

ATTACHMENT B

6831 Hawthorn Project Consistency with the Goals of the 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). 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 1: Align the plan investments and policies with improving regional economic development and competitiveness.

Not Applicable. This Goal is directed towards SCAG and the City of Los Angeles (City) and not does apply to the 6831 Hawthorn Avenue Project (Project). No further discussion is required.

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

The Project would replace an existing surface parking lot and develop a 137-unit housing development on an approximately 24,798 square feet (sf), or 0.57-acre site at 6817 – 6831 ½ W. Hawthorn Avenue (Project Site) within the City. The Project would develop a 99,717 sf mixed-use building with 137 residential apartment units (including 14 affordable units set aside for Extremely Low Income [ELI] households), a 1,207 sf ground-floor café, and ancillary parking. 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 (CPA) of the City.

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*

City of Los Angeles (Health Atlas), published in June 2013.¹ 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 is summarized by CPA. According to City data in the Health Atlas, the Hollywood CPA is the 9th highest walkable area out of the 35 CPAs in the City. City data in the Health Atlas also indicates that the Hollywood CPA has the 9th highest percentage (approximately 22 percent) of workers that commute to work by walking, biking, and public transportation out of the 35 CPAs in the City. The Statewide percentage of workers that commute to work by walking, biking, and public transportation is approximately 5.2 percent, based on Census data for the 2013 to 2017 period.²

The Project Site is located in an area that provides opportunities for walking, biking, and public transportation, as described in detail below.

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 Metropolitan Transit Authority (Metro) and other local transportation agencies. Specifically, the Project Site is within walking or biking distance from the Metro B (former Red) Line Hollywood/Highland Station, located approximately 290 feet north of the Project Site. In addition, other regular bus routes in the area include Metro Routes 2/302, 237/656, 212/312, 217, 222, 780, the Los Angeles Department of Transportation (LADOT) Downtown Area Short Hop (DASH) Hollywood Counterclockwise and Clockwise, and the CITYLINE COMMUTER, a free shuttle between the City of West Hollywood and the Hollywood/Highland Metro B (Red) Line Station. The bus lines 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 Highland Avenue, approximately 790 feet from the Project Site, runs east-west along Sunset Boulevard;
- Metro Route 237/656 – nearest stop at Hollywood Boulevard and Highland Avenue, approximately 275 feet from the Project Site, runs north-south along Highland Avenue;

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

2 U.S. Census Bureau, American FactFinder, Data Set S0804 (Means of Transportation to Work By Selected Characteristics for Workplace Geography, California, 2013-2017 American Community Survey 5-Year Estimates). Available at https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_S0804&prodType=table. Accessed June 2020.

- Metro Route 212/312 – nearest stop at Hawthorn Avenue and Orange Drive, approximately 525 feet from the Project Site, runs north-south along La Brea Avenue;
- Metro Route 217 – nearest stop at Hollywood Boulevard and Highland Avenue, approximately 275 feet from the Project Site, runs east-west along Hollywood Boulevard;
- Metro Route 222 – nearest stop at Hollywood Boulevard and Highland Avenue, approximately 275 feet from the Project Site, runs east-west along Hollywood Boulevard;
- Metro Route 780 – nearest stop at Hollywood Boulevard and Highland Avenue, approximately 275 feet from the Project Site, runs east-west along Hollywood Boulevard;
- LADOT DASH Hollywood Commuter Counterclockwise – nearest stop at Hollywood Boulevard and Highland Avenue, approximately 110 feet from the Project Site, runs in a counterclockwise circuit around the downtown Hollywood area.; and
- CITYLINE COMMUTER – nearest stop at Hollywood Boulevard and Highland Avenue, approximately 110 feet from the Project Site, runs north-south along Highland Avenue.

