

**APPENDIX K:
LAND USE CONSISTENCY TABLES**

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City of Los Angeles General Plan

The Proposed Project would conform to objectives outlined in the City of Los Angeles General Plan (General Plan). The elements that would be most applicable to the Proposed Project are the Framework Element, Housing Element, the Mobility Plan, and the Land Use Element.

General Plan Framework Element

The Proposed Project does not conflict with the Los Angeles General Plan Framework Element, which consists of the 35 Community Plan Area plans, of which the property is in the Hollywood Community Plan. Consistency with the Community Plan is demonstrated below.

Table 1
Project Consistency with Applicable Objectives and Policies of the Framework Element

Objective / Policy	Project Consistency Analysis
Land Use Chapter	
Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable city.	No Conflict. The Proposed Project would include a multi-family residential development in the highly urban area within the Hollywood community. The Proposed Project would provide new foot traffic, as well as potential customers to the surrounding existing businesses, which helps improve the economic viability of the existing commercial area. The Proposed Project would replace an existing auto service center and multi-family. Further, compliance with regulatory compliance measures would ensure that the building maintains a safe, clean, attractive and lively environment during the Proposed Project's construction and operation. Thus, the Proposed Project would not conflict with this goal.
Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.	No Conflict. The Proposed Project includes the construction of a multi-family residential development with 41 dwelling units. The future residents and visitors of the Proposed Project would introduce new foot traffic for the existing surrounding commercial community. Thus, the Proposed Project would not conflict with this objective.
Policy 3.1.2: Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses.	No Conflict. The Proposed Project is located on an infill lot that is already adequately served by public infrastructure. The Project Site is readily accessed via Franklin Avenue, Western Avenue, and Hollywood Boulevard, and is adequately supported by utilities (including water service, sewer service, electrical, and natural gas), and public services (such as police, fire, schools, recreation/parks, and libraries). Thus, the Proposed Project would not conflict with this policy.
Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.	No Conflict. The Proposed Project would develop new residential uses in walking distance to numerous services, retail, commercial, and office land uses. The Project Site is located within walking distance of numerous bus routes with peak commute service

Objective / Policy	Project Consistency Analysis
	intervals of 15 minutes or less. The location of the Proposed Project encourages a variety of transportation options, such as walking and biking. Thus, this diversity of transit options near the Project Site would facilitate a reduction of vehicular trips, vehicle miles traveled, and air pollution. Thus, the Proposed Project would not conflict with this objective.
Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use appropriate locations.	No Conflict. The Proposed Project would develop new residential uses in walking distance to numerous services, retail, commercial, and office land uses. In addition, the Project Site is located within walking distance of numerous bus routes with peak commute service intervals of 15 minutes or less. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Additionally, the Proposed Project would provide on-site bicycle parking to further promote the use of biking. Thus, the Proposed Project would not conflict with this policy.
Policy 3.2.4: Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.	No Conflict. The Proposed Project would construct a multi-family residential building on a site currently developed with an auto service center and multi-family residential building. The Proposed Project would develop the Project Site in a manner that would be visually compatible with the surrounding residential uses and provide new foot traffic for the surrounding commercial uses. Therefore, the Proposed Project would enhance the character of the surrounding residential and commercial area. Thus, the Proposed Project would not conflict with this policy.
Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.	No Conflict. As discussed in response to Checklist Question XIV(a) Population and Housing, the Proposed Project's estimated housing and population growth would be consistent with SCAG's future growth projections for the City of Los Angeles. Thus, the Proposed Project would not conflict with this objective.
Objective 3.4: Encourage new multi-family 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.	No Conflict. As stated above, the Proposed Project includes the development of a multi-family residential building, which would provide new foot traffic and potential employment in close proximity to retail, restaurants, and commercial uses nearby and in the Hollywood area, helping to sustain existing commercial uses along adjoining transit/corridors and boulevards. Thus, the Proposed Project would not conflict with this objective.
Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.	No Conflict. The Proposed Project would include multi-family residential units that would be available at market rate and affordable rate. Thus, the Proposed Project would be consistent with this goal.
Policy 3.7.4: Improve the quality of new multi-family dwelling units based on the Standards in Chapter 5 Urban Form and Neighborhood Design Chapter of this Element.	No Conflict. The Proposed Project would redevelop a site that is currently occupied by an auto service center and multi-family residential building. The Proposed Project would be attractively designed and landscaped in

