

Appendix F - Land Use Consistency Tables

SCAG 2020-2045 RTP/SCS

A discussion of the Project's consistency with the applicable goals and guiding principles contained in SCAG's 2020-2045 RTP/SCS is provided in Table F-1, below. A discussion of the Project's consistency with the applicable strategies of SCAG's 2020-2045 RTP/SCS is provided in Table F-2, further below.

Table F-1
Consistency with 2020-2045 RTP/SCS: Goals and Guiding Principles

Goals and Guiding Principles	Consistency Assessment
<p>Goal 2 Improve mobility, accessibility, reliability, and travel safety for people and goods.</p>	<p>No Conflict. The Project Site is located in a highly urbanized area in the City and would develop 348 multi-family residential units and approximately 12,821 square feet of commercial land uses within an HQTAs, as defined by SCAG, and within a transit priority area as defined by SB 743, and also in close proximity to existing and proposed residences and commercial opportunities. Also, the Project would ensure safe travel at and near the Project Site by improving the public sidewalks adjacent to Project Site and ensuring safe vehicular and pedestrian access. In addition, the Project would include lighting of pedestrian pathways adjacent to the Project Site to allow for safe travel. Furthermore, the Project would be subject to the site plan review requirements of the City and would be required to coordinate with the Department of Building and Safety and the Los Angeles Fire Department to ensure that all access points, driveways, and parking areas would not create a design hazard to local roadways. Therefore, the Project would allow for mobility, accessibility, reliability, and travel safety for people and goods.</p>
<p>Goal 4 Increase person and goods movement and travel choices within the transportation system.</p>	<p>No Conflict. The Project would construct housing and neighborhood-serving commercial uses near other commercial and office uses. Therefore, Project residents and employees would be able to walk and bike to work and to shop. In addition, the Project Site's location near transit (bus and the future Metro D Line) would further reduce dependence on automobile travel, reducing vehicle miles traveled (VMT) and associated</p>

**Table F-1
Consistency with 2020-2045 RTP/SCS: Goals and Guiding Principles**

Goals and Guiding Principles	Consistency Assessment
	<p>pollutant emissions and would increase person movement and travel choices within the transportation system. Finally, as discussed in the Initial Study under “Transportation,” the Project would comply with the City’s Transportation Demand Management (TDM) Ordinance and would use passive marketing and promotional tools such as information kiosks, posters, website, and/or similar displays containing route maps and schedules for all public transit and other transportation alternatives serving the Project and surrounding area.</p> <p>The Project would also provide sidewalks that meet City requirements, with additional stepbacks, between 10 and 21 feet, along Wilshire Boulevard, which would allow for a wider sidewalk and amenities such as pedestrian benches and landscaped areas. The provision of ground floor commercial spaces, including outdoor dining spaces, would further activate the pedestrian environment of the neighborhood. Finally, the Project would include approximately 172 long-term bicycle parking stalls and 28 short-term bicycle parking stalls, which would encourage bicycling as a form of transportation, thereby increasing person movement and travel choices.</p>
<p>Goal 5 Reduce greenhouse gas emissions and improve air quality.</p>	<p>No Conflict. The Project would construct housing and neighborhood-serving commercial uses near other commercial and office uses. Therefore, Project residents and employees would be able to walk and bike to work and to shop. In addition, the Project Site’s location near transit (bus and the future Metro D Line) would further reduce dependence on automobile travel, reducing VMT and associated pollutant emissions. Finally, as discussed in the Initial Study under “Transportation,” the Project would comply with the City’s TDM Ordinance and would use passive marketing and promotional tools such as information kiosks, posters, website, and/or similar displays containing route maps and schedules for all public transit and other transportation alternatives serving the Project and surrounding area. These TDM measures would further reduce dependence on automobile travel, reducing VMT and associated pollutant and GHG emissions.</p>

