



DEPARTMENT OF CITY PLANNING

SUPPLEMENTAL RECOMMENDATION REPORT

City Planning Commission

Date: June 11, 2026 (Continued from April 23, 2026)
Time: After 8:30 a.m.
Place: Los Angeles City Hall,
200 N. Spring Street, Room 340
Los Angeles, CA 90012

This meeting may be available virtually, in a hybrid format. Please check the meeting agenda approximately 72 hours before the meeting for additional information at: <https://planning.lacity.org/about/commissions-boards-hearings> and/or by contacting cpc@lacity.org

Public Hearing: Initial public hearing completed on February 17, 2026

Appeal Status: The Off-Menu Density Bonus / Affordable Housing Incentive Program Review is not appealable to City Council. The Project Review is appealable to City Council by any party.

Expiration Date: June 11, 2026

Multiple Approval: Yes

PROJECT

LOCATION: 2413-2499 N. Silver Lake Boulevard, Los Angeles CA 90039

PROPOSED PROJECT:

The demolition of five (5) carports and accessory structures in an existing residential development with seven (7) residential buildings containing 48 existing units on a site spanning 11 lots with 88,773 square feet of lot area, and the construction, use, and maintenance of three (3) new residential buildings, including one (1) four (4) story building and two five (5) story buildings, and adding a total of 76 new dwelling units, of which six (6) are reserved for Very Low Income households. The project will add 71,269 square feet of new floor area for a total floor area ratio (FAR) of 1.44:1 and 124 dwelling units. The project will provide 119 parking spaces across three (3), two (2) level subterranean parking lots in addition to 59 long-term bicycle parking spaces and six (6) short-term bicycle parking spaces. The project is removing four (4) non-protected on-site trees and will provide 144 trees, and proposes the export of approximately 35,600 cubic yards of soil.

REQUESTED ACTIONS:

1. Pursuant to California Public Resource Code Section 21080.66 (AB 130), an Exemption from California Environmental Quality Act (CEQA).

Case No.: CPC-2024-5534-DB-PR-VHCA
CEQA No.: ENV-2024-5535-SE
Incidental Cases: None
Related Case: None
Council No.: 13 – Soto-Martinez
Plan Area: Silver Lake – Echo Park – Elysian Valley
Specific Plan: None
Certified NC: Silver Lake
GPLU: Medium Residential
Zone: R3-1VL
Applicant: Fang Qian Morgan
Fang Qian Morgan EGST Trust & Seth James Morgan EGST Trust
Representative: Gary Benjamin,
Alchemy Planning + Land Use

2. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22.A.25(g)(3) of Chapter 1 and Section 13.B.2.3 of Chapter 1A, a **Density Bonus / Affordable Housing Incentives Program Review** to permit the following Off-Menu Incentive and Waivers of Development Standards for a Housing Development Project adding 76 dwelling units, reserving six (6) units for Very Low Income Household occupancy for a period of 55 years:
 - a. An Off-Menu Incentive to allow one trash and recycling enclosure in the front half of the lot rather than the rear half of the lot, as otherwise required by LAMC 12.21 A.19(c)(12)(ii).
 - b. A Waiver of Development Standard to allow a maximum building height of 56 feet in lieu of the 45 feet allowed in the R3-1VL Zone.
 - c. A Waiver of Development Standard to allow a one (1) foot westerly side yard setback for the trash and recycling accessory structures in lieu of the five (5) feet otherwise required by LAMC 12.21.C.5(j).
 - d. A Waiver of Development Standard to reduce the number of required parking spaces to 119, in lieu of the 123 spaces required by Parking Option 1.
 - e. A Waiver of Development Standard to reduce the required spaces between the main buildings on the lot to ten feet, in lieu of the 16 feet and 14 feet otherwise required by LAMC 12.21.C.2(a).
 - f. A Waiver of Development Standard to reduce the passageway width to 10 feet in lieu of 16 feet, as otherwise required by LAMC 12.21.C.2(b).
 - g. A Waiver of Development Standard to allow a 10-foot rear yard setback, in lieu of 15 feet as otherwise required in the R3-1VL zone.
3. Pursuant to LAMC Section 13B.2.4 of Chapter 1A, a Project Review for a project which results in an increase of 50 or more residential dwelling units.

RECOMMENDED ACTIONS:

1. **Determine**, that based on the whole of the administrative record, the project is exempt from CEQA pursuant to California Public Resource Code Section 21080.66; and
2. **Approve**, pursuant to LAMC Section 12.22 A.25(g)(3) of Chapter 1 and Section 13B.2.3 of Chapter 1A, a **Density Bonus / Affordable Housing Incentives Program Review** to permit the following Off-Menu Incentive and Waivers of Development Standards for a Housing Development Project adding 76 dwelling units, reserving six (6) units for Very Low Income Household occupancy for a period of 55 years:
 - a. An Off-Menu Incentive to allow one trash and recycling enclosure in the front half of the lot rather than the rear half of the lot, as otherwise required by LAMC 12.21 A.19(c)(12)(ii).
 - b. A Waiver of Development Standard to allow a maximum building height of 56 feet in lieu of the 45 feet allowed in the R3-1VL Zone.
 - c. A Waiver of Development Standard to allow a one (1) foot westerly side yard setback for the trash and recycling accessory structures in lieu of the five (5) feet otherwise required by LAMC 12.21.C.5(j).
 - d. A Waiver of Development Standard to reduce the number of required parking spaces to 119, in lieu of the 123 spaces required by Parking Option 1.

- e. A Waiver of Development Standard to reduce the required spaces between main buildings on the lot to ten feet, in lieu of the 16 feet and 14 feet otherwise required by LAMC 12.21.C.2(a).
 - f. A Waiver of Development Standard to reduce the passageway width to 10 feet in lieu of 16 feet, as otherwise required by LAMC 12.21.C.2(b).
 - g. A Waiver of Development Standard to allow a 10-foot rear yard setback, in lieu of 15 feet as otherwise required in the R3-1VL zone; and
3. **Approve**, Pursuant to LAMC Section 16.05 of Chapter 1 and Section 13B.2.4 of Chapter 1A, a Project Review for a project which results in an increase of 50 or more residential dwelling units; and
 4. **Adopt** the attached Conditions of Approval; and
 5. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Jane Choi

Jane Choi, AICP, Principal City Planner

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Deborah Kahen for:

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ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012 (Phone No. 213-978-1300) or emailed to cpc@lacity.org. While all written communications are given to the Commission for consideration, the initial packets are sent to the Commission the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request no later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at 213-978-1299.

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- B. Meeting Minutes, Applicant Meeting with Tenants
- C. SCEP Violations Report (2025)
 - SCEP Violations History
 - LAHD Code Inspections Dashboard
 - Tenant Habitability Plan

SUPPLEMENTAL PROJECT ANALYSIS

The following staff report supplements the staff report presented for the April 23, 2026 City Planning Commission meeting. The information contained herein is intended to be considered in conjunction with the original staff report.

BACKGROUND

On April 23, 2026, the City Planning Commission heard case no. CPC-2024-5534-DB-PR-VHCA at approximately 12:12 p.m. in person and telephonically via Zoom. The public hearing was attended by members of the public, DCP staff, the applicant's representative team and Ted Walker, the Planning Deputy for Council District 13. Fifteen members of the public provided public testimony in opposition to the project, with concerns regarding scale, fire safety, construction impacts, traffic and parking impacts, and existing conditions.

During its deliberation, the City Planning Commission continued the item to June 11, 2026 and requested the following:

1. Transportation Assessment: Additional background information regarding the Transportation Assessment in the record;
2. Density Bonus Waiver Request: Additional information regarding the Applicant's parking waiver of development standard request under State Density Bonus Law;
3. Applicant-Tenant Communications: That the Applicant meets with tenants to review their concerns regarding existing conditions; and
4. LAHD Representative: That a representative from the Los Angeles Housing Department be present at the next meeting to answer questions about tenant habitability and enforcement, specific to the subject property at 2413-2499 North Silver Lake Boulevard.

Transportation Assessment

The project was filed on August 29, 2024 and requested a CEQA Class 32 "Infill" Categorical Exemption (CE). As part of the Class 32 CE review, the Applicant submitted a Transportation Assessment (TA) was submitted as part of the initial filing and remains in the record. The applicant submitted a TA prepared by Gibson Transportation Consulting dated January 2024. Following standard procedures, LADOT reviewed the study and concurred with the conclusions in a memo dated February 22, 2024 that in conjunction with the proposed Transportation Demand Management (TDM) strategies of reduced parking supply, unbundled parking, and bike parking, the project would result in no significant VMT impact. The TA, VMT Analysis, and LADOT Approval letter are included in Attachment A.

On July 1, 2025, Assembly Bill (AB) 130 went into effect, which statutorily exempts urban infill housing projects from the California Environmental Quality Act (CEQA). Generally, projects qualify for AB 130 if the project is consistent with the existing zoning, is under 20 acres, and is primarily residential. As lead agency, planning staff determined that the project meets the criteria of eligibility for AB 130 and is therefore statutorily exempt from CEQA. Environmental studies required under AB 130 include: Phase I Environmental Site Assessment (ESA), Tribal Consultation, Air Quality/ Noise Studies if a project is 500 feet from a freeway, Preliminary Endangerment Assessment if the Phase I ESA identifies a Recognized Environmental Condition or hazardous materials, and a Historic Resources Evaluation for designated historic structures. No traffic or transportation analysis is required.

Within the framework of the CEQA, projects qualifying for a statutory exemption have been determined by the Legislature to be exempt from CEQA. CEs, on the other hand, apply to projects

that fit within the requirements of a Categorical Exemption and additional analysis, such as a TA, may be required to determine eligibility. Due the structure of these environmental clearances, the TA was no longer required when the project was determined eligible for AB 130, but remains in the record as background information.

Density Bonus Waiver Request

Pursuant to California Government Code Section 65915(e)(1), LAMC Section 12.22 A.25(g) of Chapter 1 and Section 13B.2.3 of Chapter 1A, a project that provides at least five (5) percent of the base density for Very Low Income households qualifies for one (1) incentive, and may also request other “waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]”.

Pursuant to California Government Code Section 65915(e)(1) and Section 65915(e)(2), applicants are entitled to a waiver of any and all development standards that would physically preclude the development *at the density permitted* and with the incentive(s) granted.

Density Bonus Parking Option 1 typically requires one parking space for each one-bedroom unit and 1.5 parking spaces for each two-bedroom unit. This project includes 76 new one-bedroom units, 16 existing one-bedroom units, and 32 existing two-bedroom units, resulting in an initial parking requirement of 140 parking spaces per Parking Option 1. The Project would be required to provide 123 vehicle parking spaces after applying allowable Bicycle Parking Ordinance reductions and EV parking spaces.

Given the proposed design of the Project, the applicant has sought to maximize the number of parking spaces that may be provided within the two (2) subterranean parking levels within each structure, but it is not possible to fit more than 119 total parking spaces on the project site fit within the two (2) subterranean parking levels within each structure. To provide four additional parking spaces to reach the required 123 vehicle parking spaces within the proposed development would require adding a parking area at the ground floor of one of the proposed structures. This would jeopardize at least three dwelling units. Thus, the denial of this Waiver would have the effect of physically precluding the construction of the density permitted under State Density Bonus law.

Applicant-Tenant Communications

The applicant and representative held a meeting via Zoom met with tenants on May 5, 2026, to hear their concerns regarding existing conditions. The following commitments were made by the applicant in the meeting:

- Regular tenant updates throughout the planning and construction process. Existing property improvements, including: addressing windows, common areas, grass, BBQ grills, patio furniture, gates, maintenance, etc.
- Ongoing compliance with the Los Angeles Housing Department (LAHD)
- Construction impact mitigation if the project is approved
- Protect tenant habitability during future improvements and development process

A full summary of the meeting is included in Attachment B.

LAHD Representative

The Commission requested that representatives from the Los Angeles Housing Department (LAHD) attend the following hearing to provide additional information on the programs. Planning Staff met with representatives from LAHD’s Systematic Code Enforcement Program (SCEP) and

Tenant Habitability Program on May 7, 2026 to discuss the request. A representative from LAHD's Code Enforcement Division will be present to address the Commission's questions.

In addition, the following describes the SCEP program and related documents specific to the subject property.

The goal of the SCEP program is to ensure conformance with State and local health and safety codes, to preserve the City's rental housing stock, and to protect the health, safety and welfare of their occupants and of the public.

Under SCEP, the Los Angeles Housing Department (LAHD) inspects the City's residential rental properties with two (2) or more dwelling units once every four years to ensure compliance with State and local health and safety codes. When violations of the codes are found, LAHD issues orders to property owners, which generally provide a compliance period of 30 days to complete the needed repairs. Inspections are conducted in the intervening years when there are complaints or concerns submitted.

Attachment B is the history of complaints for this project site, which is comprised of 36 Code Enforcement Complaints from September 2008 through April 2026 and 36 Rent Complaints from August 2008 through August 2025. Attachment C includes the most recent Notice and Order to Comply for the subject property, which includes violations for structural hazards, fire safety, sanitation, maintenance, electrical, plumbing, heating, and violation and weather protection. The LAHD Code Inspections Dashboard (Attachment C) shows that there are zero active violations at the time of writing this staff report.

The intent of the Tenant Habitability Program is to protect tenants from untenable housing conditions and/or forced permanent displacement. Qualifying renovations, repair, or alterations of a building subject to the Rent Stabilization Ordinance (RSO) are required to develop a Tenant Habitability Plan (THP). Examples of qualifying work includes replacement of existing water or gas supply lines or drain waste lines, replacement of electrical wiring or circuits, replacement or upgrading of HVAC systems. The applicant prepared a draft THP (Attachment C), which will be reviewed and developed in conjunction with LAHD before permits are issued.

CONCLUSION

Based on the information submitted, public input, including the public hearing, and mandatory findings for the requested entitlements, City Planning Staff recommends that the City Planning Commission approve the requested entitlements for the project as recommended and conditioned.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22 A.25 and Section 16.05 of Chapter 1 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property.

Density Bonus Conditions

1. **Site Development.** The project shall be in substantial conformance with the plans and materials submitted by the Applicant, including the proposed building design elements and materials stamped "Exhibit A", and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Central Project Planning Division and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions.
2. **Residential Density.** The project shall be limited to a maximum density of 124 multi-family residential dwelling units, including On-Site Restricted Affordable Units.
3. **On-site Restricted Affordable Units.** Six (6) units shall be reserved for Very Low Income Household, as defined by the California Government Code Section 65915 and by the Los Angeles Housing Department (LAHD).
4. **Changes in On-Site Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25.
5. **Housing Requirements.** Prior to the issuance of a building permit, the owner shall execute a covenant to the satisfaction of LAHD to make six (6) units available to Very Low Income Households or equal to five (5) percent of the site's base density allowed, for sale or rental, as determined to be affordable to such households by LAHD for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall submit a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD.
6. **Rent Stabilization Ordinance (RSO).** Prior to the issuance of a Certificate of Occupancy, the owner shall obtain approval from LAHD regarding replacement of affordable units, provision of RSO Units, and qualification for the Exemption from the Rent Stabilization Ordinance with Replacement Affordable Units in compliance with Ordinance No. 184,873. In order for all the new units to be exempt from the Rent Stabilization Ordinance, the Applicant will need to either replace all withdrawn RSO units with affordable units on a one-for-one basis or provide at least 20 percent of the total number of newly constructed rental units as affordable, whichever results in the greater number. The executed and recorded covenant and agreement submitted and approved by LAHD shall be provided.
7. **Incentives.**
 - a. **Off-Menu Incentive.** The project shall be permitted one trash and recycling enclosure located on the front half of the lot, as shown in Exhibit A.
8. **Waivers of Development Standard.**

- a. **Height.** Building A shall be limited to a height of 48 feet, nine (9) inches. Building B shall be limited to a height of 54 feet, seven (7) inches. Building C shall be limited to a height of 56 feet.
 - b. **Westerly Side Yard.** The project shall be permitted a one (1) foot westerly side yard setback for the trash and recycling enclosures.
 - c. **Parking.** The project shall be permitted to provide 119 vehicular parking spaces.
 - d. **Space Between Buildings.** The project shall be permitted 10 feet of space between main buildings.
 - e. **Passageway.** The project shall be permitted a 10-foot passageway.
 - f. **Rear Yard.** The project shall be permitted a 10-foot rear yard setback.
9. **Landscaping.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.
10. **Required Trees per 12.21 G.2.** As conditioned herein, a final submitted landscape plan shall be reviewed to be in substantial conformance with "Exhibit A". There shall be a minimum of 19 24-inch box, or larger, trees onsite pursuant to LAMC Section 12.21 G.2. Any required trees pursuant to LAMC Section 12.21 G.2 shown in the public right-of-way in "Exhibit A" shall be preliminarily reviewed and approved by the Urban Forestry Division prior to building permit issuance. In-lieu fees pursuant to LAMC Section 62.177 shall be paid if placement of required trees in the public right-of-way is proven to be infeasible due to City-determined physical constraints.
11. **Street Trees.** Street trees shall be provided to the satisfaction of the Urban Forestry Division. Street trees may be used to satisfy on-site tree requirements pursuant to LAMC Section 12.21.G.3 (Chapter 1, Open Space Requirement for Six or More Residential Units).

Project Review Conditions

12. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way, nor from above.
- a. Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel.
 - b. All pedestrian walkways, storefront entrances, and vehicular accessways shall be illuminated with lighting fixtures.
 - c. Light fixtures located on the Project Site (and not in the public right-of-way) shall be harmonious with the building design. Wall mounted lighting fixtures to accent and complement architectural details at night shall be installed on the building to provide illumination to pedestrians and motorists.

13. **Tree Maintenance.** New trees planted within the public right-of-way shall be spaced not more than an average of 30 feet on center, unless otherwise permitted by the Urban Forestry Division, Bureau of Public Works.
14. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
15. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC, to the satisfactions of the Department of Building and Safety.
16. **Unbundled Parking.** Residential parking shall be unbundled from the cost of the rental units, with the exception of parking for Restricted Affordable Units.
17. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer, if located in the front yard, shall be screened with landscaping where possible.
18. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, sidewalks, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
19. **Solar Energy Infrastructure.** The project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
20. **Solar and Electric Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.
21. **Signage**
 - a. There shall be no off-site commercial signage on construction fencing during construction.
 - b. On-site signs shall comply with the Municipal Code. Signage rights are not part of this approval.

AB 130 Conditions

22. Prior to the issuance of building permits, the Applicant shall demonstrate compliance with Public Resources Code Section 4290 and its implementing regulations in Title 14, Division 1.5, Chapter 7, Subdivision 2 (State Minimum Fire Safe Regulations) and Chapter 7 of the California Building Code.
23. **Phase I Environmental Assessment** - The applicant shall complete a phase I environmental assessment, as defined in the California Government Code Section 78090 of the Health and Safety Code.
 - a. If a recognized environmental condition is found, the development proponent shall complete a preliminary endangerment assessment, as defined in Section 78095 of the Health and Safety Code, prepared by an environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.

- b. If a release of a hazardous substance is found to exist on the site, the release shall be removed or any effects of the release shall be mitigated to levels required by current federal and state statutory and regulatory standards before the local government issues a certificate of occupancy.
- c. If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to levels required by current federal and state statutory and regulatory standards before the local government issues a certificate of occupancy.

24. Retain a Native American Monitor Prior to Commencement of Ground Disturbing Activities

- a. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- b. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
- c. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.
- d. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

25. Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial).

- a. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or

manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

26. Unanticipated Discovery of Human Remains and Associated Funerary of Ceremonial Objects

- a. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
- b. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.
- c. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
- d. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.
- e. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

Construction Conditions

27. Construction Best Practice Conditions - Prior to the issuance of a grading or building permit, the applicant shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

- a. All construction equipment shall be properly tuned and maintained.
- b. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading or unloading queues shall be kept with their engines off, when not in use to reduce vehicle emissions.
- c. Construction activities shall be staged and scheduled to avoid emissions peaks, and discontinued during second-stage smog alerts.
- d. Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least two feet of freeboard.
- e. Pave, water (three times daily), or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- f. Sweep all paved access roads, parking areas, and staging areas at construction sites daily with water sweepers.

- g. Sweep streets daily with water sweepers if visible soil material is carried onto adjacent public streets.
- h. Hydroseed or apply non-toxic stabilizers to inactive construction areas.
- i. Enclose, cover, water (twice daily), or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).
- j. Limit traffic speeds on unpaved roads to 15 miles per hour.
- k. Install sandbags or other erosion control measures to prevent silt runoff to public roadways during rainy season construction (November through April).
- l. Replant vegetation in disturbed areas as quickly as possible.
- m. During construction phases, all equipment shall have sound-control devices no less effective than those provided on the original equipment and no equipment shall have an unmuffled exhaust.
- n. During construction phases, the contractor shall ensure that all construction be performed in accordance with City of Los Angeles noise standards. The construction contract shall specify that construction or repair work may only be performed between the hours of 7:00 a.m. and 6:00 p.m. weekdays, between 8:00 a.m. and 5:00 p.m. on Saturdays. No construction may occur on Sundays or National Holidays.
- o. During construction phases, the contractor shall store and maintain stationary noise generating equipment as far as possible from the adjacent residents.
- p. The contractor shall be restricted from playing loud music in the open construction area audible at local residences.
- q. During construction activities, construction manager and inspector shall serve as the contact persons in the event that noise levels become disruptive to local residents. A sign will be posted at the site with the contact phone number.
- r. Prior to any work occurring within 50 feet of the residential buildings, a written notice will be sent to those residences indicating the date and time that construction is scheduled to occur. The notice shall include contact numbers of construction manager and inspector.
- s. Noise baffling devices such as sound barriers shall be placed between powered equipment and homes within 100 feet of construction activities.

Administrative Conditions

28. Approval, Verification and Submittals. Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions,

shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.

29. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved". A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.
30. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
31. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except wherein these conditions allow otherwise.
32. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
33. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
34. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
35. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designate agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
36. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null

and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.

37. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
38. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
39. **Project Plan Modifications.** Any corrections and/or modifications to the project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in Site Plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision-making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.
40. **INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.**

Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does

not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Action includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition

FINDINGS

Density Bonus/Affordable Housing Incentives / Waivers Compliance Findings

1. **Government Code Section 65915 and LAMC Section 12.22 A.25 state that the Commission shall approve a Density Bonus and requested incentive(s) unless the Commission finds that:**
 - a. ***The incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.***

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels

Based on the set-aside of five (5) percent of the base units for Very Low Income households, the applicant is entitled to one (1) incentive under both the Government Code and LAMC. Therefore, the one (1) Off-Menu request qualifies as the proposed development's incentive.

Trash Enclosure on the Front Half of the Lot

Los Angeles Municipal Code (LAMC) 12.21.A.19(c)(12)(ii) requires that exterior trash and recycling enclosures be located on the rear half of the lot. The applicant is requesting an Off-Menu Incentive to locate one trash enclosure on the front half of the lot, near the southwest corner of the site.

The site contains two frontages along Silver Lake Boulevard, including the easterly lot line and the southerly lot line. Although the southerly lot line is designated as the official front lot line, the easterly elevation effectively serves as the primary street frontage, as it is the longer frontage and features the primary elements of the development, including courtyards, walkways, the fountain, etc. Granting the off-menu incentive to locate one trash and recycling enclosure on the front half of the lot would result in building design and construction efficiencies that provide for affordable housing units, enabling the developer to be able to utilize the site to its fullest potential so that additional affordable units can be constructed. Locating the trash and recycling enclosure in the southwest corner of the lot allows for two (2) new residential buildings to be oriented along the westerly lot line at their maximum envelopes and one (1) new residential building to be oriented in the rear half of the lot along the northerly lot line at its maximum envelope. This Incentive supports the applicant's decision to set aside a minimum of five (5) percent of the base units, that is six (6) dwelling units, restricted to Very Low Income Households for 55 years

- b. **The incentive(s) will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the**

development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

There is no substantial evidence in the record that the proposed incentive(s) will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). As required by Section 12.22 A.25 (e)(2), the project meets the eligibility criterion that is required for density bonus projects.

The existing development is not designated as a Historic-Cultural Monument; however, it is identified in SurveyLA as an "example of an American Colonial Revival garden apartment complex" and is treated as a historical resource as defined by CEQA. Additionally, the Historic Resources Assessment (HRA) prepared by Robert Chattel of Chattel, Inc., was reviewed and accepted by the Office of Historic Resources in an email dated October 22, 2024. The existing development is proposed to be maintained and the proposed project would not result in any substantial adverse changes to any historical resources within the vicinity of the project as defined in Section 15064.5(b) of the CEQA Guidelines.

The property is not located on a substandard street in a Hillside area or Methane Zone. However, the project is located within a Very High Fire Hazard Severity Zone and Special Grading Area (BOE Basic Grid Map A-13372) and is required to comply with all pertinent regulations including those governing construction, use, and maintenance. Therefore, there is no substantial evidence that the proposed project, and thus the requested incentive, will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource. Based on the above, there is no basis to deny the requested incentives.

c. The incentives are contrary to state or federal law.

There is no substantial evidence in the record that the proposed incentive is contrary to state or federal law.

2. Government Code Section 65915 and LAMC Section 12.22 A.25 of Chapter 1 and Section 13B.2.3 OF Chapter 1 A state that the Commission shall approve a Density Bonus and requested Waiver(s) of Development Standards unless the Commission finds any of the following that:

a. The waiver[s] or reduction[s] of development standards will not have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law] (Government Code Section 65915(e)(1)).

A Density Bonus project may request other "waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)).

Waiver of Development Standard – Height: The R3-1VL Zone limits buildings to a height of 45 feet and two (2) stories. The Applicant is requesting a waiver of development standard to allow a 11-foot height increase to permit a maximum building height of 56 feet. As proposed, the granting of this waiver will allow the developer to expand the building envelope so that additional affordable units can be constructed, and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. Thus, the denial of the requested waiver would affect the density permitted by state law and would have the result of physically precluding one or more affordable units.

Waiver of Development Standard – Westerly Side Yard Setback for Trash and Recycling Accessory Structures. According to the Los Angeles Municipal Code (LAMC) Section 12.21.C.5(j), a minimum five (5) foot setback is required for accessory structures. The applicant is proposing a one (1) foot setback from the property line to the trash and recycling enclosure located along the westerly side yard. As proposed, the granting of this waiver will allow the developer to locate the trash area outside of the building envelope, allowing more floor area to be devoted to residential units. Without the westerly side yard setback waiver for the accessory structures, the trash and recycling enclosure would need to be relocated to the rear of the proposed buildings, which would result in a reduced building footprint that would result in the loss of four (4) dwelling units per buildings or a total of 12 dwelling units lost. Thus, the denial of the requested waiver would affect the density permitted by state law and would have the result of physically precluding one or more affordable units.

Waiver of Development Standard – Parking: Density Bonus Parking Option 1 allows one (1) parking space for each one-bedroom unit and 1.5 parking spaces for each two-bedroom unit, though the total parking requirement may be further reduced by 10 percent pursuant to the Bicycle Parking Ordinance (LAMC 12.21.A(4)) and each van-accessible space equipped with electrical vehicle (EV) charging equipment counts as two (2) spaces, per AB 1100 (California Vehicle Code 22511.2). The project is comprised of 76 new one-bedroom units, 16 existing one-bedroom units, and 32 two-bedroom units, resulting in 140 required parking spaces per Parking Option 1. This project proposes to utilize the 10 percent reduction in vehicle parking requirements under the Bicycle Parking Ordinance by providing 65 bicycle parking spaces, thereby reducing the vehicle parking requirement to 126 spaces. This project also proposes to provide three van-accessible EV spaces, further reducing the vehicle parking requirement to 123 spaces, pursuant to AB 1100. The applicant is proposing to provide 119 parking spaces in lieu of the 123 parking spaces. As proposed, the granting of this waiver will allow the developer to expand the building envelope so that additional affordable units can be constructed, and the overall space dedicated to residential uses is increased. Without the parking waiver, the project would have to include a ground floor parking level to accommodate the four (4) remaining spaces, which would result in a loss of three (3) dwelling units. Thus, the denial of the requested waiver would affect the density permitted by state law and would have the result of physically precluding one or more affordable units.

Waiver of Development Standard – Spaces Between Buildings: LAMC Section 12.21.C.2(a) requires the project to provide 16 feet of space between a five-story building and any other main building on a lot and 14 feet of space between a four-story building and any other main building on a lot. Building A is a four-story building and is proposing 11'-2 3/8" of space from the adjacent building to the south, and Buildings B and C are each five stories and are proposing 10 feet of space from adjacent buildings. As proposed, the granting of this waiver will allow the developer to expand the building envelope so that additional affordable units can be constructed, and the overall space dedicated to residential uses is increased. Without the spaces between buildings waiver, the project would lose a total of 24 dwelling units. Thus, the denial of the requested waiver would

affect the density permitted by state law and would have the result of physically precluding one or more affordable units.

Waiver of Development Standard – Passageway: LAMC Section 12.21.C.2(b), requires the project to provide a passageway width of at least 16 feet. The applicant is proposing a reduction of six (6) feet to provide a passageway width of 10 feet. As proposed, the granting of this waiver will allow the developer to expand the building envelope so that additional affordable units can be constructed, and the overall space dedicated to residential uses is increased. Without the passageway waiver, the project would lose a total of five (5) dwelling units. Thus, the denial of the requested waiver would affect the density permitted by state law and would have the result of physically precluding one or more affordable units. This waiver allows the project to retain the existing structures while adding additional units to the site.

Waiver of Development Standard – Rear Yard Setback: The R3-1VL Zone requires a rear yard setback of 15 feet. The Applicant is requesting a waiver of development standard to allow a 10-foot rear yard setback. As proposed, the granting of this waiver will allow the developer to expand the building envelope for Building A so that additional affordable units can be constructed, and the overall space dedicated to residential uses is increased. Without the rear yard setback waiver, the project would lose a minimum of four (4) dwelling units. Thus, the denial of the requested waiver would affect the density permitted by state law and would have the result of physically precluding one or more affordable units.

- b. The waivers or reductions of development standards would have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low-income and moderate-income households.**

There is no evidence in the record that the proposed waivers will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). The record does not identify a public health and safety standard in relation to this finding.

The existing development is not designated as a Historic-Cultural Monument; however, it is identified in SurveyLA as an "example of an American Colonial Revival garden apartment complex" and is treated as a historical resource as defined by CEQA. Additionally, the Historic Resources Assessment (HRA) prepared by Robert Chattel of Chattel, Inc., was reviewed and accepted by the Office of Historic Resources in an email dated October 22, 2024. The existing development is proposed to be maintained and the proposed project would not result in any substantial adverse changes to any historical resources within the vicinity of the project as defined in Section 15064.5(b) of the CEQA Guidelines.

The property is not located on a substandard street in a Hillside area or Methane Zone. However, the project is located within a Very High Fire Hazard Severity Zone and Special Grading Area (BOE Basic Grid Map A-13372) and is required to comply with all pertinent regulations including those governing construction, use, and maintenance. There is no evidence in the record which identifies any objective health and safety standard that has been exceeded or violated. Therefore, there is no substantial evidence that the proposed project, and thus the requested incentive, will have a specific adverse impact on the

physical environment, on public health and safety or the physical environment, or on any Historical Resource. Based on the above, there is no basis to deny the requested incentives.

c. The waivers or reductions of development standards are contrary to state or federal law.

There is no substantial evidence in the record indicating that the requested Incentives and Waivers of Development are contrary to any State or federal laws.

Project Review Findings

3. Pursuant to Section 16.05 of LAMC Chapter 1 and Section 13B.2.4 of LAMC Chapter 1A, the decisionmaker shall grant a Project Review approval upon finding that:

a. The project substantially conforms with the purposes, intent and provisions of the General Plan, applicable community plan, and any application specific plan.

The elements of the General Plan establish policies that provide for the regulatory environment in managing the City and for addressing concerns and issues. The majority of the policies derived from these Elements are in the form of code requirements of the LAMC. Except for the entitlements, incentive, and waivers described herein, the project does not propose to deviate from any of the requirements of the LAMC.

The proposed project is consistent with General Plan and the Silver Lake – Echo Park – Elysian Valley Community Plan, as it promotes infill development, housing production, and efficient land use in an urbanized area. The project preserves existing housing, while adding new housing, including affordable units which cater to the needs of a variety of residents. The project is located in a walkable area with established commercial uses nearby. As such, the project is in line with the following goals, objectives, and policies of the General Plan, including the Housing Element, and Silver Lake – Echo Park – Elysian Valley Community Plan:

The 2021-2029 **Housing Element** for the General Plan (Housing Element) was adopted by the City of Los Angeles in November 24, 2021. The Housing Element is one of the eight State-mandated elements of the General Plan and identifies the City's housing conditions and needs, establishes the goals, objectives and policies and programs that are the foundation of the City's housing strategy, including the project site. The City's Housing Element was updated in 2021 and the current Housing Element is the 2021-2029 Housing Element. The current Housing Element includes goals, objectives, and policies related to the preservation of affordable housing, including but not limited to the following:

Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.

Objectives 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

Goal 2: A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.

Objective 2.1: Strengthen renter protections, prevent displacement and increase the stock of affordable housing. [Note, "affordable housing" is defined to include rent stabilized units.]

Objectives 2.3: Preserve, conserve, and improve the quality of housing.

The Project meets the above Goals and Objectives by preserving by retaining existing RSO units on-site in addition to adding dwelling units to an existing development. The resulting project is a housing development comprised existing and new units, that include a mix of RSO, affordable (Extremely Low Income), and market-rate units, which caters to a range of housing needs in the City.

General Plan Framework Element

Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram.

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.

The site is adjacent to a Neighborhood District identified in Figure 3-1 of the General Plan Framework. Neighborhood Districts are intended focal points of surrounding residential neighborhoods. They contain a diversity of uses that serve daily needs, such as restaurants, retail outlets, grocery stores, child care facilities, community meeting rooms, pharmacies, religious facilities and other similar uses. The clustering of uses minimizes automobile trips and encourages walking to and from adjacent residential neighborhoods. Pedestrian-oriented areas are encouraged, and the district may be served by a local shuttle service.

Physically, neighborhood districts are generally characterized by one- or two-story low-rise structures, particularly in suburban areas of the City. Pedestrian activity will be encouraged by the emphasis on local-serving uses, design of buildings, and incorporation of streetscape amenities. Generally, neighborhood districts are at FAR 1.5:1 or less, and characterized by one- and two-story building, as determined in the community plan.

The project aligns with this provision by adding residential units in an area that has a mix of commercial uses, retail opportunities and public amenities, such as libraries. The Project retains a FAR lower than 1.5:1, while exceeding the two-story building scale through the State Density Bonus Program.

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards,

referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

The Project meets this Objective and Policy by adding new multi-family units in a neighborhood district while retaining existing RSO units on the site. The Project is both conserving an existing stable residential site while simultaneously adding new housing units.

Silver Lake – Echo Park – Elysian Valley Community Plan – Residential Goals and Policies

The Silver Lake – Echo Park – Elysian Valley Community Plan was adopted by the Los Angeles City Council on August 11, 2004. The purpose of the Community Plan is to enhance neighborhood characteristics while providing housing opportunities, improving commercial areas, preserving community identity, encouraging development around transit, and improving the quality of the built environment. The Land Use Designations and corresponding zoning in the Community Plan are implemented through zoning regulations in the Los Angeles Municipal Code (LAMC), including applicable ordinances that are codified in the LAMC.

The project is consistent with the following objectives of the Silver Lake – Echo Park – Elysian Valley Community Plan:

Goal 1: A safe, secure, and high-quality residential environment for all economic, age, and ethnic segments of the Plan Area.

Objective 1-1: Achieve and maintain a housing supply sufficient to meet the diverse economic and socioeconomic needs of current and projected population to the year 2010.

Policy 1-4.1: Promote greater individual choice in type, quality, price, and location of housing.

Policy 1-1.1: Maintain an adequate supply and distribution of multiple family, low income, and special needs housing opportunities in the Community Plan Area.

The Project meets this Objective and Policies by providing additional dwelling units in the area. The project offers one- and two-bedroom units, as well as Very Low Income and RSO units, thereby offering a mix of type and price of dwelling unit in the area.

Objective 1-2: Reduce automobile trips in residential areas by locating new housing in areas offering proximity to goods, services, and facilities.

Policy 1-2.1: Locate higher residential densities near commercial centers and major bus routes where public service facilities, utilities, and topography will accommodate this development.

Policy 1-4.2: Promote mixed-use housing projects in pedestrian-oriented areas and designated Mixed Use Boulevards, Neighborhood Districts and Community Centers to increase supply and maintain affordability.

The Project meets this Objective and Policies by adding dwelling units to an existing development, which is located within close proximity to existing jobs, stores, and a library. This will reduce automobile trips by being in close proximity to existing jobs,

amenities, and commercial options. The project also offers short- and long-term bicycle parking, which will encourage active transportation.

Mobility Element (Mobility Plan 2035)

The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities. The Mobility Element sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. Among other objectives and policies, the Mobility Plan aims to support ways to reduce vehicle miles traveled ("VMT") per capita by increasing the availability of affordable housing options with proximity to transit stations and major bus stops and by offering more non-vehicle alternatives, such as transit, walking, and bicycling.

The project is in a walkable location in close proximity to many jobs, retail stores, a large park facility, a library, and bus line with direct connection to other resource-rich communities, reducing the new need for short vehicle trips. The project will also provide 59 long-term and six short-term bicycle parking stalls. Therefore, the Project is in substantial conformance with the purposes, intent and provisions of the Mobility Element of the General Plan. The Project will support and meet the following goals and objectives of Mobility Plan 2035:

Policy 2.3: 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.

Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.

Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.

Policy 3.5: Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.

Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.

Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

Health and Wellness Element (Plan for a Healthy Los Angeles)

The Health Element, also known as the "Plan for a Healthy Los Angeles," was adopted by the City Council on March 31, 2015, with a technical amendment on November 24, 2021, to highlight compliance with SB 1000. The following policies of the Health Element apply to the proposed project:

Policy 2.2: Healthy Building Design and Construction: Promote a healthy built environment by encouraging the design and rehabilitation of building and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.

Policy 5.6: Resilience: In collaboration with public, private, and nonprofit partners, increase the city's resilience to risks (increasing temperatures and heat related effects, wildfires, reduced water supply, poor air quality, and sea level rise) resulting from climate change, and target resilience in the most vulnerable communities.

The project will offer several health-focused design features and amenities, including 7,600 square-feet of open space 3,800 square feet of private open space provided as balconies, and 3,800 square feet of common open space provided as a 1,292 square feet recreation center in Building B, 1,038 square feet of outdoor common open space between Buildings B and C, a 605 square-foot roof-top deck in Building B, and an 866 square-foot roof-top deck in Building C. As shown in Exhibit A, the applicant submitted a landscape plan showing that the common open space areas will be attractively landscaped with trees, shrubs, and groundcover. The project will also contain ample bicycle parking spaces for residents who elect to use such alternative modes of transportation, thereby reducing vehicle miles traveled (VMT) per capita and pollution from personal vehicles. The project also proposes the planting of 144 street trees on-site, which will help prevent the heat island effect and provide shade for pedestrians. Therefore, the project conforms to the purposes of the Plan for a Healthy Los Angeles.

