

ATTACHMENT B

1818 Cherokee Avenue Project Consistency with the Goals of the 2020-2045 RTP/SCS

The Proposed Project is consistent with SCAG's growth projections for the City of Los Angeles, which supports the conclusion that the Proposed Project is consistent with SCAG policies. The following evaluates the Project's consistency with the goals and benefits of the 2020-2045 RTP/SCS. Only goals and benefits that are applicable to the Project are discussed below.

2020 RTP/SCS Goal 1: Encourage regional economic prosperity and global competitiveness.

Not Applicable. This Goal is directed towards SCAG and the City of Los Angeles (City) and not does apply to the 1818 Cherokee Avenue Project (Project). No further discussion is required.

2020 RTP/SCS Goal 2: Improve mobility, accessibility, reliability, and travel safety for all people and goods.

The Project would develop an 86-unit apartment building on an approximately 18,487 square foot (0.42 acre) site at 1818 Cherokee Avenue (Project Site) in the City. The City has established Community Plans that guide the physical development of neighborhoods in the City by establishing the goals and policies for land use and provide specific, neighborhood-level detail, relevant policies, and implementation strategies necessary to achieve the City's long-range overarching General Plan objectives. The Project Site is within the Hollywood Community Plan area of the City.

The City has conducted a comprehensive study that describes the baseline health conditions in the City and provides a context for understanding the demographic conditions, social and economic factors, physical environment, access to health care, and health behaviors contributing to the health of City residents and workers. The findings are documented in the *Health Atlas for the City of Los Angeles* (Health Atlas), published in June 2013.¹ While the primary focus of the Health Atlas is on

¹ City of Los Angeles, The Health Atlas, (2013). Available at: <http://healthyplan.la/the-health-atlas/>. Accessed on June 24, 2020.

factors that affect the health behaviors and health status of residents and workers, much of the data is relevant to land use transportation and greenhouse gas (GHG) emissions reductions as those topics reflect similar issues regarding land use patterns, urban design, and transportation systems. Data in the Health Atlas is summarized by Community Plan area. According to the Health Atlas, the Hollywood Community Plan area is the 9th highest walkable area out of the 35 Community Plan areas in the City. City data in the Health Atlas also indicate that the Hollywood Community Plan area has the 9th highest percentage (approximately 22 percent) of workers that commute to work by walking, biking, and public transportation out of the 35 Community Plan areas in the City. The Statewide percentage of workers that commute to work by walking, biking, and public transportation is approximately 5.3 percent, based on Census data for 2018.² The Project Site is located in an area that provides opportunities for walking, biking, and public transportation. The Project Site is located within a transit-rich and pedestrian accessible location with connectivity to many areas within the City. Public transit access to and from the general Project Site area is provided by the Los Angeles County Metropolitan Transit Authority (Metro) and the Los Angeles Department of Transportation (LADOT).

The Project Site is within walking or biking distance from Metro's B Line (Red) Hollywood/Highland Station, located approximately 1,500 feet southwest of the Project Site.

Other regular bus routes in the area include Metro Routes 212, 217, 222, 237, 656, 780, and the LADOT Downtown Area Short Hop (DASH) Hollywood Counterclockwise and Clockwise. Bus lines with a stop within at least 1,500 feet of the Project Site include the following:

- Metro Route 212 – nearest stop at Hollywood Boulevard and Whitley Street, approximately 860 feet from the Project Site, runs east-west along Hollywood Boulevard
- Metro Route 217– nearest stop at Hollywood Boulevard and Whitley Street, approximately 860 feet from the Project Site, runs east-west along Hollywood Boulevard
- Metro Route 222 – nearest stop at Hollywood Boulevard and Whitley Street, approximately 860 feet from the Project Site, runs east-west along Hollywood Boulevard

2 U.S. Census Bureau, American FactFinder, Data Set S0804 (Means of Transportation to Work By Selected Characteristics for Workplace Geography, California, 2018 American Community Survey 5-Year Estimates). Available at: <https://data.census.gov/cedsci/table?q=S0802&tid=ACSST1Y2018.S0802>. Accessed on June 24, 2020.

