/Policies	Discussion
<p><b>Policy LU14-2</b> Encourage the first floor street frontage of buildings, including parking structures, to incorporate commercial or other active public uses.</p>	<p><b>No Conflict.</b> The Project would provide 40,996 sq. ft. of commercial and community space on the ground floor along Crenshaw Boulevard.</p>
<p><b>Policy LU14-3</b> Promote projects that are developed to achieve excellence in architectural and environmental design, as well as adhere to a high level of quality in construction and material methods toward reinforcing and enhancing the distinctive character of the established commercial areas</p>	<p><b>No Conflict.</b> The Project is designed to achieve excellence in architectural and environmental design by taking inspiration from the surrounding residential and commercial buildings to enhance the distinctive character of the immediate area and utilizing high quality materials.</p>
<p><b>Goal LU15</b> A community that prioritizes mixed-use projects within community commercial nodes, centers, and transit-oriented development area.</p>	<p><b>No Conflict.</b> The Project is a mixed-use project that is located within a community commercial node and a transit-oriented development area. The Project would also provide 40,996 sq. ft. of commercial and community space on the ground floor along Crenshaw Boulevard.</p>
<p><b>Policy LU15-1</b> Prioritize new infill development that is in close proximity to mass transit centers, stations, and platform portals.</p>	<p><b>No Conflict.</b> The Project does not conflict with this policy because it is a new infill development in close proximity to major bus centers and future mass transit stations.</p>
<p><b>Policy LU15-2</b> Strive to reduce parking requirements for developments that locate near major bus centers and mass transit stations and that provide pedestrian, bicycle, and exceptional ADA facilities.</p>	<p><b>No Conflict.</b> The parking requirements for the Project would be reduced through the Density Bonus entitlement. The Project is a new infill development that is located within less than a half mile from numerous mass transit options – the Project Site is currently served by several Metro lines, Metro Rapid Lines, LADOT Dash Lines and the Metro E Line.</p>
<p><b>Goal LU16</b> A competitive commercial sector that is strengthened to best serve the needs of the community while preserving and conserving the enduring, often historic, and cultural character of distinct commercial areas.</p>	<p><b>No Conflict.</b> The Project would provide 40,996 sq. ft. of commercial and community facility space. The Project design takes inspiration from the surrounding residential and commercial buildings to enhance the distinctive character of the immediate area.</p>
<p><b>Policy LU16-1</b> Protect commercially planned and zoned land from excessive encroachment by low intensity residential only development.</p>	<p><b>No Conflict.</b> The Project does not propose to change the Project Site’s zoning from commercial to residential. Additionally, the Project is a mixed-use project that seeks a Density Bonus for providing 20 percent of the total units reserved for affordable income households.</p>
<p><b>Policy LU16-2</b> Consolidate and deepen shallow commercial boulevard lots in a manner that is compatible with prevailing urban form as a means to stimulate existing businesses and create feasible opportunities for new development that is appropriate in terms of scale and character.</p>	<p><b>No Conflict.</b> The Project would consolidate one lot on the West Site and five lots on the East Site by building over them and its building mass would be compatible with the prevailing urban form.</p>
<p><b>Goal LU17</b> A community that promotes context sensitive projects that reinforce established neighborhood character.</p>	<p><b>No Conflict.</b> The Project is a mixed-use development located on Crenshaw Boulevard, which is the Community Plan’s distinctive main street, and promotes pedestrian activity on Crenshaw Boulevard while providing a mix of market-rate and affordable housing units in close proximity to mass transit. The</p>

Goals/Policies	Discussion
	Project would be consistent with established neighborhood character by designing the Project in compliance with Crenshaw Corridor Specific Plan design standards.
<p><b>Policy LU17-1</b> Promote commercial infill projects that achieve harmony with the best of existing pedestrian oriented environments by enhancing desirable neighborhood character and supporting established connectivity.</p>	<p><b>No Conflict.</b> The Project is a commercial infill project that achieves harmony with the best of existing pedestrian oriented environments by providing a high quality mixed-use development along Crenshaw Boulevard, orienting retail uses along the street frontage; vehicular access for residential and commercial uses would be provided via full-access driveways along Victoria Avenue for the West Site and along Bronson Avenue for the East Site. This would provide connection to the parking amenities.; and providing high quality construction through the use of quality materials.</p>
<p><b>Policy LU17-3</b> Request that mixed-use projects be designed to mitigate potential conflicts between the commercial and residential uses (e.g., noise, lighting, security, truck, and automobile access, etc.) and provide adequate amenities for residential occupants.</p>	<p><b>No Conflict.</b> The Project would include low-scale three-story residential units along the Project’s western frontage along Victoria Avenue to provide an appropriate transition between the Project and the nearby residential uses. The Project would also provide approximately 316 bicycle parking spaces as well as a pedestrian promenade and plaza areas adjacent to the Project’s commercial uses and along the Metro E Line thereby providing Metro mass transit riders and the public-at-large direct access into the Project Site</p>
<p><b>Policy LU17-4</b> Establish parking maximums in addition to parking minimum requirements in order to encourage pedestrian friendly boulevards.</p>	<p><b>No Conflict.</b> The Project does not conflict with this policy and instead includes a request for a reduced parking requirement. The Project would also provide code required bicycle parking and would orient its retail use entrances along its Crenshaw Boulevard frontage.</p>
<p><b>Policy LU17-5</b> Where mixed-use projects are proposed in separate structures, provide adequate access between the residential and commercial uses so that residents can walk conveniently and safely.</p>	<p><b>No Conflict.</b> The Project would provide adequate access along its Crenshaw Boulevard street frontage for its residential and commercial uses so that residents can walk conveniently and safely to all Project uses.</p>
<p><b>Goal LU18</b> A community where a diversity of uses which contribute to safe, pedestrian-friendly commercial environments are encouraged, and which enhance the health and welfare of the community by limiting certain uses and expanding opportunities for others.</p>	<p><b>No Conflict.</b> The Project would provide a diversity of uses which contribute to safe pedestrian-friendly commercial environments by providing residential dwelling units above the commercial ground floor, promoting security and safety by having more eyes on the street; and orients its commercial ground floor entrances along its Crenshaw Boulevard street frontage, promoting pedestrian activity.</p>
<p><b>Policy LU18-1</b> Incentivize the attraction of larger full service grocery stores as well as the provision of fresh produce and other healthy foods in local markets.</p>	<p><b>No Conflict.</b> The Project would provide a grocery store totaling approximately 22,277 sq. ft.</p>