- b. The project consists of an arrangement of buildings and structures (including height, bulk, and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties.**

The project includes the demolition of five (5) existing carports and accessory structures in an existing residential development with seven (7) apartment buildings for the construction, use, and maintenance of three (3) new apartment buildings with 76 total one-bedroom dwelling units, of which six (6) are reserved for Very Low-Income households. Two of the new apartment buildings will be four (4) stories tall, with heights of 48 feet, 9 inches and 54 feet, 7 inches, and the third new apartment building will be five (5) stories with a height of 56 feet. In total, the three new apartment buildings will add 71,267 square feet of floor area. Each apartment building will have its own two (2) level subterranean garage, with a combined total of 119 vehicular parking spaces. The project will also provide 59 long-term bicycle parking spaces and six (6) short-term bicycle parking spaces. The project will be compatible with the existing and future development on adjacent properties and neighboring properties as it relates to height, bulk, setbacks, off-street parking, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements as follows:

Height

The project site is zoned R3-1VL and is therefore within Height District 1VL, which limits developments that are not purely residential to a height of 45 feet and unlimited stories. The project is requesting a Waiver of Development Standard through the Density Bonus Program to allow a height increase of 11 feet to allow a maximum height of 56 feet. Therefore, the project is within the allowable maximum height for the subject zone.

Bulk/Massing

The project site is zoned R3-1VL, which allows for a maximum floor area ratio (FAR) of 3:1. The project will maintain the existing 41,315 square feet of floor area and add 71,267 square feet of floor area for a combined total floor area of 112,584 square feet and a FAR of 1.44:1.

The project will maintain the seven existing residential buildings on the site and construct two new five-story buildings behind the existing buildings and a new four-story building at the north end of the site, but with the fourth-floor setback from the Silver Lake Blvd. frontage. As a result, the mass will be substantially set back from the street and from the residential area to the east.

Therefore, the bulk and massing of the proposed project is compatible with existing and future development on adjacent properties and neighboring properties.

Setbacks

The project is zoned R3-1VL, which requires the following setbacks for a project where the tallest buildings are four (4) and five (5) stories:

Setback	Required (feet)	Provided (feet)
Front	15	15
Rear	15	10
Westerly	8	8
Easterly	8	8

As shown in the chart above, the proposed setbacks conform with the required setback requirements, except for the rear yard. The project is requesting a Waiver of Development Standard through the Density Bonus Program to allow for a 10-foot rear yard setback in-lieu of the 15-foot setback otherwise required. Therefore, the project complies with the required setbacks.

Parking/Loading

The applicant is requesting a Waiver of Development Standard to provide 119 parking spaces in lieu of the 123 parking spaces. Vehicular access to the project site will be provided via four (4) driveways located along the easterly lot line fronting Silver Lake Boulevard. Building A features one (1) driveway, which will provide access to the two (2) levels of subterranean parking in Building A and will also lead to a ramp connecting to parking level (1) in Building B. Building B features one (1) driveway, which will provide access to parking level two (2). Building C features two (2) driveways, one (1) of which will provide access to parking level one (1) and the other will provide access to parking level two (2).

Therefore, in conjunction with the Waiver of Development Standard, the project complies with parking and loading requirements.

Lighting

The project is conditioned so that all pedestrian walkways and vehicle access points will be well-lit with lighting fixtures that are harmonious with the building design. As conditioned, all outdoor lighting provided on-site will be shielded to prevent excessive illumination and spillage onto adjacent public rights-of-way, adjacent properties, and the night sky.

Landscaping

The project will provide ample landscaping throughout the project, including 144 trees, as shown in the Landscape Plans in Exhibit "A". The project is conditioned to landscape all open areas not used for buildings, driveways, parking areas, recreational facilities or

pedestrian pathways, shall include an automatic irrigation system, and maintain in accordance with a landscape plan prepared by a licensed landscape architect or architect and submitted for approval to the Department of City Planning, Development Services Center.

Trash Collection

Trash storage and collection are provided through two (2) locations on-site, both located along the functional “rear” of the site. One trash and recycling enclosure will be located near the northwest of the site and will not be visible to the public. The trash and recycling enclosure near the southwest of the site will be screened from public view with vertical screening trees.

Building Materials

The building façade is proposed to be compatible with the existing residential buildings and will consist of sand finish plaster, bone black wood siding, geddy gray wood siding, white trim paint, oyster shell roof shingles, white fiberglass windows, and white fiberglass doors, as shown in the stamped “Exhibit A.”

Solar Panels

The project is conditioned to comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety. Additionally, the project is conditioned to power generators used during the construction process through electric or solar. Solar generator and electric generator equipment must be located as far away from sensitive uses as feasible.

Electric Vehicle Charging Stations

The project is conditioned to provide electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) per the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC, to the satisfaction of the Department of Building and Safety.

c. Any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The project is required to provide a minimum of 7,600 square-feet of open space, of which at least 3,800 square feet must be common open space. The project provides approximately 7,601 square feet of open space, consisting of a 3,800 square feet of private open space provided as balconies, and 3,800 square feet of common open space provided as a 1,292 square feet recreation center in Building B, 1,038 square feet of outdoor common open space between Buildings B and C, a 605 square-foot roof-top deck in Building B, and an 866 square-foot roof-top deck in Building C. As shown in Exhibit A, the applicant submitted a landscape plan showing that the common open space areas will be attractively landscaped with trees, shrubs, and groundcover. Therefore, the project will provide recreation and service amenities to improve habitability for its residents and minimize the impacts on neighboring properties.

The project proposes adding 76 new units to a property with 48 existing units under the Rent Stabilization Ordinance (RSO). The 76 new units will be within 3 new buildings. Because the proposed new buildings are being constructed in proximity to the existing buildings, habitability for the existing residents during construction must be considered and impacts to neighboring properties must be minimized. The project is required to comply with all existing City Ordinances governing construction and noise. In addition, Condition No. 27 identifies Construction Best Practices that the project is required to follow in order to minimize impacts to the existing tenants and neighboring properties. Therefore, the habitability for existing tenants and impacts on neighboring properties will be addressed through these measures.

ADDITIONAL MANDATORY FINDINGS

1. **CEQA PRC Section 21080.66:** It has been determined based on the whole of the administrative record, that the Project is statutorily exempt from the California Environmental Quality Act ("CEQA") pursuant to Public Resource Code Section 21080.66. The Statutory Exemption document, referenced in Case No. ENV-2024-5535-SE and attached as Exhibit C, provides the full analysis and justification for project conformance and the project has been conditioned to comply with the mandatory requirements of PRC Section 21080.66.

The proposed project qualifies for CEQA PRC **Section 21080.66**. The City has met the tribal notification and consultation requirement as evidenced in the case file. This includes the City providing formal notification via certified mail to each California Native American Tribe that is traditionally and culturally affiliated with the project as an invitation to consult on the proposed project, its location, and the project's potential effects on tribal cultural resources. Additionally, this includes adhering to the requisite number of days for a tribe to request consultation and to accept the invitation to consult, and the City to initiate and close consultation

2. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located outside of a flood

EXHIBIT A

Transportation Assessment and LADOT
Approval Letter

**TRANSPORTATION ASSESSMENT
FOR THE
2421 N. SILVER LAKE BOULEVARD
RESIDENTIAL PROJECT**

LOS ANGELES, CALIFORNIA

JANUARY 2024

PREPARED FOR
**FONDA MORGAN
SILVERLAKE GARDEN APARTMENTS**

PREPARED BY
 **Gibson**
transportation consulting, inc.

**TRANSPORTATION ASSESSMENT
FOR THE
2421 N. SILVER LAKE BOULEVARD
RESIDENTIAL PROJECT
LOS ANGELES, CALIFORNIA**

January 2024

Prepared for:

**FONDA MORGAN
SILVERLAKE GARDEN APARTMENTS**

Prepared by:

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Chapter 1

Introduction

This study presents the transportation assessment for the proposed 2421 N. Silver Lake Boulevard Residential Project (Project) within the *Silver Lake-Echo Park-Elysian Valley Community Plan* (Los Angeles Department of City Planning [LADCP], 2004) (Silver Lake Community Plan) area of the City of Los Angeles, California (City). The methodology and base assumptions used in the analysis were established in conjunction with the Los Angeles Department of Transportation (LADOT).

PROJECT DESCRIPTION

The Project proposes to construct 76 new multi-family dwelling units (including six Very Low Income units) in three new four- and five-story buildings. The Project Site is currently developed with 48 multi-family dwelling units in seven two-story buildings, all of which would remain. Therefore, after Project completion, the Project Site would have a total of 124 dwelling units, including the six Very Low Income units. The Project would provide a total of 119 vehicular parking spaces in two subterranean parking levels in each of the three new buildings. It would provide a total of 65 bicycle parking spaces, including six short-term and 59 long-term bicycle parking spaces.

The Project is anticipated to be completed in Year 2026. The conceptual Project Site plan is illustrated in Figure 1, including labels showing the seven existing buildings (Buildings #1 through #7) and the three new buildings (Buildings A, B, and C).

The Project Site is located in City Council District 13 and is assigned Assessor Parcel Number 5400-002-001 in the Los Angeles County Assessor's records.

Project Site Access

Vehicular access to the Project Site would be provided via four driveways located along Silver Lake Boulevard, three of which exist today. One existing driveway would be removed and one would be relocated. As shown in Figure 1, Driveway #1 would be a relocated driveway at the north end of the Project Site that would lead to the first subterranean parking level under Building A. From there, an internal ramp would lead to the second subterranean parking level under Building A and an internal subterranean drive lane would lead to the first subterranean parking level under Building B. Driveway #2 would repurpose an existing driveway and would lead to the second subterranean parking level under Building B. Driveways #3 and #4 would repurpose existing driveways and would lead to the second and first subterranean parking levels, respectively, under Building C.

Each of the driveways would provide full access (i.e., accommodate both left-turn and right-turn ingress and egress turning movements) to Silver Lake Boulevard. Driveways #2, #3, and #4 would allow ingress and egress from a single lane, but each would serve fewer than 25 parking spaces and, thus, are consistent with LADOT driveway design requirements from *Manual of Policies and Procedures, Section 321: Driveway, Access, Circulation Design Guidelines* (LADOT, 2023) (Driveway Design Guidelines).

Pedestrian access to the residential lobbies of each building would be provided from Silver Lake Boulevard. Access to the bicycle parking would be provided through pedestrian and vehicular access points.

There would be no change in the existing concrete walking paths, unless otherwise required for adjustments to accommodate new landscape. Project parking is currently provided in outdoor carports that would be demolished.

Roadway Dedications

According to *Mobility Plan 2035: An Element of the General Plan* (LADCP, January 2016) (Mobility Plan), Silver Lake Boulevard adjacent to the Project Site is a Collector with a right-of-way (ROW) width requirement of 66 feet (half ROW width of 33 feet), including a paved width of

40 feet (half roadway width of 20 feet). On both the southern and eastern borders of the Project Site, Silver Lake Boulevard has a ROW width of 60 feet (half ROW width of 30 feet) and a paved width of 36 feet (half roadway width of 18 feet). Therefore, a three-foot roadway dedication would be required on the south and east property lines to complete the half ROW requirement set forth in the Mobility Plan. However, because the Project maintains existing buildings along most of its frontage, as further discussed in Section 4A, no dedication is required.

PROJECT LOCATION

As illustrated in Figure 2, the Project Site surrounding area is urbanized with a mixture of residential, industrial, and commercial uses. The Project Site is located approximately 0.3 miles west of the Golden State Freeway (I-5) and 0.4 miles northwest of the Glendale Freeway (SR 2), both of which provide regional access to the vicinity.

Nearby transit service is provided by the Los Angeles County Metropolitan Transportation Authority (Metro) along Glendale Boulevard, Fletcher Drive, and Riverside Drive.

STUDY SCOPE

The scope of analysis for this study was developed in consultation with LADOT and is consistent with *Transportation Assessment Guidelines* (LADOT, updated August 2022) (TAG) and in compliance with the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations, Title 14, Section 15000 and following).

The base assumptions and technical methodologies (i.e., vehicle miles traveled [VMT], trip generation, analysis methodology, etc.) were identified and agreed to in a Transportation Assessment Memorandum of Understanding (MOU), which was reviewed and approved by LADOT on November 16, 2023. A copy of the signed MOU is provided in Appendix A.

As shown in the approved MOU, the Project generates 399 net new daily vehicle trips. In accordance with the TAG, because the Project generates more than 250 daily trips, a VMT analysis

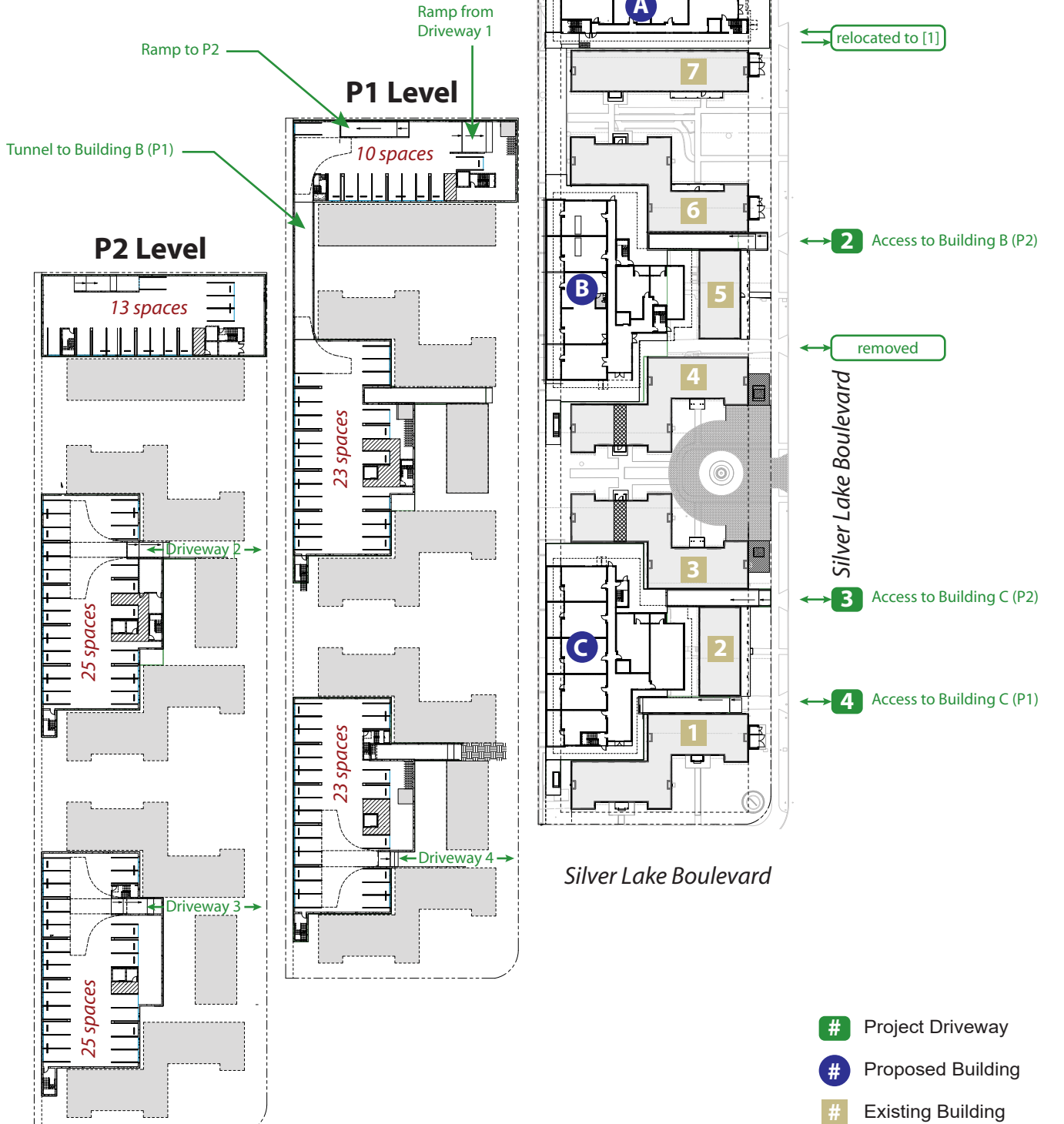
was required. Because it generates fewer than 500 net new daily trips, an access and circulation analysis was not required.

ORGANIZATION OF REPORT

This report is divided into six chapters, including this introduction. Chapter 2 describes the Project Context including the study area and existing and future cumulative transportation conditions. Chapter 3 estimates the traffic to be generated by the Project. Chapter 4 details the CEQA analysis of transportation impacts, including TAG Thresholds T-1 through T-3 and the LADOT Freeway Safety Analysis. Chapter 5 discusses the non-CEQA transportation analyses, including the pedestrian, bicycle, and transit assessments, Project access, safety, and circulation assessments, residential street cut-through analysis, construction impact analysis, and parking analysis, to the extent required for the Project. Finally, Chapter 6 summarizes the analyses and study conclusions. The appendices contain supporting documentation, including the MOU that outlines the study scope and assumptions and additional details supporting the technical analyses.



Ground Level



PROJECT SITE PLAN

FIGURE
1



PROJECT SITE LOCATION

FIGURE
2

Chapter 2

Project Context

A comprehensive data collection effort was undertaken to develop a detailed description of existing and future conditions in the Project Study Area (generally defined as the area within 0.25 miles of the Project Site for the purposes of this report). The Existing Conditions analysis includes an assessment of the existing street system, public transit service, and pedestrian and bicycle circulation at the time of preparation of this report.

EXISTING TRANSPORTATION CONDITIONS

Existing Street System

The existing street system in the Study Area consists of a regional roadway system including arterials and local streets that provide regional, sub-regional, or local access and circulation to the Project. These transportation facilities generally provide two to four travel lanes and usually allow parking on one or both sides of the street. Typically, the speed limits range between 25 and 35 miles per hour (mph) on the streets and 65 mph on freeways. The following describes key streets within the Study Area.

- **Silver Lake Boulevard** – East of Glendale Boulevard, Silver Lake Boulevard is a designated Collector that travels east-west between Glendale Boulevard and Teviot Street and then travels north-south until it meets Fletcher Drive. This stretch of Silver Lake Boulevard forms both the southern and western boundaries of the Project Site. It provides one travel lane in each direction and unmetered on-street parking on both sides within a paved width of 36 feet. West of Glendale Boulevard, Silver Lake Boulevard is a designated Avenue II that travels in a generally northeast-southwest direction. It provides one travel lane in each direction and unmetered on-street parking as well as bicycle lanes. The paved road width varies from approximately 48 feet to approximately 56 feet.
- **Fletcher Drive** – Fletcher Drive is a designated Avenue II that travels in a northwest-southeast direction and is located approximately 750 feet north of the Project Site. It generally provides four travel lanes, two lanes in each direction, with left-turn lanes at most intersections. The total paved width is approximately 56 feet.

-
- Glendale Boulevard – Glendale Boulevard is a designated Avenue II that travels in a north-south direction approximately 150 feet west of the Project Site. It generally provides four travel lanes, two in each direction, with a center turn lane. On-street metered parking is generally available on both sides of the street. The paved road width varies from approximately 53 feet to approximately 76 feet.
 - Riverside Drive – Riverside Drive is a designated Avenue I that travels in a northwest-southeast direction and is located approximately 1,400 feet northeast of the Project Site. It generally provides four travel lanes, two lanes in each direction, with left-turn lanes at most intersections. The approximate total paved width is 70 feet.

Existing Pedestrian Facilities

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile. These attributes are quantified by Walk Score and assigned a score out of 100 points. With the various commercial businesses and cultural facilities adjacent to residential neighborhoods, the walkability of the area is approximately 83 points.¹

The sidewalks that serve as routes to the Project Site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. They connect to accessible crossings at signalized intersections within the Study Area. Figure 3 presents an inventory of pedestrian attractors within a 0.25-mile walking distance from the Project Site.

Existing Bicycle System

There are currently Class II bicycle lanes (on-street lanes separated from vehicular lanes with striping) along Silver Lake Boulevard west of Glendale Boulevard.

¹ Walk Score (www.walkscore.com) rates the Project site with a score of 83 of 100 possible points (scores accessed on November 13, 2023, for 2421 Silver Lake Boulevard). Walk Score calculates the walkability of specific addresses by considering the ease of living in the neighborhood with a reduced reliance on automobile travel.

Existing Transit System

The Project Study Area is served by bus lines operated by Metro, including Lines 92, 96, 182, and 603. Figure 4 illustrates the existing transit service and transit stops within the Study Area. Table 1 summarizes the transit lines operating in the Study Area for each of the service providers in the region as of November 2023, the type of service (peak vs. off-peak, express vs. local), and the frequency of service during the morning and evening transit peak periods (between 6:00 AM and 9:00 AM and between 3:00 PM and 7:00 PM as defined by the Southern California Association of Governments [SCAG] and the City).

All four of the public transit stops at the intersections nearest the Project Site are equipped with benches, and two are also equipped with shelters for shade and rain protection. The other two bus stops (the southbound Glendale Boulevard & Silver Lake Boulevard stop on the west side of Glendale Boulevard and the westbound Fletcher Drive & Riverside Drive on the north side of Fletcher Drive) have no shelters.

Vision Zero

As described in the City's *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025* (August 2015), Vision Zero is a traffic safety policy that promotes strategies to eliminate transportation-related collisions that result in severe injury or death. Vision Zero has identified the High Injury Network (HIN), a network of streets included based on collision data from the last five years, where strategic investments will have the biggest impact in reducing death and severe injury. Fletcher Drive within the Study Area is identified as part of the HIN.

FUTURE CUMULATIVE TRANSPORTATION CONDITIONS

This section describes anticipated changes in the built environment or transportation system that may affect vehicular, pedestrian, or bicycle access to and from the Project Site.

Related Projects

In accordance with the CEQA Guidelines, this study considered the effects of the Project on other developments either proposed, approved, or under construction (collectively, the Related Projects) in the vicinity of the Project Site. Including this analysis step, the potential impact of the Project was evaluated within the context of past, present, and probable future developments capable of producing cumulative impacts. The list of Related Projects is based on information provided by LADCP and LADOT in October 2023, as well as recent studies of development projects in the area. The Related Projects are detailed in Table 2 and their approximate locations shown in Figure 5.

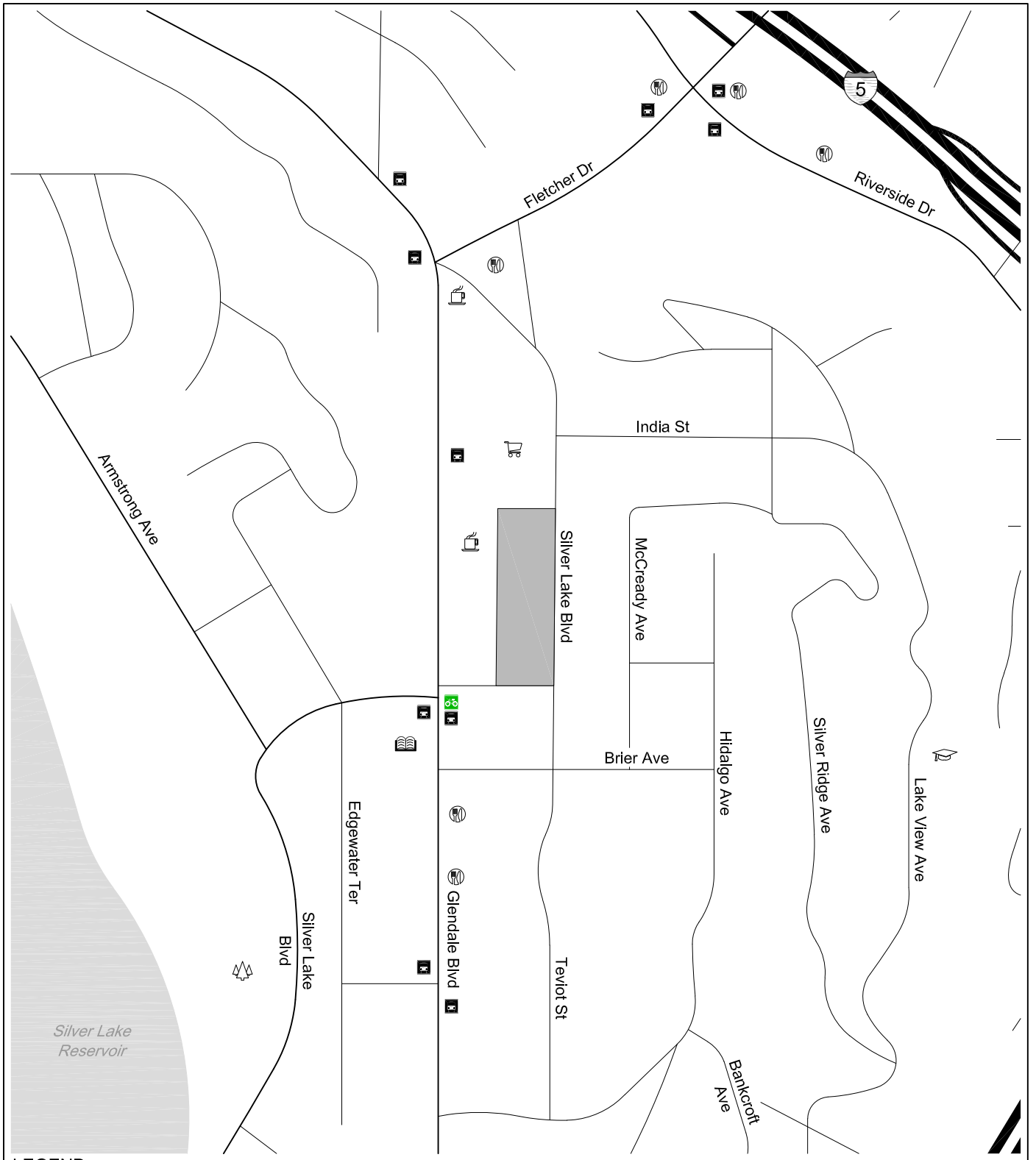
Future Infrastructure Improvements

While there are no planned and funded roadway improvement projects expected to be implemented prior to the buildout of the proposed Project within the Study Area, the Mobility Plan identifies key corridors as components of various “mobility-enhanced networks.” Each network is intended to focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The specific improvements that may be implemented in those networks have not yet been identified, and there is no schedule for implementation. However, the following mobility-enhanced networks included corridors within or near the Study Area and depicted in Figure 6:

- **Transit Enhanced Network (TEN)**: The TEN aims to improve existing and future bus services through reliable and frequent transit service in order to increase transit ridership, reduce single-occupancy vehicle trips, and integrate transit infrastructure investments within the surrounding street system. There are no streets in the Study Area that are part of the TEN.
- **Neighborhood Enhanced Network (NEN)**: The NEN reflects the synthesis of the bicycle and pedestrian networks and serves as a system of local streets that are slow moving and safe enough to connect neighborhoods through active transportation. Armstrong Avenue north of Silver Lake Boulevard is part of the NEN.
- **Bicycle Enhanced Network (BEN) / Bicycle Lane Network (BLN)**: The BEN and BLN identify existing and proposed bicycle infrastructure seeking to create a cohesive bicycle network throughout the City. Glendale Boulevard and Fletcher Drive are designated for protected bicycle lanes as part of the BEN and Silver Lake Boulevard west of Glendale Boulevard already has on-street bicycle lanes as part of the BLN.

-
- Pedestrian Enhanced District (PED): The Mobility Plan aims to promote walking to reduce the reliance on automobile travel by providing more attractive and pedestrian-friendly sidewalks, as well as adding pedestrian signalizations, street trees, and pedestrian-oriented design features.

Additionally, the Fletcher Street Safety Improvements Project is proposed as part of Vision Zero. It would implement signal and crossing improvements for pedestrian safety on Fletcher Drive northeast of Riverside Drive.



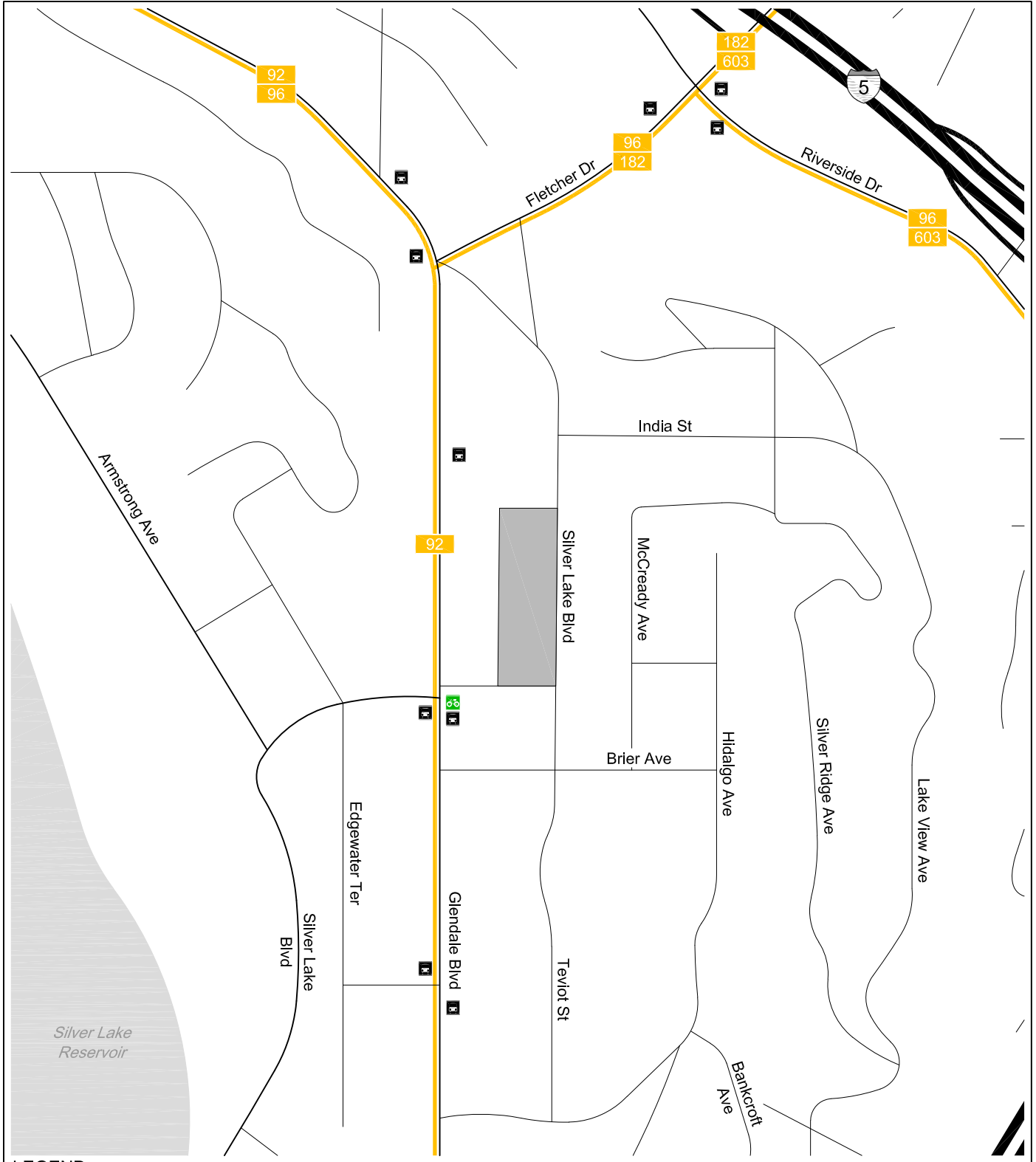
LEGEND

- | | | | | |
|-------------------|----------|---------|------|--------|
| Project Site | Bus Stop | School | Park | Dining |
| Bikeshare Station | Library | Grocery | Cafe | |



PEDESTRIAN DESTINATIONS

FIGURE 3



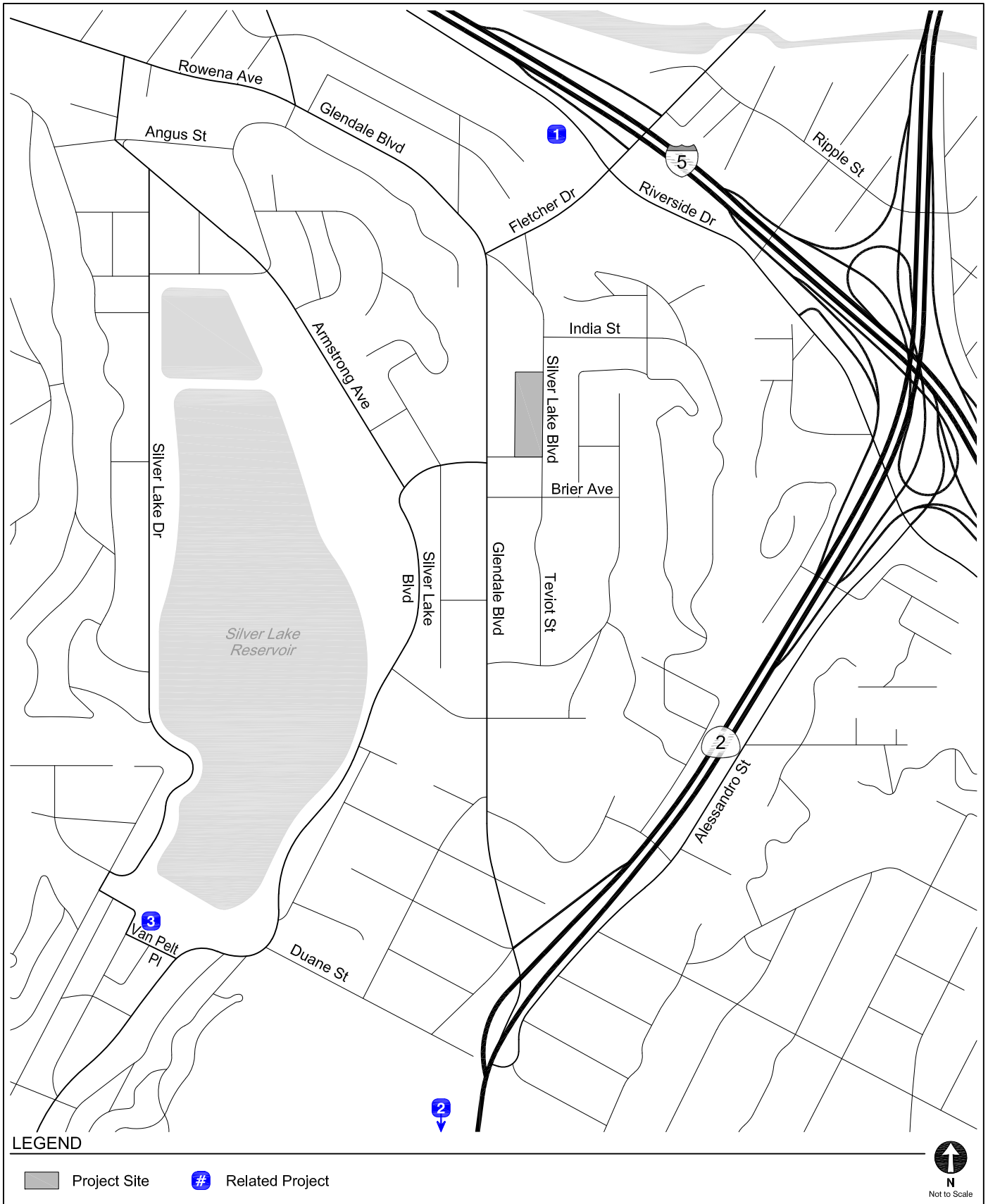
LEGEND

- Project Site
- Bus Stop
- Metro Bus
- Bikeshare Station



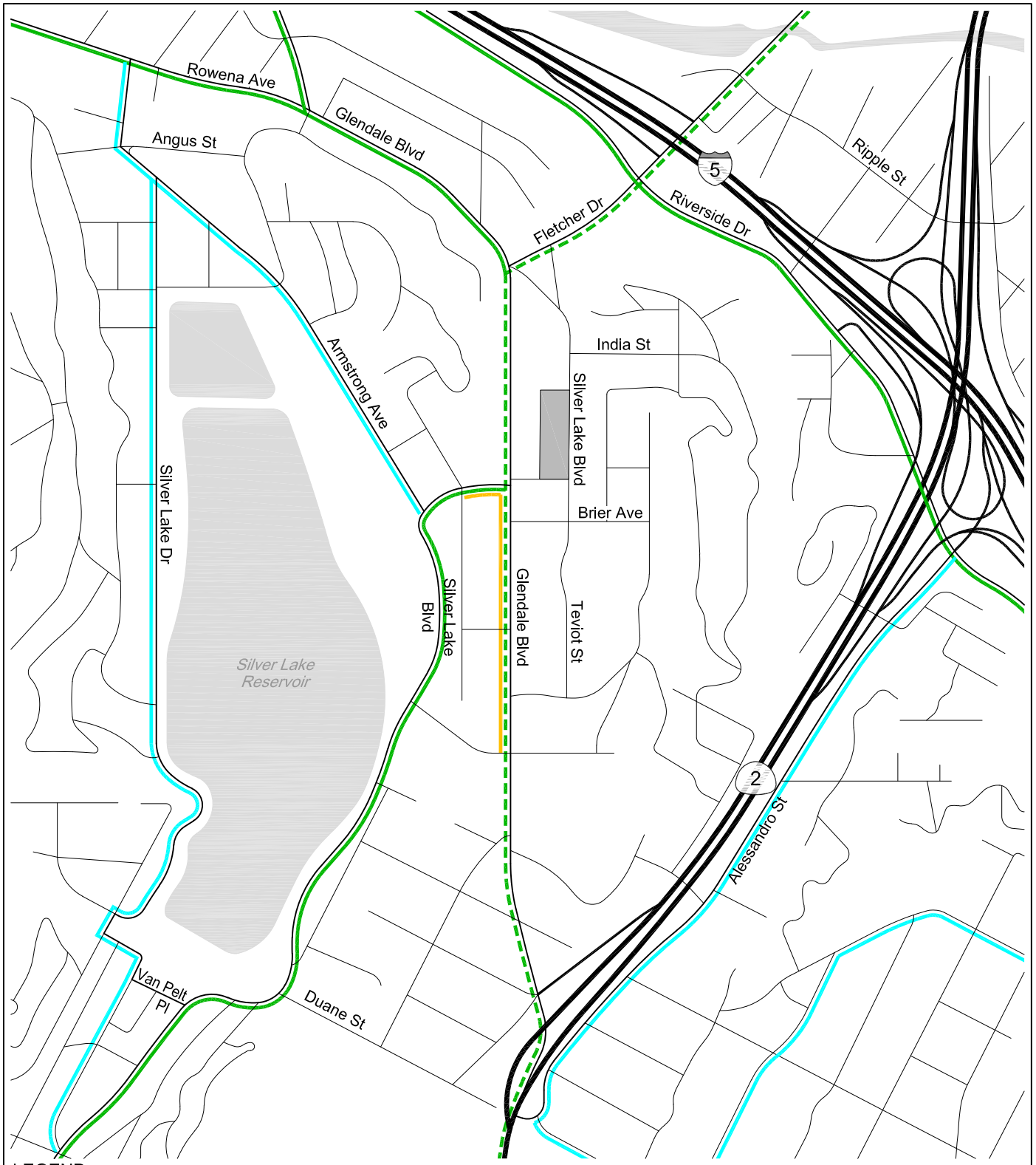
TRANSIT SERVICE

FIGURE 4



LOCATIONS OF RELATED PROJECTS

FIGURE
5



LEGEND

- Project Site
- Neighborhood Enhanced Network
- Protected Bicycle Lane
- Pedestrian Enhanced District
- Bicycle Lane



ROADWAY MODAL PRIORITIES

FIGURE 6

**TABLE 1
EXISTING TRANSIT SERVICE IN STUDY AREA**

Provider, Route, and Service Area	Service Type	Hours of Operation	Average Headway (minutes) [a]			
			Morning Peak Period		Afternoon Peak Period	
Metro Bus Service			NB/EB	SB/WB	NB/EB	SB/WB
92 Downtown LA - Slymar	Local	24 Hours	20	23	20	20
96 Downtown LA - Burbank	Local	5:00 A.M. - 9:30 PM	45	60	40	40
182 East Hollywood - Rose Hills	Local	4:45 A.M. - 10:30 PM	30	30	27	30
603 Downtown LA - Glendale	Local	5:00 A.M. - 11:15 P.M.	12	12	13	13

Notes:

Metro: Los Angeles County Metropolitan Transportation Authority.

