

# ATTACHMENT B

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## 5600 Hollywood Boulevard Project Consistency with SCAG's 2016-2040 RTP/SCS

The following evaluates the Project's consistency with the goals and benefits of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). Only goals and benefits that are applicable to the Project are discussed below. A discussion of the Project's consistency with the goals and benefits of the Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS), which the State Air Resources Board approved in November 2020, is also included below.

### **2016 RTP/SCS Goal 2: Maximize mobility and accessibility for all people and goods in the region.**

The 5600 Hollywood Boulevard Project (Project) would replace an existing three-story structure, a two-story structure, associated surface parking, a vacant lot and 27 non-protected trees, to develop a 200-unit apartment building on an approximately 37,135 square foot (0.85 acre) site at 5600 Hollywood Boulevard (Project Site) in the City of Los Angeles. 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 and within the Hollywood Redevelopment Project Area, which is under the CRA/LA Redevelopment Plan. The Redevelopment Plan sets forth an array of goals that include encouraging economic development; promoting and retaining the entertainment industry; revitalizing the historic core; preserving and expanding housing for all income groups; meeting social needs of area residents; providing urban design guidelines; and preserving historically significant structures.<sup>1</sup>

The City of Los Angeles 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*

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<sup>1</sup> CRA/LA, Project Area Overview. Available at: <http://www.crala.org/internet-site/Projects/Hollywood/index.cfm>. Accessed December 16, 2020.

*City of Los Angeles* (Health Atlas), published in June 2013.<sup>2</sup> While the primary focus of the Health Atlas is on 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 are summarized by Community Plan areas.

According to City data in 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 percent, based on Census data for 2019.<sup>3</sup> 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)<sup>4</sup>. The Project Site is within walking or biking distance from the Metro B (Red) Line Hollywood/Western Station, located approximately 700 feet east of the Project Site.

Bus lines, operated by Metro and the Los Angeles Department of Transportation (LADOT), with a stop within at least 1,500 feet of the Project Site include the following:

- Metro Route 2/302 – nearest stop at Sunset Boulevard and Western Avenue, approximately 1,275 feet from the Project Site, runs east-west along Sunset Boulevard
- Metro Route 180/181 – nearest stop at Hollywood Boulevard and Western Avenue, approximately 645 feet from the Project Site, runs east-west along Hollywood Boulevard. Effective Sunday, June 21, this Metro route began running increased service to add capacity for essential travel.

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2 City of Los Angeles, *The Health Atlas*, (2013). Available at: <https://wattscommunitystudio.files.wordpress.com/2013/06/healthatlas.pdf>. Accessed September 2020.

3 U.S. Census Bureau, American FactFinder, Data Set S0804 (Means of Transportation to Work By Selected Characteristics for Workplace Geography, California, 2019 American Community Survey 1-Year Estimate). Available at: <https://data.census.gov/cedsci/table?q=S0802&tid=ACSST1Y2019.S0802>. Accessed on September 23, 2020.

4 Effective Sunday, June 21, 2020 Metro adjusted service in response to COVID-19 to increase its services to add capacity for essential travel.

- Metro Route 207 – nearest stop at Hollywood Boulevard and Western Avenue, approximately 645 feet from the Project Site, runs north-south along Western Avenue
- Metro Route 217 – nearest stop at Hollywood Boulevard and Wilton Place, approximately 510 feet from the Project Site, runs east-west along Hollywood Boulevard
- Metro Route 757 – nearest stop at Hollywood Boulevard and Western Avenue, approximately 645 feet from the Project Site, runs north-south along Western Avenue
- Metro Route 780 – nearest stop at Hollywood Boulevard/Western Avenue approximately 645 feet from the Project Site, runs east-west along Hollywood Boulevard and north-south along La Brea Avenue
- LADOT Downtown Area Short Hop (DASH) Hollywood Commuter Clockwise – nearest stop at Franklin Avenue and Wilton Place approximately 1,460 feet from the Project Site, runs clockwise in a loop around downtown Hollywood
- LADOT DASH Hollywood Commuter Counterclockwise – nearest stop at Franklin Avenue and Wilton Place approximately 1,460 feet from the Project Site, runs counterclockwise in a loop around downtown Hollywood

Class III bicycle routes in the vicinity of the Project Site are provided along Franklin Avenue and Fountain Avenue. Future Class III bicycle routes that are planned for in the vicinity of the Project Site include: North Hobart Boulevard and North Bronson Avenue. Future Class II bicycle lanes that are planned for in the vicinity of the Project Site, include: Hollywood Boulevard; North Wilton Place – south of Franklin Avenue; and Sunset Boulevard.<sup>5</sup> The completed Project would not affect the footprint, and would not deter the implementation of any of these plans.