In addition, Class III bicycle routes are provided along Orange Drive – south of Hollywood Boulevard, Selma Avenue – east of Highland Avenue, and Yucca Street – east of Highland Avenue. Future Class III bicycle routes that are planned for in the City of Los Angeles and in the vicinity of the Project Site, include: Hawthorn Avenue – west of Highland Avenue, Orange Drive – north of Hollywood Boulevard, Las Palmas Avenue – between Selma Avenue and Sunset Boulevard, and Franklin Avenue – east of Highland Avenue. Future Class II bicycle lanes that are planned for in the City of Los Angeles, and in the vicinity of the Project Site, include: Hollywood Boulevard, Highland Avenue, Franklin Avenue – west of Highland Avenue, and La Brea Avenue.³ The components of the City’s 2010 Bicycle Plan have been incorporated into the bicycle network of the City’s Mobility Plan 2035, which consists of a Low-Stress Bikeway System (comprised of the Bicycle Enhanced Network, the Neighborhood Enhanced Network, and Bicycle Paths) and a Bicycle Lane Network. The Neighborhood Enhanced Network and Bicycle Paths are relatively unchanged from the 2010 Bicycle Plan. The completed Project would not deter the implementation of any of these plans.

The Project would encourage the utilization of transit due to its close proximity to the Metro B Line Hollywood/Highland station, the above bus lines, and existing

³ City of Los Angeles, Department of Public Works. 2020. LA County Bikeways Map. Available at: <https://dpw.lacounty.gov/pdd/bike/map.cfm>, accessed on May 31, 2020.

and proposed bicycle routes. The Project also includes design elements that would create bicycle and pedestrian-oriented amenities including 106 bicycle parking stalls for its residential uses (95 long-term and 11 short-term), which meets the Los Angeles Municipal Code's (LAMC) requirements for bicycle parking spaces and providing a ground floor courtyard to enhance the pedestrian orientation of the Project Site.

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. 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 safety of the regional transportation system by providing housing and jobs 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 proposed improvements that will improve travel safety and reliability for those traveling to and from the Project Site. Given that residential units would replace the existing surface parking lot; the Project is expected to bring more pedestrian activity to the Project Site. The Project would implement improvements along Hawthorn Avenue to bring the sidewalk into conformance with current City standards, thereby enhancing pedestrian mobility. The Project also includes a ground-floor cafe, 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 2016 RTP/SCS Goal 2, the Project Site is located in proximity to multiple public transit opportunities, which provide safe and reliable travel options for Project residents. The Project would also provide 150 on-site vehicle parking spaces and 106 bicycle parking spots (95 long-term and 11 short-term). The provision of Code-compliant bicycle parking spaces would encourage use of alternative modes of reliable transportation and pedestrian activity in the Project vicinity. The Project Site is also centrally located to a number of existing and proposed bicycle routes and lanes that provide, and will increase, travel safety for bicyclists in the area. Thus, the 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 4: Preserve and ensure a sustainable regional transportation system.

Not applicable. This goal is directed towards SCAG to ensure the preservation of a sustainable regional transportation system and is not applicable to the Project. No further discussion is required.

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

The Project is located in a dense urban area, and would result in a greater intensity of uses on the Project Site compared to its existing surface parking lot. The Project would develop an 8-story, 99,717 sf mixed-use building with 137 residential apartment units, a ground-floor café, and ancillary parking. Increased density provides a foundation for the implementation of other strategies such as enhanced transit services and facilitates the use of transit by more people. The Project would develop residential uses within walking distance of existing bus lines and rail transit stations, including the Metro B (Red) Line Hollywood/Highland Station (approximately 290 feet north of the Project Site), and provide a total of 106 bicycle parking spaces (95 long-term and 11 short-term), resulting in opportunities for residents and visitors to use public transit, bicycling, and walking to access their jobs or shopping opportunities. Thus, the Project will encourage the utilization of transit as a mode of transportation to and from the Project Site and contribute to the productivity and use of the regional transportation system by providing housing and jobs near transit. 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 provide 106 bicycle parking spaces in compliance with the number of spaces required by the LAMC. Pedestrian access to the Project Site would be provided via the sidewalks along Highland Avenue and Hawthorn Avenue. The Project would implement improvements along Hawthorn Avenue, thereby enhancing pedestrian mobility in the Project vicinity, and subsequently, the health of the surrounding community. The Project also includes a variety of common open space (pool deck, sky deck, and enclosed recreation and lounge spaces), and private open space (balconies and patios) that will facilitate on-site recreation by Project residents. In addition, the Project would provide an active ground-floor café, to enhance the pedestrian orientation of the Project Site and encourage walking to the Project, which would support a healthy community. Thus, the Project is consistent with this goal.

