

**APPENDIX F:**  
**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 Brentwood – Pacific Palisades Community Plan. Consistency with the Framework Element is demonstrated below.

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

Objective / Policy	Project Consistency Analysis
<b>Land Use Chapter</b>	
<b>Goal 3A:</b> 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 livable city.	<b>No Conflict.</b> The proposed project would include a mixed-use residential and commercial development in a highly urban area within the Brentwood 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 restaurant, café, and dry cleaner with a residential and commercial mixed-use building. 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.
<b>Objective 3.1:</b> Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.	<b>No Conflict.</b> As discussed above, the proposed project includes a variety of uses including multi-family residential and ground-floor retail and restaurant space which would provide new opportunities for new businesses or the expansion or relocation of existing businesses; thus, increasing business opportunities and economy in the Brentwood / West Los Angeles area. The future residents and visitors of the proposed project would also introduce new foot traffic for the existing surrounding commercial community. Thus, the proposed project would not conflict with this objective.
<b>Policy 3.1.2:</b> Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses.	<b>No Conflict.</b> The proposed project is located on an infill lot that is already adequately served by public infrastructure. The project site is readily accessed via Wilshire Boulevard and Westgate Avenue, 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 / Policy	Project Consistency Analysis
<p><b>Objective 3.2:</b> Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.</p>	<p><b>No Conflict.</b> The project site is located in a High Quality Transit Area (HQTA) and a High Quality Transit Corridor (HQTC) along Wilshire Boulevard. The proposed project would develop new residential and commercial uses in walking distance to numerous services, retail, and employment opportunities. Additionally, the project site is located within 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, such as walking and biking, which would reduce Vehicle Miles Traveled (VMT), promote alternatives to driving, and improve air quality. Thus, the proposed project would not conflict with this objective.</p>
<p><b>Policy 3.2.3:</b> Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use appropriate locations.</p>	<p><b>No Conflict.</b> The proposed project would develop new residential and commercial 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.</p>
<p><b>Policy 3.2.4:</b> 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.</p>	<p><b>No Conflict.</b> The proposed project would construct a mixed-use residential and commercial building on a site currently developed with a commercial building and surface parking. 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.</p>
<p><b>Objective 3.3:</b> Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.</p>	<p><b>No Conflict.</b> 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.</p>
<p><b>Objective 3.4:</b> 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.</p>	<p><b>No Conflict.</b> As stated above, the proposed project includes the development of a mixed-use residential and commercial building, which would provide new foot traffic and potential employment in close proximity to retail, restaurants, and commercial uses nearby and in the Brentwood area, helping to sustain existing commercial uses along adjoining transit/corridors and boulevards. Thus, the proposed project would not conflict with this objective.</p>
<p><b>Goal 3C:</b> Multi-family neighborhoods that enhance the quality of life for the City's existing</p>	<p><b>No Conflict.</b> The proposed project would include residential units that would be available at market rate</p>

Objective / Policy	Project Consistency Analysis
and future residents.	and affordable rate. Thus, the proposed project would be consistent with this goal.
<b>Policy 3.7.4:</b> 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.	<b>No Conflict.</b> The proposed project would redevelop a site that is currently occupied by a commercial building and surface parking. The proposed project would be attractively designed and landscaped in accordance with the design guidelines of the Standards in Chapter 5 Urban Form and Neighborhood Design Chapter of this Element and the West Wilshire Boulevard CDO Guidelines and Standards. 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. Thus, the proposed project would not conflict with this policy.
<b>Goal 3D:</b> Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles' neighborhoods.	<b>No Conflict.</b> 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. Additionally, the proposed project's design and ground-floor commercial/retail fronting Wilshire Boulevard would enhance pedestrian activity in the area, especially within the Brentwood / West Los Angeles area. Thus, the proposed project would not conflict with this goal.
<b>Policy 3.8.4:</b> Enhance pedestrian activity by the design and siting of structures in accordance with Chapter 5 Urban Form and Neighborhood Design policies of this Element and Pedestrian-Oriented District Policies.	<b>No Conflict.</b> As discussed above, the proposed project would promote a pedestrian-oriented environment by providing residential and commercial uses near the major commercial corridors along Wilshire 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.
<b>Housing Chapter</b>	
<b>Goal 4A:</b> An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.	<b>No Conflict.</b> The proposed project's dwelling units would be of different sizes and configurations (studios, one-bedroom, and two-bedroom units) and would be available at a 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.
<b>Objective 4.2:</b> 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.	<b>No Conflict.</b> The proposed project would provide multi-family residential units in a HQTAs and a HQTAs along Wilshire Boulevard, and in a highly urbanized area within the Brentwood community. 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 and is located along a primary transit corridor/boulevard. Additionally, the proposed project would not encroach on any existing lower-density