Objective / Policy	Project Consistency Analysis
	accordance with the design guidelines of the Standards in Chapter 5 Urban Form and Neighborhood Design Chapter of this Element. Compliance with regulatory compliance measures (relating to aesthetics and discussed in Section I, Aesthetics) would further ensure that the building maintains a safe, clean, and attractive environment during the Project's construction and operation. Thus, the Proposed Project would not conflict with this policy.
Goal 3D: Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles' neighborhoods.	No Conflict. The Proposed Project would promote a pedestrian-oriented environment by providing active residential uses that would provide new foot traffic for the surrounding retail, restaurant, and commercial uses. The building's design and would enhance pedestrian activity in the area, especially within the Hollywood area. Thus, the Proposed Project would not conflict with this goal.
Policy 3.8.4: Enhance pedestrian activity by the design and siting of structures in accordance with Chapter 5 Urban Form and Neighborhood Design policies of this Element and Pedestrian-Oriented District Policies.	No Conflict. As discussed above, the Proposed Project would promote a pedestrian-oriented environment by providing residential uses near the major commercial corridors along Western Avenue and Hollywood Boulevard. Coordination with the Department of City Planning would ensure the Proposed Project would be attractively designed and landscaped. Thus, the Proposed Project would not conflict with this policy.
Goal 4A: An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.	No Conflict. The Proposed Project's dwelling units would be of different sizes and configurations (studio units and one-bedroom units) and would be available at range of market and affordable rates. The Proposed Project would increase the housing choices available in the City of Los Angeles. The additional units will increase supply and help reduce upward pressure on housing costs. Thus, the Proposed Project would not conflict with this goal.
Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.	No Conflict. The Proposed Project would provide multi-family residential units in a Transit Priority Area and in a highly urbanized area of the Hollywood area. The Proposed Project would be within walking distance to numerous services, retail, and employment opportunities. Additionally, the Project Site is in close proximity to many public transportation options, including bus and subway lines. Additionally, the Proposed Project would not encroach on any existing lower-density residential neighborhoods. Thus, the Proposed Project would not conflict with this objective.
Urban Form and Neighborhood Design Chapter	
Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.	No Conflict. The Proposed Project is an infill development in an area served by multiple bus lines that are operated by Metro and LADOT. This diversity of transit options would be effective in reducing Proposed Project vehicle trips, vehicle miles traveled, and air pollution. Thus, the Proposed Project would not conflict with this objective.
Objective 5.8: Reinforce or encourage the establishment of a strong pedestrian	No Conflict. As discussed above, the Proposed Project would place new residential dwelling units in a transit-rich

Objective / Policy	Project Consistency Analysis
<p>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>and pedestrian-oriented area. Additionally, the Project Site is located within ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. The Project Site's location near bus routes and in walking distance to services, retail stores, restaurants, and commercial uses promotes a pedestrian-friendly environment. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Thus, the Proposed Project would not conflict with this objective.</p>
<p>Goal 7G: A range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's work force to both live and work in the City.</p>	<p>No Conflict. The Proposed Project's dwelling units would be of different sizes and configurations (one-bedroom, and two-bedroom units) and would be available at range of market and affordable rates. The Proposed Project would increase the housing choices available in the Hollywood area. The additional units would increase supply and help reduce upward pressure on housing costs. Further, the Proposed Project's close proximity to public transportation would allow residents to live and work in the City. Thus, the Proposed Project would not conflict with this goal.</p>
<p><i>Source: City of Los Angeles Department of City Planning, Framework Element, December 11, 1996.</i></p>	

General Plan Housing Element

As shown in Table 2, the Proposed Project would promote the goals of the Housing Element.

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

Housing Element Goals, Objectives, and Policies	Project Consistency Analysis
<p>Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.</p>	<p>No Conflict. The Proposed Project would increase the housing stock in the Hollywood area by providing safe, attractive, and centrally located studio units and one-bedroom residential dwelling units. The proposed residential units would be available at affordable and market rates to all persons without discrimination. Thus, the Proposed Project is contributing to the range of housing choices available in the Hollywood area of Los Angeles and therefore would not conflict with this goal.</p>
<p>Objective 1.1: Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.</p>	<p>No Conflict. The Proposed Project would further existing and future Citywide Housing Priorities by increasing the housing stock in the Hollywood area, providing 41 new multi-family dwelling units, 12 percent of which (5 units) would be reserved as affordable housing at the “extremely low income” level. As such, the Proposed Project would not conflict with this objective.</p>
<p>Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.</p>	<p>No Conflict. The Proposed Project would provide 41 new multi-family dwelling units on-site, 12 percent of which (5 units) would be reserved as affordable housing at the “extremely low income” level. As such, the Project would facilitate the production of affordable housing and would not conflict with the objective.</p>
<p>Objective 1.3: Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.</p>	<p>No Conflict. The Proposed Project is located in a High Resource Area, as designated by the California Tax Credit Allocation Committee and the California Department of Housing and Community Development.¹ The Proposed Project would include 41 multi-family residential units of varying sizes and configurations, 5 units of which would be reserved as affordable housing at the “extremely low income” level, and all of which would be available to all persons without discrimination. As such, the Proposed Project would focus on increasing affordable housing in Higher Opportunity Areas and further Citywide Housing Priorities and would not conflict with this objective.</p>

¹ California Tax Credit Allocation Committee and the California Department of Housing and Community Development, TCAC/HCD Opportunity Area Maps, <https://www.treasurer.ca.gov/ctcac/opportunity.asp>. Accessed July 2022.