Morning peak period from 6:00 AM to 9:00 AM, afternoon peak period from 3:00 PM to 7:00 PM consistent with Southern California Association of Governments (SCAG) and City guidelines.

[a] Average frequency is based on the average time between trips occurring during the peak periods as indicated in transit schedules from October 2023.

**TABLE 2
RELATED PROJECTS**

ID	Name	Address	Description
1	Riverside Dr Condos	2600 E Riverside Dr	120 Condos
2	Glendale Apartments	2468 N Glendale Blvd	50 apartment units and 559 sf commercial
3	Silver Lake Reservoir EIR	1850 W Silver Lake Dr	Silver Lake Park / Community

Notes:

sf = square feet. Related project information based on available information provided by LADOT and Department of City Planning in October 2023.

Chapter 3

Project Traffic

Daily and peak hour vehicle trip generation estimates were prepared for the Project for use in the Project's CEQA and non-CEQA traffic analyses. Daily vehicle trips were estimated using *City of Los Angeles VMT Calculator Version 1.4* (June 2023) (VMT Calculator), as further described in Section 4B of Chapter 4.

The number of peak hour vehicle trips expected to be generated by the Project was estimated primarily using rates published for market-rate multifamily (mid-rise) housing in *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers [ITE], 2021). These rates are based on surveys of similar land uses at sites around the country and are utilized to calculate the number of vehicle trips traveling to and from the Project Site during the morning and afternoon peak hours relative to the size of development. Additionally, trips for the six proposed affordable housing units were estimated using rates provided in the TAG, which were developed by LADOT using local data.

As described in Chapter 2, the Project is located within a 0.25-mile walking distance of bus stops serving various Metro transit lines. Therefore, in accordance with the TAG, a 10% transit / walk-in reduction was applied to peak hour Project trips to account for transit usage as well as walking trips from the surrounding neighborhoods and adjacent commercial developments.

Table 3 summarizes the trip generation rates and Project estimates. As shown, after accounting for the adjustments above, the Project is anticipated to generate 399 new trips on a typical weekday, including 26 morning peak hour trips (six inbound trips, 20 outbound trips) and 21 afternoon peak hour trips (13 inbound trips, eight outbound trips). Including the existing residential units, the Project Site is estimated to generate 654 daily trips (before accounting for any transportation demand management (TDM) measures), including 43 morning peak hour trips and 43 afternoon peak hour trips.

**TABLE 3
TRIP GENERATION ESTIMATES**

Land Use	ITE Land Use	Size	Daily	Weekday					
				Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multifamily Housing (Mid-Rise)	221	per unit	[b]	23%	77%	0.37	61%	39%	0.39
Multifamily Housing (Low-Rise)	220	per unit	[b]	24%	76%	0.40	63%	37%	0.51
Affordable Housing - Family	[c]	per unit	[b]	38%	62%	0.52	55%	45%	0.38
<u>Proposed Project</u>									
Multifamily Housing (Mid-Rise) <i>Less 10% Transit/Walk Adjustment [d]</i>	221	118 units	[b]	10 (1)	34 (3)	44 (4)	28 (3)	18 (2)	46 (5)
Affordable Housing - Family	[c]	6 units	[b]	1	2	3	1	1	2
Subtotal - Proposed Project Trips			654	10	33	43	26	17	43
<u>Existing Active Uses to Remain</u>									
Multifamily Housing (Low-Rise) <i>Less 10% Transit/Walk Adjustment [d]</i>	220	48 units	[b]	5 (1)	14 (1)	19 (2)	15 (2)	9 0	24 (2)
Subtotal - Existing Trips to Remain			255	4	13	17	13	9	22
Total - Net New Project Trips			399	6	20	26	13	8	21

Notes:

- [a] Source: *Trip Generation, 11th Edition* (Institute of Transportation Engineers, 2021).
- [b] Daily trip generation estimates were prepared using LADOT's VMT Calculator version 1.4 for the Project Site (with the Project and under existing conditions) as a whole. These totals reflect the trip estimates without accounting for any TDM measures, consistent with the project screening summary page of the VMT Calculator output (see Appendix C).
- [c] The Project is not located within 0.5 miles of a major transit stop, therefore, the trip generation rates from *LADOT Transportation Assessment Guidelines* (August 2022) for family affordable housing (outside a Transit Priority Area) were utilized.
- [d] Per *LADOT Transportation Assessment Guidelines*, the Project Site is located within one quarter mile walking distance from a Metro bus stop for lines 92, 96, 182, and 603; therefore a 10% transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

Chapter 4

CEQA Analysis of Transportation Impacts

This chapter presents the results of an analysis of CEQA-related transportation impacts. The analysis identifies any potential conflicts the Project may have with adopted City plans and policies and any improvements associated with the potential conflicts, as well as the results of a Project VMT analysis that satisfies State requirements under *State of California Senate Bill 743* (Steinberg, 2013) (SB 743) and an identification of any hazards that would be created due to geometric design features.

METHODOLOGY

SB 743, adopted in January 2014, required the Governor's Office of Planning and Research to change the CEQA guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis shifts from vehicular delay (level of service [LOS]) to VMT, in order to reduce greenhouse gas emissions, create multimodal networks, and promote mixed-use developments.

The TAG defines the methodology of analyzing a project's transportation impacts in accordance with SB 743. Per the TAG, the CEQA transportation analysis contains the following thresholds for identifying significant impacts:

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial VMT
- Threshold T-2.2: Substantially Inducing Additional Automobile Travel
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

The thresholds were reviewed and analyzed, as detailed in the following Sections 4A through 4D. In addition, a CEQA safety analysis of California Department of Transportation (Caltrans) freeway facilities for the Project is provided in Section 4E.

Section 4A: Threshold T-1

Conflicting with Plans, Programs, Ordinances, or Policies

Threshold T-1 assesses whether a project would conflict with an adopted program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.

PLANS, PROGRAMS, ORDINANCES, AND POLICIES

Table 2.1-1 of the TAG identifies the City plans, policies, programs, ordinances, and standards relevant in determining project consistency. Attachment D of the TAG, Plans, Policies, and Programs Consistency Worksheet, provides a structured approach to evaluate whether a project conflicts with the City's plans, programs, ordinances, or policies and to streamline the review by highlighting the most relevant plans, policies, and programs when assessing potential impacts to the City's transportation system. The Plans, Policies, and Programs Consistency Worksheet for the Project is provided in Appendix B.

As stated in Section 2.1.4 of the TAG, a project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent. As detailed in Appendix B, the Project is generally consistent with the City documents listed in Table 2.1-1 of the TAG; therefore, the Project would not result in a significant impact under Threshold T-1. A detailed discussion of the plans, programs, ordinances, or policies related to the Project is provided below.

Mobility Plan

The Mobility Plan combines "complete street" principles with the following five goals that define the City's mobility priorities:

-
- Safety First: Design and operate streets in a way that enables safe access for all users, regardless of age, ability, or transportation mode choice.
 - World Class Infrastructure: A well-maintained and connected network of streets, paths, bikeways, trails, and more provides Angelenos with the optimum variety of mode choices.
 - Access for all Angelenos: A fair and equitable system must be accessible to all and must pay particularly close attention to the most vulnerable users.
 - Collaboration, Communication, and Informed Choices: The impact of new technologies on our day-to-day mobility demands will continue to become increasingly important to the future.
 - Clean Environments and Healthy Communities: Active transportation modes such as bicycling and walking can significantly improve personal fitness and create new opportunities for social interaction, while lessening impacts on the environment.

A detailed analysis of the Project's consistency with the specific policies of the Mobility Plan is provided in Table 4. As previously detailed, the Mobility Plan identifies key corridors within the Study Area as components of various "mobility-enhanced networks". Though no specific improvements have been identified and there is no schedule for implementation, the mobility-enhanced networks represent a focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The Project does not modify the adjacent streets or sidewalks and would not inhibit the City's ability to install any mobility features within the public ROW.

With the development of the Project, Silver Lake Boulevard along the eastern border of the Project Site would have one fewer vehicular driveway. The sidewalks adjacent to the Project Site provide for a comfortable pedestrian network under existing conditions and would be unchanged with the Project. The Project would provide long-term and short-term bicycle parking facilities per Los Angeles Municipal Code (LAMC) requirements. It would also provide a reduced parking supply compared to LAMC requirements and would lease parking spaces separately from residential leases (unbundled parking). These measures would promote public transit, biking, and walking, thereby reducing the Project VMT compared to the average for the area. As previously detailed and shown in Figure 4, the Project would be located near local bus routes provided by Metro.

Thus, the Project would be consistent with the goals of the Mobility Plan.

Plan for a Healthy Los Angeles

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan (LADCP, March 2015) introduces guidelines for the City to follow to enhance the City's position as a regional leader in health and equity, encourage healthy design and equitable access, and increase awareness of equity and environmental issues.

A detailed analysis of the Project's consistency with *Plan for a Healthy Los Angeles* is provided in Table 5. In summary, the Project supports healthy lifestyles by complying with all Americans with Disabilities Act requirements and providing connections to pedestrian amenities. Further, the Project locates housing near high-quality transit and provides secure bicycle parking and convenient pedestrian access. It would not displace any existing housing. It would also result in VMT per capita at least 15% below the average for the area. Thus, the Project would be consistent with the goals of *Plan for a Healthy Los Angeles*.

Land Use Element of the General Plan

The City's General Plan Land Use Element contains 35 Community Plans that establish specific goals and strategies for the various neighborhoods across the City. The Project is located within the Silver Lake Community Plan area. A detailed analysis of the Project's consistency with the Silver Lake Community Plan is provided in Table 6. As described therein, the Project is consistent with goals and policies to reduce VMT through the provision of bicycle parking, a reduced parking supply, and unbundled parking. It would provide additional housing, including six units for Very Low Income residents, thus providing a diversity of housing options. It does not modify the adjacent road or sidewalk and would maintain the existing high-quality pedestrian infrastructure. It would also reduce the number of driveways on Silver Lake Boulevard.

LAMC Section 12.21-A.16 (Bicycle Parking)

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. In accordance with the requirements of the LAMC, the Project would provide a total of 65 bicycle parking spaces, including 6 short-term and 59 long-term bicycle parking spaces.

LAMC Section 12.26-J (Transportation Demand Management [TDM] Ordinance)

LAMC Section 12.26J, the TDM Ordinance (1993), establishes TDM requirements for projects with at least 25,000 square feet (sf) of non-residential gross floor area. The Project is not proposing more than 25,000 sf of non-residential floor area and, therefore, the TDM Ordinance does not apply.

LAMC Section 12.37

LAMC Section 12.37 requires that a property, upon its redevelopment, dedicate to the City the ROW necessary to meet the Mobility Plan ROW standards on the adjacent arterial or collector street. Silver Lake Boulevard is a designated Collector, which has a half-ROW requirement of 33 feet in the Mobility Plan, three feet more than its current 30-foot half-ROW width. However, Section 12.37.A.2 stipulates that no such dedication is required along those portions of a site where an existing building would remain. Because the seven existing buildings at the Project Site would remain, encompassing nearly all of the Project frontage, no dedication would be required. Thus, the Project would be consistent with the requirements of LAMC Section 12.37.

Vision Zero

Vision Zero implements projects that are designed to increase safety on the most vulnerable City streets. The City has identified a number of streets as part of the HIN where improvement projects will be targeted. Within the Study Area, Fletcher Drive is identified as part of the HIN. The Fletcher Drive Safety Improvements Project would implement signal and crossing improvements for pedestrian safety on Fletcher Drive northeast of Riverside Drive. No other improvements are

proposed within the Study Area. Nonetheless, the Project would not preclude future Vision Zero safety projects by the City on any streets.. Thus, the Project does not conflict with Vision Zero.

Citywide Design Guidelines for Residential, Commercial, and Industrial Development

The Pedestrian-First Design approach of *Citywide Design Guidelines* (LADCP Urban Design Studio, October 2019) identifies urban design principles to guide architects and developers in designing high-quality projects that meet the City’s functional, aesthetic, and policy objectives and help foster a sense of community. *Citywide Design Guidelines* is organized around six design objectives. *City of Los Angeles Urban Design Principles* (LADCP, 2011) aims to improve mobility in the City through travel mode choices.

Pedestrian-First Design promotes healthy living, increases economic activity at the street level, enables social intersection, creates equitable and accessible public spaces, and improves public safety.”

The Pedestrian-First Design guidelines are as follows:

- **Guideline 1:** Promote a safe, comfortable, and accessible pedestrian experience for all.
- **Guideline 2:** Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.
- **Guideline 3:** Design projects to actively engage with streets and public space and maintain human scale.

A detailed analysis of the Project’s consistency with the guidelines of the Pedestrian-First Design approach is provided in Table 7. The Project would not modify the adjacent streets or sidewalks. The Project also removes one of the existing driveways on Silver Lake Boulevard, reducing the number of conflict points between motorized and non-motorized travel. Thus, the Project design provides for the safety, comfort, and accessibility of pedestrians, aligning with the Pedestrian-First Design approach.

CUMULATIVE ANALYSIS

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. In accordance with the TAG, the cumulative analysis must include consideration of any Related Projects within 0.5 miles of the Project Site and any transportation system improvements in the vicinity.

Similar to the Project, the Related Projects would be individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system. Thus, the Project, together with the Related Projects, would not result in cumulative impacts with respect to consistency with each of the plans, ordinances, or policies reviewed. The Project and the Related Projects would not interfere with any of the general policy recommendations and, therefore, there would be no significant Project impact or cumulative impact.

**TABLE 4
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035**

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
Chapter 1 – Safety First	
<p><u>Policy 1.1, Roadway User Vulnerability</u> Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.</p>	<p>Consistent. The Project would reduce the number of driveways on Silver Lake Boulevard from five existing to four future driveways, reducing conflicts between vehicles and pedestrians and bicycles. Pedestrian and bicycle access would be provided directly to residential lobbies on Silver Lake Boulevard, separate from vehicular access (though bicyclists may also access the Project Site through the vehicular driveways).</p>
<p><u>Policy 1.6 Multi-Modal Detour Facilities</u> Design detour facilities to provide safe passage for all modes of travel.</p>	<p>Consistent. The Project would prepare a Construction Management Plan that would include, to the extent necessary, detour routes for all applicable travel modes, including pedestrians and bicyclists.</p>
Chapter 2 – World Class Infrastructure	
<p><u>Policy 2.2 Complete Streets Design Guide</u> Establish the Complete Streets Design Guide as the City’s document to guide the operations and design of streets and other public rights-of-way.</p>	<p>Consistent. The Project does not modify the streets or sidewalks, except inasmuch as it would close one existing driveway and relocate another. The relocated driveway would be designed in conformance with City standards.</p>
<p><u>Policy 2.3 Pedestrian Infrastructure</u> 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>Consistent. The Project Site currently provides pedestrian access within and around the Project Site with landscaping and at-grade pedestrian entrances to each building. The new buildings constructed by the Project would also provide at-grade access and would re-use three driveways, remove one driveway, and relocate one driveway.</p>
<p><u>Policy 2.4 Neighborhood Enhanced Network</u> Provide a slow speed network of locally serving streets.</p>	<p>Consistent. There are no streets on the Neighborhood Enhanced Network within the Project vicinity.</p>
<p><u>Policy 2.5 Transit Network</u> Improve the performance and reliability of existing and future bus service.</p>	<p>Consistent. Riverside Drive is designated as part of the Transit Enhanced Network. The Project would not interfere with existing or future transit services. The Project would encourage more transit usage by developing residential units with convenient access to bus transit services.</p>

**TABLE 4 (CONTINUED)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035**

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<p><u>Policy 2.6 Bicycle Networks</u> Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. (includes scooters, skateboards, rollerblades, etc.)</p>	<p>Consistent. Glendale Boulevard and Fletcher Drive are designated as part of the Bicycle Enhanced Network in the Mobility Plan with a goal of installing protected bicycle lanes on those streets. Additionally, Silver Lake Boulevard is part of the Bicycle Lane Network west of Glendale Boulevard, and those bicycle lanes have been installed. The Mobility Plan does not propose any bicycle facilities adjacent to the Project Site; however, the Project would not affect the City's ability to install bicycle infrastructure within the public right-of-way. Additionally, the Project would remove one existing driveway and would provide short-term and long-term bicycle parking for residents and visitors in accordance with LAMC requirements.</p>
<p><u>Policy 2.9 Multiple Networks</u> Consider the role of each mode enhanced network when designing a street that included multiple modes.</p>	<p>Consistent. The Study Area includes a mix of enhanced networks identified as part of the Mobility Plan. The Project does not affect the adjacent public right-of-way.</p>
<p align="center"><i>Chapter 3 – Access for All Angelenos</i></p>	
<p><u>Policy 3.1 Access for All</u> 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>Consistent. The Project encourages multi-modal transportation alternatives through proximity to bus transit, provision of bicycle facilities, and by reducing the total number of driveways provided on Silver Lake Boulevard which reduces potential vehicular and pedestrian conflicts along the Project Site frontage. It increases residential density in proximity to bus transit.</p>
<p><u>Policy 3.2 People with Disabilities</u> Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.</p>	<p>Consistent. The Project would be designed in accordance with requirements of the Americans with Disabilities Act.</p>
<p><u>Policy 3.3 Land Use Access and Mix</u> Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.</p>	<p>Consistent. The Project's high-density residential uses located near to a commercial corridor (Glendale Boulevard) with high-quality bus transit options would help to minimize vehicle trips and enhance the proximity and convenience of residences to jobs and services.</p>
<p><u>Policy 3.4 Transit Services</u> Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.</p>	<p>Consistent. The Project is located within 0.25 miles of bus stops on Glendale Boulevard, Fletcher Drive, and Riverside Drive.</p>

**TABLE 4 (CONTINUED)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035**

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<p><u>Policy 3.5 Multi-Modal Features</u> Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.</p>	<p>Consistent. The Project would support “first-mile, last-mile” solutions by developing a high-density residential project near a high-traffic commercial corridor with high-quality transit. It also provides secure bicycle parking for residents and short-term bicycle parking for visitors.</p>
<p><u>Policy 3.6 Regional Transportation & Union Station</u> Continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service.</p>	<p>Consistent. The Project is located adjacent to multiple Metro bus lines with nearby stops. These bus lines provide access and connections to the regional transportation system, including Union Station.</p>
<p><u>Policy 3.8 Bicycle Parking</u> Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.</p>	<p>Consistent. The Project would provide secure long-term bicycle parking for residents and short-term parking for visitors in accordance with LAMC requirements.</p>
<i>Chapter 4 – Collaboration, Communication, & Informed Choices</i>	
<p><u>Policy 4.8 Transportation Demand Management Strategies</u> Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.</p>	<p>Consistent. The Project is located in close proximity to high-quality transit. It would provide bicycle parking and a vehicular parking reduction from the LAMC requirement as well as leasing parking spaces separately from residential leases (unbundled parking). Together, these TDM measures would help to promote non-auto travel to reduce transportation-related impacts to the environment.</p>
<p><u>Policy 4.13 Parking and Land Use Management</u> Balance on-street and off-street parking supply with other transportation and land use objectives.</p>	<p>Consistent. The Project would provide 119 spaces, which is four fewer than the 123 spaces required when considering the State Density Bonus Law and LAMC ordinances allowing reductions for bicycle parking and accessible electric van spaces. However, the Project would request an additional density bonus to further reduce requirements from 123 spaces to 119 spaces. The parking supply is designed to strike a balance to encourage non-auto transportation modes while adequately serving the residents’ needs.</p>
<i>Chapter 5 – Clean Environments & Healthy Communities</i>	
<p><u>Policy 5.1 Sustainable Transportation</u> Encourage the development of a sustainable transportation system that promotes environmental and public health.</p>	<p>Consistent. The Project would provide secure long-term bicycle parking for residents and short-term bicycle parking for visitors, which would promote active transportation modes such as biking and walking. Additionally, the Project is located within walking distance of high-quality transit.</p>

TABLE 4 (CONTINUED)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<p><u>Policy 5.2 Vehicle Miles Traveled (VMT)</u></p> <p>Support ways to reduce vehicle miles traveled (VMT) per capita.</p>	<p>Consistent. The Project would not generate higher residential VMT per capita than the average for the area, as demonstrated in this transportation assessment. Further, it would implement several project design features, including provision of bicycle parking, a reduced vehicle parking supply, and unbundled parking, that have been shown to reduce VMT.</p>

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

**TABLE 5
PROJECT CONSISTENCY WITH PLAN FOR A HEALTHY LOS ANGELES**

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<i>Chapter 1 – Los Angeles, a Leader in Health and Equity</i>	
<p><u>Policy 1.5 Plan for Health</u> Improve Angelenos’ health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.</p>	<p>Consistent. The Project supports healthy lifestyles by locating housing near transit, providing bicycle parking, and providing direct pedestrian access at grade to Silver Lake Boulevard.</p>
<p><u>Policy 1.7 Displacement and Health</u> Reduce the harmful health impacts of displacement on individuals, families and communities by pursuing strategies to create opportunities for existing residents to benefit from local revitalization efforts by: creating local employment and economic opportunities for low-income residents and local small businesses; expanding and preserving existing housing opportunities available to low-income residents; preserving cultural and social resources; and creating and implementing tools to evaluate and mitigate the potential displacement caused by large-scale investment and development.</p>	<p>Consistent. The Project constructs 76 new residential units while maintaining in place 48 existing residential units without tenant displacement.</p>
<i>Chapter 5 – An Environment Where Life Thrives</i>	
<p><u>Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction</u> Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.</p>	<p>Consistent. The Project is estimated to generate VMT per capita for residents at least 15% lower than the average for the area, as demonstrated in this report. The Project would provide bicycle parking, a reduced vehicular parking supply, and unbundled parking as project design features which reduce VMT. VMT directly contributes to GHG emissions, so a reduced VMT per capita also reduces GHG per capita.</p>

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan* (Los Angeles Department of City Planning, March 2015).

**TABLE 6
PROJECT CONSISTENCY WITH
SILVER LAKE-ECHO PARK-ELYSIAN VALLEY COMMUNITY PLAN**

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<i>Plan Objectives and Policies</i>	
<p><u>Objective 1-2</u> Reduce automobile trips in residential areas by locating new housing in areas offering proximity to goods, services and facilities. To reduce vehicular trips and congestion by developing new housing in proximity to services and facilities.</p> <p>Policies</p> <p>1-2.1 Locate higher residential densities near commercial centers and major bus routes where public service facilities, utilities and topography will accommodate this development. Locate higher residential densities near commercial centers and major bus routes where public service facilities and infrastructure will support this development.</p> <p>1-2.2 Encourage multiple family residential development in commercially zoned areas in designated Neighborhood Districts and Community Centers and along Mixed Use Boulevards (see Figure 1) and, where appropriate, provide floor area bonuses as an incentive to encourage mixed-use development in those areas.</p>	<p>Consistent. The Project proposes to construct 76 new apartment units at a site located within steps of Glendale Boulevard, a mixed-use corridor with Metro bus service. Further, the Project would be located near restaurants and retail stores, thus providing greater access to employment and entertainment opportunities. These project features would promote trips within the neighborhood and via transit that would reduce VMT and congestion.</p>
<p><u>Objective 1-4</u> Promote and ensure the provision of adequate housing for all persons, including special needs populations, regardless of income, age or ethnic background. To promote the adequacy and affordability of multiple family housing and increase its accessibility to more segments of the population.</p> <p>Policies</p> <p>1.4-1 Promote greater individual choice in type, quality, price and location of housing. Promote greater individual choice in type, quality, price and location of housing.</p> <p>1.4-2 Promote mixed-use housing projects in pedestrian-oriented areas and designated Mixed Use Boulevards, Neighborhood Districts and Community Centers to increase supply and maintain affordability. Ensure that new housing opportunities minimize displacement of residents.</p> <p>1-4.3 Ensure that new housing developments minimize displacement of low-income residents.</p>	<p>Consistent. The Project would construct 76 new apartment units without removing or displacing any of the existing 48 housing units on the site. Six of the new units would be reserved for Very Low Income residents. Further, the Project would be located in a pedestrian-oriented area with multiple pedestrian destinations nearby on Glendale Boulevard.</p>

TABLE 6 (CONTINUED)
PROJECT CONSISTENCY WITH
SILVER LAKE-ECHO PARK-ELYSIAN VALLEY COMMUNITY PLAN

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<p><u>Objective 2-2</u></p> <p>Preserve pedestrian-oriented areas through the use of available overlay zones to provide alternatives to automobile-oriented commercial activity.</p> <p>Policies</p> <p>2-2.1 Preserve existing pedestrian-oriented areas</p> <p>2-1.2 New developments in pedestrian-oriented areas should add to and enhance existing pedestrian street activity.</p> <p>2-2.3 The first floor street frontage for structures, including mixed-use projects and parking structures located in pedestrian-oriented areas, should incorporate commercial uses.</p>	<p>Consistent. The Project does not modify the road or sidewalks in the vicinity. It would add residential density in a residential area located in close proximity to commercial uses on Glendale Boulevard. It would also reduce the number of vehicle driveways on Silver Lake Boulevard.</p>
<p><u>Objective 11-1</u></p> <p>Pursue transportation demand management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.</p> <p>Policies</p> <p>11-1.1 Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, bicycles and walking, etc.)</p> <p>11.1-2 Require that proposals for major new non-residential development projects include submission of TDM Plan to the City.</p>	<p>Consistent. The Project is not subject to the City's current TDM ordinance as it would not exceed 25,000 sf of non-residential floor area. However, the Project, as designed, will include TDM measures as Project Design features such as reducing parking supply, unbundled parking, and providing short-term and long-term bicycle parking.</p>
<p><u>Objective 14-1</u></p> <p>Promote an adequate system of safe bikeways for commuter, school and recreational use.</p> <p>Policies</p> <p>14-1.1 Assure that local bicycle routes are identified and linked with facilities of neighboring areas of the City.</p> <p>14-1.2 Encourage the provision of showers, changing rooms and bicycle storage at new and existing non-residential developments and public spaces.</p>	<p>Consistent. The Project is not adjacent to any existing or proposed bicycle infrastructure. However, the Project would reduce vehicle conflicts with bicycles by eliminating one existing driveway on Silver Lake Boulevard. The Project would also provide short-term and long-term bicycle parking for retail visitors and residents.</p>

**TABLE 6 (CONTINUED)
PROJECT CONSISTENCY WITH
SILVER LAKE-ECHO PARK-ELYSIAN VALLEY COMMUNITY PLAN**

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<p><u>Objective 15-1</u> Provide parking in appropriate locations in accord with Citywide standards and community needs.</p> <p>Policies</p> <p>15-1.1 Encourage the development of centralized municipal and private parking structures and surface parking lots, and where possible encourage public-private partnerships in the development of such parking facilities.</p> <p>15-1.2 Consolidate parking where appropriate, to minimize the number of ingress and egress points onto Arterials.</p> <p>15-1.4 New parking lots and parking structures shall be developed in accordance with design standards.</p>	<p>Consistent. The Project would include subterranean parking under each of the three new residential buildings. It would remove one existing driveway on Silver Lake Boulevard.</p>

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in the Silver Lake-Echo Park-Elysian Valley Community Plan (Los Angeles Department of City Planning, 2004).

**TABLE 7
PROJECT CONSISTENCY WITH CITYWIDE DESIGN GUIDELINES**

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<i>Pedestrian-First Design</i>	
<p><u>Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all</u></p> <p>Design projects to be safe and accessible and contribute to a better public right-of-way for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities.</p> <p><u>Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience</u></p> <p>Design to avoid pedestrian and vehicular conflicts and to create an inviting and comfortable public right-of-way. A pleasant and welcoming public realm reinforces walkability and improves the quality of life for users.</p> <p><u>Guideline 3: Design projects to actively engage with streets and public space and maintain human scale</u></p> <p>New projects should be designed to contribute to a vibrant and attractive public realm that promotes a sense of civic pride. Better connections within the built environment contribute to a livable and accessible city and a healthier public realm.</p>	<p>Consistent. The Project provides for the safety, comfort, and accessibility of pedestrians by separating pedestrian access from vehicular. The Project also enhances Silver Lake Boulevard by removing one existing driveway, providing a more walkable environment and reducing conflicts between vehicles, pedestrians, and bicyclists.</p>

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in the *Citywide Design Guidelines* (Los Angeles Department of City Planning, 2019).

Section 4B: Threshold T-2.1 Causing Substantial VMT

Threshold T-2.1 of the TAG analyzes whether a project causes substantial VMT and is generally applied to land use projects. Specifically, Threshold T-2.1 inquires whether a project would conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)(1), which states that (for land use projects) “vehicle miles travelled exceeding an applicable threshold of significance may indicate a significant impact.” This subdivision also states that a lead agency has discretion to choose the most appropriate method to evaluate a project’s VMT.

Per Section 2.2.2 of the TAG, a “no impact” determination can be made for a project if either of the following screening criteria are not met for Threshold T-2:

- *T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?*
- *T-2.1-2: Would the project generate a net increase in daily VMT?*

If either of the above screening criteria are met, the TAG provides guidance for the further analysis of VMT, as discussed in the following section.

VMT METHODOLOGY

The following describes the methodology by which vehicle trips and VMT are calculated in the VMT Calculator as detailed in *City of Los Angeles VMT Calculator Documentation* (LADOT and LADCP, May 2020). LADOT developed the VMT Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits, which are based on the following types of trips:

- Home-Based Work Production: origin trips from a residential use to a workplace destination

- Home-Based Other Production: origin trips from a residential use to a non-workplace destination (e.g., retail, restaurant, etc.)
- Home-Based Work Attraction: destination trips to a workplace originating from a residential use

As detailed in *City of Los Angeles VMT Calculator Documentation*, the household VMT per capita threshold applies to Home-Based Work Production and Home-Based Other Production trips, and the work VMT per employee threshold applies to Home-Based Work Attraction trips, as the location and characteristics of residences and workplaces are often the main drivers of VMT, as detailed in Appendix 1 of *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Governor’s Office of Planning and Research, December 2018).

Table 2.2-1 of the TAG details the following daily household VMT per capita and daily work VMT per employee impact criteria for each Area Planning Commission (APC):

APC	Daily Household VMT per Capita	Daily Work VMT per Employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

Source: TAG (LADOT, August 2022)

The Project is located in the East Los Angeles APC.

Travel Behavior Zone (TBZ)

The City developed TBZ categories to determine the magnitude of VMT and vehicle trip reductions that could be achieved through TDM strategies. As detailed in *City of Los Angeles VMT Calculator Documentation*, the development of the TBZs considered the population density, land use density, intersection density, and proximity to transit of each Census tract in the City and are categorized as follows:

1. *Suburban (Zone 1): Very low-density primarily centered around single-family homes and minimally connected street network.*
2. *Suburban Center (Zone 2): Low-density developments with a mix of residential and commercial uses with larger blocks and lower intersection density.*
3. *Compact Infill (Zone 3): Higher density neighborhoods that include multi-story buildings and well-connected streets.*
4. *Urban (Zone 4): High-density neighborhoods characterized by multi-story buildings with a dense road network.*

The VMT Calculator determines a project's TBZ based on the latitude and longitude of the project address. The Project is located in a Suburban Center (Zone 2) TBZ.

Trip Lengths

The VMT Calculator determines a project's VMT based on trip length information from the City's Travel Demand Forecasting (TDF) Model. The TDF Model considers the traffic analysis zones within 0.125 miles of a project to determine the trip lengths and trip types, which factor into the calculation of a project's VMT.

Mixed-Use Development Methodology

As detailed in *City of Los Angeles VMT Calculator Documentation*, the VMT Calculator accounts for the interaction of land uses within a mixed-use development and considers the following sociodemographic, land use, and built environment factors for a project area:

-
- A project's jobs / housing balance
 - Land use density of a project
 - Transportation network connectivity
 - Availability of and proximity to transit
 - Proximity to retail and other destinations
 - Vehicle ownership rates
 - Household size

Population and Employment Assumptions

As previously stated, the VMT thresholds identified in the TAG are based on household VMT per capita and work VMT per employee. Thus, the VMT Calculator contains population assumptions developed based on Census data for the City and employment assumptions derived from multiple data sources, including *2012 Developer Fee Justification Study* (Los Angeles Unified School District, 2012), the San Diego Association of Governments Activity Based Model, *Trip Generation Manual, 9th Edition* (ITE, 2012), the US Department of Energy, and other modeling resources. A summary of population and employment assumptions for various land uses is provided in Table 1 of *City of Los Angeles VMT Calculator Documentation*.

TDM Measures

Additionally, the VMT Calculator measures the reduction in VMT resulting from a project's incorporation of TDM strategies. The following seven categories of TDM strategies are included in the VMT Calculator:

1. Parking
2. Transit
3. Education and Encouragement
4. Commute Trip Reductions
5. Shared Mobility
6. Bicycle Infrastructure
7. Neighborhood Enhancement

TDM strategies within each of these categories have been empirically demonstrated to reduce trip-making or mode choice in such a way as to reduce VMT, as documented in *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

PROJECT VMT ANALYSIS

The VMT Calculator was used to evaluate Project VMT for comparison to the VMT impact criteria. Based on guidance from the City, the VMT Calculator was modeled for the Project's land uses and density as the primary inputs. This analysis incorporates the Project's reduced parking supply (compared to the LAMC requirement), unbundled parking program² (required by California Assembly Bill 1317, Carillo, 2023), and provision of bicycle parking per the LAMC, each of which serve as VMT-reducing TDM measures.

The VMT analysis results based on the VMT Calculator are summarized in Table 8. The detailed output from the VMT Calculator is provided in Appendix C.

As shown in Table 8, the VMT Calculator estimates that the Project would generate 3,780 total daily VMT. It would produce 2,065 home-based production VMT (used to calculate household VMT per capita). Based on the VMT Calculator residential population estimate of 286 people, the Project would generate average household VMT per capita of 7.2, which does not exceed the East Los Angeles APC impact threshold of 7.2.

Therefore, the Project would not result in a significant VMT impact, and no mitigation is required.

² An unbundled parking program requires residents to lease parking spaces separately from living quarters, thus making the cost of parking transparent and giving residents the option to forego that cost.

CUMULATIVE VMT ANALYSIS

Cumulative effects of development projects are determined based on the consistency with the air quality and greenhouse gas reduction goals of *Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy* (SCAG, Adopted September 2020) (RTP/SCS) in terms of development location, density, and intensity. The RTP/SCS presents a long-term vision for the region’s transportation system through Year 2045 and balances the region’s future mobility and housing needs with economic, environmental, and public health goals.

As detailed in the TAG, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., household VMT per capita, work VMT per employee) in the impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact, as those projects are already shown to align with the long-term VMT and greenhouse gas reduction goals of the RTP/SCS.

The Project would not result in a significant VMT impact, as detailed above. Therefore, the Project would not result in a significant cumulative VMT impact under Threshold T-2.1, and no further evaluation or mitigation measures would be required.

**TABLE 8
VMT ANALYSIS SUMMARY**

<i>Project Information</i>	
Address	2413 N. Silver Lake Boulevard
Project Land Uses	
Multi-Family Housing	118 units
Affordable Housing - Family	6 units
<i>Project Location Characteristics</i> [a]	
Area Planning Commission	East Los Angeles
Travel Behavior Zone [b]	Suburban Center
<i>Maximum VMT Reduction</i> [c]	20%
<i>Project VMT Analysis</i> [d]	
Daily Vehicle Trips	545
Daily VMT	3,754
Total Household VMT [e]	2,039
Total Residents	285
Household VMT per Capita [e]	7.2
Impact Threshold	7.2
Significant Impact	NO

Notes:

- [a] Project Analysis is from VMT Calculator output.
- [b] "Compact Infill" TBZs are characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) as higher density neighborhoods that include multi-story building and well-connected streets.
- [c] The maximum allowable VMT reduction is based on the Project's designated TBZ.
- [d] Project features incorporated as TDM measures before mitigation include:
 1. Reduced parking supply
 2. Unbundled parking priced at at least \$60 per month per space
 3. Bicycle parking per LAMC requirements
- [e] Household VMT per Capita is based on the "home-based work production" trip types.

Section 4C: Threshold T-2.2 Substantially Inducing Additional Automobile Travel

The intent of Threshold T-2.2 is to assess whether a transportation project would induce substantial VMT by increasing vehicular capacity on the roadway network, such as the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges.

The Project is not a transportation project that would induce automobile travel. Therefore, the Project would not result in a significant impact under Threshold T-2.2 and further evaluation is not required.

Section 4D: Threshold T-3

Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

The potential increase in hazards due to a geometric design feature generally relate to the design of access points to and from a project site and may include safety, operational, or capacity impacts. Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts, as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections.

Project access points, internal circulation, and parking access were reviewed to determine if the Project would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

ACCESS OVERVIEW

The Project would provide 119 parking spaces in three two-level subterranean parking structures, one under each of the three proposed new buildings. As described in Chapter 1 and shown in Figure 1, vehicular access to the Project Site would be provided via four driveways located on Silver Lake Boulevard along the eastern boundary of the Project Site. Driveway #1, a two-lane driveway, would provide access to the first parking level under Building A (10 spaces). From that parking level there would be a one-lane ramp down to the second parking level under Building A (13 spaces) as well as a subterranean tunnel providing access to the first parking level under Building B (23 spaces). Driveway #2, a one-lane driveway, would provide access to the second parking level under Building B (25 spaces). Driveway #3, a one-lane driveway, would provide access to the second parking level under Building C (25 spaces). Driveway #4, a one-lane driveway, would provide access to the first parking level under Building C (23 spaces).

Deliveries such as mail and supplies for the restaurant would be accommodated curbside along Silver Lake Boulevard. Trash / recycling pick-up would also occur along Silver Lake Boulevard.

Pedestrian and bicycle access to each building would be provided at grade, though bicyclists may also use the vehicular driveways.