Objective / Policy	Project Consistency Analysis
	residential neighborhoods. Thus, the proposed project would not conflict with this objective.
<b>Urban Form and Neighborhood Design Chapter</b>	
<p><b>Objective 5.2:</b> Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.</p>	<p><b>No Conflict.</b> The proposed project is an infill development in an area served by multiple bus lines that are operated by Metro and Santa Monica BigBlueBus. 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.</p>
<p><b>Objective 5.8:</b> Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.</p>	<p><b>No Conflict.</b> As discussed above, the proposed project would place new residential dwelling units in a transit-rich 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><b>Goal 7G:</b> 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><b>No Conflict.</b> The proposed project’s dwelling units would be of different sizes and configurations (studios, one-bedroom, and two-bedroom units) and would be available at a range of market and affordable rates. The proposed project would increase the housing choices available in the Brentwood 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><b>Goal 1:</b> 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><b>No Conflict.</b> The proposed project would increase the housing stock in the Brentwood area by providing safe, attractive, and centrally located studios, one-bedroom, and two-bedroom residential dwelling units at market and affordable rates. The proposed project is contributing to the range of housing choices available in the Brentwood area and would therefore not conflict with this goal.</p>
<p><b>Goal 2:</b> A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.</p>	<p><b>No Conflict.</b> The proposed project proposes a seven-story mixed-use residential and commercial building with 81 units, 15 percent of which (9 units) would be reserved at the “Very Low Income” level. The proposed project would not displace existing housing and 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 Brentwood area of Los Angeles for all income levels. Therefore, the proposed project would not conflict with this goal.</p>
<p><b>Objective 2.1:</b> Strengthen renter protections, prevent displacement and increase the stock of affordable housing.</p>	<p><b>No Conflict.</b> The proposed project’s dwelling units would be of different sizes and configurations (studios, one-bedroom, and two-bedroom units) and would be available at a range of market rates and affordable rates. The proposed project would not displace any existing housing and would increase the housing choices available in the Brentwood area, which will increase supply and help reduce upward pressure on housing costs. In addition, of the 81 proposed residential units, 15 percent of the base units (9 units) would be reserved at the “Very Low Income” level, thereby promoting access to housing for residents of all income levels. Thus, the proposed project supports this objective.</p>
<p><b>Objective 2.3:</b> Preserve, conserve and improve the quality of housing.</p> <p><b>Policy 2.3.1:</b> Enforce and facilitate the maintenance of existing housing in decent, safe and healthy conditions.</p>	<p><b>No Conflict.</b> 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 address screening construction activities from view at the local street level and keeping unpermitted persons</p>

	<p>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 or associated policy.</p>
<p><b>Goal 3:</b> City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.</p>	<p><b>No Conflict.</b> The proposed project would redevelop a site that is currently occupied by a commercial building and surface parking. The proposed project would be attractively designed and landscaped in accordance with the design guidelines of the West Wilshire Boulevard CDO Guidelines and Standards, which would further ensure that the building maintains a safe, clean, and attractive environment during the Project's construction and operation. As such, the proposed project would not conflict with this goal.</p>
<p><b>Objective 3.1:</b> Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.</p>	<p><b>No Conflict.</b> The proposed project would increase the housing stock in the Brentwood area by providing safe, attractive, and centrally located studios, one-bedroom, and two-bedroom residential dwelling units. In addition, of the 81 proposed residential units, 15 percent of the base units (9 units) would be reserved at the "Very 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 Brentwood 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 be consistent with this objective.</p>
<p><b>Policy 3.1.3:</b> Develop and implement design standards that promote quality residential development.</p>	<p><b>No Conflict.</b> The proposed project would replace a commercial building and surface parking with a new seven-story mixed-use building with residential and commercial land uses. 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><b>Policy 3.1.5:</b> 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><b>No Conflict.</b> The proposed project would redevelop a site that is currently occupied by a commercial building and surface parking. The proposed project would be attractively designed and landscaped in accordance with the design guidelines of the Standards in Chapter 5 Urban Form and Neighborhood Design Chapter of the Land Use Element and the West Wilshire</p>