<p>Goal 2: A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.</p>	<p>No Conflict. The Proposed Project proposes a four-story residential building with 41 units, 12 percent of which (5 units) would be reserved at the “extremely low income” level. The Proposed Project would provide a net increase in overall housing to the area. The Proposed Project would provide a variety of dwelling units of different sizes and configurations. All proposed residential units would be available to all persons without discrimination and available at both market rates and affordable rates, thus contributing to the range of housing choices available in the Hollywood area of Los Angeles for all income levels. Therefore, the Proposed Project would not conflict with this goal.</p>
<p>Objective 2.1: Strengthen renter protections, prevent displacement and increase the stock of affordable housing.</p>	<p>No Conflict. The Proposed Project’s dwelling units would be of different sizes and configurations (studios and one-bedroom units) and would be available at range of market rates and affordable rates. The Proposed Project would increase the housing choices available in the Hollywood area, which will increase supply and help reduce upward pressure on housing costs. In addition, of the 41 proposed residential units, 12 percent of the base units (5 units) would be reserved at the “extremely low income” level, thereby promoting access to housing for residents of all income levels. Thus, the Proposed Project would not conflict with this objective.</p>
<p>Objective 2.3: Preserve, conserve and improve the quality of housing.</p> <p>Policy 2.3.1: Enforce and facilitate the maintenance of existing housing in decent, safe and healthy conditions.</p>	<p>No Conflict. The Proposed Project would be designed in accordance with LAFD and LAPD requirements to ensure safety and security on-site and in the surrounding areas. Further, the Proposed Project would incorporate project design features, which addresses screening construction activities from view at the local street level and keeping unpermitted persons from entering the construction area, and would implement design measures such as nighttime security lighting, a closed circuit security camera system, and well-lit secure parking facilities. As such, construction and operation of the proposed Project would be coordinated with LADOT and LAFD to ensure proper emergency access and emergency routes. As such, the proposed Project would not conflict with this objective and associated policy.</p>
<p>Goal 3: City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.</p>	<p>No Conflict. The Proposed Project would redevelop a site that is currently occupied by an auto service center and multi-family residential building. The Proposed Project would be attractively designed and landscaped in accordance with the design guidelines of the SNAP. Compliance with regulatory compliance measures (relating to aesthetics and discussed in Section I, Aesthetics) would further ensure that the building maintains a safe, clean, and attractive environment during the Project’s construction and operation. In addition, the Proposed Project would be required to comply with the City’s Green Building</p>

	Code, which implements building requirements to promote energy efficiency and water conservation to minimize the use on non-renewable resources and promote sustainability in design. As such, the Proposed Project would not conflict with this goal.
<p>Objective 3.1: Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.</p>	<p>No Conflict. The Proposed Project would increase the housing stock in Hollywood area by providing safe, attractive, and centrally located studios and one-bedroom residential dwelling units. In addition, of the 41 proposed residential units, 12 percent of the base units (5 units) would be reserved at the “extremely low income” level. All proposed residential units would be available to all persons without discrimination and available at both market rates and affordable rates, thus contributing to the range of housing choices available in the Hollywood area of Los Angeles for all income levels. Therefore, the Proposed Project would promote health, foster community belonging, and promote racially and socially inclusive neighborhoods and would not conflict with this objective.</p>
<p>Policy 3.1.3: Develop and implement design standards that promote quality residential development.</p>	<p>No Conflict. The Proposed Project would replace an auto service center and multi-family residential building with a new four-story multi-family residential building. Coordination with the Department of City Planning would ensure the Proposed Project would be attractively designed and landscaped to enhance the surrounding commercial districts. Compliance with regulatory compliance measures (relating to aesthetics) would further ensure that the building maintains a safe, clean, and attractive environment during the Proposed Project’s construction and operation. Thus, the Proposed Project would not conflict with this policy.</p>
<p>Policy 3.1.5: Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.</p>	<p>No Conflict. The Proposed Project would redevelop a site that is currently occupied by an auto service center and multi-family residential building. The Proposed Project would be attractively designed and landscaped in accordance with the design guidelines of the SNAP. Compliance with regulatory compliance measures (relating to aesthetics and discussed in Section I, Aesthetics) would further ensure that the building maintains a safe, clean, and attractive environment during the Proposed Project’s construction and operation. The Proposed Project would be designed to promote and support pedestrian activity on-site and in the Project Site area. The Proposed Project would provide pedestrian connectivity along Franklin Avenue. Thus, the Proposed Project would not conflict with this policy.</p>
<p>Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space, and other amenities.</p>	<p>No Conflict. The Proposed Project provide private and common open space to its residents, which would reduce the Proposed Project’s demand on local parks and open space. As such, the Proposed Project would not conflict with this policy.</p>