Goals/Policies	Discussion
<p><b>Policy LU18-2</b> Encourage the attraction of sit-down restaurants, high “star” rated lodging and legitimate and responsible entertainment venues.</p>	<p><b>No Conflict.</b> The Project would add retail and restaurant uses as well as a grocery store. Additionally, the Project also adds open space for residential uses that would include indoor and outdoor residential common spaces, a yoga room, fitness center, conference facilities, multipurpose rooms, lounges areas, and outdoor amenity space.</p>
<p><b>Policy LU18-4</b> Strive to limit further proliferation of new fast food restaurants and in particular free-standing restaurants, within commercial areas.</p>	<p><b>No Conflict.</b> The Project does not seek to add a fast food restaurant; rather, the Project would include restaurant uses and a grocery store.</p>
<p><b>Policy LU18-5</b> Strive to limit further proliferation of “off-site” alcohol sales, and in particular, liquor stores within commercial areas.</p>	<p><b>No Conflict.</b> The Project does not propose a liquor store. However, Project does seek off-site alcohol sales approval for the proposed grocery store.</p>
<p><b>Goal LU19</b> A community where the appearance and safety of commercial areas is enhanced.</p>	<p><b>No Conflict.</b> The Project would enhance the appearance and safety of commercial areas by constructing a mixed-use development that is inspired by surrounding buildings in the immediate area and utilizes high quality construction materials; adding residential units above its ground floor commercial uses to have more eyes on the street; and, orienting its ground floor commercial uses along the Crenshaw Boulevard street frontage to activate more pedestrians on the street.</p>
<p><b>Policy LU19-1</b> Pursue urban design strategies that effectively address graffiti abatement.</p>	<p><b>No Conflict.</b> The Project would remove any graffiti on-site.</p>
<p><b>Policy LU19-2</b> Pursue urban design strategies that reduce street crime and violence such as Crime Prevention Through Environmental Design (CPTED) (e.g., “defensible space,” “eyes on the street,” and pedestrian friendly lighting) without creating barriers that disconnect neighborhoods or diminish desirable neighborhood character.</p>	<p><b>Consistent.</b> The Project would pursue urban design strategies that reduce street crime and violence by having more eyes on the street with its 401 additional residential dwelling units and pedestrian-appropriate and friendly lighting.</p>
<p><b>Goal LU20</b> A Community where residents will be able to access their daily needs by walking, biking, or using other sustainable modes of transportation.</p>	<p><b>No Conflict.</b> The Project Site is in close proximity to numerous mass transit options, which can be utilized by Project residents to address their daily needs.</p>
<p><b>Policy LU20-1</b> Encourage enhancement of the public realm by facilitating the planting of street trees and installation of street lighting, street furniture, public art as well as median plantings within commercial areas especially where pedestrian character prevails.</p>	<p><b>No Conflict.</b> The Project would provide additional street trees and would provide pedestrian-appropriate and friendly lighting to illuminate the public realm immediately along the Crenshaw Boulevard street frontage for the Project.</p>
<p><b>Policy LU20-2</b> Encourage the expansion of existing and formation of new business improvement districts in order to facilitate enhancement in the appearance and landscaping of commercial properties.</p>	<p><b>No Conflict.</b> The Project would enhance the appearance and safety of the neighboring commercial area by constructing a mixed-use development that is inspired by surrounding buildings in the immediate area and utilizes high quality construction materials; adding residential units above its ground floor commercial uses to have more eyes on the street; and, orienting its ground floor commercial uses along the</p>

Goals/Policies	Discussion
	Crenshaw Boulevard street frontage to activate more pedestrians on the street; all of which may encourage the expansion or formation of new business improvement districts.
<p><b>Policy LU20-3</b> Strive to preserve community character, scale, and architectural diversity.</p>	<p><b>No Conflict.</b> The Project’s architectural design and character are inspired by surrounding residential and commercial buildings in the immediate area and aims to preserve the community character. The Project’s scale would be consistent with surrounding development in the area. Specifically, the portion of the building on the West Site along Victoria Avenue would consist of a three-story, low-scale residential portion of the Project to complement the scale of existing residential development across Victoria Avenue and allow for a transition to the taller portion of the building along Crenshaw Boulevard. The lower-scale residential portion of the Project along Victoria Avenue with a 15-foot setback also helps transition between the low-scale residential surrounding uses to the west and the eight-story building toward Crenshaw Boulevard.</p>
<p><b>Policy LU20-4</b> Strive to improve safety and aesthetics of parking areas in commercial areas.</p>	<p><b>No Conflict.</b> Parking garages will be provided on the West and East Sites to provide parking for the residential and commercial uses proposed on each site. The parking garage on the West Site includes ground level and three above-grade levels. The parking garage on the East Site includes ground level and three above-grade levels and one below grade level. Buildings are also oriented so that vehicular traffic and access points into each of the parking garages are tucked behind via the local streets – Victoria Avenue and Bronson Avenue – in order to minimize conflicts with pedestrian and bicycle traffic that would be mostly along the other frontages.</p>
<p><b>Goal LU21</b> A community where safe, convenient opportunities to purchase fresh fruits and vegetables are available by ensuring that sources of healthy foods are accessible in all neighborhoods.</p>	<p><b>No Conflict.</b> The Project would provide a grocery store totaling approximately 22,277 sq. ft.</p>
<p><b>Goal LU23</b> A community where neighborhood serving uses which strengthen and diversify the economic base are attracted by expanding market opportunities for both traditional existing businesses and emerging new businesses.</p>	<p><b>No Conflict.</b> The Project would provide a neighborhood serving use to strengthen and diversify the economic base through 40,996 sq. ft. of commercial and community space. The Project would also provide a mixed range of incomes for its residential dwelling units to expand the economic base of Community Plan residents. Additionally, the Project would locate 970 residents near existing and new businesses.</p>
<p><b>Policy LU23-1</b> Encourage the viability of existing neighborhood district stores (i.e. “mom and pop”) which support the needs of local residents and are compatible with the socio-economic milieu of the area.</p>	<p><b>No Conflict.</b> The Project would generate 970 residents, which would increase support to existing neighborhood district stores.</p>