The Project would encourage transit use due to its close proximity to the bus lines, the Metro B (Red) Line station, and existing and proposed bicycle routes. The Project also includes design elements that would create bicycle and pedestrian-oriented amenities, including 113 bicycle parking stalls (100 long-term stalls and 13 short-term stalls), which meet the Los Angeles Municipal Code's (LAMC) requirements for bicycle parking spaces and providing ground floor open space along Carlton Way and Hollywood Boulevard to enhance the pedestrian orientation of the Project Site. The bicycle parking and Project design elements to improve the streetscape with pedestrian amenities would encourage non-automotive forms of transportation such as walking or biking to destinations.

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<sup>5</sup> 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 May 31, 2020.

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 services, by facilitating the use of transit by more people, which in turn results in more funds for improvements and enhancements. Furthermore, SCAG has identified the Project location as a High Quality Transit Area (HQTA) and TPA based on the site's proximity to a major transit stop. An HQTA is defined as "a walkable transit village or corridor, consistent with the adopted RTP/SCS and is within one half-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours".<sup>6</sup> It is anticipated that because the Project is located within a SCAG-identified HQTA, is in an urbanized area adjacent to existing residential, commercial, institutional and recreational development, and supports the use of transit and active transportation by future residents that the Project would reduce reliance on single-occupant vehicles. 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.

***2016 RTP/SCS Goal 3: Ensure travel safety and reliability for all people and goods in the region.***

The Project includes 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 three-story residential structure, two-story commercial structure, associated surface parking, and vacant lot; the Project is expected to bring more vehicle and pedestrian activity to the Project Site. To ensure pedestrian safety, the project would be reviewed by the City to ensure compliance with the City's requirements relative to the provision of safe access for vehicles, pedestrian, and bicyclists, which would incorporate standards for adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls to protect pedestrian and enhance bicycle safety.

Furthermore, the Project would implement dedications and improvements along Hollywood Boulevard, St. Andrews Place, and Carlton Way to bring the sidewalk into conformance with current City standards, thereby enhancing pedestrian mobility while providing adequate pedestrian safety and refuge areas through the widening of Project sidewalk dedications. The Project also includes ground-floor open space uses, which would enhance the streetscape by making the pedestrian experience in the vicinity of the Project Site more enjoyable. In addition, the Project would include on-site security features such as security lighting, and landscaping

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6 SCAG, 2016. 2016-2040 RTP/SCS. Background Documentation, Reference Document 6.

designs that will allow high visibility. As described above under 2016 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 a total of 113 bicycle parking spots (100 long-term and 13 short-term) out of a 113 required bicycle parking spots. The 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 numerous existing and proposed bicycle routes that will increase travel safety for bicyclists in the area. Thus, the Project would promote travel safety and reliability 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.

**2016 RTP/SCS Goal 5: Maximize the productivity of our transportation system.**

The Project is located in a dense urban area and would increase intensity on site above what currently exists on the Project Site. The Project Site is located within the Vermont / Western Station Neighborhood Area Plan (SNAP) Specific Plan (Subarea C). The SNAP allows residential uses permitted in the underlying R4 zone at a density of 400 square feet of lot area per dwelling unit which would permit a maximum of 93 dwelling units on the Project Site.<sup>7</sup> The Project would require approval of a Conditional Use Permit for a 115 percent Density Bonus to permit 200 units in lieu of the 93 permitted units under the SNAP.