<p>Objective 3.2: Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.</p> <p>Policy 3.2.1: Promote the integration of housing with other compatible land uses at both the building and neighborhood level.</p> <p>Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.</p>	<p>No Conflict. The Project Site is located in a High Opportunity Area. The Proposed Project involves a multi-family residential development in an area characterized by residential, commercial, retail, and entertainment land uses. The Proposed Project would supplement the area with residential dwelling units. The Proposed Project would be designed to promote and support pedestrian activity on-site and in the Project Site area. The Proposed Project would provide pedestrian connectivity along Franklin Avenue. Additionally, the Project Site is within close proximity to many services, job opportunities, and transit. The Project Site is in walking distance to many services, employment opportunities and retail spaces. The Proposed Project’s land uses and location allows for residents to live and work in close proximity. As such, the Proposed Project would not conflict with this objective and associated policies.</p>
<p>Policy 3.2.5: Promote and facilitate the reduction of water, energy, carbon and waste consumption in new and existing housing.</p> <p>Policy 3.2.7: Provide environmentally sustainable development standards and incorporate sustainable best practice in building and zoning code updates.</p>	<p>No Conflict. The Proposed Project would be required to comply with the State’s California Building Code and the City’s Green Building Code, which implements building requirements to promote energy efficiency, water conservation, and solid waste reduction to minimize the use on non-renewable resources. As such, the Proposed Project would not conflict with these policies.</p>
<p>Goal 4: A City that fosters racially and socially inclusive neighborhoods and corrects the harms of historic racial, ethnic, and social discrimination of the past and present.</p>	<p>No Conflict. The Proposed Project would provide a variety of dwelling units of different sizes and configurations that would be available at market rate and affordable rates and would be available to all persons without discrimination. The Proposed Project is increasing the housing choices available in Hollywood area. Therefore, the Proposed Project would not conflict with this goal.</p>
<p>Objective 4.1: Ensure that housing opportunities are accessible to all residents without discrimination on the basis of race, color, ancestry, sex, national origin, color, religion, sexual orientation, gender identity, marital status, immigration status, family status, age, intellectual, developmental, and physical disability, source of income and student status or other arbitrary reason.</p>	<p>No Conflict. As mentioned previously, the Proposed Project would increase the housing stock in Hollywood area by providing safe, attractive, and centrally located studios and one-bedroom residential dwelling units. In addition, of the 41 proposed residential units, 12 percent of the base units (5 units) would be reserved at the “extremely low income” level. All proposed residential units would be available to all persons without discrimination and available at both market rates and affordable rates, thus contributing to the range of housing choices available in the Hollywood area of Los Angeles for all income levels. Therefore, the Proposed Project would ensure that housing opportunities are accessible to all residents without discrimination and would not conflict with this objective.</p>
<p><i>Sources: City of Los Angeles General Plan Elements, Housing Element 2021-2029, Chapter 6, Housing Goals, Objectives, Policies and Programs. Parker Environmental Consultants, 2022.</i></p>	

General Plan Mobility Plan

As shown in Table 3, the Proposed Project would promote the goals of the Mobility Plan.

Table 3
City of Los Angeles General Plan Consistency Analysis with the Mobility Plan

Mobility Plan Key Goals	Project Consistency Analysis
(1) Safety First: Crashes, speed, protection, security, safety education, and enforcement.	No Conflict. The Proposed Project would not include unusual or hazardous design features. The Project Site is generally pedestrian-oriented. Primary vehicular access for the Proposed Project would be provided via a full-access driveway along Garfield Place. The Proposed Project does not include any hazardous design features, which could impede emergency access. The Proposed Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles and to ensure pedestrian safety. Therefore, the Proposed Project would not substantially increase hazards due to design features, or incompatible uses, and would not conflict with this goal.
(2) World Class Infrastructure: Design, Complete Streets Network (walking, bicycling, transit, vehicles, goods movement), Bridges, Highways, Smart Investments.	No Conflict. This goal is directed toward City goals and is not specifically applicable to the Proposed Project. Nonetheless, the Project Site's location near mass transit, walking distance to services, retail stores, and employment opportunities, and the availability of bike parking located on the Project Site promotes a variety of transportation options. Thus, the Proposed Project would not conflict with this goal.
(3) Access for All Angelenos: Affordability, vulnerable users, land use, operations, reliability, demand management, community connections.	No Conflict. The Project Site is located in an urbanized area of Hollywood area within a Transit Priority Area (TPA). The Proposed Project would develop new residential uses in walking distance to numerous services, retail, and employment opportunities. Additionally, the Project Site is located within ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. The location of the Proposed Project encourages a variety of transportation options and access and would therefore not conflict with this goal.
(4) Clean Environments and Healthy Communities Environment, public health, clean air, clean fuels and fleets.	No Conflict. The Proposed Project is an infill development within a TPA. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking and the use of public transportation. As discussed further in Sections III, Air Quality, and VIII, Greenhouse Gas Emissions, operational emissions and greenhouse gas emissions generated by the Proposed Project's construction and operational activities would not exceed the regional thresholds of significance set by the SCAQMD and therefore, the Proposed Project would not conflict with this goal.