PROJECT HAZARDS ANALYSIS

Potential Geometric Design Hazards

The driveways are each located on level grades, meet Silver Lake Boulevard at 90-degree angles, and provide adequate sight distance to and from Silver Lake Boulevard to minimize conflicts with other vehicles, pedestrians, or bicyclists. No unusual or new obstacles are presented in the design that would be considered hazardous to vehicles, bicycles, or pedestrians. Driveways #2, #3, and #4 would serve two-way traffic in a single lane, but each serve 25 or fewer parking spaces and are, thus, consistent with the Driveway Design Guidelines.

The Project trip generation detailed in Table 3 indicates that the Project Site would generate a total of 43 morning and 44 afternoon peak hour trips (including existing and proposed trips) spread between four driveways. Based on this estimate, the Project would generate a maximum of one trip approximately every 80 seconds during the peak hours, shared between inbound and outbound trips and between four driveways. Therefore, no hazards would occur related to geometric design or operation of the Project access.

Consistency with Modal Priority Networks

As previously summarized, Silver Lake Boulevard is a designated Collector in the Mobility Plan and is not part of any modal priority networks adjacent to the Project Site. While the existing half-ROW on Silver Lake Boulevard is three feet short of the Collector standard, LAMC Section 12.37.A.2 allows the Project to forego dedications because it maintains existing buildings along most of the Project frontage. The Project would reduce the number of driveways along the Project frontage by one, and the four Project driveways would not preclude or interfere with the

implementation of any potential future roadway improvements within the public ROW benefiting transit, pedestrians, or bicycles.

Pedestrian and Bicycle Activity

The Project would increase pedestrian and bicycle activity on Silver Lake Boulevard but would also remove one existing driveway, thus improving safety on the sidewalks and in the bicycle lanes adjacent to the Project Site. Thus, the Project would promote a safer environment for pedestrians and bicyclists by reducing vehicle conflict points.

Summary

Based on this review, the Project would not result in any hazards from the design or operation and would not result in a significant impact.

CUMULATIVE HAZARDS ANALYSIS

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with Related Projects with access points along the same block as the Project to determine if there may be a cumulatively significant impact.

None of the Related Projects identified in Table 2 provides access along the same block as the Project. Thus, the Project would not result in cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

Section 4E

Freeway Safety Analysis

LADOT issued *Interim Guidance for Freeway Safety Analysis* (May 1, 2020) (City Freeway Guidance) identifying City requirements for a CEQA safety analysis of Caltrans facilities as part of a transportation assessment.

ANALYSIS METHODOLOGY

The City Freeway Guidance relates to the identification of potential safety impacts at freeway off-ramps as a result of increased traffic from development projects. It provides a methodology and significance criteria for assessing whether additional vehicle queueing at off-ramps could result in a safety impact due to speed differentials between the mainline freeway lanes and the queued vehicles at the off-ramp.

Based on the City Freeway Guidance, a transportation assessment for a development project must include analysis of any freeway off-ramp where the project adds 25 or more peak hour trips. A project would result in a significant impact at such a ramp if each of the following three criteria were met:

1. Under a scenario analyzing future conditions upon project buildout, with project traffic included, the off-ramp queue would extend to the mainline freeway lanes³.
2. A project would contribute at least two vehicle lengths (50 feet, assuming 25 feet per vehicle) to the queue.
3. The average speed of mainline freeway traffic adjacent to the off-ramp during the analyzed peak hour(s) is greater than 30 mph.

³ If an auxiliary lane is provided on the freeway, then half the length of the auxiliary lane is added to the ramp storage length.

Should a significant impact be identified, mitigation measures to be considered include TDM measures to reduce a project's trip generation, investments in active transportation or transit system infrastructure to reduce a project's trip generation, changes to the traffic signal timing or lane assignments at the ramp intersection, or physical changes to the off-ramp. Any physical change to the ramp would have to improve safety, not induce greater VMT, and not result in secondary environmental impacts.

PROJECT SAFETY ANALYSIS

As shown in Table 3, The Project proposes to add 26 net new trips in the morning peak hour and 22 net new trips in the afternoon peak hour, consisting of both inbound and outbound trips. These trips would be distributed in multiple directions throughout the existing street network, thus minimizing the effect on any single road or freeway ramp. Additionally, only inbound trips would use freeway off-ramps to access the Project Site. Therefore, because the Project would only generate a maximum of 19 net new inbound trips during any peak hour, the Project could not add 25 or more peak hour trips to any freeway off-ramp. Therefore, no freeway off-ramp analysis is required, and it can be concluded that the Project will not result in a freeway safety impact.

Chapter 5

Non-CEQA Transportation Analysis

This chapter summarizes the non-CEQA transportation analysis of the Project. It includes an evaluation of Project traffic, proposed access provisions, safety, and circulation operations of the Project, and pedestrian, bicycle, and transit facilities in the vicinity of the Project. This chapter also summarizes the evaluation of the Project's operational conditions, parking supply and requirements, and effects due to Project construction.

Per Section 3.1 of the TAG, any deficiencies identified based on the non-CEQA transportation analysis is "not intended to be interpreted as thresholds of significance, or significance criteria for purposes of CEQA review unless otherwise specifically identified in Section 2." Section 3 of the TAG identifies the following four non-CEQA transportation analyses for reviewing potential transportation deficiencies that may result from a development project:

- Pedestrian, Bicycle, and Transit Access Assessment
- Project Access, Safety, and Circulation Evaluation
- Project Construction
- Residential Street Cut-Through Analysis

The four non-CEQA transportation analyses are reviewed in detail in Sections 5A through 5D. In addition, a review of the proposed parking and the City's parking requirement for the Project is provided in Section 5E. As previously noted, a full circulation analysis for this Project is not required, per the TAG, as the Project would generate fewer than 500 net new daily trips.

Section 5A

Pedestrian, Bicycle, and Transit Assessment

This section assesses the Project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project Site. Factors to consider when assessing a project's potential effect on pedestrian, bicycle, and transit facilities, include the following:

- Would the project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities?
- Would a project intensify use of existing pedestrian, bicycle, or transit facilities?

EXISTING AND PROPOSED FACILITIES

Pedestrians and Bicyclists

There is a 12-foot-wide sidewalk (including a seven-foot parkway) on Silver Lake Boulevard bordering the south and east sides of the Project Site. There are no existing bicycle facilities adjacent to the Project Site. The sidewalks would not change with the Project; however, one of the existing driveways on Silver Lake Boulevard would be removed and one would be relocated, reducing conflicts between pedestrians, bicyclists, and vehicles. The Project would also provide bicycle parking per the LAMC. Therefore, the Project would improve conditions for pedestrians and bicyclists in the area and would not disrupt existing pedestrian and bicycle facilities.

Transit

As shown in Figure 4, there are transit stops on Glendale Boulevard and Fletcher Drive within 0.25 miles of the Project Site. The stops nearest the Project Site are located at Glendale Boulevard & Silver Lake Boulevard (Metro Lines 92 and 96) and Fletcher Drive & Riverside Drive (Metro Lines 182 and 603). The Project would not affect these stops.

INTENSIFICATION OF USE

The Project would not directly or indirectly result in a permanent removal of infrastructure or degrade pedestrian or bicycle facilities. Although the Project may intensify use of existing pedestrian and bicycle facilities, there is substantial available capacity in existing facilities to accommodate all foreseeable future demand for those facilities, including that of the Project. Overall, the Project would not result in degradation, capacity constraint, or significant conflict on any existing facilities serving pedestrians or bicyclists and would further improve these facilities with the removal of three driveways on Sunset Boulevard.

The Project is estimated to add additional ridership to transit in the surrounding area but would not cause ridership to exceed available capacity. Therefore, the Project would not place a significant strain on transit capacity.

CUMULATIVE ANALYSIS

The Related Projects would result in some additional intensification of pedestrian, bicycle, and transit activity in the Study Area. However, as with the Project, the incremental increase in activity from the Related Projects would not strain the capacity of the sidewalks and bicycle lanes within the Study Area, as those Related Projects are geographically dispersed. Similarly, the Related Project's effect on transit ridership would not strain the capacity of lines within the Study Area as they are dispersed throughout the area and would potentially use different stops or lines to get to their destination.

Further, *2020 Long Range Transportation Plan* (Metro, adopted 2020), outlines a range of transit and highway projects throughout Los Angeles County that are designed to improve mobility and address future growth. It is recognized that with these plans in place, Metro will continue to maintain and expand regional transit service to accommodate cumulative demand in the region.

Section 5B

Project Access, Safety, and Circulation Assessment

As the Project would not generate more than 500 daily vehicle trips, a quantitative access, safety, and circulation analysis (i.e., the anticipated LOS and vehicle queues at selected intersections) was not required per the TAG. Therefore, these analyses were not conducted as part of the Study.

Section 5C

Construction Analysis

This section summarizes the construction schedule and construction analysis for the Project. The construction analysis relates to the temporary effects of Project construction activities and was conducted in accordance with Section 3.4, Project Construction, of the TAG.

CONSTRUCTION EVALUATION CRITERIA

Section 3.4.3 of the TAG identifies three types of in-street construction impacts that require further analysis to assess the effects of Project construction on the existing pedestrian, bicycle, transit, or vehicle circulation. The three types of impacts and related populations are:

1. Temporary transportation constraints – potential impacts on the transportation system
2. Temporary loss of access – potential impacts on visitors entering and leaving sites
3. Temporary loss of bus stops or rerouting of bus lines – potential impacts on bus travelers

The factors used to determine the significance of a project's impacts involve the likelihood and extent to which an impact might occur, the potential inconvenience caused to users of the transportation system, and consideration for public safety. Construction activities could potentially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas. As detailed in Section 3.4.4 of the TAG, the proposed construction plans should be reviewed to determine whether construction activities would require any of the following actions:

- Street, sidewalk, or lane closures
- Blockage of existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street
- Modification of access to transit stations, stops, or facilities during revenue hours

-
- Closure or movement of an existing bus stop or rerouting of an existing bus line
 - Creation of transportation hazards

PROJECT CONSTRUCTION DETAILS

The construction information used in this section was provided by the Applicant.

Proposed Construction Schedule

The Project is anticipated to be constructed over a period of approximately 18 months. Typical construction activity would occur between 7:00 AM and 5:30 PM on weekdays and between 8:00 AM and 5:30 PM on Saturdays, in conformance with the City's construction hour restrictions. Construction would not occur on Sundays or federal holidays, though temporary construction-related lane or sidewalk closures may remain in place even on days construction does not occur.

Effects on Access, Transit, and Parking

Construction activities would be primarily contained within the Project Site boundaries to the extent feasible. Staging and large deliveries will occur adjacent to the Project Site on Silver Lake Boulevard, which would temporarily eliminate several on-street parking spaces immediately adjacent to the Project Site. Intermittent encroachments on to the sidewalk may also occur throughout the duration of the construction period.

Measures to provide adequate alternative routes for pedestrians and vehicles would be implemented, per the LAMC. There are no transit stops immediately adjacent to the Project Site and, therefore, Project construction would not affect transit operations.

Construction Traffic

Project construction would result in truck traffic (haul trucks, delivery trucks, cement trucks) and worker traffic to and from the Project Site on a daily basis. During the excavation phase of Project construction, approximately 36,500 cubic yards of soil would be removed using dump trucks with a maximum capacity of 14 cubic yards. This would require approximately 2,607 haul trucks to and from the Project Site during excavation. The anticipated haul route would use Silver Lake Boulevard to Glendale Boulevard to Fletcher Drive to northbound SR 2 on the way to the Scholl Canyon Landfill in Glendale. To the extent feasible, these trucks will be scheduled to avoid the commuter peak hours.

Cement trucks travel to and from the Project Site on cement pour days. On such days, the cement trucks typically arrive over the first half of the day and the second half of the day is spent smoothing the cement as it begins to set. Like haul trucks, trucks delivering materials and equipment may be scheduled to arrive to the Project Site during off-peak hours.

Delivery truck traffic would be highest during building construction. This period of construction generally overlaps with cement pour days, as lower floors of the buildings can be built out with interiors and exterior skins while the concrete is poured for upper floors.

Construction workers typically arrive to the Project Site before 7:00 AM and depart by 3:00 PM, thereby not traveling during the morning or afternoon peak hours. During construction, parking for construction workers would be provided within an off-site parking facility to be determined. During the period of heaviest truck activity (excavation) there are fewer workers on site; peak construction worker activity occurs during the building phase.

EFFECTS OF PROJECT CONSTRUCTION

This section assesses the severity of the Project's effects on access, transit, and parking during construction, as well as the effects of construction traffic. The measures proposed below to minimize the negative effects of Project construction would be incorporated into a Construction Management Plan, summarized at the end of this chapter.

On-Street Parking

On-street parking is permitted on Silver Lake Boulevard, and construction is anticipated to result in a temporary loss of some of these on-street parking spaces adjacent to the Project Site. Additionally, on-street parking demand would temporarily increase due to the closure of the existing on-site surface parking lots serving existing Project Site residents until the new parking structures are complete. Coordination with LADOT would be included in the Construction Management Plan. It is anticipated that the temporary loss in parking would occur throughout the construction process.

Access and Public Transit

As detailed above, Project construction would not impede access to any existing public transit stops.

Construction Traffic

Project construction would result in varying levels of truck and worker traffic to and from the Project Site on a daily basis. However, the construction traffic would mostly occur outside of the peak hour periods, as the Construction Management Plan would include measures to limit the amount of peak hour construction-related traffic.

CONSTRUCTION MANAGEMENT PLAN

A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan would be prepared and submitted to the City for review and approval. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community.

The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate and feasible:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation
- Prohibition of construction worker or equipment parking on adjacent streets
- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to the Project Site, to ensure traffic safety on public ROW
- Implementation of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers, as appropriate
- Temporary traffic control (e.g., flag persons) during all construction activities adjacent to public ROW to improve traffic flow on public roadways
- Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours to the extent feasible
- Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets
- Containment of construction activity within the Project Site boundaries

Section 5D

Residential Street Cut-Through Analysis

This chapter summarizes the residential street cut-through analysis for the Project. The objective of the residential street cut-through analysis is to determine potential increases in average daily traffic volumes on designated Local Streets, as classified in the City's General Plan, that can be identified as cut-through trips generated by the Project and that can adversely affect the character and function of those streets. Per Section 3.5.2 of the TAG, cut-through trips are defined as those that feature travel along a Local Street with residential land-use frontage, as an alternative to a higher classification street segment, to access a destination that is not within the neighborhood in which the Local Street is located.

The Project is a residential development located on a designated Collector developed with primarily residential uses. There are no nearby residential streets which provide reasonable alternatives to arterial streets. Thus, the Project would not result in residential street cut-through traffic.

Section 5E

Parking

This section provides a review of Project parking supply and requirements for vehicles and bicycles.

PARKING SUPPLY

All Project parking would be provided on-site in three subterranean structures. The Project would provide a total of 119 automobile spaces and 65 bicycle spaces (59 long-term spaces and six short-term spaces).

VEHICULAR PARKING CODE REQUIREMENTS

The LAMC Section 12.21.A.4 details City parking requirements for new developments. It requires 1.5 spaces per one-bedroom unit and 2.0 spaces per two-bedroom unit (the Project proposes 92 one-bedroom units and 32 two-bedroom units). As shown in Table 9, the LAMC requires a total of 202 parking spaces for the Project.

However, the Project qualifies for a reduced parking requirement under the State of California's Density Bonus Law (California Government Code Sections 65915-65918) for providing affordable housing units. The Density Bonus Law limits parking requirements to 1.0 space per one-bedroom unit and 1.5 spaces per two-bedroom unit. As shown in Table 9, the Density Bonus Law requires a total of 140 parking spaces for the Project.

There are several other reductions to vehicular parking requirements applicable to the Project. First, the LAMC allows up to 10% of required residential parking to be replaced by bicycle parking at a ratio of one vehicle space for four bicycle spaces. This allows the 140-space requirement to be reduced by 14 spaces to 126 spaces. Second, California Assembly Bill 1100 (Kamlager-Dove,

2019) allows standard parking spaces to be replaced by accessible electric vehicle (EV) van spaces at a ratio of two EV van spaces to one standard space. The Project proposes three such EV van spaces, reducing the parking requirement from 126 spaces to 123 spaces.

Therefore, with all applicable reductions above, as shown in Table 9, the Project would require 123 parking spaces. The Project proposes to provide 119 parking spaces and, therefore, would request an additional density bonus from the City allowing a further reduction of four spaces.

BICYCLE PARKING CODE REQUIREMENTS

LAMC Section 12.21.A.16 identifies bicycle parking requirements, including distinct requirements for the number of long-term spaces and short-term spaces. Long-term spaces are for bicycle storage overnight or longer and are typically used by residents, while short-term spaces are more easily accessible for faster turnover as they are typically used for hours or less at a time and, thus, are typically used by visitors.

Bicycle parking is only required to be provided for the 76 proposed new residential units, as the original 48 residential units were not required to provide bicycle parking when built. Table 10 summarizes the bicycle parking requirements for the Project. As shown, the Project requires a total of 65 bicycle parking spaces, including 59 long-term and six short-term spaces. This requirement would be satisfied by the proposed supply.

**TABLE 9
VEHICLE PARKING CODE REQUIREMENTS**

Land Use	Size	Parking Rate	Total Spaces
<i>Los Angeles Municipal Code Residential Parking Requirements</i> [a]			
1-bedroom units	92 units	1.5 spaces per unit	138
2-bedroom units	32 units	2.0 spaces per unit	64
Total Standard Code Parking Requirement			202
<i>California Density Bonus Law Residential Parking Requirements</i> [b]			
1-bedroom units	92 units	1.0 space per unit	92
2-bedroom units	32 units	1.5 spaces per unit	48
Total Density Bonus Law Parking Requirement			140
[c] Bicycle Parking Reduction			(14)
[d] Accessible Electric Van Parking Reduction			(3)
Total Parking Required After All Applicable Reductions			123

Notes:

- [a] Parking rates per Section 12.21.A.4 of the Los Angeles Municipal Code.
- [b] California Government Code Sections 65915-65918.
- [c] Per Section 12.21.A.4 of the Los Angeles Municipal Code, a residential project's vehicular parking requirement may be reduced by up to 10% with the inclusion of bicycle parking at a ratio of one vehicular space for every four bicycle spaces.
- [d] Per California Assembly Bill 1100, a van-accessible parking space equipped with electric vehicle charging equipment may replace two standard parking spaces. The Project proposes three such spaces.

**TABLE 10
BICYCLE PARKING CODE REQUIREMENTS**

Land Use	Size	Short-Term		Long-Term	
		Rate [a]	Requirement	Rate [a]	Requirement
Residential (Units 1 through 25)	25 units	1 space per 10 units	3	1 space per unit	25
Residential (Units 26 through 100)	51 units	1 space per 15 units	3	1 spaces per 1.5 units	34
Total Short-Term			6	Total Long-Term	59
Total Code Bicycle Parking Requirement					65

Notes:

[a] Bicycle requirements as calculated by Section 12.21.A.16 of the Los Angeles Municipal Code and proposed amendments per Case No. CPC-2016-4216-CA and Council File No. 12-1297-S1.

Chapter 6

Summary and Conclusions

This study was undertaken to analyze the potential transportation impacts of the Project on the transportation system. The following summarizes the results of this analysis:

- The Project is located at 2421 N. Silver Lake Boulevard.
- The Project proposes to construct 76 new apartment units in three buildings and maintain the existing 48 apartment units in seven buildings for a total of 124 units. It is anticipated to be completed in Year 2026.
- The Project would provide a total of 119 vehicle parking spaces in three two-level subterranean parking structures, one under each of the proposed new buildings. Because the Project is required to provide 123 spaces after all applicable reductions from the State and City, it would apply for a density bonus to waive four spaces from the requirement.
- The Project would provide 59 long-term and six short-term bicycle parking spaces, which meets LAMC requirements.
- Vehicular access would be provided via four driveways on the east side of the Project Site providing access to Silver Lake Boulevard. Three of the driveways would have one lane and would each serve a single level of parking in a single building; the fourth driveway would be two lanes and would serve both levels of one building and one level of a second building.
- The Project is estimated to generate 399 net new daily trips, including 26 morning peak hour trips and 22 afternoon peak hour trips.
- The Project would not conflict with the City's plans, programs, ordinances, and polices and would not result in any geometric design hazard impacts. No impact would occur to any Caltrans freeway off-ramp.
- The Project would not result in VMT impacts and would not require mitigation.
- The addition of Project trips would not adversely affect any residential Local Streets.
- Construction traffic would be generated outside of the commuter morning and afternoon peak hours to the extent feasible. A Construction Management Plan would be prepared to ensure that construction impacts are minimized.

References

2012 Developer Fee Justification Study, Los Angeles Unified School District, 2012.

2020 Long Range Transportation Plan, Los Angeles County Metropolitan Transportation Authority, Adopted 2020.

California Environmental Quality Act Guidelines, California Code of Regulations, Title 14, Section 15000 and following.

City of Los Angeles Urban Design Principles, Los Angeles Department of City Planning, 2011.

City of Los Angeles VMT Calculator Documentation, Los Angeles Department of Transportation and Los Angeles Department of City Planning, May 2020.

City of Los Angeles VMT Calculator Version 1.4, Los Angeles Department of Transportation, June 2023.

Citywide Design Guidelines, Los Angeles City Planning Urban Design Studio, October 2019.

Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy, Southern California Association of Governments, Adopted September 2020.

Interim Guidance for Freeway Safety Analysis, Los Angeles Department of Transportation, May 2020.

Los Angeles Municipal Code, City of Los Angeles.

Manual of Policies and Procedures, Section 321: Driveway, Access, Circulation Design Guidelines, Los Angeles Department of Transportation, 2023.

Mobility Plan 2035, An Element of the General Plan, Los Angeles Department of City Planning, September 2016.

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan, Los Angeles Department of City Planning, March 2015.

Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association, 2010.

Silver Lake-Echo Park-Elysian Valley Community Plan, Los Angeles Department of City Planning, 2004.

State of California Assembly Bill 1100, Kamlager-Dove, 2019.

References, cont.

State of California Assembly Bill 1317, Carillo, 2023.

State of California Senate Bill 743, Steinberg, 2013.

Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor's Office of Planning and Research, December 2018.

Transportation Assessment Guidelines, Los Angeles Department of Transportation, August 2022.

Trip Generation Manual, 9th Edition, Institute of Transportation Engineers, 2012.

Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, 2021.

Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025, City of Los Angeles, August 2015.

Appendix A

Memorandum of Understanding



Attachment C

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT’s Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: _____

Project Address: _____

Project Description: _____

LADOT Project Case Number: _____ Project Site Plan attached? (Required) Yes No

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature¹, that are being considered for this project:

Reduced Parking Supply ²	Bicycle Parking and Amenities	Parking Cash Out
-------------------------------------	-------------------------------	------------------

List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc) below that are also being considered and would require LADOT staff’s determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure’s eligibility for this project.

- | | |
|---------|---------|
| 1 _____ | 4 _____ |
| 2 _____ | 5 _____ |
| 3 _____ | 6 _____ |

III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other _____

Trip Generation Adjustment <i>(Exact amount of credit subject to approval by LADOT)</i>	Yes	No
Transit Usage	<input type="checkbox"/>	<input type="checkbox"/>
Existing Active or Previous Land Use	<input type="checkbox"/>	<input type="checkbox"/>
Internal Trip	<input type="checkbox"/>	<input type="checkbox"/>
Pass-By Trip	<input type="checkbox"/>	<input type="checkbox"/>
Transportation Demand Management (See above)	<input type="checkbox"/>	<input type="checkbox"/>

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? (Required) Yes No

	IN	OUT	TOTAL
AM Trips	_____	_____	_____
PM Trips	_____	_____	_____

NET Daily Vehicle Trips (DVT)
 _____ DVT (ITE __ ed.)
 _____ DVT (VMT Calculator ver. __)

¹ At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or State law.

² Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City’s Bicycle Parking Ordinance, State Density Bonus Law, or the City’s Transit Oriented Community Guidelines.

³ Assembly Bill 1317 (signed October 2023) requires unbundled parking for any residential development in Los Angeles County with at least units receiving a certificate of occupancy after January 1, 2025.



IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: _____ Ambient Growth Rate: _____ % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* Yes No

STUDY INTERSECTIONS and/or STREET SEGMENTS:

(May be subject to LADOT revision after access, safety, and circulation evaluation.)

1 _____	4 _____
2 _____	5 _____
3 _____	6 _____

Provide a separate list if more than six study intersections and/or street segments.

Is this Project located on a street within the High Injury Network? Yes No

If a study intersection is located within a ¼-mile of an adjacent municipality’s jurisdiction, signature approval from said municipality is required prior to MOU approval.

V. ACCESS ASSESSMENT

- a. Does the project exceed 1,000 net DVT? Yes No
- b. Is the project’s frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City’s General Plan? Yes No
- c. Is the project’s building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City’s General Plan? Yes No

VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., the Transportation Assessment must assess the project’s potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. Complete **Attachment C.1: Access Assessment Criteria** and attach to the draft Transportation Assessment to support the analysis. For the full scope of analysis, see Section 3.2 of the Transportation Assessment Guidelines.

VII. SITE PLAN AND MAP OF STUDY AREA

Please note that the site plan should be submitted to the Department of City Planning for cursory review.

Does the attached site plan and/or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*Project Vehicle Peak Hour trips at each study intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*Project Vehicle Peak Hour trips at each project access point	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*Project trip distribution percentages at each study intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian access points and any pedestrian paths	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian loading zones	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Delivery loading zone or area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle parking onsite	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle parking offsite (in public right-of-way)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*For mixed-use projects, also show the project trips and project trip distribution by land use category.

VIII. FREEWAY SAFETY ANALYSIS SCREENING

see Note [a] below

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? **Yes** **No**
 Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.

IX. CONTACT INFORMATION

CONSULTANT


DEVELOPER

Name: _____

Address: _____

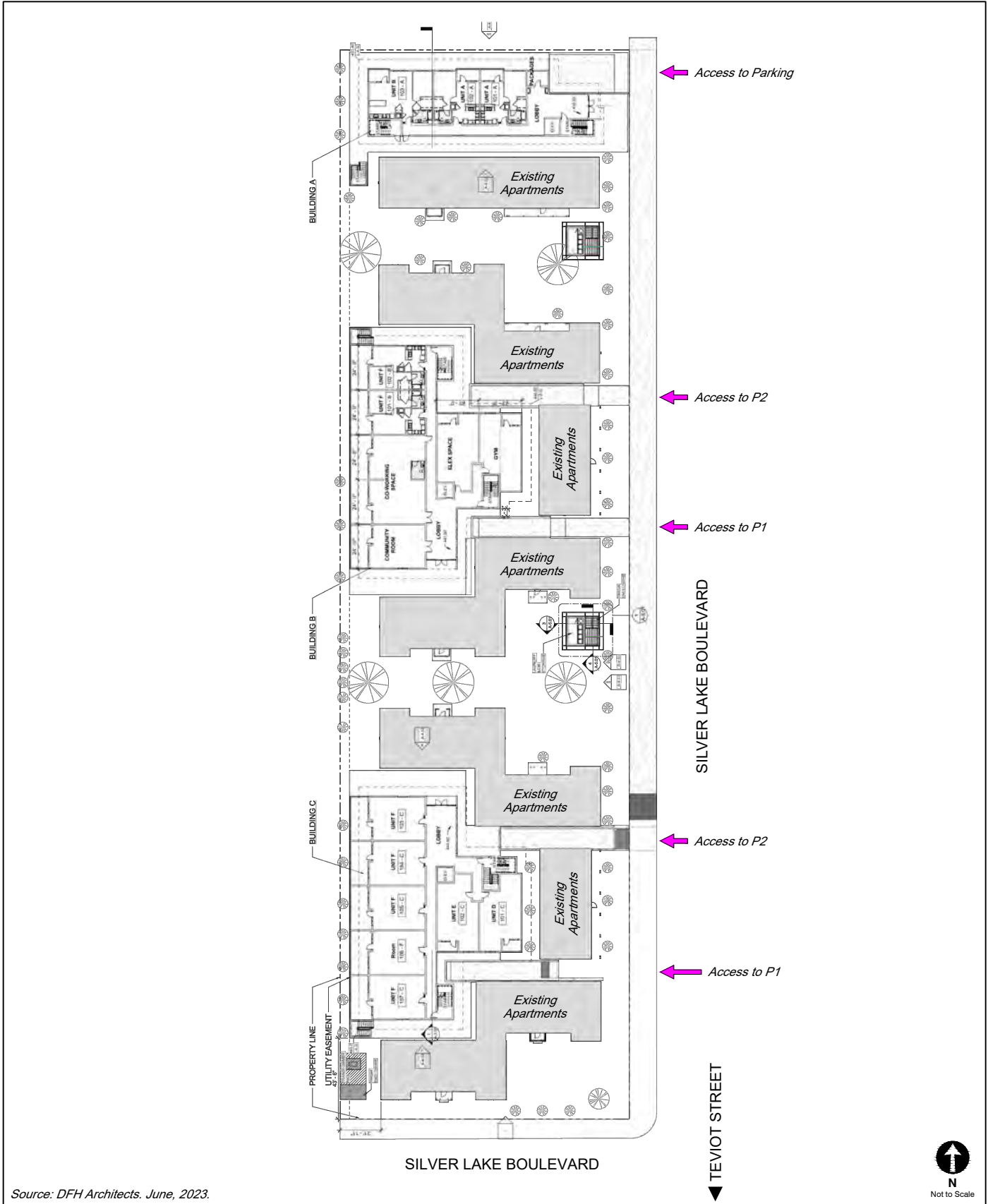
Phone Number: _____

E-Mail: _____

Approved by:	x		x		 LADOT Representative	**Date
		Consultant's Representative		Date		
Adjacent Municipality:				Approved by: (if applicable)	Representative	Date

**MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.

Note [a]: The Project generates less than 25 inbound trips during the peak hours, and therefore would not generate 25 trips at any off-ramp.



Source: DFH Architects. June, 2023.

PROJECT SITE PLAN

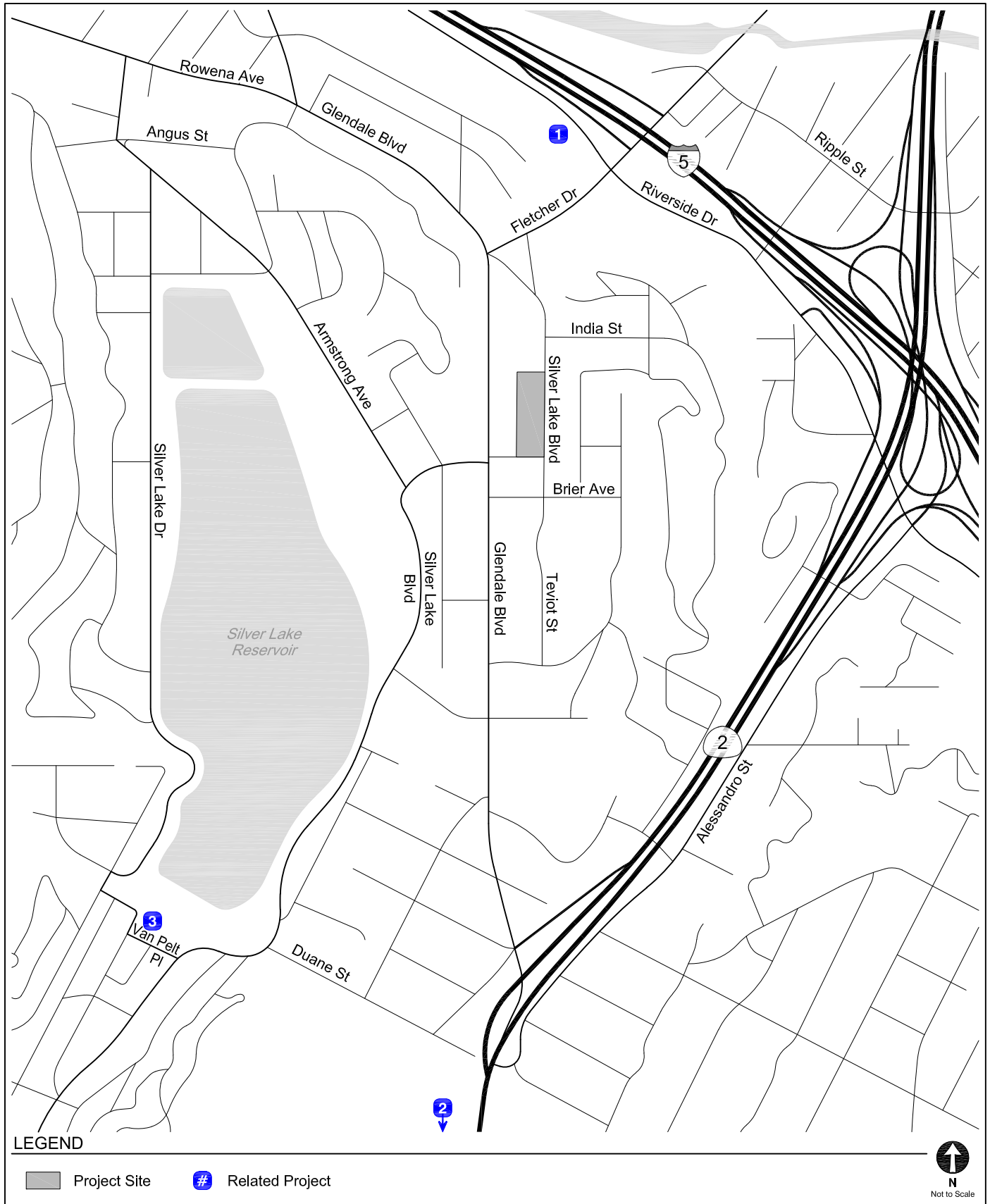
FIGURE 1





PROJECT SITE LOCATION

FIGURE
2



LOCATIONS OF RELATED PROJECTS

FIGURE
4

**TABLE 1
EXISTING TRANSIT SERVICE IN STUDY AREA**

Provider, Route, and Service Area	Service Type	Hours of Operation	Average Headway (minutes) [a]			
			Morning Peak Period		Afternoon Peak Period	
Metro Bus Service			NB/EB	SB/WB	NB/EB	SB/WB
92 Downtown LA - Sylmar	Local	24 Hours	20	23	20	20
96 Downtown LA - Burbank	Local	5:00 A.M. - 9:30 PM	45	60	40	40
182 East Hollywood - Rose Hill	Local	4:45 A.M. - 10:30 PM	30	30	27	30
603 Downtown LA - Glendale	Local	5:00 A.M. - 11:15 P.M.	12	12	13	13

Notes:

Metro: Los Angeles County Metropolitan Transportation Authority.

Morning peak period from 6:00 AM to 9:00 AM, afternoon peak period from 3:00 PM to 7:00 PM consistent with Southern California Association of Governments (SCAG) and City guidelines.

[a] Average frequency is based on the average time between trips occurring during the peak periods as indicated in transit schedules from October 2023.

**TABLE 2
RELATED PROJECTS**

ID	Name	Address	Description
1	Riverside Dr Condos	2600 W Riverside Dr	120 Condos
2	Glendale Apartments	2468 N Glendale Blvd	50 apartment units and 559 sf commercial
3	Silver Lake Reservoir EIR	1850 N W Silver Lake Dr	Silver Lake Park / Community

Notes:

sf = square feet. Related project information based on available information provided by LADOT and Department of City Planning in October 2023.

**TABLE 3
TRIP GENERATION ESTIMATES**

Land Use	ITE Land Use	Size	Weekday					
			Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]								
Multifamily Housing (Mid-Rise)	221	per du	23%	77%	0.37	61%	39%	0.39
Multifamily Housing (Low-Rise)	220	per du	24%	76%	0.40	63%	37%	0.51
Affordable Housing - Family	[b]	per du	38%	62%	0.52	55%	45%	0.38
<u>Proposed Project</u>								
Multifamily Housing (Mid-Rise) <i>Less 10% Transit/Walk Adjustment [c]</i>	221	117 du	10 (1)	33 (3)	43 (4)	28 (3)	18 (2)	46 (5)
Affordable Housing - Family	[b]	7 du	2	2	4	2	1	3
Subtotal - Proposed Project Trips			11	32	43	27	17	44
<u>Existing Active Uses to Remain</u>								
Multifamily Housing (Low-Rise) <i>Less 10% Transit/Walk Adjustment [c]</i>	220	48 du	5 (1)	14 (1)	19 (2)	15 (2)	9 0	24 (2)
Subtotal - Existing Trips to Remain			4	13	17	13	9	22
Total - Net New Project Trips			7	19	26	14	8	22

Notes:

du = dwelling units; sf = square feet.

[a] Source: *Trip Generation, 11th Edition* (Institute of Transportation Engineers, 2021).

[b] The Project is not located within 0.5 miles of a major transit stop, therefore, the trip generation rates from *LADOT Transportation Assessment Guidelines* (August 2022) for family affordable housing (outside a Transit Priority Area) were utilized.

[c] Per *LADOT Transportation Assessment Guidelines*, the Project Site is located within one quarter mile walking distance from a Metro bus stop for lines 92, 96, 182, and 603; therefore a 10% transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



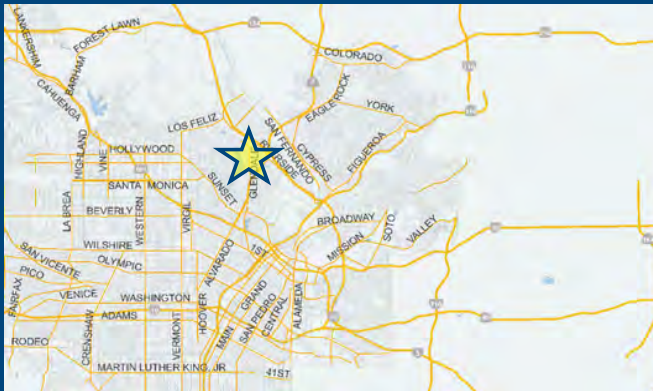
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [WWW](#)

Address:



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes No

Existing Land Use

Land Use Type	Value	Unit	
Housing Multi-Family	48	DU	
Housing Multi-Family	48	DU	

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Proposed Project Land Use

Land Use Type	Value	Unit	
Housing Affordable Housing - Senior	7	DU	
Housing Multi-Family	117	DU	
Housing Affordable Housing - Family	7	DU	

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Project Screening Summary

Existing Land Use	Proposed Project
255 Daily Vehicle Trips	654 Daily Vehicle Trips
1,755 Daily VMT	4,500 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	399 Net Daily Trips
The net increase in daily VMT ≤ 0	2,745 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
The proposed project is required to perform VMT analysis.	