2016 RTP/SCS Goal 7: Actively encourage and create incentives for energy efficiency, where possible.

Not Applicable. This goal is directed towards SCAG and the City to provide incentives that actively encourage energy efficiency, and is not applicable to the Project. No further discussion is required.

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

The Project would encourage the use of transit, walking and bicycling, as the Project would locate residential and commercial development in an area within walking distance of existing bus lines and biking distance from rail transit stations, including the Metro B Line Hollywood/Highland Station approximately 290 feet north of the Project Site, and provide a total of 106 bicycle parking spaces. The Project would also provide pedestrian access to the Project Site via the sidewalk on Hawthorn Avenue. The Project would implement improvements along Hawthorn Avenue to bring the sidewalk into conformance with current City standards, thereby enhancing pedestrian mobility. The Project would provide sidewalk shading through the addition of new street trees and residential balconies. The Project would also include an active ground-floor café use, which would enhance the existing streetscape environment.

The Project would redevelop the existing surface parking lot with a 137-unit apartment building, 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 facilitate transit and active transportation 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.

2016 RTP/SCS Goal 9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

Not applicable. This goal is directed towards SCAG and the City to ensure that the security of the regional transportation system, through improved system monitoring, rapid recovery planning, and coordinating with other security agencies, is maximized. No further discussion is required.

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 multifamily housing to an existing, transit-accessible area. The Project would provide 4 dwelling unit sizes, 54 studio units, 56 1-bedroom units, 20 2-bedroom units, and 7 3-bedroom units. Furthermore, the Project would provide 106 bicycle parking spaces and 150 onsite parking spaces. Primary pedestrian access would be provided via sidewalk along Hawthorn Avenue fronting the Project Site. The Project would implement improvements along Hawthorn Avenue to bring the sidewalk into conformance with current City standards, thereby enhancing pedestrian mobility. Moreover, the Project would include a ground-floor café, which would enhance the existing streetscape.

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, including six major bus routes along Highland Avenue, Hollywood Boulevard, Sunset Boulevard, and La Brea Avenue, within one-quarter mile of the Project Site. Furthermore, the Project Site is within walking or biking distance from the Metro B line Hollywood and Highland station located approximately 290 feet north of the Project Site.

The Project Site is also located within one-quarter mile of two additional bus stops: the DASH Hollywood Commuter-Counterclockwise bus line and the CITYLINE COMMUTER bus line.

The six major Metro bus routes within one-quarter mile of the Project Site include Metro Route 2/302 with East-West stops at Sunset Boulevard and Highland Avenue approximately 790 feet from the Project Site, Metro Route 237/656 with North-South stops at Hollywood Boulevard and Highland Avenue approximately 275 feet from the Project Site, Metro Route 212/312 with North-South stops at Hawthorn Avenue and Orange Drive approximately 525 feet from the Project Site, Metro Route 217 with East-West stops at Hollywood Boulevard and Highland Avenue approximately 275 feet from the Project Site, Metro Route 222 with East-West stops at Hollywood Boulevard and Highland Avenue approximately 275 feet from the Project Site, and Metro Route 780 with East-West stops at Hollywood Boulevard and Highland Avenue approximately 275 feet from the Project Site.