Goals/Policies	Discussion
<p><b>Goal LU23a</b> A community that maintains and increases the commercial employment base for community residents whenever possible.</p>	<p><b>No Conflict.</b> The Project would provide 40,996 sq. ft. of commercial and community space, which would increase the commercial employment base for the Community Plan Area. The Project would also generate 145 employees with the addition of the commercial uses.</p>
<p><b>Goal LU28</b> A Community where residents will be able to access their daily needs by walking, biking, or using other sustainable modes of transportation.</p>	<p><b>No Conflict.</b> The Project is in close proximity to numerous mass transit options, which can be utilized by residents to address their daily transit needs. The Project would also provide a grocery store to aid in accessing daily needs.</p>
<p><b>Policy LU28-3</b> Ensure a mix of residential, commercial, office and light industrial, where appropriate, to encourage economic sustainability and encourage walkability.</p>	<p><b>No Conflict.</b> The Project is a mixed-use development that provides a mix of residential and commercial uses to encourage economic sustainability by providing 401 new dwelling units, which can support the local community; orients its ground floor retail space along Crenshaw Boulevard to encourage pedestrian activity; and is located in close proximity to numerous mass transit options.</p>
<p><b>Commercial Area Design Guidelines</b></p>	
<p><b>Goal LU35</b> A community that maintains and increases the commercial employment base for community residents whenever possible.</p>	<p><b>No Conflict.</b> The Project includes retail and restaurant uses and a grocery store on the ground floor along Crenshaw Boulevard. Additionally, the Project would generate 145 employees from the proposed commercial uses.</p>
<p><b>Policy LU35-1</b> Protect commercial plan designations so that commercial development is encouraged.</p>	<p><b>No Conflict.</b> The Project does not propose to change the Project Site’s commercial plan designation.</p>
<p><b>Goal LU36</b> A community where neighborhood serving uses which strengthen and diversify the economic base are attracted by expanding market opportunities for both traditional existing businesses and emerging new businesses.</p>	<p><b>No Conflict.</b> The Project would provide a neighborhood serving use to strengthen and diversify the economic base through its 40,996 sq. ft. of commercial and community space on the ground floor along Crenshaw Boulevard. The Project would also provide a mixed range of incomes for its residential dwelling units to expand the economic base of Community Plan residents.</p>
<p><b>Goal LU37</b> A community that conserves, enhances, and regenerates its distinctive “main street” character by promoting continued pedestrian orientation along commercial and mixed-use boulevards.</p>	<p><b>No Conflict.</b> The Project would continue to conserve, enhance, and regenerate Crenshaw Boulevard’s “main street” character by orientating pedestrian access into the commercial areas of the Project along the street frontage.</p>
<p><b>Policy LU37-1</b> Promote developments that enhance existing pedestrian activity within the public realm.</p>	<p><b>No Conflict.</b> The Project would add 40,996 sq. ft. of commercial and community space on the ground floor along Crenshaw Boulevard, which would enhance the existing pedestrian activity within the public realm by continuing the trend of pedestrian activity on Crenshaw Boulevard. The Project also would provide primary vehicular access for residential and commercial uses would be provided via full-access driveways along</p>

Goals/Policies	Discussion
	Victoria Avenue for the West Site and along Bronson Avenue for the East Site. This would provide connection to the parking amenities.
<p><b>Policy LU37-2</b> Recommend that new developments along commercial corridors locate required parking at the rear of the property or facilitate the creation of nearby shared satellite parking facilities in order to strengthen the pedestrian experience by continuing to orient buildings toward the sidewalk thereby enhancing the public realm.</p>	<p><b>No Conflict.</b> Project parking would be provided in two parking structures— two (2) above ground floors on the West Site, and three (3) above ground floors and one (1) subterranean floor on the East Site. The parking as described is configured/located to allow commercial uses along sidewalks to strengthen the pedestrian experience.</p>
<p><b>Policy LU37-3</b> Require new developments in adopted Pedestrian Oriented Districts (PODs) to locate required parking at the rear of the property.</p>	<p><b>No Conflict.</b> Project parking would be provided in two parking structures— two (2) above ground floors on the West Site, and three (3) above ground floors and one (1) subterranean floor on the East Site. The parking as described is configured/located to allow commercial uses along sidewalks to strengthen the pedestrian experience.</p>
<p><b>Goal LU38</b> A community that promotes context sensitive projects, including mixed-use projects along commercial corridors.</p>	<p><b>No Conflict.</b> The Project is a mixed-use development located on Crenshaw Boulevard, which is the Community Plan’s distinctive main street, and promotes pedestrian activity on Crenshaw Boulevard while providing a mix of market-rate and affordable housing units in close proximity to mass transit.</p>
<p><b>Policy LU38-2</b> Require that the first floor street frontage of structures, including mixed-use projects and parking structures, located along commercial corridors incorporate retail or other active public uses.</p>	<p><b>No Conflict.</b> The Project would provide 40,996 sq. ft. of commercial and community space on the ground floor along Crenshaw Boulevard.</p>
<p><b>Goal LU39</b> A community that promotes an ecologically sustainable future by encouraging adherence to accepted principles of “green” development.</p>	<p><b>No Conflict.</b> The Project would comply with the California Green Building Standards Code (CALGreen) and the City’s Green Building Code, and would incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving/low flow fixtures, non-VOC paints/adhesives, drought tolerant planting, and high-performance building envelopment.</p>
<p><b>Commercial and Mixed-Use Boulevards Design Guidelines</b></p>	
<p>Promote neighborhood commercial or low scale multifamily residential with active retail/ community services at the ground floor (mixed use).</p>	<p><b>No Conflict.</b> The Project would support the protection of existing single-family and low-density residential neighborhoods from encroachment by including low-scale three-story residential units along the Project’s western frontage along Victoria Avenue to provide an appropriate transition between the Project and the nearby residential uses. Additionally, the Project would provide active retail on the ground floor fronting Crenshaw Boulevard.</p>
<p>Ensure a transitional set back or “step-back” at the rear adjacent to low-scale residential neighborhoods.</p>	<p><b>No Conflict.</b> The Project would support the protection of existing single-family and low-density residential neighborhoods from encroachment by including low-</p>