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 and biking distance of several bus lines and Metro Rail transit service provided through connection to the nearby Metro B (Red) Line Hollywood/Western Station (700 feet away). There are 5 local bus routes, including Metro Routes 2/302, 180, 181, 207, 217 and 2 Metro Express bus routes, including routes 757 and 780 all within a half mile of the Project. In addition, LADOT's DASH Hollywood Commuter Counterclockwise and Clockwise stops are located approximately 1,460 feet from the Project Site.

The Project would provide a total of 113 (100 long-term and 13 short-term) bicycle parking 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 would encourage the utilization of multi-modal transit to and from the Project Site and contribute to the increase of person and goods movement and

<sup>7</sup> The southern two parcels are zoned R4-2, and the northern two parcels are zoned [Q]R5-2. The R4 zoning designation allows for multi-family residential uses at a residential density of one dwelling unit per 400 square feet of lot area. The [Q] condition to the R5 zoning designation limits residential density to the R4 standard of 400 square feet of lot area per dwelling unit.

travel choices within the transportation system by providing housing near transit stops and stations. The Project is consistent with this goal.

***2016 RTP/SCS Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).***

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 encourage the use of transit, walking and bicycling, as the Project would locate residential development in an area within walking and biking distance of existing bus lines and from the Metro B (Red) Line Hollywood/Western Station (approximately 700 feet east of the Project Site), and provide a total of 265 vehicle parking spaces and 113 bicycle parking spaces (100 long-term and 13 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 Hollywood Boulevard, St. Andrews Place, and Carlton Way. The Project would implement dedications and improvements along Hollywood Boulevard, St. Andrews Place, and Carlton Way to bring the sidewalk into conformance with current City standards, thereby enhancing pedestrian mobility. The Project also includes ground-floor open space uses, which would enhance the pedestrian-orientation of the Project Site, thereby encouraging residents and visitors to walk to businesses nearby. The 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 replace an existing three-story structure, a two-story structure, associated surface parking, and a vacant lot, to develop a 200-unit apartment building on an approximately 37,135 square foot (0.85 acre) site. Additionally, as stated above, per the City's Freeway Adjacent Advisory, the Project would provide air filtration that provides a MERV of 13, given that portions of the Project Site would be located within 1,000 feet of the U.S. Route 101.<sup>8</sup> This would serve to further reduce air quality impacts to Project residents. Furthermore, the Project's addition of 104 trees, to replace the 27 non-protected existing trees, would further reduce the Project's air quality impacts. Thus, the Project would protect the environment and health of residents by improving air quality and encouraging active transportation. The Project is consistent with this goal.

***2016 RTP/SCS Goal 8: Encourage land use and growth patterns that facilitate transit and active transportation.***

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

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<sup>8</sup> City of Los Angeles, Department of City Planning. 2018. Zoning Information File 2427, Free Adjacent Advisory. Available at: <http://zimas.lacity.org/documents/zoneinfo/ZI2427.pdf>, accessed February 22, 2021.

encourage the use of transit, walking and bicycling, as the Project would locate residential development in an area within walking and biking distance of existing bus lines and from the Metro B (Red) Line Hollywood/Western Station (approximately 700 feet east of the Project Site), and provide a total of 265 vehicle parking spaces and 113 bicycle parking spaces (100 long-term and 13 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 Hollywood Boulevard, St. Andrews Place, and Carlton Way. The Project would implement dedications and improvements along Hollywood Boulevard, St. Andrews Place, and Carlton Way to bring the sidewalk into conformance with current City standards, thereby enhancing pedestrian mobility. The Project also includes ground-floor open space uses, which would enhance the pedestrian-orientation of the Project Site, thereby encouraging residents and visitors to walk to businesses nearby. The 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 replace an existing three-story structure, a two-story structure, associated surface parking, and a vacant lot, to develop a 200-unit apartment building on an approximately 37,135 square foot (0.85 acre) site.

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 facilitate transit and active transportation by: creating housing opportunities and choices for people at low income levels; creating walkable areas; providing infill development within existing communities; providing a variety of transportation choices; and providing opportunities for residents use public transit for work trips and walk/bike to retail businesses near the Project Site. The Project is consistent with this goal.