- Metro Route 237– nearest stop at Hollywood Boulevard and Highland Avenue, approximately 1,500 feet from the Project Site, runs north-south along Highland Avenue
- Metro Route 656 – nearest stop at Franklin Avenue and Highland Avenue, approximately 1,000 feet from the Project Site, runs east-west along Hollywood Boulevard
- Metro Route 780 – nearest stop at Hollywood Boulevard and Highland Avenue, approximately 1,500 feet from the Project Site, runs east-west along Hollywood Boulevard
- DASH Hollywood Commuter Clockwise – nearest stop at Whitley Street and Yucca Street approximately 400 feet from the Project Site, runs clockwise in a loop around downtown Hollywood
- DASH Hollywood Commuter Counterclockwise – nearest stop at Franklin Avenue and N Cherokee Avenue approximately 490 feet from the Project Site, runs counterclockwise in a loop around downtown Hollywood

Class III bicycle routes are provided along Hollywood Boulevard and Fountain Avenue. Future Class III bicycle routes that are planned for in the City of Los Angeles and in the vicinity of the Project Site, include: Franklin Avenue and Hollywood Boulevard. Future Class II bicycle lanes that are planned for in the City of Los Angeles, and in the vicinity of the Project Site, include: Hollywood Boulevard and Highland Avenue.³ The completed Project would not affect the footprint, and would not deter the implementation, of any of these plans.

The Project would encourage the utilization of transit due to its close proximity to the Metro B Line Hollywood/Highland Station, the above bus lines, and existing and proposed bicycle routes. The Project also includes design elements that would create bicycle and pedestrian-oriented amenities including 72 bicycle parking stalls (66 long-term stalls and 6 short-term stalls), which meets the Los Angeles Municipal Code's (LAMC) requirements for bicycle parking spaces, as well as pedestrian shading provided through the proposed new street trees, and residential balconies. Furthermore, the Project would also provide 61 on-site vehicle parking spaces.

Given that the Project would develop residential uses within walking distance of multiple high quality transit corridors and facilitate bicycling through the provision of bicycle parking spaces, the Project would provide opportunities for residents to use public transit or bicycling for work trips, and walk or bike to retail businesses near the Project Site. Additionally, the Project's increase in density provides a foundation for the implementation of other strategies, such as enhanced transit

³ City of Los Angeles, Department of Public Works. 2020. LA County Bikeways Map. Available at: <https://dpw.lacounty.gov/pdd/bike/map.cfm>. Accessed on June 24, 2020.

services, by facilitating the use of transit by more people, which in turn results in more funds for improvements and enhancements. Thus, the Project will encourage the utilization of transit as a mode of transportation to and from the Project Site and contribute to the improvement of mobility, accessibility, reliability, and use of the regional transportation system by providing housing near transit. The Project is **consistent** with this goal.

2020 RTP/SCS Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.

The Project includes proposed improvements that will improve travel safety and reliability for those traveling to and from the Project Site. Given that residential units would replace the existing surface parking lot; the Project is expected to bring more pedestrian activity to the Project Site. The Project would implement dedications and improvements along Hollywood Boulevard and Cherokee Avenue to bring the sidewalk into conformance with current City standards, thereby enhancing pedestrian mobility. In addition, the Project would include on-site security features such as security lighting, and landscaping designs that will allow high visibility.

As described above under 2020 RTP/SCS Goal 2, the Project Site is located in proximity to public transit opportunities, which provide safe and reliable travel options for Project residents. The Project would also provide 61 on-site vehicle parking spaces, and 72 bicycle parking spots (66 long-term and 6 short-term). The provision of Code-compliant bicycle parking spaces would encourage use of alternative modes of reliable transportation and pedestrian activity in the Project vicinity. The Project Site is also centrally located to a number of existing and proposed bicycle routes and lanes that provide, and will increase, travel safety for bicyclists in the area. Thus, the proposed Project would promote preservation, security, and resilience of the regional transportation system for the people in the region that travel to and from the Project Site and through the surrounding area. The Project is **consistent** with this goal.