**Table F-1
Consistency with 2020-2045 RTP/SCS: Goals and Guiding Principles**

Goals and Guiding Principles	Consistency Assessment
	<p>The Project would also provide sidewalks that meet City requirements, with additional setbacks, between 10 and 21 feet, along Wilshire Boulevard, which would allow for a wider sidewalk and amenities such as pedestrian benches and landscaped areas. The provision of ground floor commercial spaces, including outdoor dining spaces, would further activate the pedestrian environment of the neighborhood. Finally, the Project would include approximately 172 long-term bicycle parking stalls and 28 short-term bicycle parking stalls, which would encourage bicycling as a form of transportation and reduce mobile-source GHG and other pollutant emissions.</p>
<p>Goal 6 Support healthy and equitable communities.</p>	<p>No Conflict. The Project would construct housing and neighborhood-serving commercial uses near other commercial and office uses and add to housing diversity. Of the 348 proposed dwelling units, 29 of the units would be set aside for rental to households qualifying at the Very Low Income level. Given the urban nature of the Project Site area, Project residents and employees would be able to walk and bike to work and to shop. In addition, the Project Site's location near transit (bus and the future Metro D Line) would further reduce dependence on automobile travel, reducing the need to own an automobile and pay for parking.</p> <p>The Project would also provide sidewalks that meet City requirements, with additional setbacks, between 10 and 21 feet, along Wilshire Boulevard, which would allow for a wider sidewalk and amenities such as pedestrian benches and landscaped areas. Finally, the Project would include approximately 172 long-term bicycle parking stalls and 28 short-term bicycle parking stalls, which would encourage bicycling as a form of exercise and transportation. Based on the above, the Project would support and would not conflict with this goal of healthy and equitable communities.</p>
<p>Goal 7 Adapt to a changing climate and support an integrated regional development pattern and transportation network.</p>	<p>No Conflict. The Project includes development of mixed residential and commercial uses on an infill site in an urbanized area of the City that is near several sources of transit. Also, the Project includes 200 bicycle parking spaces. This type of transit-oriented mixed-use project helps to support an integrated regional development pattern and</p>

**Table F-1
Consistency with 2020-2045 RTP/SCS: Goals and Guiding Principles**

Goals and Guiding Principles	Consistency Assessment
	<p>transportation network, and would reduce dependence on automobile travel and to reduce mobile-source GHG emissions.</p> <p>The Project Site's location near transit (bus and the future Metro D Line) would further reduce dependence on automobile travel, reducing VMT and associated pollutant and GHG emissions. Finally, as discussed in the Initial Study under "Transportation," the Project would comply with the City's TDM Ordinance and would use passive marketing and promotional tools such as information kiosks, posters, website, and/or similar displays containing route maps and schedules for all public transit and other transportation alternatives serving the Project and surrounding area. These TDM measures would further reduce dependence on automobile travel, reducing VMT and associated pollutant and GHG emissions.</p>
<p>Goal 9 Encourage development of diverse housing types in areas that are supported by multiple transportation options.</p>	<p>No Conflict. The Project includes development of 348 residential units, in addition to 12,821 square feet of ground floor commercial uses. Of the 348 proposed units, 29 of the units would be set aside for rental to households qualifying at the Very Low Income level. In addition, the Project would provide units in a mix of unit types, thereby providing a diversity of housing types for varying income levels in any area that is supported by multiple transportation options.</p>
<p>Goal 10 Promote conservation of natural and agricultural lands and restoration of habitats.</p>	<p>No Conflict. The Project is an infill development that would not affect any natural or agricultural lands or restoration of habitats.</p>
<p><i>Source: 2020-2045 RTP/SCS, 2020.</i></p>	

**Table F-2
Consistency with 2020-2045 RTP/SCS: Strategies**

Strategies	Consistency Assessment
<i>Focus Growth Near Destinations & Mobility Options</i>	
<p>Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations.</p>	<p>No Conflict. The Project would build on land use patterns identified in the General Plan Framework Element, as well as Wilshire Community Plan, by locating a high-rise mixed-use building in an area identified for such development. The Project would further emphasize these land use patterns by its proposed utilization of State Density Bonus law, allowing for a greater provision of housing units and floor area ratio in exchange for setting aside a portion of the total units as affordable units. The Project Site's location adjacent to employment, shopping, and cultural centers would facilitate walking or biking trips to these destinations, while providing more housing in an area identified by the General Plan Framework Element as a Regional Center. The Project Site's location near transit (bus and the future Metro D Line) would further reduce dependence on automobile travel, thus facilitating multi-modal access to work, educational, and other destinations. Finally, as discussed in the Initial Study under "Transportation," the Project would comply with the City's TDM Ordinance and would use passive marketing and promotional tools such as information kiosks, posters, website, and/or similar displays containing route maps and schedules for all public transit and other transportation alternatives serving the Project and surrounding area.</p> <p>The Project would also provide sidewalks that meet City requirements, with additional stepbacks, between 10 and 21 feet, along Wilshire Boulevard, which would allow for a wider sidewalk and amenities such as pedestrian benches and landscaped areas. Also, the Project would include approximately 172 long-term bicycle parking stalls and 28 short-term bicycle parking stalls, which would encourage bicycling as a form of transportation. Project users would therefore have multiple sources of access to local destinations.</p>
<p>Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused</p>	<p>No Conflict. The Project includes development of mixed residential and commercial uses on an infill site in an area undersupplied for housing, that is</p>