Goals/Policies	Discussion
	scale three-story residential units along the Project’s western frontage along Victoria Avenue to provide an appropriate transition between the Project and the nearby residential uses.
<b>Goal LU40</b> A community where the economic vitality of commercial nodes, centers and transit-oriented development areas is increased by encouraging contextual new development that maximizes access to transit, jobs, goods and services, and conserves desirable community character.	<b>No Conflict.</b> The Project does not conflict with this policy because it is the type of development mentioned in the goal, being a mixed-use development in proximity to mass transit.
<b>Goal LU42</b> A community where neighborhood serving uses which strengthen and diversify the economic base are attracted by expanding market opportunities for both traditional existing businesses and emerging new businesses.	<b>No Conflict.</b> The Project would provide a neighborhood serving use to strengthen and diversify the economic base through its 40,996 sq. ft. of commercial and community space on the ground floor along Crenshaw Boulevard. The Project also would provide a mixed range of incomes for its residential dwelling units to expand the economic base of Community Plan residents.
<b>Goal LU43</b> A community that promotes economic revitalization within community commercial nodes, centers, and transit-oriented development areas by ensuring enhanced pedestrian orientation.	<b>No Conflict.</b> The Project would provide multiple entrances to its retail and residential uses along its Crenshaw Boulevard street frontage and would have its vehicular entrance away from the pedestrian pathways, to promote and enhance the pedestrian experience.
<b>Policy LU43-1</b> Recommend that new developments within community commercial nodes, centers and transit-oriented development areas locate required parking within structures, underground or internal to the property.	<b>No Conflict.</b> Project parking is provided in structures, internal to the property. Project parking would be provided in two parking structures— two (2) above ground floors on the West Site, and three (3) above ground floors and one (1) subterranean floor on the East Site.
<b>Goal LU44</b> A community that prioritizes mixed-use projects within community commercial nodes, centers, and transit-oriented development areas.	<b>No Conflict.</b> The Project is a mixed-use development within the community commercial node and is in proximity to mass transit.
<b>Policy LU44-1</b> Support business districts outside of city centers that are well served by mass transit facilities.	<b>No Conflict.</b> The Project would provide 401 new dwelling units, all of which can support other business districts outside of city centers due to the Project’s proximity to mass transit.
<b>Policy LU44-3</b> Prioritize new infill development that is in close proximity to mass transit centers, stations, and platform portals.	<b>No Conflict.</b> The Project is a new infill development in close proximity to major bus centers and existing and future mass transit stations.
<b>Policy LU44-4</b> Encourage the location of commercial uses along the first floor street frontage of structures, including mixed-use projects and parking structures located within community commercial nodes, centers, and transit-oriented development areas.	<b>No Conflict.</b> The Project would provide 40,996 sq. ft. of commercial and community space on the ground floor along Crenshaw Boulevard.
<b>Goal LU45</b> A community that enhances the appearance and safety of community commercial nodes, centers, and transit-oriented development areas.	<b>No Conflict.</b> The Project would enhance the appearance and safety of commercial areas by constructing a mixed-use development that is inspired by surrounding buildings in the immediate area and

Goals/Policies	Discussion
	utilizes high quality construction materials; adding residential units above its ground floor commercial uses to have more eyes on the street; and, orienting its ground floor commercial uses along the Crenshaw Boulevard street frontage to activate more pedestrians on the street.
<p><b>Policy LU45-1</b> Improve safety and aesthetics of parking areas in community commercial nodes, centers, and transit-oriented development areas.</p>	<p><b>No Conflict.</b> The Project’s primary vehicular access for residential and commercial uses would be provided via full-access driveways along Victoria Avenue for the West Site and along Bronson Avenue for the East Site. This would provide connection to the parking amenities. As discussed above, buildings are also oriented so that vehicular traffic and access points into each of the parking garages are tucked behind via the local streets – Victoria Avenue and Bronson Avenue – in order to minimize conflicts with pedestrian and bicycle traffic that would be mostly along the other frontages.</p>
<p><b>Goal LU46</b> A community that maintains and increases the commercial employment base for community residents whenever possible.</p>	<p><b>No Conflict.</b> The Project would provide 40,996 sq. ft. of commercial and community space on the ground floor along Crenshaw Boulevard, which would increase the commercial employment base for the Community Plan Area.</p>
<p><b>Transit-Oriented Community Center Design Guidelines</b></p>	
<p>Create further enhancement of the public realm through incremental infill of underutilized (e.g. parking) areas toward better place making.</p>	<p><b>No Conflict.</b> The Project is a infill mixed-use development that would add housing and employment as well as increase the utilization of the Project Site, which is currently used as an administrative building and its associated surface parking lot on the West Site and a vacant construction staging area on the East Site.</p>
<p>Promote greater pedestrian orientation along street frontages with well-designed public access and linkages from the street into the development.</p>	<p><b>No Conflict.</b> The Project would provide pedestrian promenade and plaza areas adjacent to the Project’s commercial uses and along the Metro E Line thereby providing Metro mass transit riders and the public-at-large direct access to Project Site amenities.</p>
<p>Provide adequate transition to address the low scale character of adjacent residential neighborhoods.</p>	<p><b>No Conflict.</b> The Project would support the protection of existing single-family and low-density residential neighborhoods from encroachment by including low-scale three-story residential units along the Project’s western frontage along Victoria Avenue to provide an appropriate transition between the Project and the nearby residential uses.</p>
<p>Surface parking areas should be consolidated into structures located internal to the site or developed as subterranean where possible.</p>	<p><b>No Conflict.</b> Project parking would be provided in two parking structures– two (2) above ground floors on the West Site, and three (3) above ground floors and one (1) subterranean floor on the East Site.</p>