Sources: City of Los Angeles General Plan Elements, Mobility Plan 2035.
Parker Environmental Consultants, 2022.

General Plan Land Use Element – Hollywood Community Plan

The Project Site is located within Hollywood Community Plan Area. Therefore, all development activity on-site is subject to the land use policies of the Hollywood Community Plan (Community Plan). A detailed analysis of the consistency of the Proposed Project with the applicable objectives and policies of the Hollywood Community Plan is presented in Table 4, below.

**Table 4
Project Consistency with Applicable Objectives of the Hollywood Community Plan**

Objective	Project Consistency Analysis
<p>Objective 1: To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area.</p> <p>To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.</p>	<p>No Conflict. The Project Site is zoned R3-1. The Proposed Project is consistent with the zoning and General Plan land use designation on the Project Site and corresponds with overall City development goals. Along with the Hollywood Community Plan, the Proposed Project is located within the Vermont/Wilshire Transit Oriented District Specific Plan area and a Transit Priority Area. The Proposed Project addresses the City’s housing goals of increasing and diversifying the City’s housing stock and providing increased housing opportunities. The Proposed Project’s residential dwelling units would be available to all persons without discrimination. Development of the Proposed Project would further be guided by the LAMC.</p> <p>The Project Site is located 0.3 mile north of the Hollywood/Western Metro rail transit station and is within walking distance of many bus stops, which provides access to other parts of the City of Los Angeles and the greater Los Angeles metropolitan area. The Proposed Project would increase residential density within a Transit Priority Area. The Proposed Project is consistent with the requirements for development within a transit priority area. The Proposed Project’s location supports the Community Plan’s goal of developing Hollywood as a major center for population, employment, retail services, and entertainment. Therefore, the Proposed Project would not conflict with this objective.</p>
<p>Objective 2: To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2010.</p>	<p>No Conflict. Although this Objective is directed towards the City, the Proposed Project would support this Objective. The General Plan Framework projected a 2010 population for the Hollywood Community of approximately 257,035 persons. The 2010 United States Census found that the actual population for the Hollywood Community was approximately 198,228 persons, indicating an available capacity of 58,807 persons to meet 2010 population projections.</p> <p>The Proposed Project would be consistent with the existing zone (R3-1) and the land use designation (Medium Residential) on the Project Site. The Proposed Project would also comply with the land use designations for Subarea A in the SNAP, which is further discussed below. The addition of approximately 93 permanent residents would be consistent with SCAG’s population growth projections for the City of Los Angeles. As such,</p>