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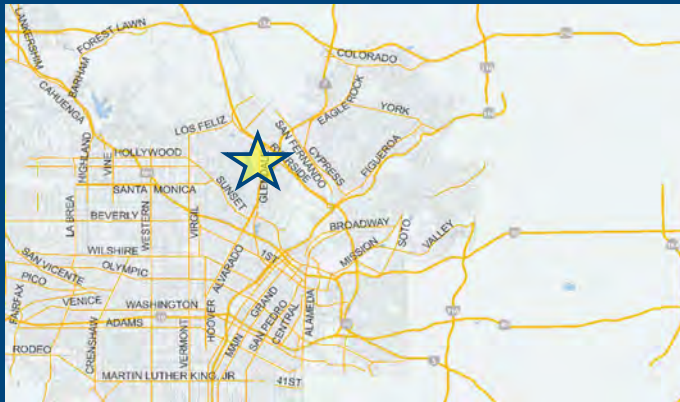


Project Information

Project:

Scenario:

Address: 2413 N SILVER LAKE BLVD, 90039



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	117	DU
Housing Affordable Housing - Family	7	DU

TDM Strategies

Select each section to show individual strategies
Use to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A **Parking**

Reduce Parking Supply city code parking provision for the project site

Proposed Prj Mitigation actual parking provision for the project site

Unbundle Parking monthly parking cost (dollar) for the project site

Proposed Prj Mitigation

Parking Cash-Out percent of employees eligible

Proposed Prj Mitigation

Price Workplace Parking daily parking charge (dollar)

percent of employees subject to priced parking

Proposed Prj Mitigation

Residential Area Parking Permits cost (dollar) of annual permit

Proposed Prj Mitigation

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
544 Daily Vehicle Trips	544 Daily Vehicle Trips
3,741 Daily VMT	3,741 Daily VMT
7.1 Household VMT per Capita	7.1 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee
Significant VMT Impact?	
Household: No Threshold = 7.2 15% Below APC	Household: No Threshold = 7.2 15% Below APC
Work: N/A Threshold = 12.7 15% Below APC	Work: N/A Threshold = 12.7 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 2, 2023

Project Name:

Project Scenario:

Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

Project Information			
Land Use Type	Value	Units	
Housing	<i>Single Family</i>	0	DU
	Multi Family	117	DU
	<i>Townhouse</i>	0	DU
	<i>Hotel</i>	0	Rooms
	<i>Motel</i>	0	Rooms
Affordable Housing	Family	7	DU
	<i>Senior</i>	0	DU
	<i>Special Needs</i>	0	DU
	<i>Permanent Supportive</i>	0	DU
Retail	<i>General Retail</i>	0.000	ksf
	<i>Furniture Store</i>	0.000	ksf
	<i>Pharmacy/Drugstore</i>	0.000	ksf
	<i>Supermarket</i>	0.000	ksf
	<i>Bank</i>	0.000	ksf
	<i>Health Club</i>	0.000	ksf
	<i>High-Turnover Sit-Down</i>	0.000	ksf
	<i>Restaurant</i>	0.000	ksf
	<i>Fast-Food Restaurant</i>	0.000	ksf
	<i>Quality Restaurant</i>	0.000	ksf
	<i>Auto Repair</i>	0.000	ksf
	<i>Home Improvement</i>	0.000	ksf
	<i>Free-Standing Discount</i>	0.000	ksf
	<i>Movie Theater</i>	0	Seats
Office	<i>General Office</i>	0.000	ksf
	<i>Medical Office</i>	0.000	ksf
Industrial	<i>Light Industrial</i>	0.000	ksf
	<i>Manufacturing</i>	0.000	ksf
	<i>Warehousing/Self-Storage</i>	0.000	ksf
School	<i>University</i>	0	Students
	<i>High School</i>	0	Students
	<i>Middle School</i>	0	Students
	<i>Elementary</i>	0	Students
	<i>Private School (K-12)</i>	0	Students
Other	0	Trips	

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 2, 2023

Project Name:

Project Scenario:

Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

Analysis Results			
Total Employees: 0			
Total Population: 286			
Proposed Project		With Mitigation	
544	Daily Vehicle Trips	544	Daily Vehicle Trips
3,741	Daily VMT	3,741	Daily VMT
7.1	Household VMT per Capita	7.1	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: East Los Angeles			
Impact Threshold: 15% Below APC Average			
Household = 7.2			
Work = 12.7			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 7.2	No	Household > 7.2	No
Work > 12.7	N/A	Work > 12.7	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 2, 2023

Project Name:

Project Scenario:

Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	234	234
		Actual parking provision (spaces)	123	123
	Unbundle parking	Monthly cost for parking (\$)	\$65	\$65
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 2, 2023

Project Name:

Project Scenario:

Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%
		Lines within project site improved (<50%, >=50%)	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0
		Employees and residents eligible (%)	0%
	Transit subsidies	Employees and residents eligible (%)	0%
Amount of transit subsidy per passenger (daily equivalent) (\$)		\$0.00	\$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%
	Promotions and marketing	Employees and residents participating (%)	0%
(cont. on following page)			

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 2, 2023

Project Name:

Project Scenario:

Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Commute Trip Reductions	<i>Required commute trip reduction program</i>	<i>Employees participating (%)</i>	0%	0%
	<i>Alternative Work Schedules and Telecommute</i>	<i>Employees participating (%)</i>	0%	0%
		<i>Type of program</i>	0	0
		<i>Degree of implementation (low, medium, high)</i>	0	0
	<i>Employer sponsored vanpool or shuttle</i>	<i>Employees eligible (%)</i>	0%	0%
		<i>Employer size (small, medium, large)</i>	0	0
	<i>Ride-share program</i>	<i>Employees eligible (%)</i>	0%	0%
Shared Mobility	<i>Car share</i>	<i>Car share project setting (Urban, Suburban, All Other)</i>	0	0
	<i>Bike share</i>	<i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i>	0	0
	<i>School carpool program</i>	<i>Level of implementation (Low, Medium, High)</i>	0	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 2, 2023

Project Name:

Project Scenario:

Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Bicycle Infrastructure	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	<i>0</i>
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, & repair station (Yes/No)</i>	<i>0</i>
Neighborhood Enhancement	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	<i>0%</i>
		<i>Intersections with traffic calming improvements (%) Included (within project and connecting off-site/within project only)</i>	<i>0%</i>
	<i>Pedestrian network improvements</i>		<i>0</i>

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 2, 2023

Project Name:

Project Scenario:

Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	8%	8%	0%	0%	8%	8%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	



TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	20%	20%	13%	13%	20%	20%	13%	13%	13%	13%	13%	13%
MAX. TDM EFFECT	20%	20%	13%	13%	20%	20%	13%	13%	13%	13%	13%	13%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B)...])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Note: $(1 - [(1-A) * (1-B)...])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: November 2, 2023

Project Name:

Project Scenario:

Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	111	-11.7%	98	8.6	955	843
Home Based Other Production	307	-15.6%	259	6.5	1,996	1,684
Non-Home Based Other Production	143	-0.7%	142	7.1	1,015	1,008
Home-Based Work Attraction	0	0.0%	0	8.9	0	0
Home-Based Other Attraction	146	-17.8%	120	6.0	876	720
Non-Home Based Other Attraction	35	0.0%	35	7.0	245	245

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-19.8%	79	676	-19.8%	79	676
Home Based Other Production	-19.8%	208	1,350	-19.8%	208	1,350
Non-Home Based Other Production	-13.0%	123	876	-13.0%	123	876
Home-Based Work Attraction	-13.0%	0	0	-13.0%	0	0
Home-Based Other Attraction	-13.0%	104	626	-13.0%	104	626
Non-Home Based Other Attraction	-13.0%	30	213	-13.0%	30	213

MXD VMT Methodology Per Capita & Per Employee

Total Population: 286

Total Employees: 0

APC: East Los Angeles

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	2,026	2,026
<i>Total Home Based Work Attraction VMT</i>	0	0
<i>Total Home Based VMT Per Capita</i>	7.1	7.1
<i>Total Work Based VMT Per Employee</i>	N/A	N/A

Appendix B

Plans, Policies, and Programs Consistency Worksheet



Attachment D: Plan, Policy, and Program Consistency Worksheet

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

Threshold T-1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in **bold text** (i.e. **Yes** or **No**), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

Yes No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

Yes No

Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

Yes No

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:



Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 2.1 – Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

Mobility Plan 2035 Policy 2.3 – Pedestrian Infrastructure. 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.

Mobility Plan 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? Yes No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. Yes No N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)? Yes No N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards? Yes No N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Frontage 1 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 2 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 3 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 4 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?



- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.¹

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.1 – *Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 Policy 2.3 – *Pedestrian Infrastructure. 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.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Policy 2.10 – *Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

B.1 Does the project propose, above and beyond any PROW changes needed to comply with Section 12.37 of the LAMC as discussed in Section II.A, physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of developer-initiated physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking

¹ LADOT Transportation Assessment Support Map <https://arcg.is/fubbd>



Plan, Policy, and Program Consistency Worksheet

- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

Yes No

B.2 Driveway Access

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.10 – Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.

Mobility Plan 2035 Program PL.1. Driveway Access. Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.

Citywide Design Guidelines - Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.

Site Planning Best Practices:

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
- *Minimize both the number of driveway entrances and overall driveway widths.*
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
- *Orient vehicular access as far from street intersections as possible.*
- *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
- *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT’s Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or
- the total number of new driveways exceeds 1 driveway per every 200 feet² along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or

² for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.



Plan, Policy, and Program Consistency Worksheet

- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

Yes No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.³

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

Yes No N/A

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

Yes No N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the

³ LADOT Transportation Assessment Support Map <https://arccg.is/fubbD>



Plan, Policy, and Program Consistency Worksheet

environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

Mobility Plan Policy 3.9 Increased Network Access: Discourage the vacation of public rights-of-way.

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

Yes No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

Yes No N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.10 Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

Yes No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

Yes No N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.8 – Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.

Mobility Plan 2035 Policy 4.8 – Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.



Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 4.13 – Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount⁴ as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

Yes No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

Yes No N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a ‘cash-out’ option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

Yes No

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

Yes No

D.5 If the answer to D.4. is YES, does the project comply with the City’s TDM Ordinance in Section 12.26 J of the LAMC?

Yes No N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of

⁴ The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.



Plan, Policy, and Program Consistency Worksheet

bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City’s efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in **Section 2.2.3** of the TAG?
 Yes No

E.2 If the Answer to **E.1 is YES**, does the Project or Plan result in a significant VMT impact?
 Yes No N/A

E.3 If the Answer to **E.1 is NO**, does the Project result in a net increase in VMT?
 Yes No N/A

If the Answer to **E.2 or E.3 is NO**, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG’s RTP/SCS.

E.4 If the Answer to **E.2 or E.3 is YES**, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult **Section 2.2.4** of the Transportation Assessment Guidelines (TAG). **Section 2.2.4** provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG’s most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.



Plan, Policy, and Program Consistency Worksheet

References

BOE [Street Standard Dimensions S-470-1](#)

http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP [Citywide Design Guidelines](#).

https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

LADOT Transportation Assessment Support Map <https://arcg.is/fubbD>

Mobility Plan 2035

https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, <https://www.connectsocial.org/Pages/default.aspx>

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

Appendix C
VMT Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



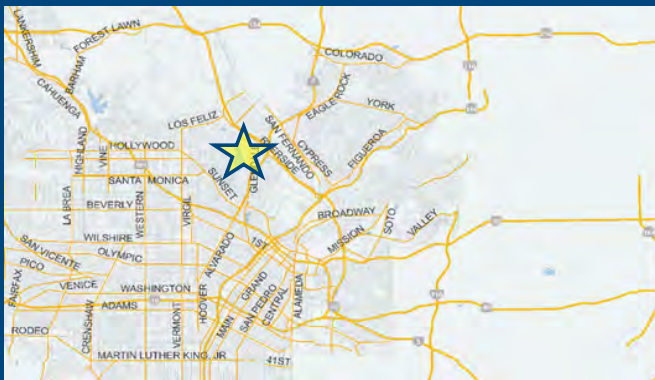
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [WWW](#)

Address: [Q](#)



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit

Yes No

Existing Land Use

Land Use Type	Value	Unit
Housing Multi-Family	48	DU
Housing Multi-Family	48	DU

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing Affordable Housing - Family	6	DU
Housing Multi-Family	118	DU
Housing Affordable Housing - Family	6	DU

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Project Screening Summary

Existing Land Use	Proposed
255 Daily Vehicle Trips	654 Daily Vehicle Trips
1,755 Daily VMT	4,500 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	399 Net Daily Trips
The net increase in daily VMT ≤ 0	2,745 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
The proposed project is required to perform VMT analysis.	



CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

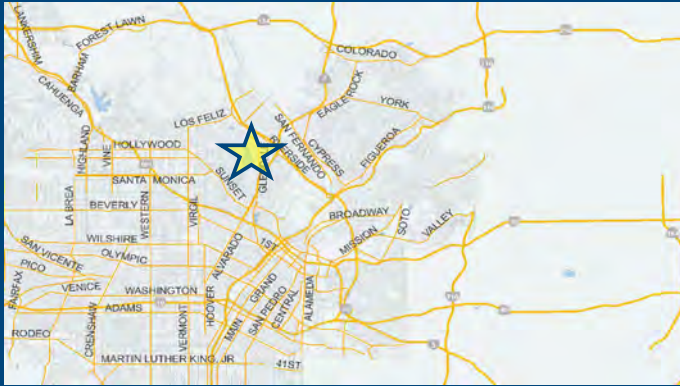


Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	118	DU
Housing Affordable Housing - Family	6	DU

TDM Strategies

Select each section to show individual strategies
 Use to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

Max Home Based TDM Achieved? Proposed Project: No With Mitigation: No
 Max Work Based TDM Achieved? Proposed Project: No With Mitigation: No

A Parking

Reduce Parking Supply city code parking provision for the project site
 Proposed Prj Mitigation actual parking provision for the project site

Unbundle Parking monthly parking cost (dollar) for the project site
 Proposed Prj Mitigation

Parking Cash-Out percent of employees eligible
 Proposed Prj Mitigation

Price Workplace Parking daily parking charge (dollar)
 Proposed Prj Mitigation percent of employees subject to priced parking

Residential Area Parking Permits cost (dollar) of annual permit
 Proposed Prj Mitigation

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

Analysis Results

Proposed Project	With
545 Daily Vehicle Trips	545 Daily Vehicle Trips
3,754 Daily VMT	3,754 Daily VMT
7.2 Household VMT per Capita	7.2 Household VMT
N/A Work VMT per Employee	N/A Work VMT per Employee
Significant VMT Impact?	
Household: No Threshold = 7.2 15% Below APC	Household: No Threshold = 7.2 15% Below APC
Work: N/A Threshold = 12.7 15% Below APC	Work: N/A Threshold = 12.7 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 29, 2024

Project Name:
 Project Scenario:
 Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

Project Information			
Land Use Type	Value	Units	
Housing	<i>Single Family</i>	0	DU
	Multi Family	118	DU
	<i>Townhouse</i>	0	DU
	<i>Hotel</i>	0	Rooms
	<i>Motel</i>	0	Rooms
Affordable Housing	Family	6	DU
	<i>Senior</i>	0	DU
	<i>Special Needs</i>	0	DU
	<i>Permanent Supportive</i>	0	DU
Retail	<i>General Retail</i>	0.000	ksf
	<i>Furniture Store</i>	0.000	ksf
	<i>Pharmacy/Drugstore</i>	0.000	ksf
	<i>Supermarket</i>	0.000	ksf
	<i>Bank</i>	0.000	ksf
	<i>Health Club</i>	0.000	ksf
	<i>High-Turnover Sit-Down Restaurant</i>	0.000	ksf
	<i>Fast-Food Restaurant</i>	0.000	ksf
	<i>Quality Restaurant</i>	0.000	ksf
	<i>Auto Repair</i>	0.000	ksf
	<i>Home Improvement</i>	0.000	ksf
	<i>Free-Standing Discount</i>	0.000	ksf
	<i>Movie Theater</i>	0	Seats
	Office	<i>General Office</i>	0.000
<i>Medical Office</i>		0.000	ksf
Industrial	<i>Light Industrial</i>	0.000	ksf
	<i>Manufacturing</i>	0.000	ksf
	<i>Warehousing/Self-Storage</i>	0.000	ksf
School	<i>University</i>	0	Students
	<i>High School</i>	0	Students
	<i>Middle School</i>	0	Students
	<i>Elementary</i>	0	Students
	<i>Private School (K-12)</i>	0	Students
Other	0	Trips	

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 29, 2024

Project Name:
 Project Scenario:
 Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

Analysis Results			
Total Employees: 0			
Total Population: 285			
Proposed Project		With Mitigation	
545	Daily Vehicle Trips	545	Daily Vehicle Trips
3,754	Daily VMT	3,754	Daily VMT
7.2	Household VMT per Capita	7.2	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: East Los Angeles			
Impact Threshold: 15% Below APC Average			
Household = 7.2			
Work = 12.7			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 7.2	No	Household > 7.2	No
Work > 12.7	N/A	Work > 12.7	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 29, 2024

Project Name:

Project Scenario:

Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	202	202
		Actual parking provision (spaces)	119	119
	Unbundle parking	Monthly cost for parking (\$)	\$60	\$60
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 29, 2024

Project Name:

Project Scenario:

Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%
		Lines within project site improved (<50%, >=50%)	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0
		Employees and residents eligible (%)	0%
	Transit subsidies	Employees and residents eligible (%)	0%
Amount of transit subsidy per passenger (daily equivalent) (\$)		\$0.00	
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%
	Promotions and marketing	Employees and residents participating (%)	0%
(cont. on following page)			

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 29, 2024

Project Name:

Project Scenario:

Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commuter Trip Reductions	<i>Required commute trip reduction program</i>	<i>Employees participating (%)</i>	0%	0%
	<i>Alternative Work Schedules and Telecommute</i>	<i>Employees participating (%)</i>	0%	0%
		<i>Type of program</i>	0	0
	<i>Employer sponsored vanpool or shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees eligible (%)</i>	0%	0%
		<i>Employer size (small, medium, large)</i>	0	0
	<i>Ride-share program</i>	<i>Employees eligible (%)</i>	0%	0%
Shared Mobility	<i>Car share</i>	<i>Car share project setting (Urban, Suburban, All Other)</i>	0	0
	<i>Bike share</i>	<i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i>	0	0
	<i>School carpool program</i>	<i>Level of implementation (Low, Medium, High)</i>	0	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 29, 2024

Project Name:

Project Scenario:

Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Bicycle Infrastructure	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, & repair station (Yes/No)</i>	0	0
Neighborhood Enhancement	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%)</i>	0%	0%
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</i>	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 29, 2024

Project Name:

Project Scenario:

Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	
Unbundle parking	7%		7%	0%	0%	7%	7%	0%	0%	0%	0%	0%	0%	
Parking cash-out	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Price workplace parking	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Residential area parking permits	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 29, 2024

Project Name:

Project Scenario:

Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	COMBINED TOTAL	19%	19%	13%	13%	19%	19%	13%	13%	13%	13%	13%
MAX. TDM EFFECT	19%	19%	13%	13%	19%	19%	13%	13%	13%	13%	13%	13%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

NOTE: $(1 - [(1-A) * (1-B) \dots])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 29, 2024

Project Name:

Project Scenario:

Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	111	-11.7%	98	8.6	955	843
Home Based Other Production	307	-15.6%	259	6.5	1,996	1,684
Non-Home Based Other Production	143	-0.7%	142	7.1	1,015	1,008
Home-Based Work Attraction	0	0.0%	0	8.9	0	0
Home-Based Other Attraction	146	-17.8%	120	6.0	876	720
Non-Home Based Other Attraction	35	0.0%	35	7.0	245	245

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-19.3%	79	680	-19.3%	79	680
Home Based Other Production	-19.3%	209	1,359	-19.3%	209	1,359
Non-Home Based Other Production	-13.0%	123	876	-13.0%	123	876
Home-Based Work Attraction	-13.0%	0	0	-13.0%	0	0
Home-Based Other Attraction	-13.0%	104	626	-13.0%	104	626
Non-Home Based Other Attraction	-13.0%	30	213	-13.0%	30	213

MXD VMT Methodology Per Capita & Per Employee

Total Population: 285

Total Employees: 0

APC: East Los Angeles

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	2,039	2,039
<i>Total Home Based Work Attraction VMT</i>	0	0
<i>Total Home Based VMT Per Capita</i>	7.2	7.2
<i>Total Work Based VMT Per Employee</i>	N/A	N/A

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

2421 N Silver Lake Blvd
DOT Case No. 23-55903

Date: February 22, 2024

To: Brenda Kahinju, Administrative Clerk
Department of City Planning

From: Eileen Hunt, Acting Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED RESIDENTIAL PROJECT LOCATED AT 2421 NORTH SILVER LAKE BOULEVARD (PAR-2023-6849-VHCA/PAR-2023-6603-AHRF)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Gibson Transportation Consulting, Inc. (GTC), dated January 2024, for the proposed residential project located at 2421 North Silver Lake Boulevard within the East Los Angeles Area Planning Commission (APC). In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct three four-and-five-story buildings with 76 (70 multi-family and six very low income) residential dwelling units and subterranean parking on the northwest corner of Silver Lake Boulevard and Teviot Street. The project site is currently developed with 48 multi-family dwelling units in seven two-story buildings, all of which would remain. After project completion, the project would have a total of 124 dwelling units (118 multi-family and six very low income), 119 vehicular parking spaces in two subterranean levels in each of the three new buildings and 65 (six short-term and 59 long-term spaces) bicycle parking spaces. Vehicular access would be provided via four (three existing and one new) driveways located along Silver Lake Boulevard as illustrated in **Attachment A**. Pedestrian access will be provided along Silver Lake Boulevard separate from the vehicular access. The project is expected to be completed by 2026.

B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

Additionally, the analysis included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1 and T-3. A project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The LADOT TAG provide instructions on preparing transportation assessments for land use proposals and define the significant impact thresholds.

The LADOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. LADOT identified distinct thresholds for significant VMT impacts for each of the seven APC areas in the City. For the East Los Angeles APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 7.2
- Work VMT per Employee: 12.7

As cited in the VMT Analysis report, prepared by GTC, the project proposes to incorporate the TDM strategies of reduced parking supply by providing 119 of the 202 Code-required parking spaces, unbundled parking, and include bike parking per Los Angeles Municipal Code (LAMC) as project design features. With the application of these TDM strategies, the proposed project is projected to have a Household VMT per capita of 7.2 and no Work VMT. Therefore, it is concluded that implementation of the project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

E. Access and Circulation

Vehicular access and pedestrian access would be provided separately along Silver Lake Boulevard. During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the

CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Per the latest TAG issued by LADOT on August 17, 2022, projects that generate more than 500 daily vehicle trips are required to perform an access and circulation analysis to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. It was determined that project traffic will not exceed 500 daily vehicle trips. Therefore, a circulation analysis is not required.

PROJECT REQUIREMENTS

Non-CEQA-Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Parking Requirements

The project would provide parking for 119 vehicles and 65 bicycles. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project.

2. Highway Dedication and Street Widening Requirements

Per the Mobility Element of the General Plan, **Silver Lake Boulevard**, a Collector, would require a 20-foot half-width roadway within a 33-foot half width right-of-way. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

3. Project Access and Circulation

The conceptual site plan for the project (**Attachment A**) is acceptable to LADOT. Vehicular access would be provided via four driveways located on Silver Lake Boulevard along the eastern boundary of the project site. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveway should be coordinated with LADOT's Citywide Planning Coordination Section <ladot.onestop.@lacity.org>. In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's driveway placement and design.

4. Worksite Traffic Control Requirements

LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/businesses/temporary-traffic-control-plans> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update which is expected to be completed prior to the anticipated construction of this project, if approved.

6. Development Review Fees

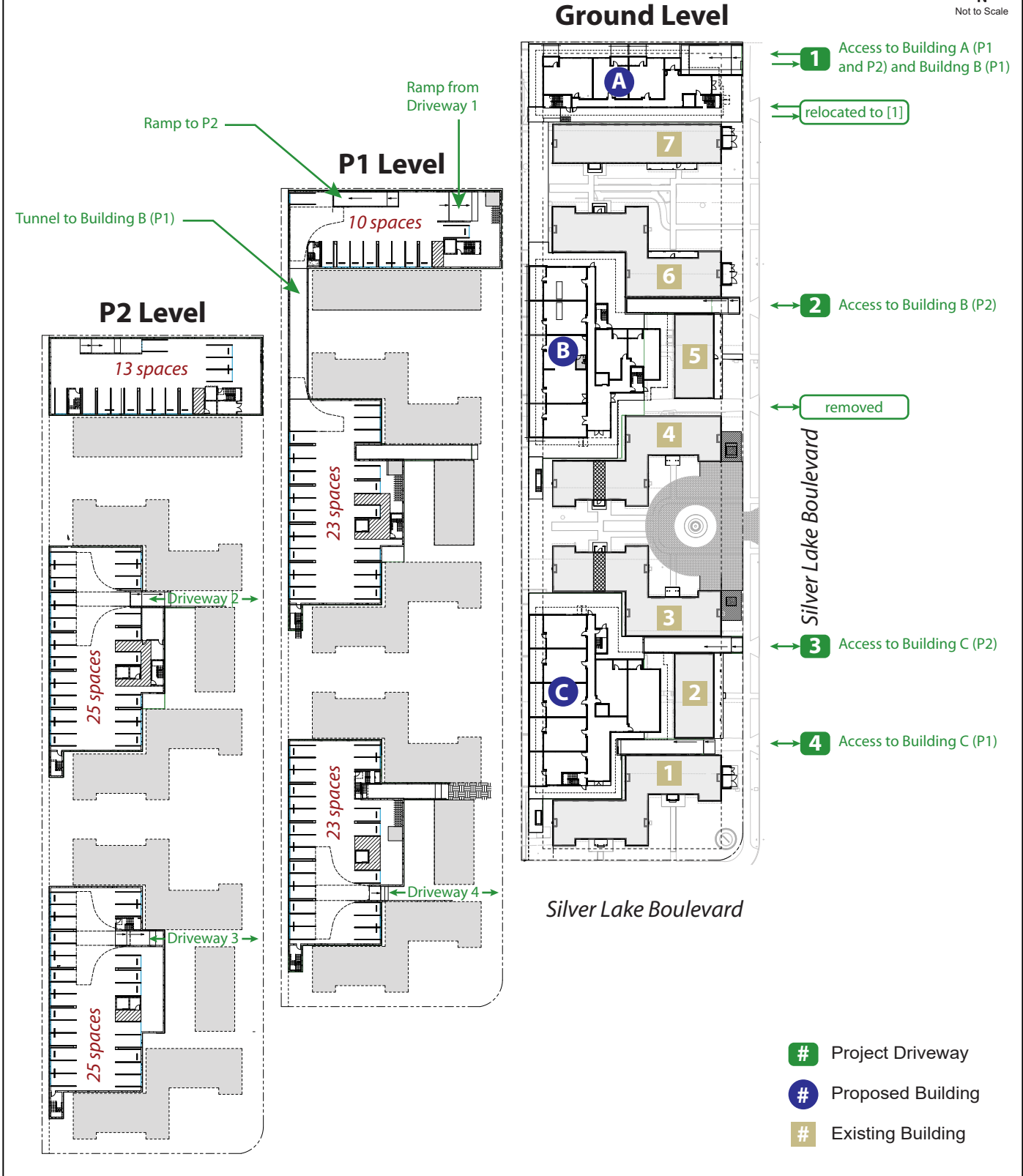
Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Jose Cardenas of my staff at (213) 972-4995.

Attachments

I:\Letters\2024\CEN23-55903_2421 N Silver Lake_Res.docx

c: Emma Howard, Council District 13
Hokchi Chiu, Central District, BOE
Oliver Hou, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management Office, DOT
Jonathan Chambers, Gibson Transportation Consulting, Inc.



PROJECT SITE PLAN

FIGURE
1

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



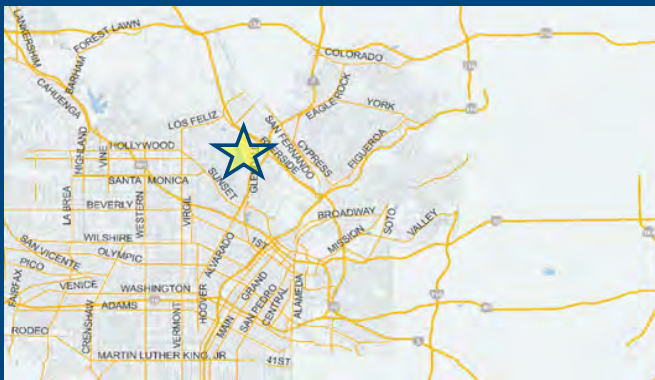
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [WWW](#)

Address: [Q](#)



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit

Yes No

Existing Land Use

Land Use Type	Value	Unit
Housing Multi-Family	48	DU
Housing Multi-Family	48	DU

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing Affordable Housing - Family	6	DU
Housing Multi-Family	118	DU
Housing Affordable Housing - Family	6	DU

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Project Screening Summary

Existing Land Use	Proposed
255 Daily Vehicle Trips	654 Daily Vehicle Trips
1,755 Daily VMT	4,500 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	399 Net Daily Trips
The net increase in daily VMT ≤ 0	2,745 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
The proposed project is required to perform VMT analysis.	



CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

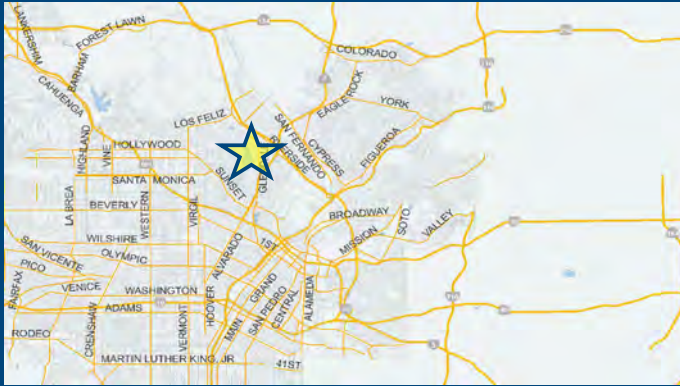


Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	118	DU
Housing Affordable Housing - Family	6	DU

TDM Strategies

Select each section to show individual strategies
 Use to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

Max Home Based TDM Achieved? Proposed Project: No With Mitigation: No
 Max Work Based TDM Achieved? Proposed Project: No With Mitigation: No

A Parking

Reduce Parking Supply city code parking provision for the project site
 Proposed Prj Mitigation actual parking provision for the project site

Unbundle Parking monthly parking cost (dollar) for the project site
 Proposed Prj Mitigation

Parking Cash-Out percent of employees eligible
 Proposed Prj Mitigation

Price Workplace Parking daily parking charge (dollar)
 Proposed Prj Mitigation percent of employees subject to priced parking

Residential Area Parking Permits cost (dollar) of annual permit
 Proposed Prj Mitigation

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

Analysis Results

Proposed Project	With
545 Daily Vehicle Trips	545 Daily Vehicle Trips
3,754 Daily VMT	3,754 Daily VMT
7.2 Household VMT per Capita	7.2 Household VMT
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?	
Household: No Threshold = 7.2 15% Below APC	Household: No Threshold = 7.2 15% Below APC
Work: N/A Threshold = 12.7 15% Below APC	Work: N/A Threshold = 12.7 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 29, 2024

Project Name:
 Project Scenario:
 Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

Project Information			
Land Use Type	Value	Units	
Housing	<i>Single Family</i>	0	DU
	Multi Family	118	DU
	<i>Townhouse</i>	0	DU
	<i>Hotel</i>	0	Rooms
	<i>Motel</i>	0	Rooms
Affordable Housing	Family	6	DU
	<i>Senior</i>	0	DU
	<i>Special Needs</i>	0	DU
	<i>Permanent Supportive</i>	0	DU
Retail	<i>General Retail</i>	0.000	ksf
	<i>Furniture Store</i>	0.000	ksf
	<i>Pharmacy/Drugstore</i>	0.000	ksf
	<i>Supermarket</i>	0.000	ksf
	<i>Bank</i>	0.000	ksf
	<i>Health Club</i>	0.000	ksf
	<i>High-Turnover Sit-Down Restaurant</i>	0.000	ksf
	<i>Fast-Food Restaurant</i>	0.000	ksf
	<i>Quality Restaurant</i>	0.000	ksf
	<i>Auto Repair</i>	0.000	ksf
	<i>Home Improvement</i>	0.000	ksf
	<i>Free-Standing Discount</i>	0.000	ksf
	<i>Movie Theater</i>	0	Seats
	Office	<i>General Office</i>	0.000
<i>Medical Office</i>		0.000	ksf
Industrial	<i>Light Industrial</i>	0.000	ksf
	<i>Manufacturing</i>	0.000	ksf
	<i>Warehousing/Self-Storage</i>	0.000	ksf
School	<i>University</i>	0	Students
	<i>High School</i>	0	Students
	<i>Middle School</i>	0	Students
	<i>Elementary</i>	0	Students
	<i>Private School (K-12)</i>	0	Students
Other	0	Trips	

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Report 1: Project & Analysis Overview

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 Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

Analysis Results			
Total Employees: 0			
Total Population: 285			
Proposed Project		With Mitigation	
545	Daily Vehicle Trips	545	Daily Vehicle Trips
3,754	Daily VMT	3,754	Daily VMT
7.2	Household VMT per Capita	7.2	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: East Los Angeles			
Impact Threshold: 15% Below APC Average			
Household = 7.2			
Work = 12.7			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 7.2	No	Household > 7.2	No
Work > 12.7	N/A	Work > 12.7	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 29, 2024

Project Name:

Project Scenario:

Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	202	202
		Actual parking provision (spaces)	119	119
	Unbundle parking	Monthly cost for parking (\$)	\$60	\$60
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 29, 2024

Project Name:

Project Scenario:

Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%
		Lines within project site improved (<50%, >=50%)	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0
		Employees and residents eligible (%)	0%
	Transit subsidies	Employees and residents eligible (%)	0%
Amount of transit subsidy per passenger (daily equivalent) (\$)		\$0.00	
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%
	Promotions and marketing	Employees and residents participating (%)	0%
(cont. on following page)			

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 29, 2024

Project Name:

Project Scenario:

Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Commuter Trip Reductions	<i>Required commute trip reduction program</i>	<i>Employees participating (%)</i>	0%	0%
	<i>Alternative Work Schedules and Telecommute</i>	<i>Employees participating (%)</i>	0%	0%
		<i>Type of program</i>	0	0
	<i>Employer sponsored vanpool or shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees eligible (%)</i>	0%	0%
		<i>Employer size (small, medium, large)</i>	0	0
	<i>Ride-share program</i>	<i>Employees eligible (%)</i>	0%	0%
Shared Mobility	<i>Car share</i>	<i>Car share project setting (Urban, Suburban, All Other)</i>	0	0
	<i>Bike share</i>	<i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i>	0	0
	<i>School carpool program</i>	<i>Level of implementation (Low, Medium, High)</i>	0	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 29, 2024

Project Name:

Project Scenario:

Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Bicycle Infrastructure	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, & repair station (Yes/No)</i>	0	0
Neighborhood Enhancement	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%)</i>	0%	0%
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</i>	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 29, 2024

Project Name:
Project Scenario:
Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	
Unbundle parking	7%		7%	0%	0%	7%	7%	0%	0%	0%	0%	0%	0%	
Parking cash-out	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Price workplace parking	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Residential area parking permits	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 29, 2024

Project Name:

Project Scenario:

Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	COMBINED TOTAL	19%	19%	13%	13%	19%	19%	13%	13%	13%	13%	13%
MAX. TDM EFFECT	19%	19%	13%	13%	19%	19%	13%	13%	13%	13%	13%	13%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

NOTE: $(1 - [(1-A) * (1-B) \dots])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 29, 2024

Project Name:

Project Scenario:

Project Address: 2413 N SILVER LAKE BLVD, 90039



Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	111	-11.7%	98	8.6	955	843
Home Based Other Production	307	-15.6%	259	6.5	1,996	1,684
Non-Home Based Other Production	143	-0.7%	142	7.1	1,015	1,008
Home-Based Work Attraction	0	0.0%	0	8.9	0	0
Home-Based Other Attraction	146	-17.8%	120	6.0	876	720
Non-Home Based Other Attraction	35	0.0%	35	7.0	245	245

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-19.3%	79	680	-19.3%	79	680
Home Based Other Production	-19.3%	209	1,359	-19.3%	209	1,359
Non-Home Based Other Production	-13.0%	123	876	-13.0%	123	876
Home-Based Work Attraction	-13.0%	0	0	-13.0%	0	0
Home-Based Other Attraction	-13.0%	104	626	-13.0%	104	626
Non-Home Based Other Attraction	-13.0%	30	213	-13.0%	30	213

MXD VMT Methodology Per Capita & Per Employee

Total Population: 285

Total Employees: 0

APC: East Los Angeles

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	2,039	2,039
<i>Total Home Based Work Attraction VMT</i>	0	0
<i>Total Home Based VMT Per Capita</i>	7.2	7.2
<i>Total Work Based VMT Per Employee</i>	N/A	N/A

EXHIBIT B

Meeting Minutes, Applicant Meeting with
Tenants

CPC Hearing on SILVERLAKE GARDEN APTS

By Fonda Morgan

Thurs, June 11th, 2026

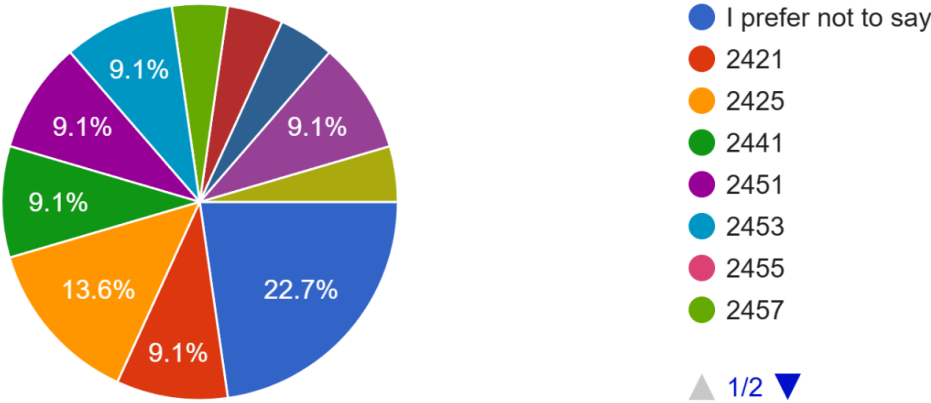
- Update since last CPC Hearing (04/23/26)
 - Tenant Survey & key findings/action plan
 - What has changed since April 23 2026
 - What Mgmt is committed
 - Our commitment to our tenants
 - LAHD Inspection recap
 - Project Impact: Major changes to existing buildings & impact on tenants
 - Window replacement & AC relocation as habitability issue
 - Timeline & Mgmt actions/commitment
 - Tenant Habitability Protections During Construction
 - Q&A
-
- Appendix A - Tenant Habitability Memorandum by Mgmt in Aug 2024

Tenant Survey Findings

(22 Responses out of 48 Units, All Buildings Were Represented, 59% Tenants over 2 yrs, 41% < 2 yrs)

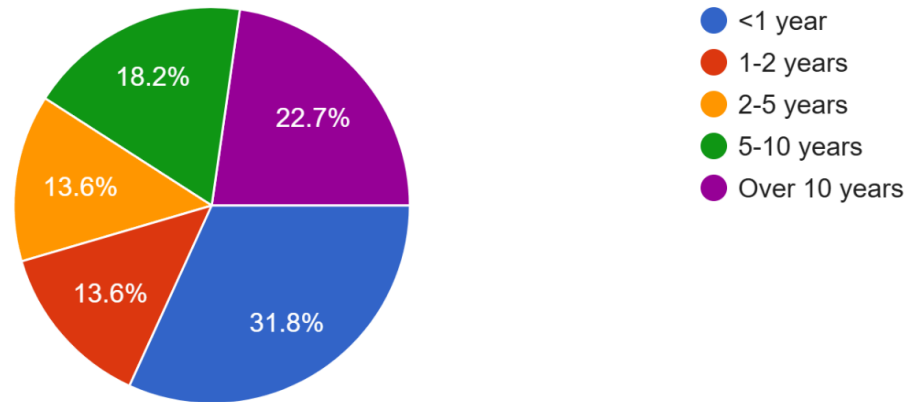
Which building do you live in? This will help us understand which building your current experience is in reference to.