Goals/Policies	Discussion
<b>Crenshaw Corridor Specific Plan</b>	
<p><b>Policy LU59-1</b> Ensure the viability of existing small businesses which support the needs of local residents and are compatible with neighborhood identity.</p>	<p><b>No Conflict.</b> The Project would provide 401 new dwelling units, the residents of which can support existing neighborhood district stores.</p>
<p><b>Policy LU60-4</b> Promote a compatible and harmonious relationship between residential and commercial development where commercial areas are contiguous to residential neighborhoods.</p>	<p><b>No Conflict.</b> The Project would be compatible and harmonious with the character of the existing residential and commercial developments in the area. As noted above, the nearest single-family residential neighborhood is approximately one block to the east of the Property along Obama Boulevard. A string of multifamily buildings is also located directly to the west of the Project Site along Victoria Avenue with additional single- and multifamily uses farther west and south. The Project would include low-rise three-story residential units with a landscaped 15-foot setback along the Project’s western frontage of Victoria Avenue to provide an appropriate transition between the Project and nearby residential uses.</p>
<p><b>Policy LU61-2</b> Promote attractive pedestrian environments in the areas designated as “pedestrian-oriented” by regulating the design and placement of buildings and structures which accommodate outdoor dining and other ground level retail activity.</p>	<p><b>No Conflict.</b> The Project would provide 40,996 sq. ft. of commercial and community space on the ground floor along Crenshaw Boulevard.</p>
<p><b>Goal LU63</b> A Specific Plan that encourages the creation of pedestrian friendly, transit-oriented development areas that promote health and sustainability by encouraging a mix of uses providing jobs, housing, goods, and services, as well as access to open space, all within walking distance of the Mid-City Exposition and Crenshaw/ LAX Transit Corridor stations.</p>	<p><b>No Conflict.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy because the Project is the transit-oriented development area that provides a mix of uses providing jobs, housing, goods, and services, and all is within walking distance to various Exposition and LAX Transit Corridor stations.</p>
<p><b>Policy LU63-1</b> Support business districts outside of city centers that are well served by public transit facilities.</p>	<p><b>No Conflict.</b> The Project would provide 401 new dwelling units, all of which can support other business districts outside of city centers due to the Project’s proximity to mass transit.</p>
<p><b>Policy LU63-2</b> Prioritize new infill development near community centers and transit nodes.</p>	<p><b>No Conflict.</b> The Project is an infill development fronting the Expo/Crenshaw and the under construction Crenshaw/LAX stations along Crenshaw Boulevard.</p>
<p><b>Policy LU63-3</b> Identify transit-oriented development (TOD) areas as preferred locations for mixed-income, mixed-use projects.</p>	<p><b>No Conflict.</b> The Project would develop a mixed-use develop within a TOD and would be available at affordable and market rate.</p>
<p><b>Policy LU63-4</b> Encourage projects that are oriented toward the sidewalk and promote pedestrian connectivity to light rail transit (LRT) stations.</p>	<p><b>No Conflict.</b> The Project is a new infill development fronting the Expo/Crenshaw and the under construction Crenshaw/LAX stations along Crenshaw Boulevard.</p>
<p><b>Policy LU63-5</b> Provide for increased intensity of pedestrian-oriented activities, commercial uses, and community services at the ground level street frontage</p>	<p><b>No Conflict.</b> The Project would include a variety of uses including a mix of studio, one-bedroom, and two-bedroom residential units. The Project would also add</p>

Goals/Policies	Discussion
of structures, including mixed-use projects and parking structures located within the community centers and transit-oriented development areas of the Boulevard.	open space for the proposed residential uses that would include indoor and outdoor residential common spaces, a yoga room, fitness center, conference facilities, multipurpose rooms, lounges areas, and outdoor amenity space.
<b>Policy LU63-7</b> Encourage the creation of open space that is directly accessible from the transit station entrance by use of paseos, limited street closures, easements and/or street vacations.	<b>No Conflict.</b> The Project would provide a pedestrian promenade and plaza areas adjacent to the Project’s commercial uses and along the Metro E Line thereby providing Metro mass transit riders and the public-at-large direct access into the Project Site.
<b>Policy LU63-8</b> Provide a range of housing types and housing that is affordable to all incomes along transit lines and within transit-oriented districts.	<b>No Conflict.</b> The Project would provide a range of unit mixes; and, both market-rate and affordable dwelling units.
<b>Policy LU64-1</b> Improve the appearance and landscaping of commercial properties.	<b>No Conflict.</b> The Project would enhance the appearance and safety of commercial areas by constructing a mixed-use development that is inspired by surrounding buildings in the immediate area and utilizes high quality construction materials; adding residential units above its ground floor commercial uses to have more eyes on the street; and, orienting its ground floor commercial uses along the Crenshaw Boulevard street frontage to activate more pedestrians on the street.
<b>Policy LU64-2</b> Improve the safety and aesthetics of surface parking areas as well as parking structures within the Specific Plan subareas.	<b>No Conflict.</b> 40,996 sq. ft. of commercial and community space on the ground floor along Crenshaw Boulevard.
<b>Mobility</b>	
<b>M1-4</b> Encourage new developments to include bicycle and pedestrian amenities and include off-site transit and road improvements creating a circulation system that optimizes travel by all modes.	<b>No Conflict.</b> The Project would provide approximately 316 bicycle parking spaces as well as a pedestrian promenade and plaza areas adjacent to the Project’s commercial uses and along the Metro E Line thereby providing Metro mass transit riders and the public-at-large direct access into the Project Site. The Project would also provide retail and restaurant uses as well as a grocery store. Additionally, the Project also adds open space for residential uses that would include indoor and outdoor residential common spaces, a yoga room, fitness center, conference facilities, multipurpose rooms, lounges areas, and outdoor amenity space.
<b>M2-1</b> Encourage and support streetscape improvements in neighborhood district commercial areas and transit-oriented development areas in order to foster the appeal of the street as a gathering place including street furniture, well-maintained street trees, publicly accessible courtyards, wide sidewalks, bicycle access and appropriate traffic control measures to reduce travel speeds.	<b>No Conflict.</b> The commercial and community uses may provide neighborhood-serving uses such as restaurant, retail, and full-service grocery uses to benefit Project residents and neighbors. Interest at the street level would be created by providing floor-to-ceiling glass, outdoor dining areas for the potential restaurant uses, and landscaped sidewalks to enhance the streetscape and make the commercial uses more accessible to pedestrians.