***2016 RTP/SCS Benefit 1: The RTP/SCS will promote the development of better places to live and work through measures that encourage more compact development in certain areas of the region, varied housing options, bicycle and pedestrian improvements, and efficient transportation infrastructure.***

The Project would provide multi-family housing in an existing, transit-accessible area. The Project would provide 101 one-bedroom units, 25 one-bedroom units set aside for Very Low Income households, 56 two-bedroom units, 15 two-bedroom units set aside for Very Low Income households, and three two-bedroom townhomes. Furthermore, the Project would provide 113 bicycle parking spaces. Pedestrian access to the Project Site would be provided via the sidewalks along Hollywood Boulevard, St. Andrews Place, and Carlton Way. The Project would implement dedications and improvements along Hollywood Boulevard, St. Andrews Place, and Carlton Way to bring the sidewalk into conformance with current City standards, thereby enhancing pedestrian mobility.

The Project Site is located in transit-rich and pedestrian accessible locations with connectivity to many areas within the City. Transit opportunities in the Project Site include various routes operated by Metro and one by LADOT. See consistency analysis for Goal 2, above, for a list of nearby transportation options. The Project would be within one-half mile of the existing Metro B (Red) Line Hollywood/Western Station.

The Project is consistent with achieving this benefit.

***2016 RTP/SCS Benefit 3: The RTP/SCS is expected to result in less energy and water consumption across the region, as well as lower transportation costs for households.***

As shown by the Energy & Water Report prepared for the Project (Attachment D), the Project's energy use would be 15.1 percent less than the standards required by Title 24, Part 6 (2019). Moreover, the Project's water use would be 49 percent below the regional baseline. The Project would achieve its energy efficiency through the implementation of multiple measures including, but not limited to, enhanced exterior wall and roof insulation, high-reflectance roofing, overhanging balconies for solar shading, high performance windows, daylighting controls and other forms of high-efficiency lighting, high-efficiency heating, ventilation, and air conditioning (HVAC) systems, and centralized hot water system and high-efficiency water fixtures. The Project would achieve its water efficiencies through multiple measures in compliance with the Los Angeles Green Building Code, including high efficiency water using appliances such as clothes washers and dishwashers, low flow fixtures and faucets, and efficient irrigation systems.

The Project would also allow for lower transportation costs for the Project's future residents by incorporating bicycle-and pedestrian-friendly elements, providing convenient access to existing and proposed bicycle paths and lanes in the vicinity of the Project Site, and being located nearby various multi-modal public transportation options, including walking and biking distance of several bus lines and a rail transit, the Metro B (Red) Line Hollywood/Western Station (700 feet away). As discussed previously, the Project Site is located in close proximity to several existing and planned bike routes. The Project's location would provide future Project residents with affordable multi-modal transportation options. The Project is consistent with achieving this benefit.

***2016 RTP/SCS Benefit 4: Improved placemaking and strategic transportation investments will help improve air quality; improve health as people have more opportunities to bicycle, walk and pursue other active alternatives to driving; and better protect natural lands as new growth is concentrated in existing urban and suburban areas.***

The Project would encourage improved access and mobility by providing residential uses to enhance the pedestrian-orientation of the Project Site for people at Very Low Income levels within walking and biking distance of existing bus and

rail lines. The Project would also provide long-term and short-term bicycle parking which would help people have more opportunities to bicycle, walk, and pursue other active alternatives to driving. In addition, the Project's access to various transit options will encourage the use of existing and proposed mass transit. The Project's location in an urban infill area would provide residents and visitors with shopping and dining options that are easily accessible on foot or by bicycle. The Project's design and location would help to improve air quality and the well-being of people as they would have greater opportunities for pedestrian and bicycling activity and to reduce their reliance on automobiles. Furthermore, there are no natural lands on the Project Site. The Project is consistent with achieving this benefit.

## **5600 Hollywood Boulevard Project Consistency with SCAG's 2020-2045 RTP/SCS**

The following evaluates the Project's consistency with the goals and benefits of the 2020 RTP/SCS. Only goals and benefits that are applicable to the Project are discussed below.