	<p>Boulevard CDO Guidelines and Standards. 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 Wilshire Boulevard and Westgate Avenue. Thus, the proposed project would not conflict with this policy.</p>
<p><b>Policy 3.1.7:</b> Promote complete neighborhoods by planning for housing that includes open space, and other amenities.</p>	<p><b>No Conflict.</b> The proposed project would 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><b>Objective 3.2:</b> 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><b>Policy 3.2.1:</b> Promote the integration of housing with other compatible land uses at both the building and neighborhood level.</p> <p><b>Policy 3.2.2:</b> 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><b>No Conflict.</b> The proposed project involves a mixed-use development in an area characterized by residential, commercial, office, and retail land uses. The proposed project would supplement the area with residential dwelling units and ground-floor commercial retail space. 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 Wilshire Boulevard and Westgate Avenue. Additionally, the project site is within close proximity to many services, job opportunities, and transit. Thus, the proposed project’s mixed-use design would allow future residents the opportunity to work on-site. The project site is in walking distance to many services, employment opportunities, and retail spaces. The proposed project’s land uses and location allow for residents to live and work in close proximity. As such, the proposed project would not conflict with this objective or associated policies.</p>
<p><b>Policy 3.2.5:</b> Promote and facilitate the reduction of water, energy, carbon and waste consumption in new and existing housing.</p> <p><b>Policy 3.2.7:</b> Provide environmentally sustainable development standards and incorporate sustainable best practice in building and zoning code updates.</p>	<p><b>No Conflict.</b> The proposed project would be required to comply with the State’s California Building Code and the City’s Green Building Code, which implement 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><b>Goal 4:</b> 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><b>No Conflict.</b> The proposed project would provide a variety of dwelling units of different sizes and configurations that would be available at both market rates and affordable rates. The proposed project is increasing the housing choices available in the Brentwood area. Therefore, the proposed project would not conflict with this goal.</p>
<p><b>Objective 4.1:</b> Ensure that housing opportunities are accessible to all residents without discrimination on the basis of race, color, ancestry, sex, national</p>	<p><b>No Conflict.</b> As mentioned previously, the proposed project would increase the housing stock in the Brentwood area by providing safe, attractive, and</p>

<p>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>centrally located studios, one-bedroom, and two-bedroom residential dwelling units. In addition, of the 81 proposed residential units, 15 percent of the base units (9 units) would be reserved at the “Very 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 Brentwood 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 be consistent 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, 2023.</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**

<p><b>Mobility Plan Key Goals</b></p>	<p><b>Project Consistency Analysis</b></p>
<p><b>Goal 1:</b> Safety First: Crashes, speed, protection, security, safety education, and enforcement.</p>	<p><b>No Conflict.</b> 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 one full-access driveway along Westgate Avenue and one driveway along the adjacent alleyway. 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.</p>
<p><b>Policy 1.1:</b> Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.</p>	<p><b>No Conflict.</b> Primary vehicular access for the proposed project would be provided via one full-access driveway along Westgate Avenue and one driveway along the adjacent alleyway. The proposed project would close the existing driveway located along Wilshire Boulevard, which would minimize conflicts to pedestrian access points along Wilshire Boulevard. Therefore, the Project would not conflict with and, therefore, would be consistent with the policy.</p>