	<p>the proposed multi-family development would help accommodate Hollywood's population and activities. Therefore, the Proposed Project would not conflict with this objective.</p>
<p>Objective 3: To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.</p> <p>To encourage the preservation and enhancement of the varied and distinctive residential character of the Community, and to protect lower density housing from the scattered intrusion of apartments.</p>	<p>No Conflict. The Proposed Project would provide needed housing units in the Hollywood Community area. The Proposed Project would create a high quality residential development that would redevelop an underutilized Project Site. The Proposed Project would develop a multi-family residential building and improve the visual character of the Project Site in a manner that is consistent with the existing neighborhood. The Proposed Project components would encourage economic segments of the community and maximize the opportunity for individual choice. Thus, the Proposed Project would not conflict with this objective.</p>
<p>Objective 4: To promote economic well being and public convenience through:</p> <ol style="list-style-type: none"> a. Allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards. b. Designating land for industrial development that can be so used without detriment to adjacent uses of other types, and imposing restrictions on the types and intensities of industrial uses as are necessary to this purpose. c. Encouraging the revitalization of the motion picture industry. d. Recognizing the existing concentration of medical facilities in East Hollywood as a center serving the medical needs of Los Angeles. 	<p>No Conflict. Objective 4, bullet point (a) is most applicable to the Proposed Project. The Proposed Project would promote economic well-being and public convenience by providing a multi-family residential development within a Transit Priority Area and within walking distance of existing and proposed residences. The Project Site is located 0.3 mile north of the Hollywood/Western Metro station. This close proximity would promote public convenience by connecting with local and regional transit lines. The Proposed Project would provide new foot traffic for existing businesses in the area. The Project Site fronts Hollywood Boulevard. Thus, the Proposed Project's location would encourage and increase pedestrian activity in the Project vicinity and on-site. The Proposed Project promotes a more pedestrian-oriented lifestyle that would enhance public convenience and general welfare. Thus, the Proposed Project would not conflict with this objective.</p>
<p>Objective 5: To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development. To encourage open space in both local neighborhoods and in high density areas.</p>	<p>No Conflict. Although this Objective is directed towards general City goals, the Proposed Project would not conflict with the implementation of this Objective. The Proposed Project includes a multi-family residential development. As discussed in Section XV, Public Services, and Section XIX, Utilities and Service Systems, the Proposed Project is adequately served by existing public services and utilities. If it is determined that utility upgrades would be needed with the development of the Proposed Project to adequately serve the Project Site and surrounding area, the Proposed Project would be required to work with the Department of Public Works and Department of Building and Safety to make necessary improvements.</p> <p>There is approximately 4,235 acres of parkland and recreational facilities within two miles of the Project Site. Griffith Park is located approximately one mile from the Project Site. Griffith Park is also the largest park in Los Angeles and provides a variety of amenities and activities available to the Project area.</p> <p>The Proposed Project would provide 3,276 square feet of open space in the form of ground level landscaped areas, roof deck, recreational room, and balconies for Project</p>

	<p>residents and their guests. Common open space would be attractively landscaped. The Proposed Project would provide open space within highly developed areas. Thus, the Proposed Project would not conflict with this objective.</p>
<p>Objective 6: To make provision for a circulation system coordinated with land uses and densities adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.</p>	<p>No Conflict. The Project Site is located 0.3 mile north of the Hollywood/Western Metro rail transit station and located within walking distance of numerous bus routes with peak commute service intervals of 15 minutes or less along Franklin Avenue, Western Avenue, and Hollywood Boulevard, which would encourage residents and visitors of the Proposed Project to use public transportation services. The Proposed Project would promote a pedestrian-friendly environment by developing a pedestrian-scale development with street level landscaping along public rights-of-way. As described in greater detail in Section XVII. Transportation, the Proposed Project would not significantly impact the existing circulation system. Thus, the Proposed Project supports this objective.</p>
<p>Objective 7: To encourage the preservation of open space consistent with property rights when privately owned and to promote the preservation of views, natural character and topography of mountainous parts of the Community for the enjoyment of both local residents and persons throughout the Los Angeles region.</p>	<p>No Conflict. The Project Site is located within a highly developed area. The Project Site is currently developed with an auto service center and a multi-family residential building. The Project does not contain any publicly accessible open space. Development of the Project would not remove open space or block any scenic views. The Proposed Project would improve an underutilized lot in the Hollywood community and provide approximately 3,276 square feet of open space for Project residents and their guests. Thus, the Proposed Project would not conflict with this objective.</p>
<p><i>Source: City of Los Angeles, Department of City Planning, Hollywood Community Plan, 1988; and Parker Environmental Consultants, 2022.</i></p>	

Vermont/Western Transit Oriented District Specific Plan

The Project Site is located within Subarea A: Neighborhood Conservation of the Vermont/Western Transit Oriented District Specific Plan (“SNAP” or “Specific Plan”) area. Therefore, all development activity on-site is subject to the design standards of the SNAP. A detailed analysis of the consistency of the Proposed Project with the applicable design guidelines of the SNAP is presented in Table 5, below.

Table 5
Project Consistency with Vermont Western Station Neighborhood Area Plan
Development Standards and Design Guidelines