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

The Project would replace an existing three-story structure, a two-story structure, associated surface parking, a vacant lot and 27 non-protected trees, to develop a 200-unit apartment building on an approximately 37,135 square foot (0.85 acre) site at 5600 Hollywood Boulevard in the City of Los Angeles. 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 and within the Hollywood Redevelopment Project Area, which is under the CRA/LA Redevelopment Plan. The Redevelopment Plan sets forth an array of goals that include encouraging economic development; promoting and retaining the entertainment industry; revitalizing the historic core; preserving and expanding housing for all income groups; meeting social needs of area residents; providing urban design guidelines; and preserving historically significant structures.<sup>9</sup>

The City of Los Angeles 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

<sup>9</sup> CRA/LA, Project Area Overview. Available at: <http://www.crala.org/internet-site/Projects/Hollywood/index.cfm>. Accessed December 16, 2020.

residents and workers. The findings are documented in the Health Atlas, published in June 2013.<sup>10</sup> While the primary focus of the Health Atlas is on 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 are summarized by Community Plan areas.

According to City data in 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 percent, based on Census data for 2019.<sup>11</sup> The Project Site is located in a TPA, 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 Metro<sup>12</sup>. The Project Site is within walking or biking distance from the Metro B (Red) Line Hollywood/Western Station, located approximately 700 feet east of the Project Site.

Bus lines, operated by Metro and LADOT, with a stop within at least 1,500 feet of the Project Site include the following:

- Metro Route 2/302 – nearest stop at Sunset Boulevard and Western Avenue, approximately 1,275 feet from the Project Site, runs east-west along Sunset Boulevard
- Metro Route 180/181 – nearest stop at Hollywood Boulevard and Western Avenue, approximately 645 feet from the Project Site, runs east-west along Hollywood Boulevard. This Metro route began running increased service to add capacity for essential travel effective Sunday, June 21, 2020.
- Metro Route 207 – nearest stop at Hollywood Boulevard and Western Avenue, approximately 645 feet from the Project Site, runs north-south along Western Avenue

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10 City of Los Angeles, The Health Atlas, (2013). Available at: <https://wattscommunitystudio.files.wordpress.com/2013/06/healthatlas.pdf>. Accessed September 2020.

11 U.S. Census Bureau, American FactFinder, Data Set S0804 (Means of Transportation to Work By Selected Characteristics for Workplace Geography, California, 2019 American Community Survey 1-Year Estimate). Available at: <https://data.census.gov/cedsci/table?q=S0802&tid=ACSS1Y2019.S0802>. Accessed on September 23, 2020.

12 Effective Sunday, June 21, 2020 Metro adjusted service in response to COVID-19 to increase its services to add capacity for essential travel.

- Metro Route 217 – nearest stop at Hollywood Boulevard and Wilton Place, approximately 510 feet from the Project Site, runs east-west along Hollywood Boulevard
- Metro Route 757 – nearest stop at Hollywood Boulevard and Western Avenue, approximately 645 feet from the Project Site, runs north-south along Western Avenue
- Metro Route 780 – nearest stop at Hollywood Boulevard/Western Avenue approximately 645 feet from the Project Site, runs east-west along Hollywood Boulevard and north-south along La Brea Avenue
- LADOT DASH Hollywood Commuter Clockwise – nearest stop at Franklin Avenue and Wilton Place approximately 1,460 feet from the Project Site, runs clockwise in a loop around downtown Hollywood
- LADOT DASH Hollywood Commuter Counterclockwise – nearest stop at Franklin Avenue and Wilton Place approximately 1,460 feet from the Project Site, runs counterclockwise in a loop around downtown Hollywood

Class III bicycle routes in the vicinity of the Project Site are provided along Franklin Avenue and Fountain Avenue. Future Class III bicycle routes that are planned for in the vicinity of the Project Site include: North Hobart Boulevard and North Bronson Avenue. Future Class II bicycle lanes that are planned for in the vicinity of the Project Site, include: Hollywood Boulevard; North Wilton Place – south of Franklin Avenue; and Sunset Boulevard.<sup>13</sup> 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 bus lines, the Metro B (Red) Line station, and existing and proposed bicycle routes. The Project also includes design elements that would create bicycle and pedestrian-oriented amenities, including 113 bicycle parking stalls (100 long-term stalls and 13 short-term stalls), which meet the LAMC requirements for bicycle parking spaces and providing ground floor open space along Carlton Way and Hollywood Boulevard to enhance the pedestrian orientation of the Project Site. The aforementioned bicycle parking facilities and Project design elements to improve the streetscape with pedestrian amenities would encourage non-automotive forms of transportation such as walking or biking to destinations.