Goals/Policies	Discussion
<p><b>Goal M3</b> A community-wide pleasant street environment that is universally accessible, safe, and convenient for pedestrians.</p>	<p><b>No Conflict.</b> The Project would provide a diversity of uses which contribute to safe pedestrian-friendly commercial environments by providing residential dwelling units above the commercial ground floor, promoting security and safety by having more eyes on the street; and orients its commercial ground floor entrances along its Crenshaw Boulevard street frontage, promoting pedestrian activity.</p>
<p><b>M3-1</b> Encourage walking by orienting building entrances to face the streets and sidewalks when designing access to new developments and buildings.</p>	<p><b>No Conflict.</b> The Project would continue to enhance, Crenshaw Boulevard’s character by orientating pedestrian access into the commercial areas of the Project along the street frontage.</p>
<p><b>M5-1</b> Increase public transit access to neighborhood districts, community and regional centers and mixed-use boulevards.</p>	<p><b>No Conflict.</b> The Project would continue to enhance, Crenshaw Boulevard’s character by orientating pedestrian access into the commercial areas of the Project along the street frontage.</p>
<p><b>M5-2</b> Facilitate development and public improvements at multimodal transit nodes, or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system.</p>	<p><b>No Conflict.</b> The Project’s mixed-use design and location would encourage the use of alternative transportation, including walking and bicycling opportunities. Additionally, the Project Site is located adjacent to the Metro E Line and within a ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. The Project would also provide portals to the future Metro LAX/Crenshaw line.</p>
<p><b>Goal M6</b> An expanded public transit system that provides residents, employees, and visitors safe and efficient access to jobs, services, recreation and other community assets so that automobile dependence can be reduced.</p>	<p><b>No Conflict.</b> The Project would be located adjacent to the Metro E Line and within a ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. The Project would develop opportunities for housing, employment, and recreation through the proposed 401 units and 40,996 sq. ft. of commercial and community space.</p>
<p><b>M6-2</b> Improve pedestrian amenities and urban design along streets served by transit to create welcoming conditions for pedestrians accessing transit.</p>	<p><b>No Conflict.</b> The Project would add retail and restaurant uses as well as a grocery store. Additionally, the Project also adds open space for residential uses that would include indoor and outdoor residential common spaces, a yoga room, fitness center, conference facilities, multipurpose rooms, lounges areas, and outdoor amenity space.</p>
<p><b>Goal M9.</b> A community where air quality and the health of residents is improved as a result of decreased single-occupant automobile demand and reduced vehicle miles traveled.</p>	<p><b>No Conflict.</b> The Project would develop 401 units and commercial space is located adjacent to the Metro E Line and within a ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. The Project would also provide approximately 316 bicycle parking spaces as well as a pedestrian promenade and plaza areas adjacent to the Project’s commercial uses and along the Metro E Line thereby providing Metro transit riders and the public-at-large direct access into the Project Site. The location of the Project encourages a variety of transportation options</p>

Goals/Policies	Discussion
	and access. The Project would promote public transportation by offering a variety of options.
<p><b>M9-2</b> Create incentives for employers, institutions, and residential neighborhoods to reduce their vehicle trips by encouraging mixed-use development at appropriate sites well served by transit in order to minimize Vehicle Miles Traveled (VMT).</p>	<p><b>No Conflict.</b> The Project Site is located adjacent to the Metro E Line and within a ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. The location of the Project encourages use of public transit to minimize VMT.</p>
<p><b>M11-4</b> Provide public parking proximate to transit centers to help protect residential neighborhoods from parking encroachment.</p>	<p><b>No Conflict.</b> The Project would provide 502 vehicle parking spaces, consisting of 232 spaces on the West Site and 270 spaces on the East Site, nine (9) of which are American with Disabilities Act-compliant (ADA) parking spaces reserved exclusively for Metro mass transit riders.</p>
<p><b>M12-4</b> Encourage new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles and plug-in electric hybrids.</p>	<p><b>No Conflict.</b> The Project would provide 30 percent EV Ready and 10 percent EV Charging Stations of the total 502 parking spaces, consistent with Ordinance No. 186485. The 502 parking spaces would consist of 232 spaces on the West Site and 270 spaces on the East Site, nine (9) of which are American with Disabilities Act-compliant (ADA) parking spaces reserved exclusively for Metro mass transit riders.</p>

Source: City of Los Angeles, General Plan.

**Crenshaw Corridor Specific Plan**

The Project is consistent with the applicable goals and policies of this Specific Plan, as discussed in **Table 4.11-4: Crenshaw Corridor Specific Plan Consistency.**

**Table 4.11-4  
Crenshaw Corridor Specific Plan Consistency**

Goals and Policies	Consistency Analysis
To provide standards for the Specific Plan area which will promote controlled development while encouraging and stimulating economic revitalization.	<b>No Conflict.</b> The Project is a mixed-use development that would add housing and employment as well as increase the utilization of the Project Site, which is currently used as an administrative building and its associated surface parking lot on the West Site and a vacant construction staging area on the East Site.
To assure a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area.	<b>No Conflict.</b> The Project includes the development of a mixed-use project, which would provide residents close to employment and patronage opportunities. Further, the Project is within walking distance of services, retail stores, and employment opportunities. The commercial uses on-site would further support the pedestrian activity in the community by providing ground-floor commercial uses.
To promote a compatible and harmonious relationship between residential and commercial development where commercial areas are contiguous to residential neighborhoods.	<b>No Conflict.</b> As mentioned, this is a mixed-use Project that includes commercial uses on-site that would further support the pedestrian activity in the community by providing ground-floor commercial uses.
To preserve and enhance community character and aesthetics by establishing coordinated and comprehensive standards for signs, buffering and setbacks, building and wall height, open space and lot coverage, parking and landscaping, as well as facade treatment and the conservation and preservation of existing resources, designated historic or otherwise, that shape the identity of the Crenshaw Corridor.	<b>No Conflict.</b> While not necessarily applicable on a project-specific basis, the Project would support this goal by improving the viability of alternative forms of transportation through higher density development, heightened walkability, and increased bicycle infrastructure. A robust variety of transportation options helps to ensure the mobility need of residents and visitors are met. Additionally, as discussed in the Transportation Assessment Study (see <b>Appendix J.1</b> ), the Project would result in a less than significant VMT impact. The Project would be designed and landscaped in accordance with the design guidelines of the Community Plan Design Guide.
To promote a high level of pedestrian activity in areas identified as Pedestrian-Oriented Areas and TOD Areas by promoting neighborhood serving uses, which	<b>No Conflict.</b> As stated above, the Project includes the development of a mixed-use project, which would provide residents close to employment and patronage