Metro Route 2/302 provides service from Downtown Los Angeles to UCLA, Metro Route 237/656 provides service from Hollywood to the San Fernando Valley, Metro Route 212/312 provides service from Hawthorn to Hollywood, Metro Route 217 provides service from Los Feliz to Westchester, Metro Route 222 provides service from Hollywood to Sunland, and Metro Route 780 provides service from Hollywood to Pasadena. Connections to major transit stops are also provided along all six bus routes. The Project is consistent with achieving this benefit.

2016 RTP/SCS Benefit 2: The RTP/SCS will encourage strategic transportation investments that add appropriate capacity and improve critical road conditions in the region, increase transit capacity and expand mobility options. Meanwhile, the RTP/SCS outlines strategies for developing land in coming decades that will place destinations closer together, thereby decreasing the time and cost of traveling between them.

Not applicable. This benefit is directed towards SCAG and the City in the preparation of the RTP/SCS to encourage strategic transportation investments that add appropriate capacity and improve critical road conditions in the region, increase transit capacity and expand mobility options. No further discussion is required.

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 and Water Efficiency Compliance Report prepared for the Project, prepared by Zinner Consultants in July 2020 (Attachment G), the Project's energy use would be 16.2 percent less than the standards required by Title 24, Part 6 (2019). Moreover, the Project's water use would be 64.8 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 efficiency through multiple measures including high efficiency water-using appliances such as clothes washers and dishwashers, 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 bicycle lanes in the vicinity of the Project Site, and being located nearby various multi-modal public transportation options, including walking distance from various bus lines and biking distance from the Metro B line Hollywood and Highland station (approximately 290 feet north of the Project Site). As discussed previously, the Project Site is located in close proximity to the City's proposed future bike lanes and routes, which further increases the interconnectivity of the area. 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 both residential and ground-floor commercial uses to enhance the pedestrian-orientation of the Project Site within walking distance of existing bus 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. The Project is consistent with achieving this benefit.

6831 Hawthorn Project Consistency with the Goals of the 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 1: Encourage regional economic prosperity and global competitiveness.

Not Applicable. This Goal is directed towards SCAG and the City to encourage economic prosperity and global competitiveness in the region and not does apply to the Project. No further discussion is required.

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

As described above, the Project would replace an existing surface parking lot and develop a 137-unit housing development on an approximately 24,798 sf, or 0.57 acre, site at 6817 – 6831 ½ W. Hawthorn Avenue within the City of Los Angeles. The Project would develop a 99,717 sf mixed-use building with 137 residential apartment units (including 14 affordable units set aside for ELI households), a 1,207 sf ground-floor café, common and private open space, and ancillary parking. The City has established Community Plans that guide the physical development of neighborhoods in the City by establishing the goals and policies for land use and provide specific, neighborhood-level detail, relevant policies, and implementation strategies necessary to achieve the City's long-range overarching General Plan objectives. The Project Site is within the Hollywood Community Plan area of the City.

The City has conducted a comprehensive study that describes the baseline health conditions in the City and provides a context for understanding the demographic conditions, social and economic factors, physical environment, access to health care, and health behaviors contributing to the health of City residents and workers. The findings are documented in the Health Atlas, published in June 2013.⁴ 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 GHG emissions reductions as those topics reflect similar issues regarding land use patterns, urban design, and transportation systems. Data in the Health Atlas is summarized by Community Plan area. According to 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 indicates that the Hollywood Community Plan area has the 9th

4 City of Los Angeles, The Health Atlas, (2013). Available at https://planning.lacity.org/odocument/04a6a47b-9269-4773-a3ae-55f110b7d1e8/Health_Atlas.pdf. Accessed November 2020.

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 2019.⁵ The Project Site is located in an area that provides opportunities for walking, biking, and public transportation, as described in detail below.