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

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<sup>13</sup> 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 May 31, 2020.

foundation for the implementation of other strategies, such as enhanced transit services, by facilitating the use of transit by more people, which in turn results in more funds for improvements and enhancements. Furthermore, SCAG has identified the Project location as a High Quality Transit Area (HQTA) and TPA based on the site's proximity to a major transit stop. An HQTA is defined as "a walkable transit village or corridor, consistent with the adopted RTP/SCS and is within one half-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours".<sup>14</sup> It is anticipated that because the Project is located within a SCAG-identified HQTA, is in an urbanized area adjacent to existing residential, commercial, institutional and recreational development, and supports the use of transit and active transportation by future residents that the Project would reduce reliance on single-occupant vehicles. 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 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 three-story residential structure, two-story commercial structure, associated surface parking, and vacant lot; the Project is expected to bring more vehicle and pedestrian activity to the Project Site. To ensure pedestrian safety, the project would be reviewed by the City to ensure compliance with the City's requirements relative to the provision of safe access for vehicles, pedestrian, and bicyclists, which would incorporate standards for adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls to protect pedestrian and enhance bicycle safety.

Furthermore, the Project would implement dedications and improvements along Hollywood Boulevard, St. Andrews Place, and Carlton Way to bring the sidewalk into conformance with current City standards, thereby enhancing pedestrian mobility while providing adequate pedestrian safety and refuge areas through the widening of Project sidewalk dedications. The Project also includes ground-floor open space uses, which would enhance the streetscape by making the pedestrian experience in the vicinity of the Project Site more enjoyable. 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.

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<sup>14</sup> SCAG, 2020. Connect SoCal 2020-2045 RTP/SCS. Technical Report, Page 17. Available at: [https://www.connectsocial.org/Documents/Adopted/fConnectSoCal\\_Sustainable-Communities-Strategy.pdf](https://www.connectsocial.org/Documents/Adopted/fConnectSoCal_Sustainable-Communities-Strategy.pdf), accessed September 22, 2020.

The Project would also provide a total of 113 bicycle parking spots (100 long-term and 13 short-term) out of a 113 required bicycle parking spots. The 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 numerous existing and proposed bicycle routes that will increase travel safety for bicyclists in the area. As previously discussed, the Project design elements including bicycle parking facilities and an improved streetscape with pedestrian amenities, would encourage non-automotive forms of transportation such as walking or biking to destinations. Moreover, due to its proximity to numerous existing Metro Local and Express bus lines and Metro Rail subway system, as outlined under 2020 RTP/SCS Goal 2, the Project also encourages increased public transit use, thereby contributing to increased ridership of the City's multimodal transportation system in the region.

Thus, the Project would 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 Project is located in a dense urban area, and would increase intensity on site above what currently exists on the Project Site. The Project Site is located within the Vermont / Western Station Neighborhood Area Plan (SNAP) Specific Plan (Subarea C). The SNAP allows residential uses permitted in the underlying R4 zone at a density of 400 square feet of lot area per dwelling unit which would permit a maximum of 93 dwelling units on the Project Site.<sup>15</sup> SNAP Section 9.D regulates building height and floor area for commercial and mixed-use projects. The SNAP does not regulate height and floor area for residential only projects. Thus, permitted height and floor area is based on the underlying zoning, which allows a FAR of 6:1 and unlimited height. The proposed building would be approximately 196 feet in height and would contain approximately 221,430 square feet of floor area, resulting in a FAR of 5.96:1. The Project would require approval of a Conditional Use Permit for a 115 percent Density Bonus to permit 200 units in lieu of the 93 permitted units under the SNAP. Furthermore, the Project would require Density Bonus Compliance Review, pursuant to LAMC Section 12.22.A.25, to permit parking under Assembly Bill (AB) 744 and to allow for the use of the following development incentives: Incentive to permit greater than 75 percent of the required open space to be located above the first habitable level (SNAP Section 9.D); Incentive to permit 1,707 square feet of publicly accessible plaza in lieu of 5,000 square feet per the SNAP's alternative pedestrian throughway requirement (SNAP Section 9.D); and Incentive to permit 25 percent transparent