Goals and Policies	Consistency Analysis
<p>encourage pedestrian activity and promote reduced traffic generation.</p>	<p>opportunities. Further, the Project is within walking distance of services, retail stores, and employment opportunities. The commercial uses on-site would further support the pedestrian activity in the community by providing ground-floor commercial uses. The Project Site is also located adjacent to the Metro E Line and within a ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less.</p>
<p>To promote an attractive pedestrian environment in the areas designated as Pedestrian-Oriented Areas and TOD Areas by regulating the design and placement of buildings and structures which accommodate outdoor dining and other ground level retail activity.</p>	<p><b>No Conflict.</b> The Project would provide pedestrian promenade and plaza areas adjacent to the Project’s commercial uses and along the Metro E Line thereby providing Metro mass transit riders and the public-at-large direct access to Project Site amenities.</p>
<p>To encourage the creation of pedestrian-friendly TOD Areas consistent with the goals and policies of the Community Plan that promote health and sustainability by encouraging a mix of uses providing jobs, housing, goods and services, as well as access to open space, all within walking distance of the Mid City/Exposition and Crenshaw/LAX Light Rail Transit Corridor stations.</p>	<p><b>No Conflict.</b> As stated above, the Project includes the development of a mixed-use project, which would provide residents close to employment and patronage opportunities. Further, the Project is within walking distance of services, retail stores, and employment opportunities. The commercial uses on-site would further support the pedestrian activity in the community by providing ground-floor commercial uses. The Project Site is also located adjacent to the Metro E Line and within a ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. The Project would also add open space for the proposed residential uses that would include indoor and outdoor residential common spaces, a yoga room, fitness center, conference facilities, multipurpose rooms, lounges areas, and outdoor amenity space.</p>

Source: Crenshaw Corridor Specific Plan, November 2004.

### Citywide Design Guidelines

The Citywide Design Guidelines serve to implement the Framework Element’s urban design principles and are intended to be used by City of Los Angeles Department of City Planning staff, developers, architects, engineers, and community members in evaluating project applications, along with relevant policies from the Framework Element and Community Plans. The Citywide Design Guidelines were updated in October 2019 and include guidelines pertaining to pedestrian-first design which serves to reduce VMT. Project consistency with Citywide Design Guidelines is discussed below:

## **Pedestrian-First Design Guidelines**

### **Guideline 1: Promote a safe, comfortable and accessible pedestrian experience for all.**

As a transit-oriented development located within a multi-modal mass transit hub and at the intersection of the Metro E Line and the future Crenshaw/LAX Line, the Project has been designed to provide a safe, comfortable and accessible pedestrian experience. The Project would merge the public right-of-way segments of Exposition Boulevard directly north of the West and East Sites. The closure of those segments to vehicles would create large pedestrian promenades that would create a seamless connection between the Project Site and the Metro E Line. By eliminating vehicular access and prioritizing pedestrians and mass transit connectivity, the Project's promenades would create a more direct connection between modes and improve pedestrian safety.

The promenade areas include well-lit, landscaped areas for sitting, gathering that provide the opportunity to program those publicly accessible spaces for community events with food trucks, tents, etc. The Project's ground floors have also been designed to be pedestrian-oriented with a mix of retail, restaurants, and a grocery store with outdoor dining oriented north toward the promenade and along Crenshaw Boulevard, a high pedestrian corridor with the portal to the Crenshaw/LAX Line and bus bays for several bus lines. Along Victoria Avenue, the three-story portion of the apartment building is set back 15 feet from the property line to provide landscaped front yards leading up to their front doors and stoops, and planted with Jacaranda trees to maintain the existing scale, aesthetic and pedestrian experience of those residences across the street. As such, the Project is not in conflict with the Citywide Design Guidelines.

### **Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.**

As described above, the proposed buildings are pedestrian- and transit-oriented by including pedestrian promenades toward the north and the mass transit connections along Crenshaw Boulevard. Vehicular access is limited to one access point each for the East and West Sites to minimize the effects on pedestrians. Vehicular access for commercial and residential uses on the West Site is located via Victoria Avenue. Loading and passenger drop-off is located at the elbow of Victoria Avenue and Exposition Boulevard. Vehicular access for commercial and residential uses on the East Site is located via Bronson Avenue. Loading and passenger drop-off is located at the elbow of Bronson Avenue and Exposition Place. Both Sites would have secured parking garages that clearly delineate vehicular and pedestrian paths of travel with signs and wayfinding.

The intention of the design and programming is to connect residents, patrons, and passengers to the residential lobbies, commercial uses, and mass transit options through the pedestrian promenade. By

orienting the Project's front doors toward the various transit modes via the publicly accessible open space areas toward Crenshaw and Exposition Boulevards, and by locating vehicular access along Victoria and Bronson Avenues, the Project would improve pedestrian and passenger safety and experience, while limiting interaction between vehicles and pedestrians and avoid disruption of mass transit services.

The Project is also designed to delineate and provide safe connections for bicyclists to the Project Site. In addition to the numerous short-term bicycle parking conveniently located around the ground floor uses and the long-term parking located in the parking garages, the Project also includes the Metro bicycle storage facility that would offer secure storage for mass transit riders that would be located within the ground floor retail on the West Site fronting the promenade and the Metro E Line. As such, the Project is not in conflict with the Citywide Design Guidelines.

**Guideline 3: Design projects to actively engage with streets and public space.**

The Project includes a publicly accessible promenade that would front the Metro E Line and the ground floor retail, grocery and restaurants of the Project. This open space will be appropriately lit, landscaped with drought tolerant trees, bushes and ground cover to provide a pleasant pedestrian experience for passers-by and also act as passive open space for people to sit, gather, wait for mass transit, and people watch. Both promenades would also be able to build upon the passive and active energies and program the spaces with community events such as open markets, movie screenings, and other gatherings and festivities. These areas would be lined with active retail and restaurant uses with retail's outdoor seating, a grocery store, and community-serving uses including a Metro Bike bicycle storage. The commercial uses are concentrated in areas that front the promenade and Crenshaw Boulevard, the most visible street frontages with expected high volumes of pedestrian traffic as passengers would be commuting via bus, the Crenshaw/LAX and Metro E Lines. Along Victoria Ave, which fronts low-density, multi-family residences, the priority is to maintain the scale and rhythm of the existing street experience. The parking structures for both sites would be located toward the interior of the West Site and toward the rear of the East Site. In order to screen the parking structures from public view, both structures would be set back a minimum of 5 feet from the Obama Blvd property line and fronted with landscaping. The East Site would also have small retail space fronting Obama Blvd. As such, the Project is not in conflict with the Citywide Design Guidelines.