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 and other local transportation agencies. Specifically, the Project Site is within walking or biking distance from the Metro B Line Hollywood/Highland Station, located approximately 290 feet north of the Project Site. In addition, other regular bus routes in the area include Metro Routes 2/302, 237/656, 212/312, 217, 222, 780, the LADOT DASH Hollywood Counterclockwise and Clockwise, and the CITYLINE COMMUTER, a free shuttle between the City of West Hollywood and the Hollywood/Highland Metro B Line Station. The bus lines 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 Highland Avenue, approximately 790 feet from the Project Site, runs east-west along Sunset Boulevard;
- Metro Route 237/656 – nearest stop at Hollywood Boulevard and Highland Avenue, approximately 275 feet from the Project Site, runs north-south along Highland Avenue;
- Metro Route 212/312 – nearest stop at Hawthorn Avenue and Orange Drive, approximately 525 feet from the Project Site, runs north-south along La Brea Avenue;
- Metro Route 217 – nearest stop at Hollywood Boulevard and Highland Avenue, approximately 275 feet from the Project Site, runs east-west along Hollywood Boulevard;
- Metro Route 222 – nearest stop at Hollywood Boulevard and Highland Avenue, approximately 275 feet from the Project Site, runs east-west along Hollywood Boulevard;

5 U.S. Census Bureau, Commuting Characteristics by Sex, American Community Survey. Available at <https://data.census.gov/cedsci/table?q=S08&t=Commuting&g=0400000US06&y=2018&d=ACS%201-Year%20Estimates%20Subject%20Tables&tid=ACSS1Y2018.S0801&hidePreview=true>. Accessed November 2020.

- Metro Route 780 – nearest stop at Hollywood Boulevard and Highland Avenue, approximately 275 feet from the Project Site, runs east-west along Hollywood Boulevard;
- LADOT DASH Hollywood Commuter Counterclockwise – nearest stop at Hollywood Boulevard and Highland Avenue, approximately 110 feet from the Project Site, runs in a counterclockwise circuit around the downtown Hollywood area.; and
- CITYLINE COMMUTER – nearest stop at Hollywood Boulevard and Highland Avenue, approximately 110 feet from the Project Site, runs north-south along Highland Avenue.

In addition, Class III bicycle routes are provided along Orange Drive – south of Hollywood Boulevard, Selma Avenue – east of Highland Avenue, and Yucca Street – east of Highland Avenue. Future Class III bicycle routes that are planned for in the City of Los Angeles and in the vicinity of the Project Site, include: Hawthorn Avenue – west of Highland Avenue, Orange Drive – north of Hollywood Boulevard, Las Palmas Avenue – between Selma Avenue and Sunset Boulevard, and Franklin Avenue – east of Highland Avenue. Future Class II bicycle lanes that are planned for in the City of Los Angeles, and in the vicinity of the Project Site, include: Hollywood Boulevard, Highland Avenue, Franklin Avenue – west of Highland Avenue, and La Brea Avenue.⁶ The components of the City's 2010 Bicycle Plan have been incorporated into the bicycle network of the City's Mobility Plan 2035, which consists of a Low-Stress Bikeway System (comprised of the Bicycle Enhanced Network, the Neighborhood Enhanced Network, and Bicycle Paths) and a Bicycle Lane Network. The Neighborhood Enhanced Network and Bicycle Paths are relatively unchanged from the 2010 Bicycle Plan. The completed Project would not deter the implementation of any of these plans.

The Project would encourage the utilization of transit due to its close proximity to the Metro B Line Hollywood/Highland station, the above bus lines, and existing and proposed bicycle routes. The Project also includes design elements that would create bicycle and pedestrian-oriented amenities including 106 bicycle parking stalls for its residential uses (95 long-term and 11 short-term), which meets LAMC requirements for bicycle parking spaces and providing a ground floor courtyard to enhance the pedestrian orientation of the Project Site.

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

⁶ 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. 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 safety of the regional transportation system by providing housing and jobs near transit. The Project is consistent with this goal.