<p><b>Policy 1.6:</b> Design detour facilities to provide safe passage for all modes of travel during times of construction.</p>	<p><b>No Conflict.</b> As discussed in Section 4, Initial Study, the Project will implement PDF-PS-1 and PDF-PS-2 which requires that the construction zone be fenced of and secured during construction with security guard patrol throughout the project site, as needed. Thus, the Project would not conflict with and, therefore, would be consistent with this policy.</p>
<p><b>Goal 2:</b> World Class Infrastructure: Design, Complete Streets Network (walking, bicycling, transit, vehicles, goods movement), Bridges, Highways, Smart Investments.</p>	<p><b>No Conflict.</b> This goal is directed toward City goals and is not specifically applicable to the 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.</p>
<p><b>Policy 2.3:</b> Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.</p>	<p><b>No Conflict.</b> The Project would improve pedestrian access by creating an inviting pedestrian entrance along Wilshire Boulevard. The Project would close the existing driveway along Wilshire Boulevard, and the proposed vehicle driveways would be located along Westgate Avenue and the adjacent alleyway to minimize conflicts to pedestrian access points along Wilshire Boulevard. The Project would include active sidewalk uses and landscaping, including street trees, along Wilshire Boulevard and Westgate Avenue. Pedestrian access to the project site would be provided along Wilshire Boulevard and Westgate Avenue. Thus, the Project would not conflict with and, therefore, would be consistent with this policy.</p>
<p><b>Policy 2.6:</b> Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.</p>	<p><b>No Conflict.</b> Consistent with the LAMC requirements for on-site bicycle parking, the Project would provide a total of 148 long-term and 12 short-term spaces on-site. Thus, the Project would not conflict with and, therefore, would be consistent with this policy.</p>
<p><b>Policy 2.10:</b> Facilitate the provision of adequate on and off-street loading areas.</p>	<p><b>No Conflict.</b> As shown in Figure 2.6, Site Plan, a passenger loading and unloading zone currently exists on the east side of the project site along Westgate Avenue, and is proposed to remain. Thus, the Project would not conflict with and, therefore, would be consistent with this policy.</p>
<p><b>Goal 3:</b> Access for All Angelenos: Affordability, vulnerable users, land use, operations, reliability, demand management, community connections.</p>	<p><b>No Conflict.</b> The project site is located in an urbanized area of Brentwood within a HQTAs and HQTAs. 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.</p>
<p><b>Policy 3.1:</b> Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes—including goods movement—as integral components of the City’s transportation system.</p>	<p><b>No Conflict.</b> The Project would promote this policy by providing adequate vehicular and pedestrian access and bicycle facilities. In addition, the Project is located in a designated HQTAs and HQTAs and is directly served by numerous local and regional commuter bus lines.</p>

	Thus, the Project would not conflict with and, therefore, would be consistent with this policy.
<b>Policy 3.3:</b> Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	<b>No Conflict.</b> The Project would support this policy through the development of a mixed-use residential and commercial building. The ground-floor commercial uses include retail and restaurant space. The Project is located in proximity to employment, destinations, and other neighborhood services in a transit-rich area, and in a designated HQTAs and HQTCs. Thus, the Project would not conflict with and, therefore, would be consistent with this policy.
<b>Policy 3.4:</b> Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.	<b>No Conflict.</b> The Project would support the implementation of this citywide policy by locating a new mixed-use project in a designated HQTAs and HQTCs. Workers and visitors of the Project would be well-served by affordable transit services in close proximity to the project site, which would reduce VMT. Thus, the Project would not conflict with this policy.
<b>Policy 3.8:</b> Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.	<b>No Conflict.</b> Consistent with the LAMC requirements for on-site bicycle parking, the Project would provide a total of 148 long-term spaces and 12 short-term spaces on-site. Thus, the Project would not conflict with and, therefore, would be consistent with this policy.
<b>Goal 4:</b> Collaboration, Communication and Informed Choices. Real-time information, open-source data, transparency, monitoring, reporting, departmental and agency cooperation, database management, parking options, loading and unloading, goods movement.	<b>No Conflict.</b> While this goal is directed at City Departments to increase collaboration and communication, the Project would not conflict with the applicable objectives or polices to provide for informed choices. Thus, the Project would not conflict with and, therefore, would be consistent with this goal.
<b>Goal 5:</b> Clean Environments and Healthy Communities Environment, public health, clean air, clean fuels and fleets.	<b>No Conflict.</b> The proposed project is an infill development within a HQTAs and HQTCs. 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.
<b>Policy 5.2:</b> Support ways to reduce vehicle miles traveled (VMT) per capita.	<b>No Conflict.</b> The Project would provide residential, retail, and restaurant uses along a commercial corridor. As such, the Project would provide greater proximity to neighborhood services, jobs, and residences and would be well-served by existing public transportation. As discussed in Section 4, Initial Study, the proposed project would result in a less than significant impact with respect to the Project's residential and work related VMT impacts. Therefore, the proposed Project would support ways to reduce VMT. Thus, the proposed Project would not conflict with this policy.