Development Standard	Project Consistency Analysis
<p>1. Landscaped Focal Point. All New Development Projects shall be designed around a landscaped focal point or courtyard.</p>	<p>Consistent. The Proposed Project shall be landscaped along all property lines of the Project Site totaling approximately 2,544 square feet of landscaped area and would include 1,537 square feet of open space on the ground level at the southwest corner of the Project Site. These open space areas would be landscaped and would be the focal point of the Project Site. A recreation room would also be provided fronting Franklin Avenue. Thus, the Proposed Project would be consistent with this development standard.</p>
<p>2. Landscape Plan. All open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by shrubs, trees, ground cover, lawns, planter boxes, flowers, fountains, and any practicable combination so that it is dust free and allows convenient outdoor activities, especially for children. Indigenous plantings are preferred, especially those that can support native species of butterflies and other small insects or animals. All landscaped areas shall be irrigated with an automated watering system. All landscaped areas shall be landscaped in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or licensed landscape contractor.</p>	<p>Consistent. The Proposed Project shall be landscaped along all property lines of the Project Site totaling approximately 2,544 square feet of landscaped area. This shall include landscape planters that would front the Franklin Avenue, Garfield Place, the western property line, and along the southern property line. The landscaping would be irrigated with a drip irrigation system with an automated watering system. Thus, the Proposed Project would be consistent with this development standard.</p>
<p>3. Usable Open Space. No portion of the required common usable open space shall have a dimension of less than 20 feet, or a slope exceeding 10%. Projects that provide private usable open space, such as balconies or patios, with a minimum dimension of six feet for balconies and ten feet for patios, may reduce the required usable open space directly commensurate with the amount of private open space provided. However, at no time shall common usable open space be less than 400 square feet for projects under 10 dwelling units and 600 square feet for projects 10 dwelling units or more. Roof top gardens are strongly</p>	<p>Consistent. The proposed dimensions of the ground level common open space are 20 feet by 90 feet. The roof deck would have dimensions of 39 feet and 40 feet. The dimensions of the common open space would comply with these requirements. Thus, the Proposed Project would be consistent with this development standard.</p>

encouraged.	
<p>4. Street Trees. Shade trees as identified in the street tree list of the Bureau of Street Maintenance, are required for residential streets in Subarea A. At least one 24-inch box tree shall be planted in the public right of way on center, or in a pattern satisfactory to the Bureau of Street Maintenance, for every 20 feet of street frontage. An automatic irrigation system shall be provided within the tree well. Tenants and property owners along both block faces are encouraged to collaboratively select a signature tree. Existing palm trees in the public right of way shall be maintained in residential areas, and are not required to be removed in order to plant new street trees. However, existing trees of any type that have lifted the pavement must either be removed or be contained in such a way that future sidewalk damage will not occur. Sidewalks in front of new development or extensive remodeling projects must be fully restored to a safe condition, including no cracks, or other damage that could result in a trip hazard.</p>	<p>Consistent. The Proposed Project would include 18 24-inch box street trees including 10 trees along Franklin Avenue and six trees along Garfield Place. These trees would be maintained through an automated irrigation system. There are no existing palm trees along the public right-of-way; therefore, the Proposed Project would not remove any palm trees during construction. Thus, the Proposed would be consistent with this development standard.</p>
<p>5. Utilities. All new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made by the applicant for future underground service.</p>	<p>Consistent. The Project Site vicinity is served by overhead lines that run in a north-south direction that bisects the Project Site. The building shall provide new utility lines that would be installed underground. Thus, the Proposed would be consistent with this development standard.</p>
<p>6. Pedestrian Access. Pedestrian access shall be in the form of walks provided from the public street to the main building entrance. Porches and entry courtyards are encouraged, and when provided shall face the public street. The pedestrian entrance shall provide a view into any existing interior courtyard or landscaped open area.</p>	<p>Consistent. Two pedestrian access points would be provided along Franklin Avenue. One walkway would provide direct access to the landscaped open space on the southwest corner of the Project Site. Thus, the Proposed would be consistent with this development standard.</p>
<p>7. Alley Access. Vehicle and pedestrian access from existing alleys or side streets shall be preserved and enhanced.</p>	<p>Not Applicable. The Project Site is not bordered by any alleyway. Therefore, the Proposed Project would not conflict with this development standard.</p>
<p>8. Curb cuts. Whenever a project must take its vehicle access from a street, only one curb cut shall be permitted for every lot or for every 100 feet of lot frontage on the street, whichever is less. Such curb cuts shall be a maximum width of 20 feet, unless otherwise required by the Departments of Public Works, Transportation or Building and Safety.</p>	<p>Consistent. Parking for the Proposed Project's new multi-family residential building would be provided in one level of subterranean parking and at-grade enclosed within the building. One full-access driveway off of the west side of Garfield Place would provide access to the subterranean residential parking garage. The Proposed Project would not include more than one curb cut on each adjacent street. The proposed width of the Garfield Place driveway would be 16 feet, which would not exceed the maximum width allowed. Thus, the Proposed would be consistent with this development standard.</p>
<p>9. Driveways. The first 25 feet in length shall be constructed of portland cement concrete, pervious cement, grass-crete, or any other porous surface, to the satisfaction of the</p>	<p>Consistent. The proposed driveway materials for the Garfield Avenue driveway shall be made of concrete, and the materials for the driveway would be made with dirt, which would reduce heat radiation and increase surface</p>