2020 RTP/SCS Goal 4: Increase person and goods movement and travel choices within the transportation system.

The proposed Project is located in a dense urban area, and would result in a greater intensity on the Project Site compared to its existing surface parking lot. The Project would develop a 7-story apartment building with 86 residential apartment units, including 21 units set aside for Very Low Income households. The 86,058 square-foot Project would be developed on two parcels, totaling approximately 18,487 square feet (0.42 acre), which would result in a proposed floor area ratio (FAR) of 5.9:1. Increased density provides a foundation for the implementation of other strategies such as enhanced transit services and facilitates the use of transit by more people. The Project would develop residential uses within walking distance of existing bus lines and rail transit stations, including the Metro B Line Hollywood/Highland Station (approximately 0.28 miles or 1,500

feet southwest of the Project Site), and provide a total of 72 bicycle parking spaces (6 short-term and 66 long-term spaces), resulting in opportunities for residents and visitors to use public transit, bicycling, and walking to access their jobs or shopping opportunities. Thus, the Project will encourage the utilization of multi-modal transit to and from the Project Site and contribute to the increase of person and goods movement and travel choices within the transportation system by providing housing near transit. The Project is **consistent** with this goal.

2020 RTP/SCS Goal 5: Reduce greenhouse gas emissions and improve air quality.

The proposed Project is located in a dense urban area, and would result in a greater intensity on the Project Site compared to its existing surface parking lot. The Project would develop an 86,058 square foot building with 86 residential apartment units and ancillary parking, on 18,487 square feet (0.42 acres). Increased density provides a foundation for the implementation of other strategies such as enhanced transit services and facilitates the use of transit by more people. The Project would develop residential uses within walking distance of existing bus lines and rail transit stations, including the Metro B Line Hollywood/Highland Station (approximately 0.28 miles or 1,500 feet southwest of the Project Site), and provide a total of 72 bicycle parking spaces (6 short-term and 66 long-term spaces), resulting in opportunities for residents and visitors to use public transit, bicycling, and walking to access their jobs or shopping opportunities. The Project would implement improvements along North Cherokee Avenue, including the addition of two new street trees, thereby enhancing pedestrian mobility. The Project also includes a variety of common open space and private open space (balconies and patios). The proposed open space and landscaping would enhance the existing streetscape environment and provide shading. The proposed Project is located in a dense urban area, and would be a greater intensity than what currently exists on the Project Site. As mentioned above, the Project would develop an 86-unit apartment building on an approximately 18,487 square foot (0.42 acres) Project Site, thereby increasing the density on the Project Site as compared to existing conditions. Increased density provides a foundation for the implementation of other strategies such as enhanced transit services and facilitates the use of transit by more people. In turn, as transit ridership in an area increases with density, local transit providers are justified in providing enhanced transit services for the area. Thus, the Project will encourage the utilization of multi-modal transit to and from the Project Site and contribute to the reduction of greenhouse gas emissions and improving air quality through the use of the regional transportation system by providing housing near transit. Furthermore, the Project's addition of 26 trees, to replace the one existing tree, would further reduce the Project's greenhouse gas emission contribution and air quality impacts. The Project is **consistent** with this goal.

2020 RTP/SCS Goal 6: Support healthy and equitable communities.

The Project will encourage the use of multi-modal transportation options. The Project will facilitate the use of alternative modes of transportation which will aid in reducing car trips and reducing impacts to air quality. The Project would provide vehicle parking space (61 onsite spaces) and 72 bicycle parking spaces (66 long-term and 6 short-term) in compliance the number of spaces required by the LAMC. Pedestrian access to the Project Site would be provided via the sidewalks along Cherokee Avenue and Yucca Street. The Project would implement improvements along North Cherokee Avenue, thereby enhancing pedestrian mobility in the Project vicinity community, and subsequently, the health of the surrounding community. The Project also includes a variety of common open space and private open space (balconies and patios) for residents, which would encourage recreational activities to support a healthy community. Thus, the Project is **consistent** with this goal.