<p><b>Policy 5.4:</b> Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.</p>	<p><b>No Conflict.</b> As noted in Section 4, Initial Study, the Project would include a minimum of 10 percent of the total number of parking spaces to include Electric Vehicle (EV) Charging Stations. In addition, pursuant to LAMC Section 99.04.106.4.2, 30% of the total number of parking spaces provided would be electric vehicle charging spaces (EVCS) capable of supporting future electric vehicle supply equipment (EVSE). Therefore, the proposed Project would not conflict with this policy.</p>
<p><b>Policy 5.5:</b> Maximize opportunities to capture and infiltrate stormwater within the City’s public right-of-ways.</p>	<p><b>No Conflict.</b> The proposed Project would not conflict with this citywide policy. The Project would prevent additional stormwater effluent entering the public right-of-way through a SWPPP, as discussed in Section 4, Initial Study of this SCEA above under Objective 9.6 of the Framework Element. Thus, the Project would not conflict with and, therefore, would be consistent with this policy.</p>
<p>Sources: City of Los Angeles General Plan Elements, Mobility Plan 2035. Parker Environmental Consultants, 2023.</p>	

**General Plan Land Use Element – Brentwood-Pacific Palisades Community Plan**

The project site is located within the Brentwood – Pacific Palisades Community Plan Area. Therefore, all development activity on-site is subject to the land use policies of the Brentwood – Pacific Palisades Community Plan (Community Plan). A detailed analysis of the consistency of the proposed project with the applicable objectives and policies of the Brentwood – Pacific Palisades Community Plan for Residential and Commercial Land Uses is presented in Table 4, below.

**Table 4  
Project Consistency with Applicable Objectives and Policies of the Brentwood – Pacific Palisades Community Plan Land Use Element for Residential and Commercial Land Uses**

Objective / Policy	Project Consistency Analysis
<b>Residential</b>	
<p><b>Objective 1-1:</b> To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.</p>	<p><b>No Conflict.</b> The proposed project’s dwelling units would be of different sizes and configurations (studios, one-bedroom, and two-bedroom units) and would be available at a range of market rates and affordable rates. The proposed project would not displace any existing housing and would increase the housing choices available in the Brentwood area, which will increase supply and help reduce upward pressure on housing costs. In addition, of the 81 proposed residential units, 15 percent of the base units (9 units) would be reserved at the “Very Low Income” level, thereby promoting access to housing for residents of all income levels. Thus, the proposed project supports this objective.</p>
<p><b>Policy 1-1.46:</b> The City should promote neighborhood conservation, particularly in existing single family neighborhoods, as well as in areas with existing multiple-family residences.</p>	<p><b>No Conflict.</b> The project site is currently developed with a commercial building and surface parking. There are no single-family homes or multi-family residences on the project site, and no single-family residential</p>

	<p>neighborhoods are located adjacent or near the project site. The proposed project would not encroach or demolish any of the multi-family residential buildings located north of the project site, across the alleyway. As such, the proposed project would not conflict with this policy.</p>
<p><b>Objective 1-2:</b> To locate new housing in a manner which reduces trips and makes it accessible to services and facilities.</p>	<p><b>No Conflict.</b> The proposed project would place residential dwelling units in a transit-rich and pedestrian-oriented area fronting Wilshire Boulevard. Additionally, the project site is located within numerous bus routes with peak commute service intervals of 15 minutes or less. The project site’s location near mass transit and in walking distance to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the proposed project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. In addition, the proposed project would be located near adequate services and facilities, which would reduce vehicular trips and congestion. Thus, the proposed project supports this objective.</p>
<p><b>Policy 1-2.1:</b> Retain higher residential densities near commercial centers and major bus routes where public service facilities, utilities and topography will accommodate such development and circulation system.</p>	<p><b>No Conflict.</b> The proposed project would provide a total of 81 residential dwelling units within a seven-story mixed-use residential and commercial building. The proposed project would place residential dwelling units in a transit-rich and pedestrian-oriented area. Additionally, the project site is located within numerous bus routes with peak commute service intervals of 15 minutes or less. The project site’s location near mass transit and in walking distance to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. Thus, the proposed project would not conflict with this policy.</p>
<p><b>Policy 1-2.2:</b> Encourage multiple residential development in specified commercial zones.</p>	<p><b>No Conflict.</b> The project site is zoned [Q]C4-1L-CDO with a General Plan land use designation of Community Commercial. The proposed project would redevelop a site that is currently occupied by a commercial building and surface parking with a seven-story mixed-use residential and commercial building. Therefore, the proposed project would not conflict with this policy.</p>
<p><b>Objective 1-5:</b> To promote and insure the provision of adequate housing for all persons regardless of income, age or ethnic background.</p>	<p><b>No Conflict.</b> The proposed project’s dwelling units would be of different sizes and configurations (studios, one-bedroom, and two-bedroom units) and would be available at range of affordable and market rates. The net additional units will increase housing supply and help reduce upward pressure on housing costs. In addition, of the 81 proposed residential units, 15 percent of the base units (9 units) would be reserved at the “Very Low Income” level. Thus, the proposed project supports this objective.</p>
<p><b>Policy 1-5.1:</b> Promote greater individual choice in type, quality, price and location of housing.</p>	<p><b>No Conflict.</b> The proposed project would redevelop a site that is currently occupied by a commercial building and surface parking. As discussed above, the proposed project’s dwelling units would be of different sizes and configurations (studios, one-bedroom, and two-bedroom</p>