<p>Department of Building and Safety, that reduces heat radiation and/or increases surface absorption, thereby reducing runoff.</p>	<p>absorption. Thus, the Proposed would be consistent with this development standard.</p>
<p>10. Parking Lots and Structures. Surface parking lots, structures, garages and carports shall be located at the rear of buildings. Surface parking lots shall be paved with portland cement concrete, pervious cement, grass-crete, or any other porous surface, to the satisfaction of the Department of Building and Safety, that reduces heat radiation and/or increases surface absorption, thereby reducing runoff. The exterior elevations of all parking structures including garages and carports shall be designed to match the style, materials and color of the main building. At least ten percent of all surface parking areas shall be landscaped, see item 2 above.</p>	<p>Consistent. The parking areas shall be made of materials to the satisfaction of LADBS that reduces heat radiation and/or increases surface absorption, thereby reducing runoff. Written sign-off from LADBS would ensure the parking areas meet the requirements of this development standard.</p>
<p>11. Trash, Service Equipment, Satellite Dishes. Trash, service equipment and satellite dishes shall be located away from streets and enclosed or screened by landscaping, fencing or other architectural means. The trash area shall be enclosed by a minimum six foot high decorative masonry wall. Each trash enclosure shall have a separate area for recyclables.</p>	<p>Consistent. The trash collection areas would be located in the interior of the building near the elevators of each floor with one collection for trash and one collection for recycles. The trash collection areas would be shielded and away from the streets. The main collection would be enclosed and located on the ground level. Thus, the Proposed would be consistent with this development standard.</p>
<p>12. Roofs and Rooftop Appurtenances. All rooftop equipment and building appurtenances shall be screened from public view or architecturally integrated into the design of the building as follows: Flat Roofs. Building equipment and ducts shall be screened from view from any street, public right of way or adjacent property. The screening shall be solid and match the exterior materials, design and color of the building. Pitched Roofs. Building equipment and ducts on pitched roofs shall be screened from view from any street, public right of way or adjacent property. The pitched roof shall be designed and constructed to accommodate roof-mounted equipment. A platform shall be constructed and recessed into the roof such that one side of the equipment shall be below the pitch of the roof. The remainder of the equipment and ducts which are above the roof pitch shall be screened from view. The screening shall be solid and match the exterior materials, design and color of the building. Parapet Roofs. The parapet roof shall be designed and constructed to accommodate roof-mounted equipment. Any portions of the equipment or ducts which are above the parapet shall be screened from view from any street, public right of way or adjacent property. The</p>	<p>Consistent. The proposed roof would be a parapet roof. The rooftop equipment would be shielded by the proposed parapet. The parapet materials would be designed to be compatible with the façades of the building. Thus, the Proposed would be consistent with this development standard.</p>

<p>screening shall be solid and match the exterior building material, design and color. Roof equipment shall be screened on all sides and shall be integrated architecturally in the building design.</p>	
<p>13. Roof Lines. All roof lines in excess of forty feet must be broken up through the use of gables, dormers, plant-ons, cutouts or other appropriate means.</p>	<p>Consistent. The roof of the Project Site shall be broken up through cutouts that would be parallel with balconies of the lower levels. Thus, the Proposed Project shall be consistent with this development standard.</p>
<p>14. Privacy. Buildings shall be designed so that block frontages are varied, attractive and preserve privacy. Buildings shall be arranged to avoid windows facing windows across property lines or facing private outdoor space of other residential units.</p>	<p>Consistent. The proposed balconies would face Franklin Avenue, Garfield Place, or the vacant lot to the south. Any balconies facing west towards the adjacent multi-family residential building would be set back above the ground level landscaped planter area to preserve privacy. Thus, the Proposed Project shall be consistent with this development standard.</p>
<p>15. Facade Relief. All exterior building and parking structure elevations, walls or fences shall provide a break in the plane every 20 feet in horizontal length and every 15 feet in vertical length, created by architectural detail or a change in material. Aluminum framed window or doors that are flush with the plane of the building shall not be included as a change in material or break in the plane. Recommended building articulation techniques are: varied window treatments such as multi-pane, octagonal, circular, green house, or bay windows; and porticos, awnings, terraces, balconies or trellises. Materials such as wood, glass block, brick, and tile are encouraged. Architectural treatments on the building front elevation shall be continued on the sides and back of buildings.</p>	<p>Consistent. The facades of the Project Site shall be broken up through balconies on each level with varied window treatments. The Proposed Project facades would also be designed with brick materials. Thus, the Proposed Project shall be consistent with this development standard.</p>
<p><i>Source: City of Los Angeles, Department of City Planning, Vermont Western Station Neighborhood Area Plan, Development Standards and Design Guidelines, IV. Subarea A – Neighborhood Conservation. Parker Environmental Consultants, 2022.</i></p>	