22 responses

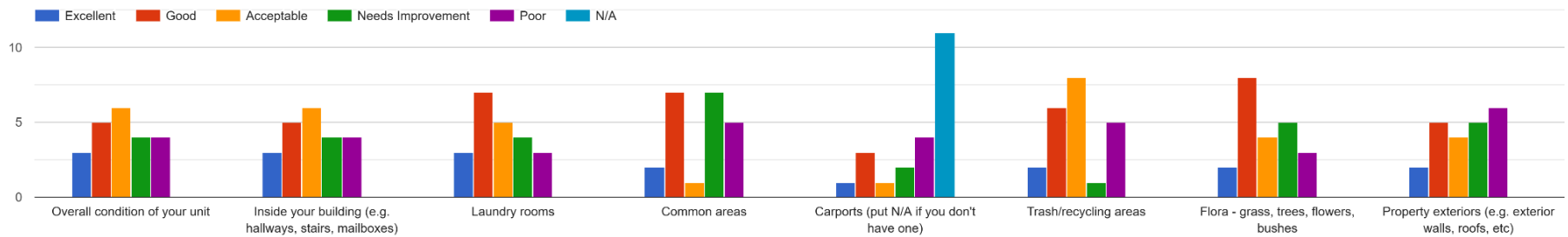


How long have you been living at Silverlake Garden Apartments?

22 responses

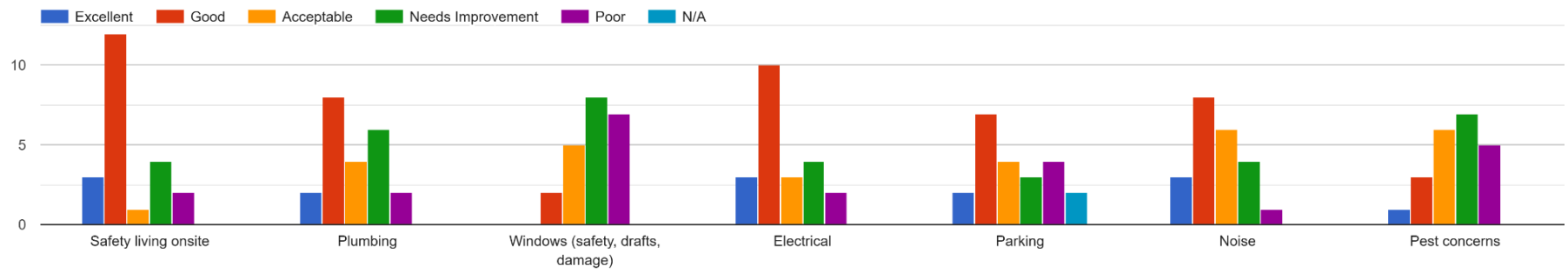


How do you feel about the current condition of...



Avg score on overall condition of your unit: 2.95/5.0

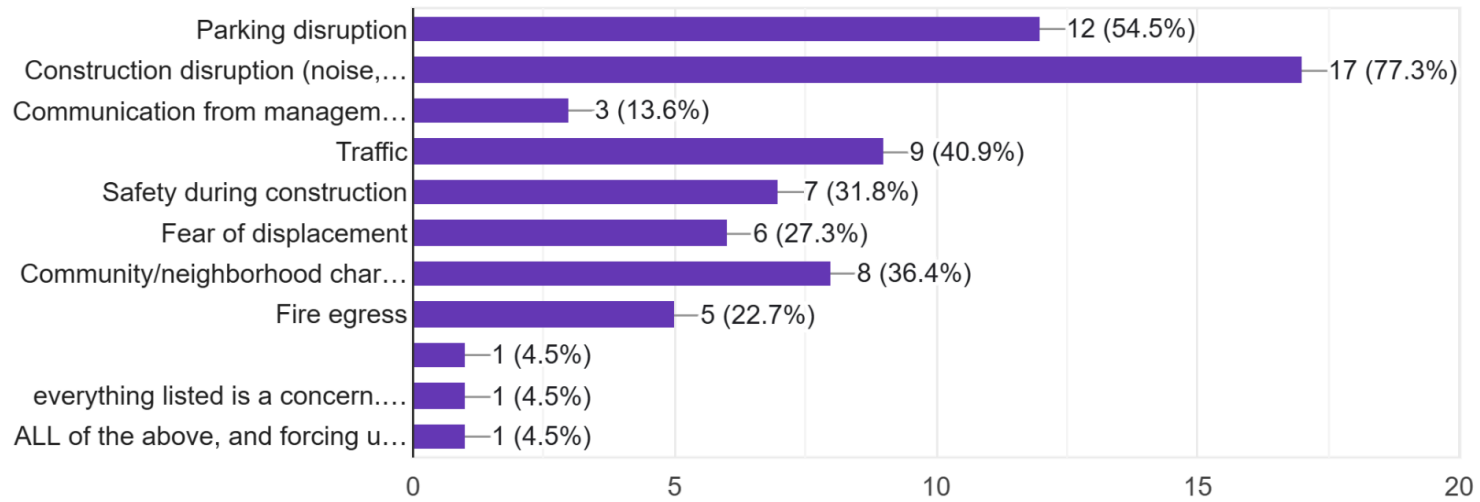
Rate the following for your current experience



Avg score on overall current experience: 3.55/5.0

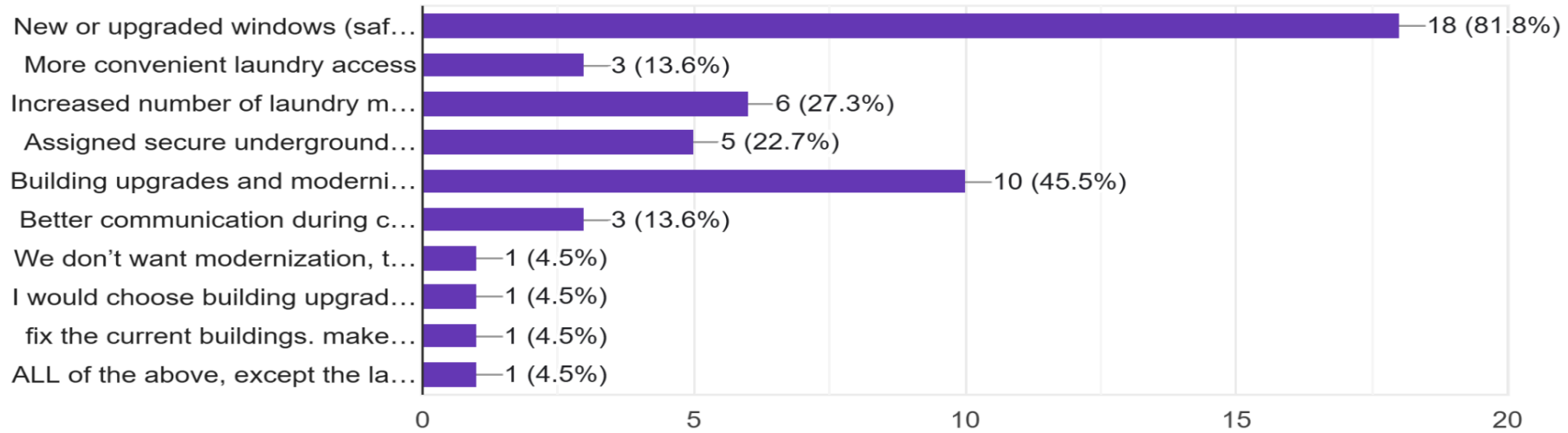
What are your biggest concerns regarding development project? (Select up to 2)

22 responses

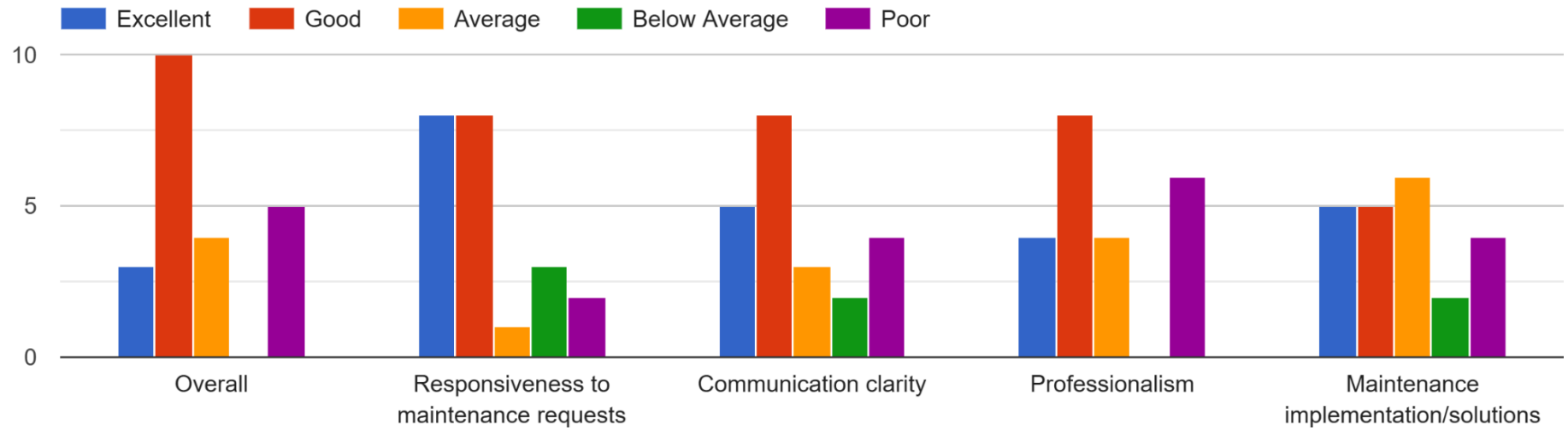


Which of these improvements to existing buildings/facilities would be most valuable to you? (Select up to 3)

22 responses



How would you rate management



Avg Score on Overall Mgmt: 3.33/5.0

Tenant Survey Findings

- Tenants clearly identified windows as the #1 improvement priority - 81.8% as the most valuable improvement
- Current conditions of the common areas and exteriors need improvement
- Noise mitigation, air quality, habitability & construction disruption are the critical concerns
- Parking
- Fear of displacement
- Traffic
- Fire egress
- Feedback on Management is mixed
- The survey responses reflected concerns regarding construction management, communication & predictability as well as improvement to existing common areas and exteriors
- Safety & quality of life

The survey confirmed that tenants' biggest concerns are construction impact and existing conditions - esp. windows. In response, we are investigating upgrades that directly address those concerns, including a full replacement of 451 windows and relocation of more than 120 AC window units at no cost to tenants, fully funded by ownership.

What Has Changed Since April 23, 2026

- Conducted anonymous tenant survey (5/1/26-5/5/26)
- Held tenant meeting to discuss the project, tenant impact and survey (5/6/26)
- Corrected all of LAHD inspection findings
- Replaced Jennifer's windows (5/26/26)
- Installed new BBQ grills and patio furniture (5/28/26)
- Completed painting of hallways and ceilings in all 12 buildings (Apr)
- Painted metal gates of 12 buildings (May/June)
- Increased pest control (May)
- Committed to full window replacement at no cost to tenants (5/6/26)
- Accepted Construction Best Practices conditions (May)

What Management is Committed

- Window replacement+AC units relocation - no tenant cost
- Increase maintenance focus
 - Recoat building hallway floors and metal stair railings (Aug)
 - Replace garden fountains (Aug)
- Ongoing clear communication - monthly email update and quarterly meetings as needed
- Commitment to tenant habitability protections - will start during the Design Development phase:
 - Will follow LAHD's Tenant Habitability protection requirements during construction re noise, air, safety, work hours, parking, utility disruptions, access, and temp relocation needs if any unit becomes uninhabitable, etc.
 - Will obtain Tenant Habitability clearance before obtaining any building permits.
 - Will follow Construction Best Practice Conditions
- No one will be displaced. In the last 18 years, no tenant has been displaced from the property as a result of ownership's redevelopment plans, cash-for-keys programs or renoviction efforts. No plan to "Renovict" any tenants, will work through issues and impacts.
- A Tenant Habitability Memo was prepared in Aug 2024 and the major changes and impacts were analyzed, assessed while mitigation measures were considered, even though it was not required to address the Tenant Habitability at the time. The Memo was submitted as part of the project application process. Tenant protection has been integral to the project from the beginning - see a copy of the memo attached.
- Once we start the Design Development and permitting process (pending the city's approval of the project), we will work with LAHD to develop a comprehensive plan to reduce the construction disruption to ensure tenant protection.

Our Commitment to Our Existing Tenants

- Reinvestment, Stewardship & Preservation:
 - Tenants identified windows as their top priority, Management corrected all LAHD findings including window deficiencies, there are no active violations, and ownership is committing to a fully funded program to replace all 451 windows and relocate 120 AC units at no cost to tenants
 - Our goal is not only to add much-needed rent-stabilized housing, but also to responsibly improve the existing property conditions
 - Ensure that current tenants are treated with care and respect throughout the process
 - Ensure long-term viability while maintaining rent-stabilized housing.
- The property is an older 1949 rent-stabilized complex that has faced the same economic and maintenance pressures affecting many aging multifamily properties in Los Angeles, especially during and after the COVID period.

This proposed project allows meaningful and major capital reinvestment into an aging rent-stabilized property while preserving and improving existing housing and habitability for our current tenants, and improving long-term habitability.

LAHD's Inspection of Entire 48 Units & Common Areas Dec 2025

- The property was inspected by LAHD in December 2025 as part of its routine, safety, sanitary and habitability code enforcement program. 80% of cited corrections were completed within one month, the remainder completed in Feb and in the first week of March 2026.
- In some cases, we went above & beyond fixing/replacing items not cited by the inspector.
- Case was formally closed, current building conditions meet habitability and safety compliance
- No active violations currently remain
- Pre, during and post inspection, Management has kept the tenants informed of the progress via email for general updates, as well as contacting/coordinating tenants for scheduling logistics. We also relied on our Property portal "Buildium" for communication and tracking maintenance requests and updates as our day-to-day operations.
- Per LAHD website, we had 72 complaints filed with LAHD by our tenants in the last 18 years for 48 units - they were all resolved:
 - 36 code enforcement complaints from Sept 2008 - April 2026 (6 of the 7 complaints in 2026 were related to trash area filed within 2 days, all resolved or dismissed)
 - 36 rent complaints from Aug 2008 - Aug 2025, all resolved.
 - No backlog on requested repairs - we usually have a 24 hour turnaround on scheduling.
- Tenants are encouraged to work with management to address any issues or complaints. Management takes pride in addressing the issues in a speedy fashion.
- To help assess the current conditions of our property, we have invited the city planning staff and CD 13 to do a tour of the property, interior and exterior. They are welcome to randomly select the units they would like to view, if interested. We remain open if such a tour is helpful.

Window Replacement & AC Relocation Initiative

Fall 2026 - Spring 2027

- We have 451 double-hung wood windows for our 48 units and hallways. We have more than 120 AC window units that will be impacted when windows are replaced.
- All of these windows were in fair to poor condition, according to the Window Survey in 2024, conducted by a historic window refurbishment company. They recommend repair mostly vs. replacement.
- Silverlake Garden Apartments is a historic eligible property listed in Survey LA which has driven the entire design of the proposed project, including strategy for existing and new windows.
- This historic feature adds complexity to the window replacement and AC unit location project. However, we just confirmed in May 2026 with the city planning staff that OHR review and approval of such replacement is not required. This lifted the uncertainty and cleared the approval path for the project.
- Due to health, safety, noise, insulation, air quality, termite damage concerns and the following reality:
 - rot/failure, stuck open, unable to close, glazing putty failing, lack of screens with AC units
 - air leakage
 - noise intrusion
 - termite damages
 - systemic deterioration
 - tenant complaints - 81.8% of our tenants that were surveyed want new windows

We can't agree more with our tenants that all of our windows need to be replaced as necessary for habitability.

- We have committed that the entire cost of the window replacement and relocating the AC units will be fully absorbed by Management, not shifting any cost to the tenants.
- Implementation will comply with all applicable City requirements. We are evaluating replacement windows that meet all applicable City requirements, with the goal of implementing a property-wide window improvement program at no cost to tenants by Spring 2027.
- The tenant that raised window concern during the last CPC hearing got 3 of her windows replaced in May 2026 for safety precautions.

Proposed Major Changes to Existing Buildings & Impact on Tenants

Guiding principles and assumptions of all changes

- No displacement of tenants, nor “renoviction” is planned
- All upgrades other than window replacement are exterior in nature.
- Window replacement, AC unit relocation and roof replacement will not require relocation of our tenants
- All current lease terms will be honored during and post construction. All existing units will remain as LAHD Rent Stabilization Ordinance units.
- No rent increase as a result of the upgrades. Management will absorb all costs, including a major capital improvement of window replacement and AC unit relocation, roof replacement, etc.
- Rent concessions will be given for lost amenities and inconveniences (storage in carports, parking disruption, outside downstairs kitchen storage space, noise, work from home inconveniences, patio use, etc.)
- Tenant habitability protection from LAHD will be strictly enforced
- Construction Best Practices to follow and a construction Project Manager will be hired
- Regular communication with tenants and advance notices will be administered.
- Detailed mitigation measures will be worked out once we enter the Design Development phase when all mechanical, structural, electrical and plumbing engineers fully design the plans at the unit level. Until the project is approved by the city, the Design Development phase is on hold.

Major Changes to Existing Complex That Will Impact Tenants Include:

1. Permanently Move laundry from community laundry rooms to inside of each bldg (1 set/4 units in the future vs 1 set/8 units now, doubling the machine count)
2. Parking moved to temp parking next to Whole Foods, and then to subterranean parking when ready - see Temp Parking Map
3. Existing tenants with parking privileges will be able to park in gated underground garages with EV charging stations, without extra cost.
4. All electrical main panels & breakers will be replaced for fire safety and better capacity. Tenants will experience temporary power loss during the switch over & LADWP will provide temp power.
5. Window replacement & AC units relocation
6. Redevelop existing driveways to connect with the subterranean parking structures
7. Trash bins relocation - pick up capacity & frequency more than doubled
8. New exterior painting (stucco and wood) on existing buildings to match with the unit buildings
9. Install new fire resistant Class A roof on all existing buildings - done in one day, with minimal disruption on tenants
10. Loss of patios and grass areas behind 2441 and 2461 buildings, but will be replaced by community spaces such as 3 roof decks (one on each of the new buildings, total 4,458 sqft), multiple BBQ areas, picnic tables, seating areas throughout the property.
11. New drought tolerant landscaping will be implemented, while preserving 3 historical front lawns
12. Increase in traffic due to the addition of 76 one-bedroom units.

Parking – Current, During & Post Construction

- Today 30 tenants use our 48 available carports
- Temp Parking during construction - 39 spaces are planned next to the Whole Foods parking lot during construction
- 30 of the 39 temp spaces will be reserved for the existing residents with parking privileges, with remaining 9 spaces for handicapped parking, open parking and construction worker parking.
- Existing residents with parking privileges will receive replacement parking during construction and a permanent underground parking when completed.
- Future car parking 119 spaces underground, which is adding 64 car spaces, 42 EV stations or EV ready spaces
- 65 bike spaces will be created underground (currently no bike parking)
- Concession will be given for lost carport storage and inconvenience of parking farther away.

Management Action/Commitment

1. Timeline - Prelim projected estimates, subject to approval & design coordination
 - 08/31/26 - City approval
 - 09/01/26 - 08/31/27 - Design Development, if the project is approved
 - 09/01/27-12/31/27: Site prep (move laundry, establish temp parking, etc.)
 - 01/28 - 6/29 Estimated start of construction for approx 18 months

2. Tenant Engagement and Communication
 - Conducted a comprehensive tenant survey to better understand current living conditions, tenant concerns and priorities regarding the proposed development
 - Scheduled and hosted a tenant Zoom meeting & shared the full deck and recap with all tenants.
 - Committed to providing regular tenant updates throughout the planning and construction process
 - Established a more structured communication approach using tenant-preferred formats (email). Happy to meet in person if needed.
 - 48 hour turnaround for any issues brought up

3. Existing property improvements:
 - Window & AC Improvement Program research and commitment
 - Maintenance & Habitability
 - a. Increasing maintenance focus - lawn, new patio BBQ grills, new patio furniture, pest control, painting of gates & follow-up efforts
 - b. Addressing recurring tenant concerns re windows, trash, common area keep up, & exterior maintenance
 - c. Continuing improvements to landscaping & shared spaces

4. Construction Impact Mitigation Commitments - Management commits to:
 - Following all LAHD Tenant Habitability Plan requirements during construction
 - Working with the city's construction noise & vibration guidelines and contractors to minimize:
 - Noise
 - Dust
 - Air quality impacts
 - Parking disruption
 - Traffic
 - Coordinate construction impacts responsibly while maintaining tenant safety and habitability

5. Overall Commitment
 - We understand some tenants remain opposed to the project and we respect their concerns. Our objective was not to convince everyone to support the development, but to listen carefully and respond meaningfully. Regardless of differing views on the project, we are committed to:
 - Improve existing property conditions
 - Maintain transparent communication
 - Protect tenant habitability
 - And responsibly manage any future improvements and development process

Tenant Habitability Protections During Construction

As soon as we enter the Design Development phase, we will start working with LAHD's Tenant Habitability team to define the following:

- Restricted construction hours - limited to specified hours to reduce noise and disruption to residents and neighbors
- Advance written notice - Residents will receive written notice before construction activities occurring near occupied units
- Designated construction contacts - A specific contact person will be designated to receive and respond to tenant concerns and neighbor concerns during construction
- Noise controls and sound barriers - Measures will be implemented to reduce construction noise, including physical barriers and contractor controls
- Ongoing monitoring and compliance - the approval would require mitigation monitoring and periodic status reporting to verify that mitigation measures are being implemented.
- Additional areas of concerns to work out:
 - Dust & air quality controls
 - Parking management
 - Traffic coordination
 - Utility interruption planning (water, power and gas)
 - Safe access and egress
 - Temperature relocation if a unit becomes uninhabitable
 - Rent concessions for loss of amenities
 - Regular tenant communications

Relevant CPC Precedent: Chase Knolls Apartments

- The City Planning Commission has successfully approved and implemented infill housing in occupied historic garden apartment communities, including Chase Knolls in Sherman Oaks where 141 new apartment units in six buildings were added while preserving all existing historic 260 apartments, keeping tenants in place, implementing extensive habitability protections.
- Our property shares a unique connection with Chase Knolls. Both projects followed the same approach, tearing down carports and laundry for new housing
- Our project follows the same core principles: Tenant Habitability will be imposed.
- Historic preservation does not preclude carefully designed infill development
- Landscaped common areas can be preserved and enhanced
- Our goal is not only to create additional rent-stabilized housing, but also to reinvest in this 1949 apartment community and improve living conditions for our existing tenants.

EXHIBIT C

SCEP Violations Report (2025)

SCEP Violations History

LAHD Code Inspections Dashboard

Tenant Habitability Plan



Marie Pichay <marie.pichay@lacity.org>

Fwd: Fw: Silverlake Garden Apartments LAHD Inspection Report

1 message

SGA Expansion <sgaexpansion@gmail.com>

Mon, Apr 27, 2026 at 2:16 PM

To: Marie Pichay <marie.pichay@lacity.org>, Deborah Kahen <deborah.kahen@lacity.org>, Jonathan Ayon <jonathan.ayon@lacity.org>, Jane Choi <jane.choi@lacity.org>, Ted Walker <ted.walker@lacity.org>
 Cc: Gary Benjamin <gary@alchemyplanning.com>, Kate Joyce <joyce@dfhaia.com>, Kara Block <block@dfhaia.com>, Sophia Morgan <sophia@morgancre.com>

Hi Again!

Here was the inspection report issued by LAHD for the Dec 2025 inspection. The inspection started in Dec 2025 and the case was completely closed with all violations corrected the first week of March 2026. Page 16 - 21 of the report provides a good summary of all violations by unit or location.

Additionally, I looked into the housing complaints logged on the LAHD website for our property. Please see the summary of LAHD violations attached (code enforcement related and rent complaints) per LAHD website.

- 36 code enforcement complaints from Sept 2008 - April 2026 (I need to contact LAHD as I am not aware of any of the 2026 complaints - no notification came our way until I just found out online)
 - 36 rent complaints from Aug 2008 - Aug 2025
- Total 72 complaints for 48 apartments during a period of 18 years.

Jarold Jones has been the one at LAHD Code Enforcement that has worked with me over the years on various violations. He might be a good contact for you. He handled most of these violations.

Ja'Rodd Jones
 Housing Investigator - HCIDLA
 East Office
 2130 E. 1st Street Suite #2600, Los Angeles CA 90033
 Phone: 323-226-9815
 Fax: 323-266-7291

Ibriham Malki was the last inspector - see his contact info below.

As I have shared before, we have

- never evicted anyone
- never did cash-for-keys
- no disputes over security deposits that resulted in legal actions
- no tenant lawsuits
- no backlog on the repair requests

We definitely heard the feedback from our tenants and neighbors. We will reach out to address the concerns and take actions.

Thank you again. If you have any questions, please feel free to reach out.

Fonda

----- Forwarded message -----

From: **Silverlake Garden Apartments** <silverlakeapts@live.com>
 Date: Mon, Apr 27, 2026 at 1:44 PM
 Subject: Fw: Silverlake Garden Apartments LAHD Inspection Report
 To: Fonda Morgan <sgaexpansion@gmail.com>

Fonda Morgan
Silverlake Garden Apartments
714-306-6042

From: Ibrahim Malki <ibrahim.malki@lacity.org>
Sent: Monday, January 5, 2026 7:57 AM
To: Silverlake Garden Apartments <silverlakeapts@live.com>
Subject: Re: Silverlake Garden Apartments LAHD Inspection Report

I've attached a copy of the inspection report. Let me know if you have any questions..
Thank you.

On Mon, Jan 5, 2026 at 7:53 AM Silverlake Garden Apartments <silverlakeapts@live.com> wrote:
no prob, the inspection was done on Dec 12, so we were expecting a report like Dec 19th.

The case number is 954932. 2421 silver lake blvd.

Fonda
714-306-6042

On Jan 5, 2026, at 7:49 AM, Ibrahim Malki <ibrahim.malki@lacity.org> wrote:

Hello Fonda,
I apologize for that late response, I was out of the office. Can you give me the case number so I can locate the report? Or the property address.
Thank you

On Mon, Dec 29, 2025 at 4:59 PM Silverlake Garden Apartments <silverlakeapts@live.com> wrote:
Hello, Ibrahim, we have not received the email as promised and it's been more than 2 weeks. While we understand there was a holiday in btw, we need to make sure to receive your comprehensive list? We have started the corrections but want to make sure that we have a complete list to work with. We have been relying on our notes but in case the notes are not complete...Can you pls send us the list.

Thank you.

Fonda Morgan
Silverlake Garden Apartments
714-306-6042

From: Sophia Morgan <sophia@morgancre.com>
Sent: Monday, December 29, 2025 9:58 AM
To: ibrahim.malki@lacity.org <ibrahim.malki@lacity.org>
Cc: Silverlake Garden Apartments <silverlakeapts@live.com>
Subject: Re: Silverlake Garden Apartments LAHD Inspection Report

Hi Ibrahim,

Happy holidays! Following up on the below, can you share the inspection report? We want to ensure that our repair work is in accordance with what you've noted.

Thank you,
Sophia

On Sat, Dec 20, 2025 at 8:30 AM Sophia Morgan <sophia@morgancre.com> wrote:

Hi Ibrahim,

Hope you have had a good week, thank you again for coming out for the inspection last week. We have not yet received a copy of the inspection report in the mail. Can you email it to us?

Thank you,
Sophia

--

Ibrahim Malki
Housing Inspector

Regulatory Code & Compliance Bureau
Code Enforcement Division Supervisor / North Regional Office
Los Angeles Housing Department
E: ibrahim.malki@lacity.org
C: (213)252-2875



--


Ibrahim Malki
Housing Inspector

Regulatory Code & Compliance Bureau
Code Enforcement Division Supervisor / North Regional Office
Los Angeles Housing Department
E: ibrahim.malki@lacity.org
C: (213)252-2875



2 attachments

 **2421 Silver Lake NTC.pdf**
6025K

 **CCF_000083(1).pdf**
1742K

CITY OF LOS ANGELES

**Los Angeles
Housing Department**



Karen Bass, Mayor

Code Enforcement Division
1910 Sunset Blvd., Suite 300
Los Angeles, CA 90026
Tel: (818) 756-1473

Date: December 24, 2025
Case ID: 954932
APN: 5440002001

NOTICE AND ORDER TO COMPLY

Sections 161.702 and 161.354, Los Angeles Municipal Code
Sections 17980 and 17980.6, California Health and Safety Code

Our records indicate you are the owner of the property located at **2421 N SILVER LAKE BLVD** . An inspection of the premises has revealed conditions that affect the health and safety of the occupants and cause the building to be determined to be in violation of the City of Los Angeles Municipal Code. These conditions, their location on the premises, and the specific violation(s) of the Los Angeles Municipal Code (LAMC) and or California Health and Safety Code are described on the attached pages.

You, as the property owner, or responsible party, are ordered to eliminate all of the described conditions and diligently pursue the work necessary to eliminate any violations of the LAMC and Health and Safety Code on or before **1/30/2026**.

Some of the work required to repair the building may require that you obtain a permit and request related inspections from the Department of Building and Safety. We strongly urge you to seek the services of qualified installers, properly licensed by the State Contractors License Board.

A re-inspection of the premises will be conducted on **Wednesday, February 18, 2026** between **1:30 PM** and **3:30 PM**. You or your representative must be present to escort the Housing Inspector. Any and all units are subject to re-inspection and require the same uniform compliance throughout the premises. You must provide notice to all affected tenants not less than 24 hours prior to the scheduled inspection. The entire premises must be in full compliance with the Los Angeles Municipal Code.

If you have any questions or concerns regarding this notice/order/inspection, please feel free to contact us at the email/phone numbers provided below. Inspectors are best reachable by phone on weekdays from 7 to 9 am. *Si tiene preguntas, por favor contáctenos como se indica al final de esta notificación.*

Inspector: Ibrahim Malki	Email: ibrahim.malki@lacity.org	Inspector Phone: (213) 252-2875
Office Address: 6400 Laurel Canyon Blvd Suite 610 North Hollywood, CA 91606		Office Phone: (818) 756-1473

Issuing Inspector:
Ibrahim Malki

Proof of Mailing -- On 12/24/2025 the signee mailed a copy of this notice by First-Class Mail, postage prepaid, to the person(s) listed on the last equalized assessment roll.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities.

STRUCTURAL HAZARDS

Failure to maintain under floor supports: Cripple wall studs/pier posts/girders/floor joists in structurally sound condition. Sections 91.8902.2.1, 91.8902.2.2, 91.8902.2.3 of the L.A.M.C.; Sections 17920.3(b)(2), 17920.3(b)(3) of the HSC
Violation Severity Level: HIGH

2471 N SILVER LAKE BLVD D
HALL BATH, Note: Subfloor damaged,soft at toilet

FIRE SAFETY

Failure to provide and maintain the required permanently wired, with battery back-up, smoke detectors at all sleeping rooms, and areas adjacent to sleeping rooms. Sections 91.8603, 91.8104 of the L.A.M.C.
Violation Severity Level: HIGH

2477 N SILVER LAKE BLVD C
HALL, Note: Indicator light must be illuminated green,reset,repair or replace.

2477 N SILVER LAKE BLVD C
BEDROOM1, Note: painted smoke detector

2475 N SILVER LAKE BLVD C
BEDROOM1, Note: Indicator light must be illuminated green replace.Detector is painted

2473 N SILVER LAKE BLVD B
HALL, Note: Indicator light must be illuminated green,reset,repair or replace.

2471 N SILVER LAKE BLVD C
BEDROOM1, Note: Painted smoke detector

2457 N SILVER LAKE BLVD A
HALL, Note: Indicator light must be illuminated green,reset,repair or replace.

2457 N SILVER LAKE BLVD D
HALL, Note: Indicator light must be illuminated green,reset,repair or replace.

2457 N SILVER LAKE BLVD D
BEDROOM2, Note: Indicator light must be illuminated green,reset,repair or replace.

2455 N SILVER LAKE BLVD A
HALL, Note: Indicator light must be illuminated green,reset,repair or replace.

2455 N SILVER LAKE BLVD B
BEDROOM2, Note: Indicator light must be illuminated green,reset,repair or replace.

2453 N SILVER LAKE BLVD D
HALL, Note: Painted smoke detector, replace with new

2453 N SILVER LAKE BLVD D
BEDROOM1, Note: Painted smoke detector, replace with new

2441 N SILVER LAKE BLVD B

HALL, Note: Missing required hardwired smoke detector with battery backup.

2425 N SILVER LAKE BLVD D

BEDROOM2, Note: Indicator light must be illuminated green,reset,repair or replace.

2421 N SILVER LAKE BLVD A

BEDROOM2, Note: smoke detector painted, replace with hardwire smoke

An owner of a single family dwelling unit intended for human occupancy shall install a carbon monoxide device, approved and listed by the State Fire Marshall pursuant, in each existing dwelling unit having a fossil fuel burning heater or appliance, fireplace, or an attached garage. Exception: For all multiple-family dwelling units, this requirement becomes effective on January 1, 2013. Sections 91.915, 91.8104 of the L.A.M.C.

2475 N SILVER LAKE BLVD A

HALL, Note: Missing Carbon Monoxide Detector

2471 N SILVER LAKE BLVD A

HALL, Note: Missing Carbon Monoxide Detector

2421 N SILVER LAKE BLVD A

HALL, Note: Missing Carbon Monoxide Detector

SANITATION

Failure to maintain the required window and/or door insect screens. Sections 91.8104.5.1, 91.8104.5.2 of the L.A.M.C.
Violation Severity Level: LOW

2475 N SILVER LAKE BLVD C

LIVING ROOM, Note: left window screen damaged

2471 N SILVER LAKE BLVD C

BEDROOM1, Note: damaged

2455 N SILVER LAKE BLVD A

HALL BATH, Note: missing

MAINTENANCE

Failure to maintain the counters/drain boards for kitchen sinks, bathroom lavatories, and adjacent wall and/or floor surfaces in a manner to prevent water damage, and/or in a clean and sanitary condition and free from dirty or foreign materials. Sections 91.2.401.6, 91.8104.7 of the L.A.M.C.
Violation Severity Level: LOW

2451 N SILVER LAKE BLVD A

KITCHEN, Note: peeling paint

Failure to maintain windows, doors, cabinets, and frames operable, clean and sanitary and in good repair. Sections 91.2.401.6, 91.8104, 91.8014.5.1 of the L.A.M.C.
Violation Severity Level: LOW

2471 N SILVER LAKE BLVD C

MASTER BATH, Note: Vanity door off hinge

2471 N SILVER LAKE BLVD D
BEDROOM1, Note: window frame damaged

2461 N SILVER LAKE BLVD A
BEDROOM1, Note: window frame wood rotted

2455 N SILVER LAKE BLVD C
BEDROOM2, Note: peeling paint at door

Failure to maintain safe and sanitary floor covering. Sections 91.2.401.6, 91.8104.6 of the L.A.M.C.
Violation Severity Level: LOW

2475 N SILVER LAKE BLVD D
KITCHEN, Note: floor tile lifting

2453 N SILVER LAKE BLVD B
KITCHEN, Note: broken tiles near sink

2451 N SILVER LAKE BLVD A
KITCHEN, Note: damage at stove

2441 N SILVER LAKE BLVD B
KITCHEN, Note: floor damage near stove

2441 N SILVER LAKE BLVD D
LIVING ROOM, Note: carpet damage near computer desk

2421 N SILVER LAKE BLVD A
KITCHEN, Note: broken tiles

Failure to maintain plaster/drywall walls/ceilings in a smooth and sanitary condition. Sections 91.2.401.6, 91.8104.4 of the L.A.M.C.

Violation Severity Level: LOW

2471 N SILVER LAKE BLVD D
DINING ROOM, Note: peeling paint at ceiling

2461 N SILVER LAKE BLVD A
HALL BATH, Note: peeling paint at ceiling

2461 N SILVER LAKE BLVD B
HALL BATH, Note: open walls and ceiling, previous water damage, Bathroom work in progress.

2457 N SILVER LAKE BLVD C
LIVING ROOM, Note: peeling paint at ceiling

2457 N SILVER LAKE BLVD C
BEDROOM1, Note: peeling paint at ceiling

2457 N SILVER LAKE BLVD C
BEDROOM2, Note: Ceiling patch needs paint

2455 N SILVER LAKE BLVD C
DINING ROOM, Note: peeling paint at ceiling

2453 N SILVER LAKE BLVD C
KITCHEN, Note: peeling paint behind water heater

2451 N SILVER LAKE BLVD A
BEDROOM1, Note: ceiling damage above bed

2451 N SILVER LAKE BLVD D
HALL, Note: wall near heater, ceiling peeling paint

2441 N SILVER LAKE BLVD B
BEDROOM1, Note: peeling paint above bed

2425 N SILVER LAKE BLVD C
BEDROOM1, Note: ceiling damage, crack across ceiling

2421 N SILVER LAKE BLVD D
LIVING ROOM, Note: damaged ceiling peeling paint

2421 N SILVER LAKE BLVD D
BEDROOM2, Note: ceiling damage above bed

ELECTRICAL

Failure to provide the required electrical continuity by maintaining conduit properly connected and free from breaks in the area below the kitchen sink and/or at the exhaust vent above the kitchen cooking area. Section 91.8104.8.1 of the L.A.M.C.
Violation Severity Level: MEDIUM

2475 N SILVER LAKE BLVD A
KITCHEN, Note: Conduit at garage disposal

2475 N SILVER LAKE BLVD B
KITCHEN, Note: at garbage disposal

2473 N SILVER LAKE BLVD D
KITCHEN, Note: missing at garbage disposal

2471 N SILVER LAKE BLVD C
KITCHEN, Note: missing conduit at garbage disposal

2461 N SILVER LAKE BLVD D
KITCHEN, Note: missing conduit at garbage disposal

2453 N SILVER LAKE BLVD A
KITCHEN, Note: missing conduit at garbage disposal

2453 N SILVER LAKE BLVD B
KITCHEN, Note: missing conduit at garbage disposal

2451 N SILVER LAKE BLVD D
KITCHEN, Note: missing conduit for garbage disposal

Failure to maintain the required switch/receptacle cover plates, grounding means, in good repair and free from defects or missing portions. Section 91.8104.8.1 of the L.A.M.C.
Violation Severity Level: HIGH

2451 N SILVER LAKE BLVD D
KITCHEN, Note: missing outlet cover behind fridge

PLUMBING

Failure to maintain the plumbing system free from defective, damaged/leaking faucets or plumbing fixtures. Sections 94.101.7, 94.102.4, 91.8104.7 of the L.A.M.C.