	units) and would be available at range of affordable and market rates. In addition, of the 81 proposed residential units, 15 percent of the base units (9 units) would be reserved at the “Very Low Income” level. Thus, consistent with this policy, the proposed project would provide choices in type, quality, and price of housing on a redeveloped site. Therefore, the proposed project would not conflict with this policy.
<b>Policy 1-5.2:</b> Promote housing in mixed use projects in pedestrian-oriented areas and transit corridors.	<b>No Conflict.</b> The proposed project would provide a total of 81 residential dwelling units within a seven-story mixed-use residential and commercial building. The proposed project would place residential dwelling units in a transit-rich and pedestrian-oriented area. Additionally, the project site is located within numerous bus routes with peak commute service intervals of 15 minutes or less along Wilshire Boulevard, which is identified as a transit corridor. Therefore, the proposed project would not conflict with this policy.
<b>Policy 1-5.3:</b> Ensure that new housing opportunities minimize displacement of residents.	<b>No Conflict.</b> The proposed project would redevelop a site that is currently occupied by a commercial building and surface parking with a mixed-use multi-family residential and commercial building. Therefore, the proposed project would not displace residents and would not conflict with this policy.
<b>Policy 1-5.4:</b> Provide for the development and maintenance of rental units to insure housing for a variety of income groups.	<b>No Conflict.</b> As discussed above, the proposed project’s dwelling units would be of different sizes and configurations (studios, one-bedroom, and two-bedroom units) and would be available at range of affordable and market rates. In addition, of the 81 proposed residential units, 15 percent of the base units (9 units) would be reserved at the “Very Low Income” level. Thus, consistent with this policy, the proposed project would provide rental units available to a variety of income groups. Therefore, the proposed project would not conflict with this policy.
<b>Commercial</b>	
<b>Objective 2-1:</b> To conserve and strengthen viable commercial development.	<b>No Conflict.</b> The proposed project has direct frontage along Wilshire Boulevard, which contains numerous retail, office, and commercial uses. The proposed project would consist of a mixed-use residential and commercial development, which would provide additional ground-floor retail to the area and provide additional foot traffic for the surrounding commercial uses along Wilshire Boulevard and Westgate Avenue. Thus, the proposed project supports this objective.
<b>Policy 2-1.1:</b> New commercial uses shall be located in existing established commercial areas or existing shopping centers.	<b>No Conflict.</b> The proposed project would include a seven-story mixed-use residential and commercial building. Wilshire Boulevard contains a variety of commercial uses and the surrounding area is zoned for commercial uses. As such, the proposed project would be located in an existing commercial area with shopping centers. Thus, the proposed project would not conflict with this policy.
<b>Policy 2-1.2:</b> Protect commercially planned or zoned areas from encroachment by residential	<b>No Conflict.</b> The proposed project would consist of a mixed-use residential and commercial development in