2020 RTP/SCS Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.

The Project would encourage the use of transit, walking and bicycling, as the Project would locate residential development in an area within walking distance of existing bus lines and rail transit stations, including the Metro B Line Hollywood/Highland Station (approximately 1,500 feet southwest of the Project Site), and provide a total of 61 vehicle parking spaces and 72 bicycle parking spaces. The Project would also provide pedestrian access to the Project Site via the sidewalk on North Cherokee Avenue. The Project also includes a variety of common open space and private open space (balconies and patios). The proposed open space would enhance the existing streetscape environment, making pedestrian experiences more enjoyable for residents and visitors by providing sidewalk shading through the addition of new street trees and residential balconies. The proposed Project is located in a dense urban area, and would be a greater intensity than what currently exists on the Project Site. The Project would develop an 86-unit apartment building on an approximately 18,487 square foot (0.42 acres) Project Site, thereby increasing the density on the Project Site as compared to existing conditions. Increased density provides a foundation for the implementation of other strategies such as enhanced transit services and facilitates the use of transit by more people. In turn, as transit ridership in an area increases with density, local transit providers are justified in providing enhanced transit services for the area. As a result, the Project would encourage land use and growth patterns that support an integrated regional development pattern and transportation network by: creating housing opportunities; creating walkable areas; providing infill development within existing communities; providing a variety of transportation choices; and providing opportunities for residents and visitors to use public transit for work trips and walk to retail businesses near the Project Site. The Project is **consistent** with this goal.

2020 RTP/SCS Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.

Not Applicable. This goal is directed towards SCAG to ensure new transportation technologies and data-driven solutions that result in more efficient travel are a priority of the regional transportation system. No further discussion is required.

2020 RTP/SCS Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.

The Project would encourage the use of transit, walking and bicycling, as the Project would locate residential development in an area within walking distance of existing bus lines and biking distance from rail transit stations, including the Metro B Line Hollywood/Highland Station (approximately 1,500 feet southwest of the Project Site), and provide a total of 61 vehicle parking spaces and 72 bicycle parking spaces. The Project would also continue to provide pedestrian access to the Project Site via the sidewalk on North Cherokee Avenue. The Project would also replace the one existing onsite tree with 27 new trees, including 2 new street trees fronting Cherokee Avenue, and would provide landscaped areas on the ground floor as detailed in the Landscape Plan prepared for the Project by TSM Architects, in July 2020 (Attachment K). The proposed street trees and ground floor landscaped areas would enhance the existing streetscape environment. In addition to enhancing the pedestrian experience, the Project would provide affordable and market rate housing, which provides diverse housing types with access to local transportation options and would further encourage the use of multiple transportation options.

The proposed Project is located in a dense urban area, and would be a greater intensity than what currently exists on the Project Site. The Project would develop a 7-story apartment building with 86 dwelling units including 21 units set aside for Very Low Income households; thus, encouraging the development of diverse housing for residents of various economic backgrounds. In addition, the provision of various unit sizes, including studio, one-bedroom, and two-bedroom units, would provide housing for differing family sizes. Increased density provides a foundation for the implementation of other strategies such as enhanced transit services and facilitates the use of transit by more people. In turn, as transit ridership in an area increases with density, local transit providers are justified in providing enhanced transit services for the area. As a result, the Project would encourage the development of diverse housing in areas that are supported by multiple transportation options by: creating housing opportunities; providing housing near transit; creating walkable areas; providing infill development within existing communities; providing a variety of transportation choices; and providing opportunities for residents and visitors to use public transit for work trips and walk to retail businesses near the Project Site. The Project is **consistent** with this goal.

2020 RTP/SCS Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.

Not Applicable. This goal is directed towards SCAG to promote the conservation of natural and agricultural lands and restoration of habitats. No further discussion is required.