Violation Severity Level: LOW

2461 N SILVER LAKE BLVD C
HALL BATH, Note: toilet leaking

2457 N SILVER LAKE BLVD C
HALL BATH, Note: leak at tub

2451 N SILVER LAKE BLVD D
HALL BATH, Note: faucet leak

2441 N SILVER LAKE BLVD A
HALL BATH, Note: faucet leaking

Failure to provide and maintain all required plumbing faucet and/or valve handles. Section 91.8104.7 of the L.A.M.C

Violation Severity Level: LOW

2477 N SILVER LAKE BLVD C
KITCHEN, Note: pressure regulator at shut off water heater

2475 N SILVER LAKE BLVD B
KITCHEN, Note: remove water pressure valve at shut off

2471 N SILVER LAKE BLVD A
KITCHEN, Note: pressure regulator at shut off valve.

Failure to provide and maintain undamaged, sealed, and sanitary surfaces of plumbing fixtures. Section 91.8104.7 of the L.A.M.C

Violation Severity Level: LOW

2475 N SILVER LAKE BLVD C
HALL BATH, Note: Chipped/peeling deteriorated surface.tub

2475 N SILVER LAKE BLVD C
KITCHEN, Note: Chipped/peeling deteriorated surface.sink

2475 N SILVER LAKE BLVD D
KITCHEN, Note: Chipped/peeling deteriorated surface.sink

2475 N SILVER LAKE BLVD D
HALL BATH, Note: Chipped/peeling deteriorated surface.tub

2473 N SILVER LAKE BLVD A
KITCHEN, Note: Chipped/peeling deteriorated surface.sink

2473 N SILVER LAKE BLVD B
KITCHEN, Note: Chipped/peeling deteriorated surface.sink

2473 N SILVER LAKE BLVD C
KITCHEN, Note: Chipped/peeling deteriorated surface.sink

2471 N SILVER LAKE BLVD B
KITCHEN, Note: Chipped/peeling deteriorated surface.sink

2461 N SILVER LAKE BLVD A
KITCHEN, Note: Chipped/peeling deteriorated surface.sink

2461 N SILVER LAKE BLVD C
KITCHEN, Note: Chipped/peeling deteriorated surface.sink

2461 N SILVER LAKE BLVD D
HALL BATH, Note: Chipped/peeling deteriorated surface.tub

2457 N SILVER LAKE BLVD D
HALL BATH, Note: Chipped/peeling deteriorated surface.tub

2455 N SILVER LAKE BLVD C
KITCHEN, Note: Chipped/peeling deteriorated surface.sink

2453 N SILVER LAKE BLVD C
KITCHEN, Note: Chipped/peeling deteriorated surface.sink

2451 N SILVER LAKE BLVD A
HALL BATH, Note: Chipped/peeling deteriorated surface.tub

2451 N SILVER LAKE BLVD A
KITCHEN, Note: Chipped/peeling deteriorated surface.sink

2451 N SILVER LAKE BLVD B
KITCHEN, Note: Chipped/peeling deteriorated surface.sink

2451 N SILVER LAKE BLVD C
KITCHEN, Note: Chipped/peeling deteriorated surface.sink

2451 N SILVER LAKE BLVD D
KITCHEN, Note: Chipped/peeling deteriorated surface.sink

2441 N SILVER LAKE BLVD B
KITCHEN, Note: Chipped/peeling deteriorated surface.sink

2441 N SILVER LAKE BLVD B
HALL BATH, Note: Chipped/peeling deteriorated surface.tub

2425 N SILVER LAKE BLVD A
KITCHEN, Note: Chipped/peeling deteriorated surface. Sink

2425 N SILVER LAKE BLVD D
KITCHEN, Note: Chipped/peeling deteriorated surface.Sink

2421 N SILVER LAKE BLVD A
KITCHEN, Note: Sink peeling paint

2421 N SILVER LAKE BLVD C

KITCHEN, Note: Chipped/peeling deteriorated surface. Sink

Failure to properly secure loose plumbing fixtures. Section 91.8104.7 of the L.A.M.C

Violation Severity Level: LOW

2475 N SILVER LAKE BLVD A
HALL BATH, Note: loose toilet

2471 N SILVER LAKE BLVD D
HALL BATH, Note: Loose toilet

2441 N SILVER LAKE BLVD B
HALL BATH, Note: toilet loose

Failure to provide/maintain the required plumbing trap, trap arm, and/or tailpiece free from defect. Section 91.8104.7 of the L.A.M.C

Violation Severity Level: LOW

2473 N SILVER LAKE BLVD C
HALL BATH, Note: Unapproved flexible corrugated pipe installed under sink.

2473 N SILVER LAKE BLVD D
HALL BATH, Note: Unapproved flexible corrugated pipe installed under sink.

2441 N SILVER LAKE BLVD D
HALL BATH, Note: Unapproved flexible corrugated pipe installed under sink.

2425 N SILVER LAKE BLVD D
HALL BATH, Note: Unapproved flexible corrugated pipe installed under sink.

Failure to obtain a permit and inspection approval for new plumbing work and/or the installation or replacement of new water heater(s). \$400.00 Administrative Investigation Fee (AIF) may be billed and would be payable to the Los Angeles Housing Department for the investigation related to construction performed without having first obtained the required permit(s). Sections 94.103.1.1, 161.902 of the L.A.M.C

Violation Severity Level: MEDIUM

2471 N SILVER LAKE BLVD C
KITCHEN, Permit Required, , Note: Unapproved plumbing, electrical, mechanical and added building components. Obtain the required permit from LADBS and call 311 locally, or (213)473-3231 if you are outside of the Los Angeles area to finalize permit prior to reinspection. At water heater. Or return to original state

2425 N SILVER LAKE BLVD B
LIVING ROOM, Permit Required, , Note: washer dryer combo installed in living room. Unapproved plumbing, electrical, mechanical and added building components. Obtain the required permit from LADBS and call 311 locally, or (213)473-3231 if you are outside of the Los Angeles area to finalize permit prior to reinspection.

Failure to properly install/terminate water heater relief valve piping. Sections 91.608.5, 91.8104 of the L.A.M.C.

Violation Severity Level: MEDIUM

2455 N SILVER LAKE BLVD C
KITCHEN, Note: missing

HEATING AND VENTILATION

Failure to provide and maintain the required central or individual room heating appliance in good repair and operable at all times.

Sections 91.8104.11, 91.8111 of the L.A.M.C.

Violation Severity Level: MEDIUM

2473 N SILVER LAKE BLVD A

LIVING ROOM, Note: heater not working

2421 N SILVER LAKE BLVD A

LIVING ROOM, Note: Heater not working

FIRE SAFETY

Failure to maintain the required fire extinguishing system(s) or equipment. Sections 91.8104.1, 91.420.2 of the L.A.M.C.

COMMON, Note: Expired inspection tag. Fire Extinguisher(s) require yearly maintenanc

2477 N SILVER LAKE BLVD

COMMON, Note: Expired inspection tag. Fire Extinguisher(s) require yearly maintenance

2473 N SILVER LAKE BLVD

COMMON, Note: Expired inspection tag. Fire Extinguisher(s) require yearly maintenance

2471 N SILVER LAKE BLVD

COMMON, Note: Expired inspection tag. Fire Extinguisher(s) require yearly maintenance

2457 N SILVER LAKE BLVD

COMMON, Note: Expired inspection tag. Fire Extinguisher(s) require yearly maintenance

2455 N SILVER LAKE BLVD

COMMON, Note: Expired inspection tag. Fire Extinguisher(s) require yearly maintenance

2453 N SILVER LAKE BLVD

COMMON, Note: Expired inspection tag. Fire Extinguisher(s) require yearly maintenance

2451 N SILVER LAKE BLVD

COMMON, Note: Expired inspection tag. Fire Extinguisher(s) require yearly maintenance

2441 N SILVER LAKE BLVD

COMMON, Note: Expired inspection tag. Fire Extinguisher(s) require yearly maintenance

2425 N SILVER LAKE BLVD

COMMON, Note: Expired inspection tag. Fire Extinguisher(s) require yearly maintenance

2421 N SILVER LAKE BLVD

SANITATION

Failure to maintain the required window and/or door insect screens. Sections 91.8104.5.1, 91.8104.5.2 of the L.A.M.C.

COMMON, Note: second floor

2475 N SILVER LAKE BLVD

WEATHER PROTECTION

Failure to paint all exposed building surfaces to maintain exterior weatherproofing. Attention: Buildings constructed prior to 1978 may contain lead-based paint. For more information with regard to your lead hazards responsibilities call the Los Angeles County Health Department at (800) 524-5323. Sections 91.2.401.6, 91.8104, 91.8104.1 of the L.A.M.C.

EXTERIOR, Note: peeling paint at wood trim and wood surfaces

2457 N SILVER LAKE BLVD

EXTERIOR, Note: Wood rot, peeling paint front of building

2455 N SILVER LAKE BLVD

EXTERIOR, Note: peeling paint on wood trim, surfaces. Eaves missing paint

2451 N SILVER LAKE BLVD

EXTERIOR, Note: Paint peeling on wood trim/surfaces

MAINTENANCE

Failure to maintain the existing building, structure, premises, or portion thereof in conformity with the code regulations and department approvals in effect at the time of construction. Sections 91.2.401.6, 91.8104 of the L.A.M.C.

COMMON, Note: Pot holes in driveway near sidewalk
2421 N SILVER LAKE BLVD

Failure to maintain fences in good repair; straight, uniform, painted and/or structurally sound. Sections 91.2.401.6, 91.8104.13 of the L.A.M.C.

EXTERIOR, Note: leaning fence on west side of building
2475 N SILVER LAKE BLVD

ELECTRICAL

Failure to maintain the required switch/receptacle cover plates, grounding means, in good repair and free from defects or missing portions. Section 91.8104.8.1 of the L.A.M.C.

Exterior, Note: outlet missing weather proof cover
Adjacent Areas associated with parcel number 5440002001

Inspector Name Ibrahim Malki
Office Location 6400 Laurel Canyon Blvd
Suite 610
North Hollywood, CA 91606
Survey Date 12/12/2025

WHERE INDICATED ABOVE, PLANS AND/OR A BUILDING PERMIT FROM THE DEPARTMENT OF BUILDING AND SAFETY IS REQUIRED TO BE OBTAINED BEFORE REPAIR OR DEMOLITION WORK IS STARTED.

For consultation regarding this notice, or for information regarding obtaining Permits, the inspector whose name appears on this Notice may be contacted by telephone between the hours of 7:30 and 9:00 a.m., Monday through Friday.

YOU MAY BE SCHEDULED FOR A GENERAL MANAGER'S HEARING, AND A LIEN MAY BE RECORDED AGAINST YOUR PROPERTY FOR ALL ADMINISTRATIVE AND INSPECTION COSTS ASSOCIATED WITH YOUR FAILURE TO COMPLY WITH THIS ORDER.

PRE-COMPLIANCE JUDICIAL REVIEW AND RIGHT TO REFUSE ENTRY:

You have a right to seek pre-compliance judicial review without threat of imposition of any fine or penalty and/or refuse entry into the premises for the inspection in absence of an inspection warrant issued by a judge. Refer to the LAMC Section 161.601 for more information. A copy of the LAMC may be obtained from a public library or by visiting the following website: <https://www.lacity.gov/your-government/government-information/city-charter-rules-and-codes>

FAILURE TO COMPLY WARNING:

You may be scheduled for a General Manager's hearing and a lien may be recorded on this property for all administrative and inspection costs associated with your failure to comply with this notice order. This matter may be referred to the City Attorney for further enforcement. Any person who violates or causes or permits another person to violate any provision of the Los Angeles Municipal Code is guilty of a misdemeanor, which is punishable by a fine of not more than 1,000.00 and/ or six months imprisonment per LAMC section 11.00 (m).

LEAD HAZARD WARNING:

Due to the possible presence of lead-based paint, lead safe work practice are required on all repairs in pre-1979 buildings that disturb paint. Failure to do so could create lead hazards that violate California Health and Safety Code Sections 17920.10 and 105256 and you may be subject to a 1,000.00 fine or criminal prosecution. For more information, visit the California Department of Public Health website at: <https://www.cdph.ca.gov/Programs/CCDPHP/DEODC/CLPPB/Pages/LRCRegs.aspx>.

TAX WARNING (APPLICABLE WHEN PROPERTY IS DETERMINED SUBSTANDARD):

When a property is determine to be a substandard property pursuant to Section 24436.5 of the California Revenue and Taxation Code, the following apply: A taxpayer who derives rental income from housing determined by the local regulatory agency to be substandard by reason of violation of state and local codes dealing with health, safety or building, cannot deduct from state personal income tax and corporate income tax, deductions for interest, depreciation, or taxes attributable to such substandard structure where the substandard conditions are not corrected within six (6) months after notice of violation by the regulatory agency. Please note that the Compliance Date of this order marks the beginning of the six (6) month period. The department is required by law to notify the State Franchise Tax Board of failure to comply with these codes.

SUBSTANDARD RECORDING (APPLICABLE WHEN PROPERTY IS DETERMINED SUBSTANDARD):

When building or portion thereof is determined to be a substandard as defined under Section 17920.3 of the California Health and Safety Code, a Notice of Non Compliance is recorded at the Los Angeles County Recorder's Office The Department may charge the property owner for any cost involved in recording the notice. (Health and Safety Code section 17985).

RENT ESCROW ACCOUNT PROGRAM (REAP) NOTICE:

Failure to correct the conditions that constitute the violations specified by this notice may subject this property and units to inclusion in the City of Los Angeles Rent Escrow Account Program (REAP). Inclusion in REAP entails a rent reduction based on the level of severity of the uncorrected conditions, and allows the tenant to pay the reduced rent to the City instead of the landlord. (Section 162.00. et. Seq. LAMC).

RETALIATION:

No lessor may retaliate against a lessee because of his complaint to an appropriate agency as to the tenability of a dwelling pursuant to Section 1942.5 of the Civil Code.

INSPECTION AND PENALTY FEES:

If the conditions found during a Systematic Code Enforcement Program (SCEP)-periodic inspection remain uncorrected after the first re-inspection, Los Angeles Municipal Code Sections 161.901.1 and 161.901.2 requires that the Department cost of all subsequent re-inspections be billed to the property owner. All Complaint-based inspections where an order is issued will be billed to the property owner.

A late charge equal to two times the fee or cost and a collection fee equal to 50 percent of the original fee or cost shall be imposed if any fees or costs imposed are not paid within 30 days of service of notice of the imposition of the fee or cost or, if timely appealed, of any decision on the appeal.

Any person who fails to pay the assessment fee of cost, penalty, or collection fee shall also pay interest at the rate of one percent per month, or fraction thereof, on the amount of the fee or cost, penalty and collection fee imposed, from the 60th day following the date the billing notice was mailed. (Sections 161.901, et seq.)

APPEALS:

There is an appeal procedure established in this city whereby the Housing Department have the authority to hear and decide appeals of inspection fees and cited zoning code violations, upon payment of a \$128 appeal processing fee (See Sections 161.1002 and 161.1003 of the Los Angeles Municipal Code).

In addition, the Housing Appeals Board have the authority to hear and decide appeals of orders concerning the maintenance, sanitation, ventilation, use, occupancy or habitability of residential rental properties, buildings, units, structures, or common areas falling within the scope of the Los Angeles Housing Code, upon payment of a \$150 appeal processing fee, provided such appeals are filed before the expiration of the compliance date specified in the order or within 15 calendar days of service of the challenged decision or determination (See Section 161.1004 of the Los Angeles Municipal Code).

To obtain a copy of the appeal form, visit any of the Department's public counters or <https://housing.lacity.gov/rental-property-owners/inspections-and-fees>.

To obtain more information on appeals, refer to Division 10 of Article I of Chapter XVI of the Los Angeles Municipal Code, a copy of which may be accessed at the following link: <https://www.lacity.org/government/popular-information/city-charter-rules-and-codes>.

CALIFORNIA HEALTH AND SAFETY CODE SECTION 17980.12 NOTICE (IF APPLICABLE):

The owner of an Accessory Dwelling Unit ("ADU") has a right to request a delay in enforcement of building standards subject to compliance with California Health and Safety Code Section 17980.12. To request a delay in enforcement, submit an application before the expiration of the compliance date specified in the order. Contact the inspector for additional information.

PROPERTY MANAGEMENT TRAINING PROGRAM (PMTP):

When a property owner has failed to comply with a notice or order within 45 days or less of the specified compliance date, the owner is required to pay a \$225.00 registration fee and attend PMTP training sessions. The registration fee must be paid directly to the approved training agency. Failure to comply may result in the imposition of a criminal infraction, punishable by a fine of \$225.00. (Section 154.02, et seq. LAMC.)

HISTORICAL PRESERVATION:

Your property might be located within a Historical Preservation Overlay Zone, or may otherwise be determined historically significant. The scope work required to correct conditions that constitute violations specified in this notice may require advanced approval from the appropriate regulatory agency.

RELOCATION INFORMATION:

Any tenant who is displaced or subject to displacement from a residential rental unit as a result of a Notice to Vacate or any order requiring the vacation of the unit by the Enforcement Agency, shall be entitled to relocation benefits payable by the landlord to the tenant in each unit in the amounts prescribed in Section 163.05 L.A.M.C. Furthermore if the landlord fails, neglects, or refuses to pay relocation payments, the City may advance relocation payments to the affected tenant (s). Recovery of the relocation payments plus a penalty of 50% will be assessed against the property in the form of a lien as per California Health and Safety Code Section 17975.5.

COMPLIANCE:

A property owner has complied with this Notice/Order when an inspector from the Los Angeles Housing and Community Investment Department have verified the abatement of the cited violations in conformity with requirement of the Los Angeles Municipal Code.

ATTENTION!

This building was built before 1979 and may contain **Lead-Based Paint**. Lead based paint can be dangerous to your health, especially dangerous to children and pregnant women.

1. If lead-based paint is deteriorated or disturbed it can create lead dust. **LEAD DUST IS DANGEROUS AND IS THE NUMBER ONE WAY THAT CHILDREN ARE POISONED BY LEAD.**
2. Lead dust is created by renovations or repairs where workers dry scrape or sand lead-based paint and is **PROHIBITED BY LAW.**
3. All workers disturbing lead-based paint **MUST** use Lead Safe Work Practices. **IT IS THE LAW**
4. If you see unsafe work practices such as dry scraping without plastic sheets protecting the floor or ground you should immediately call **1(866) 557-7368**

All reports are confidential and it is illegal to retaliate against tenants for reporting unsafe work practices!

¡ATENCIÓN!

Este edificio fué construido antes de 1979 y puede contener **Pintura a Base de Plomo**. La Pintura a base de plomo puede ser peligrosa para la salud, especialmente para los niños y mujeres embarazadas.

1. Si la pintura a base de plomo está en malas condiciones o se daña puede crear polvo con plomo. **EL POLVO CON PLOMO ES PELIGROSO Y ES LA CAUSA PRINCIPAL EN QUE LOS NIÑOS SE ENVENENAN.**
2. El polvo con plomo es el resultado de las renovaciones o reparaciones donde los trabajadores raspan o lijan la pintura a base de plomo y es **PROHIBIDO POR LA LEY.**
3. Todos los trabajadores que dañan la pintura a base de plomo están **OBLIGADOS** a usar Técnicas de Trabajo Seguras del Plomo. **ES LA LEY**
4. Si ven que los trabajadores están usando técnicas peligrosas como raspando la pintura sin poner plástico para proteger el piso o el suelo debe llamar inmediatamente al **1(866) 557-7368**

¡El inquilino puede reportar los trabajos que se hagan de manera insegura, todos los reportes son confidenciales y es ilegal tomar represalias contra ellos/ellas!

**It is a misdemeanor to remove, deface, cover or hide this notice.
Es contra la ley remover, dañar, o esconder este aviso.**

Los Angeles Housing Department Inspection Report

Inspection Date and Time: 2/18/2026 1:30:00 PM

APN: 5440002001

Address: 2421 N SILVER LAKE BLVD

Case# 954932

Inspector Name: Ibrahim Malki

For a more detailed explanation of the Violation Severity Level, please refer to the attached Severity Level Basis document.

Unit Address	Area	Violation	Permit	Inspector's Note	Violation Severity Level
2421 N SILVER LAKE BLVD	COMMON	FIRE EXTINGUISHERS		Expired inspection tag. Fire Extinguisher(s) require yearly maintenance	HIGH
	COMMON	GENERAL MAINTENANCE		Pot holes in driveway near sidewalk	Not Assigned
2421 N SILVER LAKE BLVD A	BEDROOM2	SMOKE DETECTORS		smoke detector painted, replace with hardwire smoke	HIGH
	LIVING ROOM	HEATING APPLIANCE		Heater not working	MEDIUM
	KITCHEN	FLOOR COVERING		broken tiles	LOW
	KITCHEN	PLMG FIXTURE SURFACE		Sink peeling paint	LOW
	HALL	Carbon Monoxide Detectors		Missing Carbon Monoxide Detector	Not Assigned
2421 N SILVER LAKE BLVD C	KITCHEN	PLMG FIXTURE SURFACE		Chipped/peeling deteriorated surface. Sink	LOW
2421 N SILVER LAKE BLVD D	BEDROOM2	INTER-WALLS/CEILING		ceiling damage above bed	LOW
	LIVING ROOM	INTER-WALLS/CEILING		damaged ceiling peeling paint	LOW
2425 N SILVER LAKE BLVD	COMMON	FIRE EXTINGUISHERS		Expired inspection tag. Fire Extinguisher(s) require yearly maintenance	HIGH
	EXTERIOR	EXTERIOR PAINT		Paint peeling on wood trim/surfaces	LOW
2425 N SILVER LAKE BLVD A	KITCHEN	PLMG FIXTURE SURFACE		Chipped/peeling deteriorated surface. Sink	LOW
2425 N SILVER LAKE BLVD B	LIVING ROOM	UNAPPROVED PLUMBING	Required	washer dryer combo installed in living room. Unapproved plumbing, electrical, mechanical and added building components. Obtain the required permit from LADBS and call 311 locally, or (213)473-3231 if you are outside of the Los Angeles area to finalize permit prior to reinspection.	MEDIUM
2425 N SILVER LAKE BLVD C	BEDROOM1	INTER-WALLS/CEILING		ceiling damage, crack across ceiling	LOW
2425 N SILVER LAKE BLVD D	BEDROOM2	SMOKE DETECTORS		Indicator light must be illuminated green, reset, repair or replace.	HIGH
	KITCHEN	PLMG FIXTURE SURFACE		Chipped/peeling deteriorated surface. Sink	LOW
	HALL BATH	PLUMBING TRAP/TAIPIECE		Unapproved flexible corrugated pipe installed under sink.	LOW
2441 N SILVER LAKE BLVD	COMMON	FIRE EXTINGUISHERS		Expired inspection tag. Fire Extinguisher(s) require yearly maintenance	HIGH
2441 N SILVER LAKE BLVD A	HALL BATH	FIXTURE DEF/LEAK		faucet leaking	LOW
2441 N SILVER LAKE BLVD B	HALL	SMOKE DETECTORS		Missing required hardwired smoke detector with battery backup.	HIGH
	KITCHEN	FLOOR COVERING		floor damage near stove	LOW
	BEDROOM1	INTER-WALLS/CEILING		peeling paint above bed	LOW
	HALL BATH	LOOSE FIXTURES		toilet loose	LOW
	KITCHEN	PLMG FIXTURE SURFACE		Chipped/peeling deteriorated surface. sink	LOW
	HALL BATH	PLMG FIXTURE SURFACE		Chipped/peeling deteriorated surface. tub	LOW

Unit Address	Area	Violation	Permit	Inspector's Note	Violation Severity Level
2441 N SILVER LAKE BLVD D	LIVING ROOM	FLOOR COVERING		carpet damage near computer desk	LOW
	HALL BATH	PLUMBING TRAP/TAILPIECE		Unapproved flexible corrugated pipe installed under sink.	LOW
2451 N SILVER LAKE BLVD	COMMON	FIRE EXTINGUISHERS		Expired inspection tag. Fire Extinguisher(s) require yearly maintenance	HIGH
	EXTERIOR	EXTERIOR PAINT		peeling paint on wood trim, surfaces. Eves missing paint	LOW
2451 N SILVER LAKE BLVD A	KITCHEN	COUNTER/DRAINBOARD		peeling paint	LOW
	KITCHEN	FLOOR COVERING		damage at stove	LOW
	BEDROOM1	INTER-WALLS/CEILING		ceiling damage above bed	LOW
	KITCHEN	PLMG FIXTURE SURFACE		Chipped/peeling deteriorated surface.sink	LOW
	HALL BATH	PLMG FIXTURE SURFACE		Chipped/peeling deteriorated surface.tub	LOW
2451 N SILVER LAKE BLVD B	KITCHEN	PLMG FIXTURE SURFACE		Chipped/peeling deteriorated surface.sink	LOW
2451 N SILVER LAKE BLVD C	KITCHEN	PLMG FIXTURE SURFACE		Chipped/peeling deteriorated surface.sink	LOW
2451 N SILVER LAKE BLVD D	KITCHEN	COVERS-SWITCH/RECEP		missing outlet cover behind fridge	HIGH
	KITCHEN	CONDUIT-KITCHEN SINK		missing conduit for garbage disposal	MEDIUM
	HALL BATH	FIXTURE DEF/LEAK		faucet leak	LOW
	HALL	INTER-WALLS/CEILING		wall near heater, ceiling peeling paint	LOW
	KITCHEN	PLMG FIXTURE SURFACE		Chipped/peeling deteriorated surface.sink	LOW
2453 N SILVER LAKE BLVD	COMMON	FIRE EXTINGUISHERS		Expired inspection tag. Fire Extinguisher(s) require yearly maintenance	HIGH
2453 N SILVER LAKE BLVD A	KITCHEN	CONDUIT-KITCHEN SINK		missing conduit at garbage disposal	MEDIUM
2453 N SILVER LAKE BLVD B	KITCHEN	CONDUIT-KITCHEN SINK		missing conduit at garbage disposal	MEDIUM
	KITCHEN	FLOOR COVERING		broken tiles near sink	LOW
2453 N SILVER LAKE BLVD C	KITCHEN	INTER-WALLS/CEILING		peeling paint behind water heater	LOW
	KITCHEN	PLMG FIXTURE SURFACE		Chipped/peeling deteriorated surface.sink	LOW
2453 N SILVER LAKE BLVD D	HALL	SMOKE DETECTORS		Painted smoke detector, replace with new	HIGH
	BEDROOM1	SMOKE DETECTORS		Painted smoke detector, replace with new	HIGH
2455 N SILVER LAKE BLVD	COMMON	FIRE EXTINGUISHERS		Expired inspection tag. Fire Extinguisher(s) require yearly maintenance	HIGH
	EXTERIOR	EXTERIOR PAINT		Wood rot, peeling paint front of building	LOW
2455 N SILVER LAKE BLVD A	HALL	SMOKE DETECTORS		Indicator light must be illuminated green,reset,repair or replace.	HIGH
	HALL BATH	INSECT SCREENS		missing	LOW
2455 N SILVER LAKE BLVD B	BEDROOM2	SMOKE DETECTORS		Indicator light must be illuminated green,reset,repair or replace.	HIGH
2455 N SILVER LAKE BLVD C	KITCHEN	W/H T/P EXTENSION		missing	MEDIUM
	DINING ROOM	INTER-WALLS/CEILING		peeling paint at ceiling	LOW
	KITCHEN	PLMG FIXTURE SURFACE		Chipped/peeling deteriorated surface.sink	LOW
	BEDROOM2	WINDOW/DOOR MAINT		peeling paint at door	LOW
2457 N SILVER LAKE BLVD	COMMON	FIRE EXTINGUISHERS		Expired inspection tag. Fire Extinguisher(s) require yearly maintenance	HIGH
	EXTERIOR	EXTERIOR PAINT		peeling paint at wood trim and wood surfaces	LOW
2457 N SILVER LAKE BLVD A	HALL	SMOKE DETECTORS		Indicator light must be illuminated green,reset,repair or replace.	HIGH
2457 N SILVER LAKE BLVD C	HALL BATH	FIXTURE DEF/LEAK		leak at tub	LOW
	BEDROOM1	INTER-WALLS/CEILING		peeling paint at ceiling	LOW

Unit Address	Area	Violation	Permit	Inspector's Note	Violation Severity Level
	LIVING ROOM	INTER-WALLS/CEILING		peeling paint at ceiling	LOW
	BEDROOM2	INTER-WALLS/CEILING		Ceiling patch needs paint	LOW
2457 N SILVER LAKE BLVD D	HALL	SMOKE DETECTORS		Indicator light must be illuminated green,reset,repair or replace.	HIGH
	BEDROOM2	SMOKE DETECTORS		Indicator light must be illuminated green,reset,repair or replace.	HIGH
	HALL BATH	PLMG FIXTURE SURFACE		Chipped/peeling deteriorated surface.tub	LOW
2461 N SILVER LAKE BLVD A	HALL BATH	INTER-WALLS/CEILING		peeling paint at ceiling	LOW
	KITCHEN	PLMG FIXTURE SURFACE		Chipped/peeling deteriorated surface.sink	LOW
	BEDROOM1	WINDOW/DOOR MAINT		window frame wood rotted	LOW
2461 N SILVER LAKE BLVD B	HALL BATH	INTER-WALLS/CEILING		open walls and ceiling, previous water damage, Bathroom work in progress.	LOW
2461 N SILVER LAKE BLVD C	HALL BATH	FIXTURE DEF/LEAK		toilet leaking	LOW
	KITCHEN	PLMG FIXTURE SURFACE		Chipped/peeling deteriorated surface.sink	LOW
2461 N SILVER LAKE BLVD D	KITCHEN	CONDUIT-KITCHEN SINK		missing conduit at garbage disposal	MEDIUM
	HALL BATH	PLMG FIXTURE SURFACE		Chipped/peeling deteriorated surface.tub	LOW
2471 N SILVER LAKE BLVD	COMMON	FIRE EXTINGUISHERS		Expired inspection tag. Fire Extinguisher(s) require yearly maintenance	HIGH
2471 N SILVER LAKE BLVD A	KITCHEN	FIXT. SHUT-OFF VALVE		pressure regulator at shut off valve.	LOW
	HALL	Carbon Monoxide Detectors		Missing Carbon Monoxide Detector	Not Assigned
2471 N SILVER LAKE BLVD B	KITCHEN	PLMG FIXTURE SURFACE		Chipped/peeling deteriorated surface.sink	LOW
2471 N SILVER LAKE BLVD C	BEDROOM1	SMOKE DETECTORS		Painted smoke detector	HIGH
	KITCHEN	CONDUIT-KITCHEN SINK		missing conduit at garbage disposal	MEDIUM
	KITCHEN	UNAPPROVED PLUMBING	Required	Unapproved plumbing, electrical, mechanical and added building components. Obtain the required permit from LADBS and call 311 locally, or (213)473-3231 if you are outside of the Los Angeles area to finalize permit prior to reinspection. At water heater. Or return to original state	MEDIUM
	BEDROOM1	INSECT SCREENS		damaged	LOW
	MASTER BATH	WINDOW/DOOR MAINT		Vanity door off hinge	LOW
2471 N SILVER LAKE BLVD D	HALL BATH	UNDERFLOOR SUPPORTS		Subfloor damaged,soft at toilet	HIGH
	DINING ROOM	INTER-WALLS/CEILING		peeling paint at ceiling	LOW
	HALL BATH	LOOSE FIXTURES		Loose toilet	LOW
	BEDROOM1	WINDOW/DOOR MAINT		window frame damaged	LOW
2473 N SILVER LAKE BLVD	COMMON	FIRE EXTINGUISHERS		Expired inspection tag. Fire Extinguisher(s) require yearly maintenance	HIGH
2473 N SILVER LAKE BLVD A	LIVING ROOM	HEATING APPLIANCE		heater not working	MEDIUM
	KITCHEN	PLMG FIXTURE SURFACE		Chipped/peeling deteriorated surface.sink	LOW
2473 N SILVER LAKE BLVD B	HALL	SMOKE DETECTORS		Indicator light must be illuminated green,reset,repair or replace.	HIGH
	KITCHEN	PLMG FIXTURE SURFACE		Chipped/peeling deteriorated surface.sink	LOW
2473 N SILVER LAKE BLVD C	KITCHEN	PLMG FIXTURE SURFACE		Chipped/peeling deteriorated surface.sink	LOW
	HALL BATH	PLUMBING TRAP/TAILPIECE		Unapproved flexible corrugated pipe installed under sink.	LOW
2473 N SILVER LAKE BLVD D	KITCHEN	CONDUIT-KITCHEN SINK		missing at garbage disposal	MEDIUM
	HALL BATH	PLUMBING TRAP/TAILPIECE		Unapproved flexible corrugated pipe installed under sink.	LOW
2475 N SILVER LAKE BLVD	COMMON	INSECT SCREENS		second floor	LOW

Unit Address	Area	Violation	Permit	Inspector's Note	Violation Severity Level
	EXTERIOR	FENCE MAINTENANCE		leaning fence on west side of building	Not Assigned
2475 N SILVER LAKE BLVD A	KITCHEN	CONDUIT-KITCHEN SINK		Conduit at garage disposal	MEDIUM
	HALL BATH	LOOSE FIXTURES		loose toilet	LOW
	HALL	Carbon Monoxide Detectors		Missing Carbon Monoxide Detector	Not Assigned
2475 N SILVER LAKE BLVD B	KITCHEN	CONDUIT-KITCHEN SINK		at garbage disposal	MEDIUM
	KITCHEN	FIXT. SHUT-OFF VALVE		remove water pressure valve at shut off	LOW
2475 N SILVER LAKE BLVD C	BEDROOM1	SMOKE DETECTORS		Indicator light must be illuminated green replace.Detector is painted	HIGH
	LIVING ROOM	INSECT SCREENS		left window screen damaged	LOW
	KITCHEN	PLMG FIXTURE SURFACE		Chipped/peeling deteriorated surface.sink	LOW
	HALL BATH	PLMG FIXTURE SURFACE		Chipped/peeling deteriorated surface.tub	LOW
2475 N SILVER LAKE BLVD D	KITCHEN	FLOOR COVERING		floor tile lifting	LOW
	KITCHEN	PLMG FIXTURE SURFACE		Chipped/peeling deteriorated surface.sink	LOW
	HALL BATH	PLMG FIXTURE SURFACE		Chipped/peeling deteriorated surface.tub	LOW
2477 N SILVER LAKE BLVD	COMMON	FIRE EXTINGUISHERS		Expired inspection tag. Fire Extinguisher(s) require yearly mainten	HIGH
2477 N SILVER LAKE BLVD C	BEDROOM1	SMOKE DETECTORS		painted smoke detector	HIGH
	HALL	SMOKE DETECTORS		Indicator light must be illuminated green,reset,repair or replace.	HIGH
	KITCHEN	FIXT. SHUT-OFF VALVE		pressure regulator at shut off water heater	LOW
Adjacent Areas associated with parcel number 5440002001		COVERS-SWITCH/RECEP		outlet missing weather proof cover	HIGH

Los Angeles Housing Department Severity Level Basis

Each outstanding Code violation cited at the subject property is assigned a severity level. The basis for the assigned severity levels can be seen below.

Violation	Violation Description	Basis for Severity Level	Severity Level
COVERS-SWITCH/RECEP	Broken or missing electrical switch/receptacle cover plates	Failure to maintain the required switch/receptacle cover plates and grounding is a potentially life-threatening condition that may cause electrocution or electric shock and if it remains uncorrected, the risk of harm, injury, or death to residents of the building increases.	HIGH
FIRE EXTINGUISHERS	Fire Extinguisher(s) missing, defective, or discharged	Missing, defective, or discharged fire extinguishers is a life-threatening violation that diminishes the ability of occupants to suppress minor fires, increasing the likelihood for fire and smoke to spread throughout the building and increase the risk of harm, injury, or death to residents.	HIGH
SMOKE DETECTORS	Smoke Detector(s) missing, defective, or not hard wired	Missing or improperly maintained fire warning devices is a life-threatening violation that increases the risk of harm, injury, or death to residents in a building.	HIGH
UNDERFLOOR SUPPORTS	Under floor supports unstable or deteriorated	Structural hazards are life-threatening violations that compromise the integrity of the building, and if uncorrected, pose a significant risk of harm, injury, or death to residents of the building.	HIGH
CONDUIT-KITCHEN SINK	Defective or broken electrical conduit under sink or above cooking area	Failure to maintain electrical conduits in good repair and/or maintain the required mechanical continuity causes the active wires to lose protection which could lead to the metal cutting skin or an electric shock. Although this could lead to injury, it is unlikely to be life-threatening.	MEDIUM
HEATING APPLIANCE	Room heating appliance missing or defective	Failure to provide or maintain room heating reduces the habitability of a dwelling unit per Section 1941.1.a.4 of the California Civil Code. A lack of comfort heat may affect the health of the occupants, but it is unlikely to be life-threatening.	MEDIUM
UNAPPROVED PLUMBING	Plumbing work or water heater installation done without permit or inspection approval	Plumbing work or water heater installation done without permit or inspection approval may have been installed incorrectly, possibly leading to future failure of the plumbing system or unsafe conditions.	MEDIUM
W/H T/P EXTENSION	Water heater pressure relief valve piping unapproved	Failure to properly install or terminate water heater relief valve piping may cause burn injuries due to high temperature pressure and could flood the unit.	MEDIUM
COUNTER/DRAINBOARD	Countertop defective and/or not maintained waterproof	Failure to maintain the counters and drain boards for kitchen sinks, bathrooms, and adjacent wall/floor surfaces create a minimally untenable situation. Although this type of violation reduces habitability and may lead to unhealthful conditions, it is unlikely to be life-threatening.	LOW
EXTERIOR PAINT	Deteriorated exterior walls - Peeling paint etc.	A lack of exterior paint weakens weather protection and can lead to possible exposure to unhealthful conditions such as infestation, damp living conditions, water damage, and mold growth. Although this violation affects the habitability of the unit and the health of the occupants, it is unlikely to be life-threatening.	LOW
FIXT. SHUT-OFF VALVE	Missing or broken faucet or shut-off valve handle(s)	Defective plumbing fixtures is a habitability violation per Section 1941.1.a.2 of the California Civil Code. This violation reduces the habitability of the unit, but is unlikely to be life-threatening.	LOW
FIXTURE DEF/LEAK	Leaking or defective plumbing faucet or fixture	Defective plumbing fixtures is a habitability violation per Section 1941.1.a.2 of the California Civil Code. This violation reduces the habitability of the unit, but is unlikely to be life-threatening.	LOW
FLOOR COVERING	Floor covering defective, missing, or unsafe	Failure to maintain safe and sanitary floor covering creates a minimally untenable condition and could be a tripping hazard. Although this type of violation reduces habitability and may lead to injury it is unlikely to be life-threatening.	LOW
INSECT SCREENS	Missing or defective insect screening.	Failure to maintain legally required insect screen may allow insect and pest problems to occur	LOW
INTER-WALLS/CEILING	Plaster/drywall wall/ceiling covering defective, deteriorated, or paint is peeling	Defective wall/ceiling covering creates a minimally untenable situation and could diminish weather protection. Although this type of violation reduces habitability and may cause injury, it is unlikely to be life-threatening.	LOW

Violation	Violation Description	Basis for Severity Level	Severity Level
LOOSE FIXTURES	Failure to secure loose plumbing fixtures	Failure to properly secure loose plumbing fixtures is a habitability violation per Section 1941.1.a.2 of the California Civil Code. This violation reduces the habitability of the unit, but is unlikely to be life-threatening.	LOW
PLMG FIXTURE SURFACE	Damaged, defective or unsealed surface of plumbing fixture	Cracked or chipped surfaces can cause scrapes or cuts.	LOW
PLUMBING TRAP/TAILPIECE	Defective or missing trap, trap arm and/or tailpiece	Failure to provide/maintain the required plumbing trap, trap arm, and/or tailpiece free from defect is a habitability violation per Section 1941.1.a.2 of the California Civil Code. This violation reduces the habitability of the unit, but is unlikely to be life-threatening.	LOW
WINDOW/DOOR MAINT	Windows, doors, cabinets, and frames not operable, defective, missing, and/or unsanitary	Failure to maintain windows, doors, cabinets, and frames in operable, clean, and sanitary conditions is a possible health hazard and creates a minimally untenable condition. Although this type of violation reduces habitability and may be unhealthful it is unlikely to be life-threatening.	LOW

Billing Registration Information ^

A landlord is required to pay annual registration fees for all residential rental units in the City of Los Angeles. A landlord may report exempt units for no rent collected, owner occupancy, or permanently vacant. Other exemptions are possible under LAMC 151.02, such as luxury unit exemptions. If all units are temporarily exempt, the search results may show "no results found."