2020-2045 RTP/SCS Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.

As discussed above, the Project includes proposed improvements that will improve travel safety and reliability for those traveling to and from the Project Site. Given that residential units would replace the existing surface parking lot; the Project is expected to bring more pedestrian activity to the Project Site. The Project would implement improvements along Hawthorn Avenue to bring the sidewalk into conformance with current City standards, thereby enhancing pedestrian mobility. The Project also includes a ground-floor cafe, 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 2020-2045 RTP/SCS Goal 2, the Project Site is located in proximity to multiple public transit opportunities, which provide safe and reliable travel options for Project residents. The Project would also provide 150 on-site vehicle parking spaces and 106 bicycle parking spots (95 long-term and 11 short-term). The provision of Code-compliant bicycle parking spaces would encourage use of alternative modes of reliable transportation and pedestrian activity in the Project vicinity. The Project Site is also centrally located to a number of existing and proposed bicycle routes and lanes that provide, and will increase, travel safety for bicyclists in the area. Thus, the Project would promote preservation, security, and resilience of the regional transportation system for the people in the region that travel to and from the Project Site and through the surrounding area. The Project is consistent with this goal.

2020-2045 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 result in a greater intensity of uses on the Project Site compared to its existing surface parking lot. The Project would develop an 8-story, 99,717 sf mixed-use building with 137 residential apartment units, a ground-floor café, and ancillary parking. Increased density provides a foundation for the implementation of other strategies such as enhanced transit services and facilitates the use of transit by more people. The Project would develop residential uses within walking distance of existing bus lines and rail transit stations, including the Metro B Line Hollywood/Highland Station (approximately 290 feet north of the Project Site), and provide a total of 106 bicycle parking spaces

(95 long-term and 11 short-term), resulting in opportunities for residents and visitors to use public transit, bicycling, and walking to access their jobs or shopping opportunities. Thus, the Project will encourage the utilization of transit as a mode of transportation 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 and jobs near transit. The Project is consistent with this goal.

2020-2045 RTP/SCS Goal 5: Reduce greenhouse gas emissions and improve air quality.

The Project would encourage the use of transit, walking and bicycling, as the Project would locate residential and commercial development in an area within walking and biking distance from existing bus lines and the Metro B Line Hollywood/Highland Station (approximately 290 feet north of the Project Site), and provide a total of 106 bicycle parking spaces. The Project would also provide pedestrian access to the Project Site via the improved sidewalk on Hawthorn Avenue in conformance with current City standards, thereby enhancing pedestrian mobility. The Project also includes a variety of common open space (pool deck, sky deck, and enclosed recreation and lounge spaces), and private open space (balconies and patios), reducing occupants' need to travel for recreational facilities, resulting in a decrease in single-occupancy vehicles and trips. In addition, based on the Project Site's proximity to a major transit stop and public transit, SCAG has identified the Project Site as being within an HQTAs as well as a TPA. Therefore, the Project Site's adjacency to transit and bicycle infrastructure and resulting connectivity to many areas within the City encourages the use of public transit, bicycling, and walking, thereby reducing the amount of single-occupancy vehicles and trips and corresponding GHG emissions.

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 develop a 137-unit apartment building on an approximately 24,798 sf Project 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, thereby reducing the amount of single-occupancy vehicles and trips. These reductions in vehicles and trips would in turn reduce greenhouse gas emissions and would improve the local air quality. As a result, as transit ridership in an area increases with density, local transit providers are justified in providing enhanced transit services for the area. Thus, the Project 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, thereby further reducing GHG emissions association with single-occupancy vehicle trips.

Additionally, the Project would be in compliance with the PRC's statutory requirements for a TPP to be designed to be 15 percent more energy efficient than the applicable Title 24 standards and to be designed to achieve 25 percent less water usage than the average household use in the region. Specifically, the Project's energy use would be 16.2 percent less than Title 24, Part 6 (2019). The Project's water use would be 64.8 percent below the average household use in the region (Attachment G). 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. These energy and water efficiencies would further conserve energy and reduce GHG emissions.