**360 Degree Design Guidelines**

**Guideline 4: Organize and shape projects to recognize and respect surrounding context.**

The Project is surrounded by a variety of uses including the residential neighborhoods of Crenshaw Manor and Leimert Park, industrial-to-creative office conversions along Exposition Boulevard, the commercial

corridor along Crenshaw Boulevard, and the religious and cultural uses at the West Angeles Cathedral. The mix of uses surrounding the Project Site is an asset; although the urban form, material and landscape is varied. The design of the Project responds to the surrounding uses and transitions to the scale of adjacent structures at each frontage to bring a cohesion to the urban experience through form, material, and landscaping. Three-story apartments with front doors along Victoria Avenue on the West Site will complement the existing experience of the multi-family residential use and low-rise scale of the street. The building then transitions from three stories to eight stories as it fronts Crenshaw Boulevard and the promenade.

The housing mass on the East Site is set away from the residential areas in Leimert Park to the east while arranged at an angle that brings the West Angeles Cathedral into view for those commuting north along Crenshaw Boulevard. Similar to the West Site, the East Site building also transitions three and four stories at the southeast corner to the full eight stories toward Crenshaw Boulevard and the promenade. As such, the Project is not in conflict with the Citywide Design Guidelines.

**Guideline 5: Express a clear and coherent architectural idea in a manner that is appropriate to the site's context.**

The architectural design of the Project responds to the wide range of scales and forms in the surrounding area. At the lower, commercial level, the architecture is composed of a series of smaller, shifting masses with varying parapet heights in recognition of the one and two-story structures of the adjacent industrial, commercial and residential uses. While shopping, dining, playing, or generally enjoying the Project up close, the articulation of the lower levels focuses on the pedestrian scale. The housing levels above are designed more from the perspective as a person approaching the Project from a half-block to two blocks away. From this vantage point, the design provides massing and presence that complements the scale of West Angeles Cathedral to enhance the identity of the Exposition and Crenshaw intersection as a gateway to the Crenshaw corridor and Crenshaw communities. The architectural design is focused on being effective from these different vantage points. As such, the Project is not in conflict with the Citywide Design Guidelines.

**Guideline 6: Provide amenities that support community building and provide an inviting, comfortable user experience.**

As a Project proposed on public land, there has been extensive community engagement to identify the uses and amenities that members of the community have expressed would service their needs and desires best. The Project Site is located in an area that currently has limited grocery store options and a grocery store serving fresh, affordable and healthy food stood out as the most desired amenity most desired by

the community. As such, the Project is designed to provide a grocery store. Retail space is also being allocated for a community-based tenant in addition to a dedicated multi-purpose room to serve community functions. The publicly accessible open space of the promenade will provide a valuable and much needed amenity, and the landscape design intends to provide functional synergies with the community-serving programs and mass transit options. The type, quantity and quality of public amenities strives to enable the Project to grow into a civic hub for the community. The at-grade commercial uses and open spaces should also serve as amenities for the residential tenants of the proposed development integrating incoming tenants with the surrounding community. Additionally, the proposed development on both properties provides amenities exclusive to the residential tenants including club houses, fitness centers, co-working offices and landscaped, outdoor terraces. These amenities were designed to appeal to various types of households, levels of activity, and lifestyles. As such, the Project is not in conflict with the Citywide Design Guidelines.

**Guideline 7: Carefully arrange design elements and uses to protect site users.**

The Project will have several types of users – its residents and their guests, the commercial tenants and patrons, and the mass transit users that would access the Crenshaw/LAX portal or waiting at the bus stops along Crenshaw Boulevard.

The Project was designed to create a pleasant and safe residential experience. For example, in order to reduce potential noise nuisance for residential tenants, wall assemblies and window systems will be specified with appropriate STC (sound transmission control) ratings. Canopies from trees planted in the public open spaces and amenity terraces below will also help to lessen the noise as well. The location of residential entries would be secured and conveniently accessed from the promenade and Crenshaw Boulevard, with additional entries through the secured parking garage. The commercial and mass transit connections would be oriented toward the promenade and Crenshaw Boulevard, which would be activated and well-lit areas that would be monitored by security.

As discussed above, vehicular access would be limited to Victoria Avenue and Bronson Avenue, so to separate the modes and minimize vehicular-pedestrian conflict. Bicycle parking would be located across the promenade and Crenshaw Boulevard, convenient to the many retail establishments and residential guest entries, which would also be separate from vehicular paths of travel. As such, the Project is not in conflict with the Citywide Design Guidelines.

**Climate-Adapted Design Guidelines**

**Guideline 8: Protect the site's unique natural resources and features.**

The Project Site is located in an improved and urban setting along an established commercial corridor, and the Project would be an infill development. There are no natural resources or features on Project Site. There are three protected Sycamore trees on the East Site that will need to be removed for construction, but these trees will be replaced on-site at a 4:1 ratio. As such, the Project is not in conflict with the Citywide Design Guidelines.

**Guideline 9: Configure the site layout, building massing and orientation to lower energy demand and increase the comfort and well-being of users.**

The commercial uses of the Project primarily face north which will limit direct solar exposure. There are some commercial uses facing West along Crenshaw Boulevard; however, the inclusion of numerous street trees will significantly reduce the direct solar exposure and glare. The site geometry, unit density, height limitation and adjacent zoning were primary drivers in locating and orienting apartment units which results in numerous units facing west. Where possible, windows are shielded by overhanging balconies and vertical balcony walls. Due to the double-loaded corridor layout, the apartments will not be provided with cross ventilation. In order to provide this, the building footprint would need to expand considerably eliminating outdoor amenity terraces which front the public realm. Despite this, all units will be provided with operable windows for access to fresh air. Where possible, required exit stairs are exposed and accessible to encourage use by building occupants. As such, the Project is not in conflict with the Citywide Design Guidelines.

**Guideline 10: Enhance green features to increase opportunities to capture stormwater and promote habitat.**

The Project is designed to create as much green and open space as possible, which creates opportunities for stormwater capture. The ground floor would provide over 18,000 square feet of open space that would include several tree wells and raised planters. Several of these areas would be able to also capture stormwater. There are several amenity decks on both the West and East Sites that would also have raised planters providing additional opportunities for stormwater capture.

Additionally, the Project would provide 117 trees across the Project Site and within its adjacent right-of-way. The addition of these many trees and native drought tolerant landscaping throughout the Project Site would also support the local flora and fauna in the area. As such, the Project is not in conflict with the Citywide Design Guidelines.