**Table F-2
Consistency with 2020-2045 RTP/SCS: Strategies**

Strategies	Consistency Assessment
main streets.	near several sources of transit. Also, the Project includes 200 bicycle parking spaces. This type of transit-oriented mixed-use project helps to reduce dependence on automobile travel and to reduce commute times.
Plan for growth near transit investments and support implementation of first/last mile strategies.	No Conflict. The Project would not preclude the City from planning for growth near transit investments nor implementation of first/last mile strategies. The Project includes both residential and commercial uses in an area currently designated for such growth, directly adjacent to a currently under construction transit line, and generally comporting with planned growth in an area designated as Regional Center by the Community Plan and the General Plan Framework Element.
Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.	No Conflict. The Project includes development of mixed residential and commercial uses on an infill site, which is currently developed with low-rise retail uses, in an urbanized area of the City that is near several sources of transit, including the future Metro D line. Also, the Project includes 200 bicycle parking spaces. Therefore, the Project would redevelop a site that contains outmoded retail uses.
Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.	No Conflict. The Project would build on land use patterns identified in the General Plan Framework Element, as well as Wilshire Community Plan by locating a high-rise mixed-use building in an area identified for such development but currently developed with low scale commercial uses. The Project would further emphasize these land use patterns by its proposed utilization of State Density Bonus law, allowing for a greater provision of housing units and floor area ratio in exchange for setting aside a portion of the total units as affordable units. The Project Site's location adjacent to employment, shopping, and cultural centers would facilitate walking or biking trips to these destinations, increasing amenities and connectivity in an existing neighborhood while providing more housing in an area identified by the General Plan Framework Element as a Regional Center.
Encourage design and transportation options that reduce the reliance on and number of solo car trips	No Conflict. The Project includes development of mixed residential and commercial uses on an infill

**Table F-2
Consistency with 2020-2045 RTP/SCS: Strategies**

Strategies	Consistency Assessment
(this could include mixed uses or locating and orienting close to existing destinations).	site, which is currently developed with a retail use, in an urbanized area of the City that is near several sources of transit, including the future Metro D line. Also, the Project includes 200 bicycle parking spaces. This type of transit-oriented mixed-use project supports growth near transit as a way to reduce reliance on the automobile, VMT, and associated pollutant emissions.
Promote Diverse Housing Choices	
Identify funding opportunities for new workforce and affordable housing development	No Conflict. Although the Project is not responsible for identifying funding opportunities for new workforce and affordable housing development, the Project includes 348 proposed residential units, 29 of which would be set aside for rental to households qualifying at the Very Low Income level.
Leverage Technology Innovations	
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.	No Conflict. The Project would include 200 bicycle parking spaces and would provide EV parking in accordance with Code requirements. As discussed in the “Transportation” section of the Initial Study, the Project would include TDM measures, such as the use of “passive” marketing and promotional tools, such as information kiosks, posters, website, and/or other similar displays containing route maps and schedules for public transit and other transportation alternatives serving the Project and surrounding area. In addition, the Project would comply with all applicable requirements of the City’s TDM Ordinance.
Promote a Green Region	
Preserve, enhance and restore regional wildlife connectivity.	No Conflict. The Project is an infill development in an urbanized area and would not interfere with regional wildlife connectivity.
Reduce consumption of resource areas, including agricultural land.	No Conflict. The Project is an infill development in an urbanized area would not affect any agricultural land.
Identify ways to improve access to public park space.	No Conflict. The Project is an infill development in an urbanized area would not interfere with access

**Table F-2
Consistency with 2020-2045 RTP/SCS: Strategies**

Strategies	Consistency Assessment
	to public park space.
<i>Source: 2020-2045 RTP/SCS, 2020.</i>	

General Plan Framework Element

The Project's consistency with the General Plan Framework Element land use policies is discussed below in Table F-3, below.