Therefore, the Project is consistent with this goal.

2020-2045 RTP/SCS Goal 6: Support healthy and equitable communities.

The Project will encourage the use of multi-modal transportation options. The Project will facilitate the use of alternative modes of transportation which will aid in reducing car trips and reducing impacts to air quality. The Project would provide 106 bicycle parking spaces in compliance with the number of spaces required by the LAMC. Pedestrian access to the Project Site would be provided via the sidewalks along Highland Avenue and Hawthorn Avenue. The Project would implement improvements along Hawthorn Avenue, thereby enhancing pedestrian mobility in the Project vicinity, and subsequently, the health of the surrounding community. The Project also includes a variety of common open space (pool deck, sky deck, and enclosed recreation and lounge spaces), and private open space (balconies and patios) that will facilitate on-site recreation by Project residents. In addition, the Project would provide an active ground-floor café, to enhance the pedestrian orientation of the Project Site and encourage walking to the Project, which would support a healthy community. In addition, the Project would include 14 restricted affordable units, thereby supporting the development and maintenance of an equitable community. Thus, the Project is consistent with this goal.

2020-2045 RTP/SCS Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.

As discussed above, the Project would encourage the use of transit, walking and bicycling, as the Project would locate residential and commercial development in an area within walking distance of existing bus lines and biking distance from rail transit stations, including the Metro B Line Hollywood/Highland Station

approximately 290 feet north of the Project Site, and provide a total of 106 bicycle parking spaces. The Project would also provide pedestrian access to the Project Site via the sidewalk on Hawthorn Avenue. The Project would implement improvements along Hawthorn Avenue to bring the sidewalk into conformance with current City standards, thereby enhancing pedestrian mobility. The Project would provide sidewalk shading through the addition of new street trees and residential balconies. The Project would also include an active ground-floor café use, which would enhance the existing streetscape environment.

The Project would redevelop the existing surface parking lot with a 137-unit apartment building, thereby increasing the density on the Project Site as compared to existing conditions. Increased density provides a foundation for the implementation of other strategies such as enhanced transit services and facilitates the use of transit by more people. In turn, as transit ridership in an area increases with density, local transit providers are justified in providing enhanced transit services for the area. As a result, the Project would encourage land use and growth patterns that support an integrated regional development pattern and transportation network by: creating housing opportunities; creating walkable areas; providing infill development within existing communities; providing a variety of transportation choices; and providing opportunities for residents and visitors to use public transit for work trips and walk to retail businesses near the Project Site. The Project is consistent with this goal.

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

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

2020-2045 RTP/SCS Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.

The Project would provide multifamily housing and job-creating commercial uses within an infill, transit-accessible area. The Project would provide a variety of dwelling unit sizes, with different bedroom units that accommodate a range of households. In addition, the Project would set aside 10 percent of the total units (14 affordable units) to extremely low income households for at least 55 years. Furthermore, the Project would encourage the use of transit, walking and bicycling, as the Project would locate residential and commercial development in an area within walking and biking distance of existing bus lines and a rail transit station, including the Metro B Line Hollywood/Highland Station (approximately 290 feet north of the Project Site), and provide a total of 106 bicycle parking spaces. The Project would also continue to provide pedestrian access to the Project Site via the sidewalk on Hawthorn Avenue, which would be improved to bring the sidewalk into conformance with current City standards, thereby supporting pedestrian mobility.

As a result, the Project would encourage the development of diverse housing in areas that are supported by multiple transportation options by: creating a diverse range of housing opportunities for different household sizes and incomes; providing housing near transit; creating walkable areas; providing infill development within existing communities; providing a variety of transportation choices; and providing opportunities for residents and visitors to use public transit for work trips and walk to retail businesses near the Project Site. The Project is consistent with this goal.

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

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