<sup>15</sup> The southern two parcels are zoned R4-2, and the northern two parcels are zoned [Q]R5-2. The R4 zoning designation allows for multi-family residential uses at a residential density of one dwelling unit per 400 square feet of lot area. The [Q] condition to the R5 zoning designation limits residential density to the R4 standard of 400 square feet of lot area per dwelling unit.

building elements on the eastern ground floor façade along St. Andrews Place in lieu of 50 percent (SNAP Development Standards and Design Guidelines Section V.6).

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 and biking distance of several bus lines and Metro Rail transit service provided through connection to the nearby Metro B (Red) Line Hollywood/Western Station (700 feet away). There are 5 local bus routes, including Metro Routes 2/302, 180, 181, 207, 217 and 2 Metro Express bus routes, including routes 757 and 780 all within a half mile of the Project. In addition, LADOT's DASH Hollywood Commuter Counterclockwise and Clockwise stops are located approximately 1,460 feet from the Project Site.

The Project would provide a total of 113 (100 long-term and 13 short-term) bicycle parking 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 would 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 stops and stations. The Project is consistent with this goal.

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

The Project is located in a dense urban area, and would result in a greater intensity on the Project Site compared to existing conditions. 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, impacts to air quality, and greenhouse gas emissions. The Project would provide 113 bicycle parking spaces (100 long-term and 13 short-term) in compliance the number of spaces required by the LAMC.

The Project would encourage the use of transit, walking and bicycling, as the Project would locate residential development in an area within walking and biking distance of existing bus lines and from the Metro B (Red) Line Hollywood/Western Station (approximately 700 feet east of the Project Site), and provide a total of 265 vehicle parking spaces and 113 bicycle parking spaces, which is greater than and equal to the required minimum of 138 parking spaces and 113 bicycle spaces, respectively. Pedestrian access to the Project Site would be provided via the sidewalks along Hollywood Boulevard, St. Andrews Place, and Carlton Way. The Project would implement dedications and improvements along Hollywood Boulevard, St. Andrews Place, and Carlton Way to bring the sidewalk into conformance with current City standards, thereby enhancing pedestrian mobility. The Project also includes ground-floor open space uses, which would enhance the pedestrian-orientation of the Project Site, thereby encouraging residents and

visitors to walk to businesses nearby. The 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 replace an existing three-story structure, a two-story structure, associated surface parking, and a vacant lot, to develop a 200-unit apartment building on an approximately 37,135 square foot (0.85 acre) site. 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 facilitate transit and active transportation by: creating housing opportunities and choices for people at low - income levels; creating walkable areas; providing infill development within existing communities; providing a variety of transportation choices; and providing opportunities for residents use public transit for work trips and walk/bike to retail businesses near the Project Site.

The increase in active transportation compared to vehicle use has air quality and greenhouse gas emission benefits. Additionally, per the City's Freeway Adjacent Advisory, the Project would provide air filtration that provides a Minimum Efficiency Reporting Value (MERV) of 13, given that portions of the Project Site would be located within 1,000 feet of the U.S Route 101.<sup>16</sup> Providing these air filters would reduce potential air quality impacts to residents resulting from the Project Site location within a Freeway Adjacent Advisory area.

Furthermore, the Project's addition of 104 trees, to replace the 27 non-protected existing trees, 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 encourage the use of transit, walking and bicycling, as the Project would locate residential development in an area within walking and biking distance of existing bus lines and from the Metro B (Red) Line Hollywood/Western Station (approximately 700 feet east of the Project Site), and provide a total of 265 vehicle parking spaces and 113 bicycle parking spaces (100 long-term and 13 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 Hollywood Boulevard, St. Andrews Place, and Carlton Way. The Project would implement dedications and improvements along Hollywood Boulevard, St.

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<sup>16</sup> City of Los Angeles, Department of City Planning. 2018. Zoning Information File 2427, Free Adjacent Advisory. Available at: <http://zimas.lacity.org/documents/zoneinfo/ZI2427.pdf>, accessed February 22, 2021.