**Table F-3
Project Consistency with Applicable Policies of the Framework Element**

Objective	Project Consistency
Framework Element: Land Use Chapter	
3.1.1 Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural / institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.	No Conflict. The Project would redevelop a property that is currently improved with a surface parking lot and one-story commercial buildings, providing new sidewalk-facing commercial uses and adding new high-density multi-family housing. The Project would support the needs of the City's existing and future residents by providing 348 multi-family units designed in a variety of configurations and sizes to serve various housing needs within the City. The new dwelling units would be located within walking distance of some of the region's most popular retail, dining, and entertainment destinations, including restaurants and shops on Wilshire Boulevard, the La Brea Tar Pits, the Los Angeles County Museum of Art, the Peterson Automotive Museum, The Grove, and The Original Farmers Market.
3.2.2 Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.	No Conflict. The Project would integrate housing and commercial uses and would provide such uses according to the existing zoning and land use designation for the Project Site. The Project would develop 348 multi-family units and approximately 12,821 square feet of commercial uses in a highly urbanized area of the City. The Project Site is also located in an HQTAs and a transit priority area.
3.2.3 Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.	No Conflict. The Project would build on land use patterns identified in the General Plan Framework Element, as well as Wilshire Community Plan by locating a high-rise mixed-use building in an area identified for such development but currently developed with low scale commercial uses. The Project Site's location adjacent to employment, shopping, and cultural centers would facilitate walking or biking trips to these destinations, increasing amenities and connectivity in an existing neighborhood while providing more housing in an area identified by the General Plan Framework Element as a Regional Center.

**Table F-3
Project Consistency with Applicable Policies of the Framework Element**

Objective	Project Consistency
	<p>The Project would also provide sidewalks that meet City requirements, with additional setbacks, between 10 and 21 feet, along Wilshire Boulevard, which would allow for a wider sidewalk and amenities such as pedestrian benches and landscaped areas. The provision of ground floor commercial spaces, including outdoor dining spaces, would further activate the pedestrian environment of the neighborhood. Finally, the Project would include approximately 172 long-term bicycle parking stalls and 28 short-term bicycle parking stalls, which would encourage bicycling as a form of transportation.</p>
<p>3.4.1 Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.</p>	<p>No Conflict. The Project Site is located in a highly urbanized area of the City. The Project Site has a Regional Center land use designation and is allocated along a primary transit corridor and one of the City's major boulevards. The surrounding uses along the arterial streets such as Wilshire Boulevard, La Brea Avenue, and Fairfax Avenue are improved with medium- to high-density retail, commercial, and residential uses.</p> <p>The Project would not displace any existing single-family residential neighborhoods. The Project provides multi-family housing and ground floor commercial uses on an infill site that allows for such uses based on the existing zoning. Specifically, the Project would develop 348 multi-family units and approximately 12,821 square feet of commercial land uses within an HQTAs and within a transit priority area. Finally, the Project would be located near transit, including multiple bus lines and the future Metro D Line.</p>
<p><i>Source: City of Los Angeles General Plan.</i></p>	

Wilshire Community Plan

The Project's consistency with the residential and commercial objectives and policies of the Wilshire Community Plan is provided in Table F-4, below.

**Table F-4
Project Consistency with the Community Plan**

Guideline	Consistency Discussion
Residential	
<p>Objective 1-1: Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010.</p>	<p>No Conflict. The Project Site is located in a highly urbanized area of the City. The Project Site has a Regional Center land use designation and is allocated along a primary transit corridor and one of the City's major boulevards. The surrounding uses along the arterial streets such</p>
<p>Policy 1-1.3: Provide for adequate Multiple Family residential development.</p>	