only development.	an area zoned for mixed-use uses. The proposed project does not only consist of residential components, but includes ground-floor commercial uses as well. Therefore, the proposed project would not conflict with this policy.
<b>Objective 2-3:</b> To enhance the appearance of commercial districts and to identify pedestrian-oriented areas.	<b>No Conflict.</b> The proposed project would place ground-floor commercial uses in a transit-rich and pedestrian-oriented area fronting Wilshire Boulevard. Additionally, the project site is located within numerous bus routes with peak commute service intervals of 15 minutes or less. The project site's location near mass transit and in walking distance to services, retail stores, and restaurants 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. In addition, the proposed project would be located near adequate services and facilities, which would reduce vehicular trips and congestion. Thus, the proposed project supports this objective.
<b>Policy 2-3.1:</b> Pedestrian-oriented areas are to be identified and preserved.	<b>No Conflict.</b> The proposed project would be designed to preserve the pedestrian-oriented areas along Wilshire Boulevard. Pursuant to the West Wilshire Boulevard CDO Guidelines and Standards, the building façade fronting Wilshire Boulevard would create an inviting pedestrian entrance. The proposed vehicle driveways would be located along Westgate Avenue and the adjacent alleyway to minimize conflicts to pedestrian access points along Wilshire Boulevard. Thus, the proposed project would not conflict with this policy.
<b>Policy 2-3.2:</b> New development should add to and enhance the existing pedestrian street activity.	<b>No Conflict.</b> Primary pedestrian access to the project site would be provided from Wilshire Boulevard. Thus, the proposed project would be landscaped and designed to promote a pedestrian-oriented environment. As mentioned above, pursuant to the West Wilshire Boulevard CDO Guidelines and Standards, the building façade fronting Wilshire Boulevard would create an inviting pedestrian entrance. Therefore, the proposed project would not conflict with this policy.
<b>Policy 2-3.3:</b> Ensure that commercial projects achieve harmony with the best of existing development.	<b>No Conflict.</b> Coordination with the Department of City Planning would ensure the proposed project would be attractively designed and landscaped in accordance with applicable design guidelines to enhance the surrounding commercial districts. These guidelines and standards are in place to ensure that projects are designed and developed to achieve a high level of quality, have a distinctive character, and are compatible with existing uses and development. Therefore, the proposed Project would not conflict with this policy.
<b>Policy 2-3.4:</b> New development in pedestrian oriented areas shall provide parking at the rear of the property or underground.	<b>No Conflict.</b> The proposed vehicle driveways would be located along Westgate Avenue and the adjacent alleyway at the rear of the proposed development to minimize conflicts with pedestrian access points along Wilshire Boulevard. Therefore, the proposed project would not conflict with this policy.



<p><b>Policy 2-3.5:</b> Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses directed at pedestrian traffic.</p>	<p><b>No Conflict.</b> The proposed project would develop a seven-story mixed-use residential and commercial building. The proposed ground-level retail space would front Wilshire Boulevard, which would promote a pedestrian-oriented environment along this commercial corridor. Thus, the proposed project would not conflict with this policy.</p>
<p><b>Policy 2-3.6:</b> Promote mixed-use projects along transit corridors, and in appropriate commercial areas.</p>	<p><b>No Conflict.</b> The project site is zoned [Q]C4-1L-CDO with a General Plan land use designation of Community Commercial. The proposed project would redevelop a site that is currently occupied by a commercial building and surface parking with a seven-story mixed-use residential and commercial building. Therefore, the proposed project would not conflict with this policy.</p>
<p><b>Objective 2-4:</b> To enhance the appearance of commercial districts consistent with the character of, and quality of the surrounding neighborhoods.</p>	<p><b>No Conflict.</b> The proposed project would replace a commercial building and surface parking with a new seven-story mixed-use building with residential and commercial land uses. 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 supports this objective.</p>
<p><b>Policy 2-4.1:</b> Establish commercial areas and street identity and character through appropriate sign control, landscaping and street scape.</p>	<p><b>No Conflict.</b> The proposed project would be designed and landscaped in accordance with applicable design guidelines including the West Wilshire Boulevard CDO Guidelines and Standards. These guidelines and standards are in place to ensure that projects are designed and developed to achieve a high level of quality, have a distinctive character, and are compatible with existing commercial uses and development. Therefore, the proposed project would not conflict with this policy.</p>
<p><b>Policy 2-4.3:</b> Improve safety and aesthetics of parking areas in commercial areas.</p>	<p><b>No Conflict.</b> Vehicle parking would be located in subterranean level, on the ground level at the rear of the building, and on the second level. The proposed vehicle driveways would be located along Westgate Avenue and the adjacent alleyway to minimize conflicts with pedestrian access points along Wilshire Boulevard. Therefore, the proposed project’s parking areas would be designed to ensure pedestrian safety along the commercial areas of Wilshire Boulevard. Thus, the proposed project would not conflict with this policy.</p>
<p><i>Source: City of Los Angeles, Brentwood – Pacific Palisades Community Plan, Land Use and Planning Element. Parker Environmental Consultants, 2023.</i></p>	