Andrews Place, and Carlton Way to bring the sidewalk into conformance with current City standards, thereby enhancing pedestrian mobility. The Project also includes ground-floor open space uses, which would enhance the pedestrian-orientation of the Project Site, thereby encouraging residents and visitors to walk to businesses nearby. The 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 replace an existing three-story structure, a two-story structure, associated surface parking, and a vacant lot, to develop a 200-unit apartment building on an approximately 37,135 square foot (0.85 acre) site. Additionally, as stated above, per the City's Freeway Adjacent Advisory, the Project would provide air filtration that provides a MERV of 13, given that portions of the Project Site would be located within 1,000 feet of the U.S. Route 101.<sup>17</sup> This would serve to further reduce air quality impacts to Project residents.

Combined, the enhanced pedestrian mobility in the Project vicinity community improves 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. In addition, of the proposed 200 units the Project would reserve 40 units as Very Low Income affordable units, encouraging the development of equitable communities for residents of various economic backgrounds. 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 and biking distance of 8 existing bus lines, including local Metro Routes 2/302, 180, 181, 207, 217; Metro Express bus routes 757 and 780; and LADOT's DASH Hollywood Commuter, and from the Metro B (Red) Line Hollywood/Western Station (approximately 700 feet east of the Project Site), and provide a total of 265 vehicle parking spaces and 113 bicycle parking spaces.

Pedestrian access to the Project Site would be provided via the sidewalks along Hollywood Boulevard, St. Andrews Place, and Carlton Way. The Project would implement dedications and improvements along Hollywood Boulevard, St. Andrews Place, and Carlton Way to bring the sidewalk into conformance with current City standards, 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 would enhance the existing

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<sup>17</sup> City of Los Angeles, Department of City Planning. 2018. Zoning Information File 2427, Free Adjacent Advisory. Available at: <http://zimas.lacity.org/documents/zoneinfo/ZI2427.pdf>, accessed February 22, 2021.

streetscape environment, making pedestrian experiences more enjoyable for residents and visitors by providing sidewalk shading through the addition of 15 new street trees, 89 on-site trees and residential balconies.<sup>18,19</sup> The Project would replace an existing three-story structure, a two-story structure, associated surface parking, and a vacant lot, to develop a 200-unit apartment building on an approximately 37,135 square foot (0.85 acre) 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 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.***

The 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 provide multi-family housing in an existing, transit-accessible area. The Project would provide 125 one-bedroom units, 72 two-bedroom units, , and three two-bedroom townhomes. Of the 200 units, 40 units would be reserved as Very Low Income affordable units. Thus, the Project encourages the development of diverse housing for residents of various economic backgrounds.

In addition, the provision of various unit sized, including one-bedroom, two-bedroom units and townhomes, 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

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<sup>18</sup> One tree is required for every four residential units. The Project's 200 units would require 50 trees.

<sup>19</sup> 5600 Hollywood Boulevard, Los Angeles, California, 90028, Schematic Design. Date: 07.24.2020.

choices; and providing opportunities for residents and visitors to use public transit for work trips and walk to retail businesses near the Project Site.

Furthermore, the Project would provide 113 bicycle parking spaces (100 long-term and 13 short-term). Pedestrian access to the Project Site would be provided via the sidewalks along Hollywood Boulevard, St. Andrews Place, and Carlton Way. The Project would implement dedications and improvements along Hollywood Boulevard, St. Andrews Place, and Carlton Way to bring the sidewalk into conformance with current City standards, thereby enhancing pedestrian mobility.

The Project Site is located in transit-rich and pedestrian accessible locations with connectivity to many areas within the City. Transit opportunities in the Project Site include various routes operated by Metro and one by LADOT. See consistency analysis for Goal 2, above, for a list of nearby transportation options. The Project would be within one-half mile of the existing Metro B (Red) Line Hollywood /Western Station. The Project is consistent with this goal.

**Attachment B**  
**Project Consistency with**  
**SCAG's 2016-2040 RTP/SCS**  
**and 2020-2045 RTP/SCS**