**Table F-4
Project Consistency with the Community Plan**

Guideline	Consistency Discussion
<p>Policy 1-1.4: Provide for housing along mixed-use boulevards where appropriate.</p>	<p>as Wilshire Boulevard, La Brea Avenue, and Fairfax Avenue are improved with medium- to high-density retail, commercial, and residential uses.</p> <p>The Applicant proposes to provide new high quality multi-family housing to meet the economic and physical needs of the existing and expected new residents of the Wilshire community. The creation of 348 dwelling units on a site that is primarily occupied by surface parking areas and aging low-rise commercial buildings allows new housing without jeopardizing existing housing resources. The new 348 residential units would provide a supply of much needed housing in an HQTAs, as defined by SCAG, and within a transit priority area, as defined by SB 743, and also in close proximity to existing and proposed residences and commercial uses, and would not displace any residential uses. Of the 348 new dwelling units, 136 units (39%) are studios, 102 units (29%) are one-bedroom units, and 110 dwelling units (32%) are two-bedrooms units. Additionally, 29 of the 348 units would be set aside for rental to households qualifying at the Very Low Income level.</p>
<p>Objective 1-2: Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.</p>	<p>No Conflict. This Objective and Policy both seek to establish multiple-family housing in proximity to mass transit systems. Residents of the Project would have easy access to several public transit options. Metro Rapid Bus Line 720 runs east-west on Wilshire Boulevard, connecting to the numerous other commercial corridors along Wilshire, where additional transit options are available. Metro Rapid Bus Line 720 is a major bus route with peak-hour headways of 10 minutes. In the near future, the intersection of Wilshire Boulevard and La Brea Avenue, two blocks from the Project Site, will become a major transportation hub when the Metro Rail D Line extension reaches the area.</p> <p>The Project Site is located within walking distance of several mass transit options that would provide transportation to employment centers and to other parts of the City.</p>
<p>Policy 1-2.1: Encourage higher density residential uses near major public transportation centers.</p>	<p>No Conflict. The Project would build on land use patterns identified in the General Plan Framework Element, as well as Wilshire Community Plan by locating a high-rise mixed-use building in a commercial zone and an area identified for such development. The Project would further emphasize these land use patterns by its proposed utilization of State Density Bonus law, allowing for a greater provision of housing units and floor area ratio in exchange for setting aside a portion of the total units as affordable units. The Project Site's location adjacent to</p>
<p>Policy 1-4.3: Encourage multiple family residential and mixed-use development in commercial zones.</p>	<p>No Conflict. The Project would build on land use patterns identified in the General Plan Framework Element, as well as Wilshire Community Plan by locating a high-rise mixed-use building in a commercial zone and an area identified for such development. The Project would further emphasize these land use patterns by its proposed utilization of State Density Bonus law, allowing for a greater provision of housing units and floor area ratio in exchange for setting aside a portion of the total units as affordable units. The Project Site's location adjacent to</p>

**Table F-4
Project Consistency with the Community Plan**

Guideline	Consistency Discussion
	employment, shopping, and cultural centers would facilitate walking or biking trips to these destinations, while providing more housing in an area identified by the General Plan Framework Element as a Regional Center.
Commercial	
Objective 2-1: Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services within existing commercial areas.	No Conflict. The Project would remove existing commercial uses but replace them with viable commercial development. The existing uses would be replaced by more commercial spaces and offer greater opportunity for development that is neighborhood serving. The Project is located in the Miracle Mile neighborhood, which is an established commercial area within a regional center and the Project Site is designated by the Community Plan and zoned for commercial uses. The Project is a mixed-use development, not a stand-alone residential project, comporting with the intent of maintaining commercial areas, especially in a Regional Commercial Center.
Policy 2-1.1: New commercial uses should be located in existing established commercial areas or shopping centers.	
Policy 2-1.2: Protect existing and planned commercially zoned areas, especially in Regional Commercial Centers, from encroachment by stand alone residential development by adhering to the community plan land use designations.	
Policy 2-1.3: Enhance the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.	
Objective 2-2: Promote distinctive commercial districts and pedestrian-oriented areas.	
Policy 2-2.3: Encourage the incorporation of retail, restaurant, and other neighborhood serving uses in the first floor street frontage of structures, including mixed use projects located in Neighborhood Districts.	No Conflict. The Project would include approximately 12,821 square feet of ground floor commercial space, including outdoor dining spaces, which would activate the pedestrian environment of the neighborhood. In addition, the Project would provide sidewalks that meet City requirements, with additional setbacks, between 10 and 21 feet, along Wilshire Boulevard, which would allow for a wider sidewalk and amenities such as pedestrian benches and landscaped areas.
<i>Source: Wilshire Community Plan.</i>	