Total RSO Units	Total JCO Units	Total SCEP Units
48	0	48

Download Registration Certificate

Download a copy of the current year's registration certificate here. Note: Properties have a registration certificate unless temporarily exempted (ex., owner occupancy, vacant units). A landlord of a property subject to the Rent Stabilization Ordinance must serve the tenant a copy of the certificate to demand or collect rent. For properties subject to the Just Cause Ordinance, a landlord must serve the tenant a copy of the certificate or post in a common area in order to demand or collect rent.

Rent Registry Form Information ^

A landlord must annually complete a Rent Registry form for all residential rental units unless the unit is exempt as described above.

Service Year	Status	Bedrooms #	Move-In Date	Utility Paid by ...	Rent Includes ...
2020	Incomplete				

Status Definitions:

- Completed - Rent Registry is completed & Registration paid.
- Ready for Submission - Rent Registry is completed & Registration Fees have not been paid.
- Incomplete - Rent Registry is incomplete.
- Deficient - Rent Registry is missing information and/or the information provided is not legible.
- Draft - The Rent Registry was started online and not submitted.

Code Enforcement Information ^

The purpose of SCEP and the complaint inspection program is to verify compliance with the standards set forth in the applicable building and housing codes.

Date Open	Scheduled SCEP In...	Type Of Case	Case Number	Date Closed
09/30/2008		Complaint	216786	10/23/2008
09/02/2009		Complaint	265927	09/22/2009
10/22/2009		Complaint	270498	11/16/2009
03/23/2010		Complaint	292314	04/13/2010
04/09/2010		Complaint	295201	04/12/2010
04/28/2010		Complaint	298804	05/13/2010
05/17/2011		Complaint	345923	05/25/2011
11/10/2011		Complaint	368415	12/07/2011
05/01/2012		Complaint	389894	05/16/2012
12/06/2013		Complaint	459389	12/10/2013

Showing 1-36 of 36 rows

Billing Registration Information ^

A landlord is required to pay annual registration fees for all residential rental units in the City of Los Angeles. A landlord may report exempt units for no rent collected, owner occupancy, or permanently vacant. Other exemptions are possible under LAMC 151.02, such as luxury unit exemptions. If all units are temporarily exempt, the search results may show "no results found."

Total RSO Units ▲	Total JCO Units ▲	Total SCEP Units ▲
48	0	48

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Download a copy of the current year's registration certificate here. Note: Properties have a registration certificate unless temporarily exempted (ex., owner occupancy, vacant units). A landlord of a property subject to the Rent Stabilization Ordinance must serve the tenant a copy of the certificate to demand or collect rent. For properties subject to the Just Cause Ordinance, a landlord must serve the tenant a copy of the certificate or post in a common area in order to demand or collect rent.

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A landlord must annually complete a Rent Registry form for all residential rental units unless the unit is exempt as described above.

Service Year ▲	Status ▲	Bedrooms # ▲	Move-In Date ▲	Utility Paid by ... ▲	Rent Includes ... ▲
2020	Incomplete				

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- Completed - Rent Registry is completed & Registration paid.
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Code Enforcement Information ^

The purpose of SCEP and the complaint inspection program is to verify compliance with the standards set forth in the applicable building and housing codes.

Date Open ▲	Scheduled SCEP In... ▲	Type Of Case ▲	Case Number ▲	Date Closed ▲
06/27/2025		Complaint	943133	06/27/2025
01/28/2026		Complaint	973657	01/28/2026
01/28/2026		Complaint	973835	01/29/2026
01/28/2026		Complaint	973852	01/29/2026
01/29/2026		Complaint	974093	01/30/2026
01/30/2026		Complaint	974128	01/30/2026
01/30/2026		Complaint	974129	01/30/2026
01/30/2026		Complaint	974206	01/30/2026
03/30/2026		Complaint	982901	04/06/2026
12/02/2005		SCEP	35162	02/22/2006

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[2](#)
[3](#)
[4](#)
[Next](#)
[Last](#)

Rent Complaints



Rent complaints are allegations for violations of tenant protections under the Los Angeles Municipal Code (does not include Code Enforcement).

Date Filed	Case Type	Date Closed
08/21/2008	Illegal Rent Increase	09/30/2008
08/26/2008	Illegal Rent Increase	09/30/2008
09/03/2009	Illegal Rent Increase	09/18/2009
09/08/2009	Reduction of Services	10/16/2009
09/03/2009	Illegal Rent Increase, Reduction of Services	10/26/2009
02/24/2010	Illegal Eviction	03/25/2010
01/07/2010	Illegal Eviction, Illegal Rent Increase	05/17/2010
09/14/2010	Illegal Rent Increase	09/24/2010
09/09/2010	Illegal Rent Increase	11/29/2010
07/20/2010	Illegal Rent Increase	01/10/2011

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Cost Recovery Applications



Cost Recovery Applications are only applicable to units subject to the RSO.

No records found

No-Fault Landlord Applications



Situations when the property owner regains the use of the rental unit, as the result of a personal or business decision, and not the fault of the tenant, but the landlord may have to pay the tenant relocation assistance under the LAMC.

No records found

Tenant Buyout Notification Program



Buyout Agreements are only applicable to units subject to the RSO.

No records found

Rent Complaints

Rent complaints are allegations for violations of tenant protections under the Los Angeles Municipal Code (does not include Code Enforcement).

Date Filed	Case Type	Date Closed
12/18/2024	Reduction of Services, Harassment	01/17/2025
01/03/2025	Illegal Rent Increase	02/03/2025
01/29/2025	Illegal Rent Increase	02/12/2025
01/04/2025	Required Online Payment/Electronic Fun...	02/20/2025
06/27/2025	Harassment	08/07/2025
07/29/2025	Harassment	08/25/2025

Showing 31-36 of 36 rows

First Prev 1 2 3 4 Next Last

Cost Recovery Applications

Cost Recovery Applications are only applicable to units subject to the RSO.

No records found

No-Fault Landlord Applications

Situations when the property owner regains the use of the rental unit, as the result of a personal or business decision, and not the fault of the tenant, but the landlord may have to pay the tenant relocation assistance under the LAMC.

No records found

Tenant Buyout Notification Program

Buyout Agreements are only applicable to units subject to the RSO.

No records found

Eviction Notices

All notices to terminate a tenancy for all rental units must be filed with the Department (LAHD) within three (3) business days of service on the tenant per Los Angeles Municipal Code 151.09.C.9 & 165.05.B.5.

LAHD Code Inspections Dashboard



This means that in accordance with the Housing Code, the Los Angeles Housing Department (LAHD) must conduct regular periodic inspections of the residential rental units on said properties through the Systematic Code Enforcement Program (SCEP). The SCEP serves to verify compliance with the standards of building, health and safety housing codes, and investigate complaints by tenants or landlords. To learn more about the City's Systematic Code Enforcement Program (SCEP), go to: housing.lacity.org/rental-property-owners/inspections-and-fees

6 Inspection Cases

1 Properties Inspected

0 Active Violations

0 Active Violation Cases

APN Address

2413 n silver lake blvd

The graphs below are interactive. Click on the color data points to view specific numbers. Right side grey bar on graphs will show more data. You can also customize and download your search.

Inspection Date

7/1/2015 5/5/2026

Inspection Fiscal Year

All

Order Type

All

Case Type

All

Council Districts

All

Zip

All

Dwelling Unit Ranges

All

Data as of 5/4/2026

Clear

Totals by Dwelling Unit Ranges

● Inspection Cases ● Properties Inspected ● Active Violations ● Active Violation Cases

5 6

0 1

11-49 units

Properties Inspected by Case Type

● Complaint ● SCEP

SCEP 1 Compl. 1

Click or mouseover the buttons below for definitions.

SCEP Complaint Tier 2 HOME Task Force

Active Violations by Types

Council Districts

- 1
- 2
- 3
- 4
- 5
- 6
- 7

APN	Active Violations	Case No.	Case Type	Inspection Date	Council District	Unit Count	Site Address	City	Zip
5440002001		533175	SCEP	8/26/2015	13	48	2413 N SILVER LAKE BLVD	Los Angeles	90039
		642198	Complaint	10/5/2017	13	48	2413 N SILVER LAKE BLVD	Los Angeles	90039
		717071	SCEP	6/19/2019	13	48	2413 N SILVER LAKE BLVD	Los Angeles	90039
		788402	Complaint	7/19/2021	13	48	2413 N SILVER LAKE BLVD	Los Angeles	90039
		828097	Complaint	9/12/2022	13	48	2413 N SILVER LAKE BLVD	Los Angeles	90039
		954932	SCEP	12/12/2025	13	48	2413 N SILVER LAKE BLVD	Los Angeles	90039

Click here to download the report table.

Microsoft Power BI

<https://housing.lacity.org/rental-property-owners/>

Accessed May 6, 2026

To: City of Los Angeles Planning Department

From: Fang Morgan, Owner of Silverlake Garden Apartments

Re: Tenant Habitability as a Result of 76 Unit Expansion (APN 544-0002-001)

Date: August 19, 2024

This memo summarizes, on a preliminary basis, the steps we intend to take to mitigate potential impact to our tenants and their personal property during construction of the project. Subsequent to the issuance of project entitlements, a formal Tenant Habitability Plan will be processed with the Los Angeles Housing Department, if needed.

The project ("Project") consists of the demolition and relocation of the existing carports and laundry buildings at the property, the construction of 76 additional new multi-family apartment units over subterranean parking structures in three buildings (Buildings A, B and C), as well as the rehabilitation of the existing multi-family buildings and common areas within the subject property. The parking structures of Buildings A and B will be interconnected.

NEW BUILDING CONSTRUCTION

1. **Noise, Dust and Safety During Construction.** We will follow the Construction Noise and Vibration guidelines as well as guidelines for permitted days and hours recommended and approved by the City of Los Angeles Housing Department. We will collaborate with our contractors to develop specific practices and take measures that will be incorporated into our formal Tenant Habitability Plan to minimize the negative impact on our tenants.
2. **Parking.** Parking spaces currently serve the property, located in carports, canopied areas, and surface parking spaces. Each tenant with parking rights pursuant to their leases will be provided with an assigned surface parking space in the Temporary Parking Area designated on the accompanying map prior to the demolition of their current parking space. As construction of Buildings B and C is completed, each tenant with parking rights will be assigned a parking space in the new subterranean parking structure adjoining the rear of their apartment building.
3. **Laundry Facilities.** The 48 existing units are served by two laundry rooms, each containing 3 sets of gas washers and dryers for a total of 6 sets. As the laundry rooms are demolished, replacement washers and dryers will be provided inside of the apartment buildings such that the total number of washer/dryer sets serving the

existing 48 units will be increased from 6 to 12. The replacement washer/dryers are all electric.

4. **Trash Bins/ Enclosures.** Prior to the demolition of existing trash enclosures, replacement enclosures will be provided adjacent to the existing buildings along Silver Lake Boulevard.
5. **Back Entrance Closure to Some Buildings.** All apartment buildings currently have both front and back entrances, serving groupings of 4 units in each case. There is no code requirement to have both front and rear access. Tenants currently use the back entrances to access parking, laundry room, patio and trash area. In order to accommodate the new Parking Level Ramps for Buildings B and C, the adjacent front groupings of 4 units at the existing buildings 1, 3 and 6 will need to be closed off permanently. This will occur before construction begins on the new buildings and a total of 12 units will be affected by this permanent closure. With the removal of carports, relocation of the laundry and trash areas, tenants in these 12 apartments will rely significantly less on the back entrance of the building. The rear of the existing first floor common corridors will be used for new laundry facilities. There will be no impact to the proposed tenant parking access route.
6. **Driveway.** Existing driveways will be redeveloped to connect with the subterranean parking structures on a phased basis. As part of the undertaking, most of the utilities will be relocated underground. During the redevelopment and utility relocation, access to the existing units will be temporarily restricted to the front entry only.
7. **Relocation of Gas Meters.** As existing driveways are redeveloped, we will need to relocate the existing gas meters as approved by the Gas Company. There will be no interruption of gas service to existing units.
8. **Communal Areas Relocation.** Tenants currently have access to landscaped communal areas adjacent to the laundry rooms. These areas will be demolished prior to the beginning of construction of the new buildings. They will be replaced by new communal areas with BBQ facilities, some will be temporarily located in the existing courtyard area while construction is underway, and others throughout the site, that will be activated when building construction and site work is nearing completion. In addition, open decks at the top floor of each of the three new

buildings, along with enclosed recreation areas at the ground floor of Building B, will be available to all tenants.

EXISTING BUILDING RENOVATION AND UPGRADE

1. **Electrical Upgrades.** As part of the renovation of the existing buildings, electrical upgrades to main panels and subpanels will be implemented. Continuous electrical service will be maintained except at the time of switchover, which time will be coordinated with the existing tenants so that service disruptions are anticipated and minimized.
2. **Window Refurbishment or Replacement.** Windows are primarily hung, multi-pane wood windows with horizontal mullion separating panes. There are a few instances of metal windows that are not original. All windows for the existing apartments will be evaluated over the course of the construction for refurbishment or replacement for the purpose of historic preservation and proper operation. This could be done on a turn-over basis with vacant units. If we choose to refurbish or replace the windows with occupied units, tenants will be given ample notice of this change. Temporary windows will be provided if the window is to be removed overnight for refurbishment. Window replacement should be done within a day or two.
3. **Roof Replacement.** Existing roofing will be replaced with new high SRI energy efficient roofing to match new buildings. Roof work will occur at the existing buildings concurrent with the installation of roofing on new buildings, which will occur once the new buildings are completely framed, have windows installed, and are nearing readiness for the weather tight final phase of construction.
4. **Repainting.** All buildings will be repainted (exterior and interior shared areas)
5. **Landscaping.** The Project will provide more outdoor amenities: BBQ, picnic tables, seating, etc. for the existing tenants throughout the development. The irrigation system will be upgraded, and new planting and fountain will make the landscaping more attractive and encourage existing tenants to use the outdoor spaces more frequently. The inconvenience for existing tenants during the landscape installation should be very minimum. Temporary fences will be set up to block the construction activities from tenants' view. Alternative path of travel will be provided if needed while making changes in landscaping.

With implementation of the foregoing steps, disruption to existing tenants will be minimized. Temporary inconveniences will be minimized but cannot be entirely avoided. Existing buildings will be renovated to extend their useful life and upgraded, and tenant amenities will be increased.

As the Project progresses through design and engineering, this document will be updated to become more specific in terms of scope and timelines. We will always keep our tenants informed of the changes, related progress and timing to help manage their expectations before and during the construction. It is our goal to make sure their needs are taken into consideration at all phases of the project. Again, we welcome your feedback and suggestions. If you have any questions, please feel free to reach out.

Thank you,



Fang Morgan

714-306-6042

sgaexpansion@gmail.com


INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.5a. Please note that “compliance” means that the submission complies with deadline, delivery method (hard copy and/or electronic) AND the number of copies. The Commission’s ROPs can be accessed at <http://planning.lacity.org>, by selecting “Commissions & Hearings” and selecting the specific Commission.

The following submissions are not integrated or addressed in the Staff Report but have been distributed to the Commission.

Material which does not comply with the submission rules is not distributed to the Commission.

ENABLE BOOKMARKS ONLINE:

**If you are using Explorer, you will need to enable the Acrobat  toolbar to see the bookmarks on the left side of the screen.

If you are using Chrome, the bookmarks are on the upper right-side of the screen. If you do not want to use the bookmarks, simply scroll through the file.

If you have any questions, please contact the Commission Office at (213) 978-1300.



Fwd: Photos of New BBQs, Patio Furniture and New Windows for Jenifer

Fonda Morgan <sgaexpansion@gmail.com>
To: cpc@lacity.org

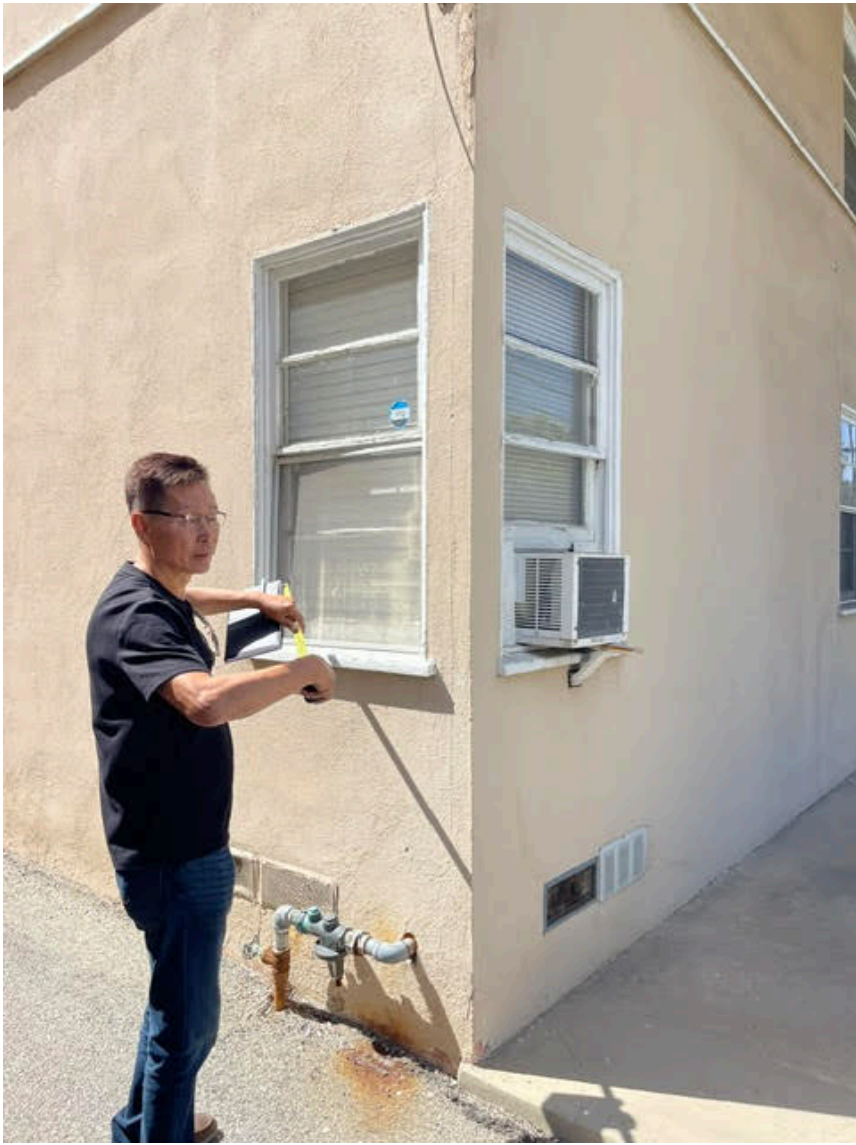
Mon, Jun 1, 2026 at 8:16 AM

Dear Commissioners,

Marie Pichay from City Planning instructed me to forward the photos directly to you in response to the email sent to CPC on the window issue. I also included the photos of the old windows as a reference (see new window photos at the end of the email). Our commitment to our tenants re windows is not changed. Now that the uncertainty around approval path is cleared (no OHR review), we will proceed with the initiative at no cost to tenants.

Thank you for your attention.

Fonda Morgan
714-306-6042





Fonda
714-306-6042

Begin forwarded message:

From: Fonda Morgan <sgaexpansion@gmail.com>
Date: May 31, 2026 at 8:28:10 PM PDT
To: Marie Pichay <marie.pichay@lacity.org>, Deborah Kahen <deborah.kahen@lacity.org>, Jane Choi <jane.choi@lacity.org>, Jonathan Ayon <jonathan.ayon@lacity.org>
Cc: Gary Benjamin <gary@alchemyplanning.com>
Subject: Photos of New BBQs, Patio Furniture and New Windows for Jenifer

Hi All,

Here are the photos of new patio BBQs and furniture as our commitment to improve the common areas.

Also attached are the new windows installed for Jennifer who spoke about an attempted break-in during the last CPC hearing. As soon as we removed the uncertainty on the window replacement approval path (OHR review or not), we replaced them last week. We actually replaced more than what she asked for. As I stated, our commitment to replace windows and relocate the AC units has not changed.

Thank you!

Fonda
714-306-6042

Begin forwarded message:

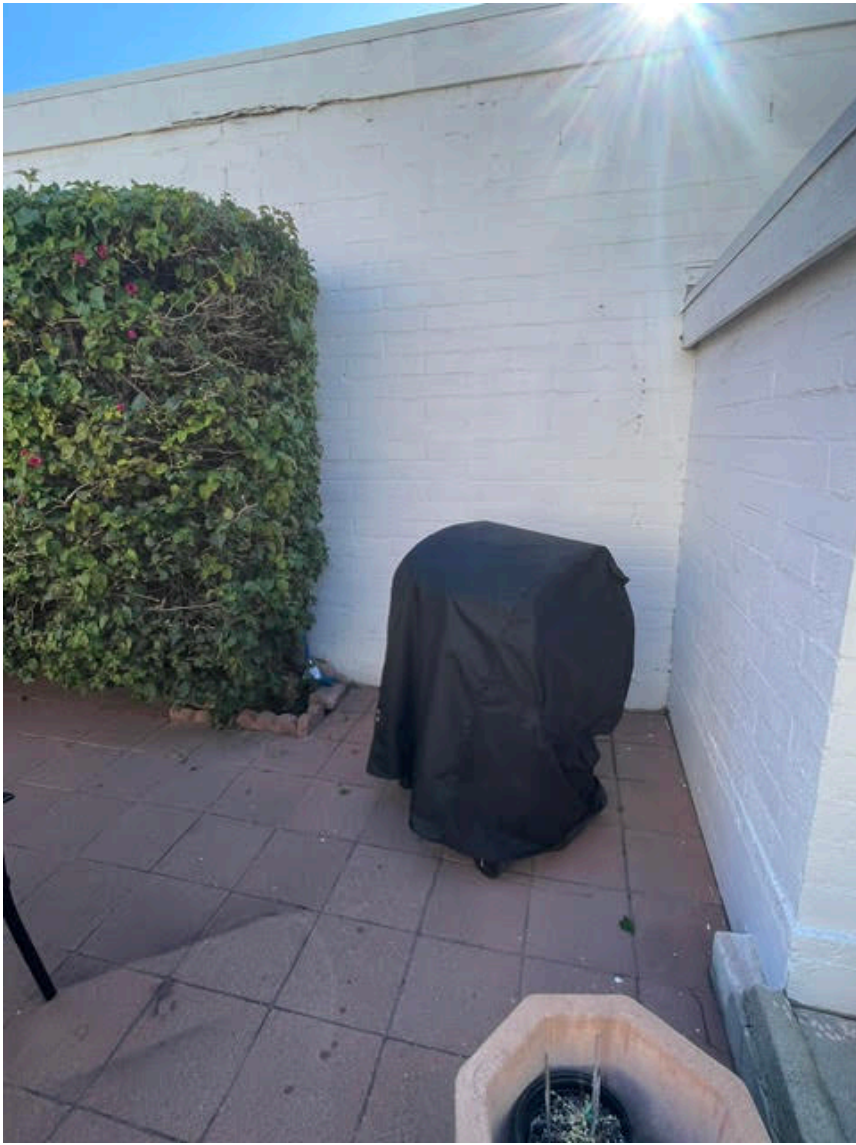
From: Fonda Morgan <sgaexpansion@gmail.com>

Date: May 31, 2026 at 8:23:04 PM PDT

To: Fonda Morgan <sgaexpansion@gmail.com>

Subject: Photos of New BBQs, Patio Furniture and New Windows for Jenifer

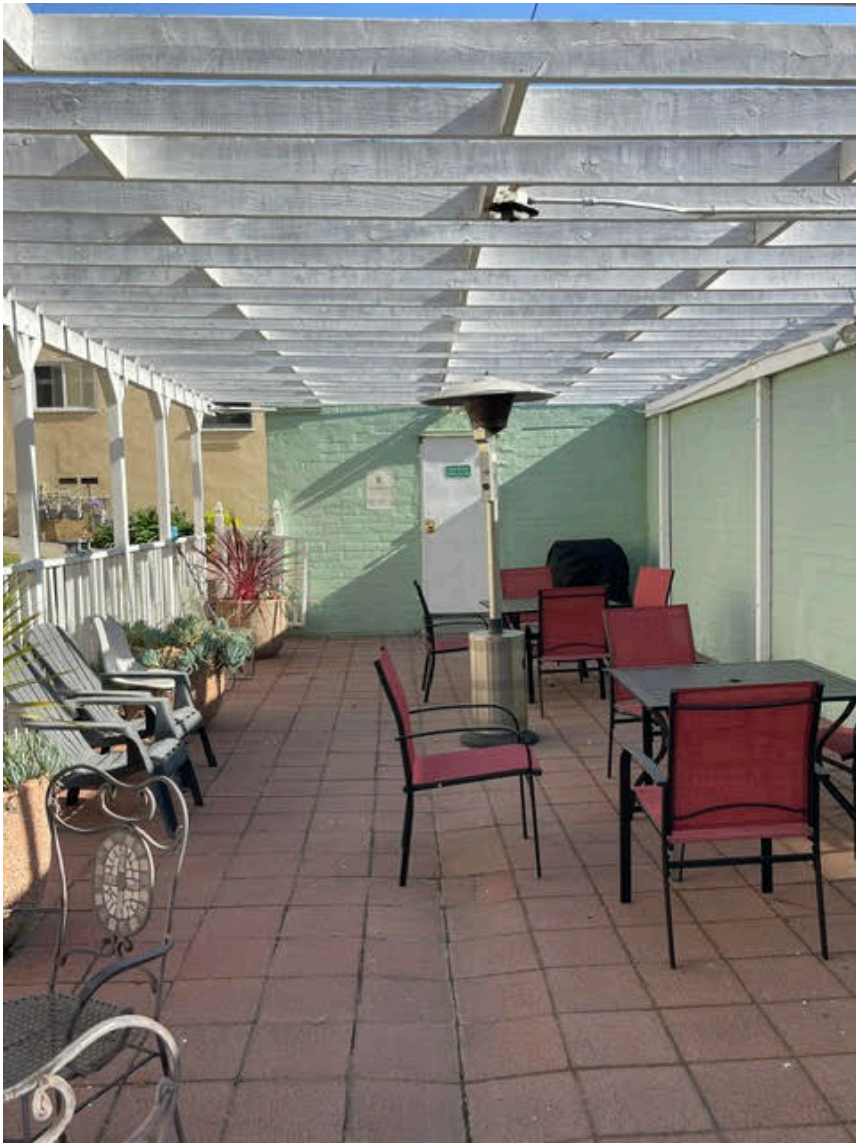




















Fonda
714-306-6042



CPC-2024-5534-DB-PR-VHCA

Barbara Lozano <blo1124@yahoo.com>

Tue, Apr 21, 2026 at 12:07 PM

To: "cpc@lacity.org" <cpc@lacity.org>

Cc: "ted.walker@lacity.org" <ted.walker@lacity.org>, "marie.pichay@lacity.org" <marie.pichay@lacity.org>, "smartgrowthsilverlake@gmail.com" <smartgrowthsilverlake@gmail.com>

Hello,

I hope to attend the next LA City Council final review of case **CPC-2024-5534-DB-PR-VHCA** via zoom, but wanted to voice my opinion one more time.

Having attended the previous hearing, I must say the apartment owner's representative made the proposed project look simple, clear and neat in his visual (artist renderings) and oral presentation. But what spoke louder, and more authentically, were the current tenants that live at the Silver Lake Garden apartments and the neighbors in the immediate vicinity. These tenants expressed serious concerns for needing the most basic repairs and have been either ignored or provided with make-shift and sub-par "fixes." It is similar in context to myself (a neighbor) witnessing men painting over (not properly sanding and prepping) some (not all) of the wooden trim and the landlord calling it an "upgrade." The landlord's representative said the maintenance issues were being addressed, but that is not what we were all hearing from the tenants.

There is good reason this particular landlord has been hit with numerous fines and violations - and the fact that she does not properly invest in the upkeep of her property is a glaring red flag to the kind of landlord she really is.

The parking on this section of Silver Lake Blvd is already scarce and the street is not as wide as the artist renderings make it appear. An unnecessary major construction project so close in proximity to the surrounding two very busy and problematic intersections will cause unnecessary disruption to those who live in and around the area. Not to mention the tenants who reside at the site. The folks who live up the hill will be burdened with the possibility of cluttered exit routes in a high risk fire area.

There is a newly erected small apartment complex at the corner of India and Silver Lake Blvd, built on a lot that once held a single-family residence. These new units rent for an average of \$6k a month, which is indeed on the higher end of the scale and free from RSO regulations. It would seem this is the impetus for the SLGA landlord wanting to expand on her property instead of improving the current grounds and units. While we as a community are in favor of more housing (preferably as affordable as possible) squeezing it in an already crowded neighborhood under the ownership of such a negligent landlord makes absolutely no sense to me or my neighbors.

I hope you will seriously consider voting NO for this proposed project. As a community, Silver Lake should be about growth - NOT greed.

sincerely,
Barbara Lozano
Fletcher Drive



Case #CPC-2024-5534-DB-PR-VHCA

Brooke <bwoosley@gmail.com>

Wed, Apr 22, 2026 at 7:47 PM

Reply-To: bwoosley@gmail.com

To: cpc@lacity.org

Cc: marie.pichay@lacity.org, ted.walker@lacity.org, Timothy Durant <smartgrowthsilverlake@gmail.com>

To whom it may concern,

This email is in regards to case #CPC-2024-5534-DB-PR-VHCA.

I live directly across the street from the Silver Lake Garden Apartments with my 2 young kids ages 7 and 9. I've lived in LA for over 40 yrs and in Silver Lake for 20.

I am emailing in opposition to the proposed development at [2421-2477 Silver Lake Blvd](#). I cannot wrap my head around why the current owner would be rewarded with more rental income when she cannot, or will not, handle the responsibilities she currently has. There are numerous LAHD violations filed against her. The level of neglect and disinterest she has in the livelihood of her tenants is shameful and appalling. The turnover rate of tenants is wildly impressive and telling.

The fact that the city is entertaining this at all is disheartening.

Our city desperately needs affordable housing. I would think the priority would be to do whatever it takes to retain the RSO tenants. They will certainly leave if Fonda is digging subterranean parking structures 10' away from their front doors. And how does her parking plan for tenants and construction trucks make any sense whatsoever? Why would we listen to any of her promises when she has shown us that her word is worth nothing.

Parking is impossible as it is. My kids and I currently often have to park a block away, carrying soccer bags, backpacks and bags of groceries home. The employees of the many businesses on the adjacent thoroughfare (note, *adjacent*) Glendale Blvd., park on Silver Lake Blvd. We love our local establishments, and they bring a substantial number of cars to our busy residential street. The added traffic (400 trips a day) and the added parked cars to the street will make it even more impossible. Also the traffic at Fletcher/Rowena/Glendale is already an incredible mess.

The design is oppressive and such a missed opportunity to build on what is currently there. The height of the proposed buildings makes no sense and will cast a shadow all along Silver Lake Blvd.

Please take another look at our [petition](#), 1157 signatures! Our close knit neighborhood is clear and unified in opposing this development.

All the best,
Brooke Woosley



Case Number CPC- 2024-5534-DB-PR-VHCA

Jerome Nilssen <jwnilssen@aol.com>

Wed, Apr 22, 2026 at 1:05 PM

Reply-To: Jerome Nilssen <jwnilssen@aol.com>

To: "cpc@lacity.org" <cpc@lacity.org>

Cc: "ted.walker@lacity.org" <ted.walker@lacity.org>, "marie.pichay@lacity.org" <marie.pichay@lacity.org>

As a homeowner across from the proposed development on Silverlake Blvd., I strongly oppose the additional units and renovation. These out of state investors care nothing for the quality of life in LA and the safety of its residents. The key problems are as follows: 1) Traffic Congestion -those 3 blocks of Silverlake Blvd. are already crowded from cars cutting through as an alternative to Glendale Blvd. ; 2) Street parking is limited enough with the current number of units - homeowners returning home late often have to park far away or block their own driveways; 3) Fire Hazzard increases - this whole area is in the High Fire Hazzard Zone - evacuation will be difficult enough with the current units; 4) Earthquake Vulnerability - any emergency vehicles or evacuation will be hindered with the increased density; 5) these new units and the renovation of existing units can increase homelessness by destroying the current affordable units like what happened in Eaglerock area. It will be the City of LA that will be held responsible financially for any disaster related trauma, not out of state investors. I have worked in the area of LA homelessness for over 30 years. PLEASE deny these developers on behalf of LA residents. Thank you. Sally Hoover. [2464 Silverlake Blvd. 90039.](#)

[Sent from AOL on Android](#)



CPC-2024-5534-DB-PR-VHCA — Silver Lake Garden Apartments Project Concerns

Junko Takeda <takeda.ent@gmail.com>

Tue, Apr 21, 2026 at 11:00 AM

To: marie.pichay@lacity.org, ted.walker@lacity.org, cpc@lacity.org, smartgrowthsilverlake@gmail.com

Dear Commissioners:

I'm a 40+ year Silver Lake resident and live directly across from the Silver Lake Garden Apartments site. I'm writing regarding Case No. CPC-2024-5534-DB-PR-VHCA.

- The property owner has a troubling management record, including no consistent onsite manager, a recent LAHD notice citing 117 code violations, and prior issues tied to pandemic-era rent overcharges. This raises concerns about their ability to safely execute and manage a project of this scale.
- The proposed construction will almost certainly displace existing tenants under the guise of renovation ("renoviction"), undermining housing stability in the neighborhood.
- The project is expected to add roughly 400 daily vehicle trips, placing additional strain on already limited hillside access routes—particularly India St and Brier St—which serve as key emergency egress points.
- The site sits within a Very High Fire Hazard Severity Zone and is near older, unsprinklered structures. Any shortcomings in fire planning materially increase risk to both new and existing residents.
- The project appears to be significantly under-parked, which will push spillover parking into surrounding streets and further burden the neighborhood.
- The proposal includes two levels of subterranean parking within an earthquake liquefaction zone, beneath five stories of new construction—raising serious structural and safety concerns.

Taken together, these issues point to a project that, as currently proposed, poses risks to tenant stability, public safety, and neighborhood infrastructure.

I urge the Commission to scrutinize these concerns closely before advancing this application.

Sincerely,
Junko Takeda

cc: Marie Pichay; Ted Walker

--

Junko Takeda
c: 323 868 1774



Case Number CPC-2024-5534-DB-PR-VHCA

Laura Duncan <lauraduncanart@gmail.com>

Tue, Apr 21, 2026 at 11:10 AM

To: marie.pichay@lacity.org, Lake Smart Growth Silver <smartgrowthsilverlake@gmail.com>

Cc: cpc@lacity.org, ted.walker@lacity.org

To the Los Angeles City Planning Department,

I am writing to respectfully express my concern regarding the proposed approval of a large apartment development in our small residential neighborhood.

I have lived in the neighborhood for 25 years. I have grown with this neighborhood and have a great love for Silverlake. A building of this of this caliber, would have such a negative impact and as a result would be devastating for our beautiful community!

This large of multi-unit apartment complex would significantly increase traffic congestion on streets that are already narrow and heavily used by local residents. Increased traffic raises concerns about pedestrian safety, parking, increased congestion and emergency vehicle access.

In addition, the extended construction period associated with a project of this scale would place a heavy burden on residents. Months or even years of construction noise, heavy equipment, and road disruption would negatively impact the quality of life for those living nearby.

Another important concern is the scale and visual impact of the proposed building. The height and size of the development simply would not fit in the esthetic of the neighborhood and block the existing lake view that many homes in the neighborhood currently enjoy. This view is an important part of the character and value of the community, and losing it would significantly alter the neighborhood's environment and appeal.

Beyond aesthetics, the increase in population density will strain local infrastructure, including parking, utilities, and neighborhood services that were not designed to accommodate such a large increase in residents.

For these reasons, I respectfully ask the City Planning Department to decline approval of this project!

Development should be balanced with the preservation of existing communities and their livability! Let's protect our beloved Silverlake!

Thank you for your time and consideration.

Sincerely,
Laura Duncan
2435 Mccready Ave.
LA, CA 90039
213-880-4221
www.lauraduncanart.com



1 of 5 Case Number CPC-2024-5534-DB-PR-VHCA Re: Silverlake Garden Apts Development Project

Pat Hadnagy <pathadnagy@yahoo.com>

Tue, Apr 21, 2026 at 9:46 AM

To: cpc@lacity.org

Cc: Marie Pichay <marie.pichay@lacity.org>, Lake Smart Growth Silver <smartgrowthsilverlake@gmail.com>

I learned that my original message exceeded limits I wasn't aware of, so I'm breaking it down to send in five (5) pieces that will be compliant.

From: Pat Hadnagy <pathadnagy@yahoo.com>

Subject: Case Number CPC-2024-5534-DB-PR-VHCA Re: Silverlake Garden Apts Development Project

Date: April 16, 2026 at 7:33:43 PM PDT

To: Marie Pichay <marie.pichay@lacity.org>

Cc: Ted Walker <ted.walker@lacity.org>, smartgrowthsilverlake@gmail.com

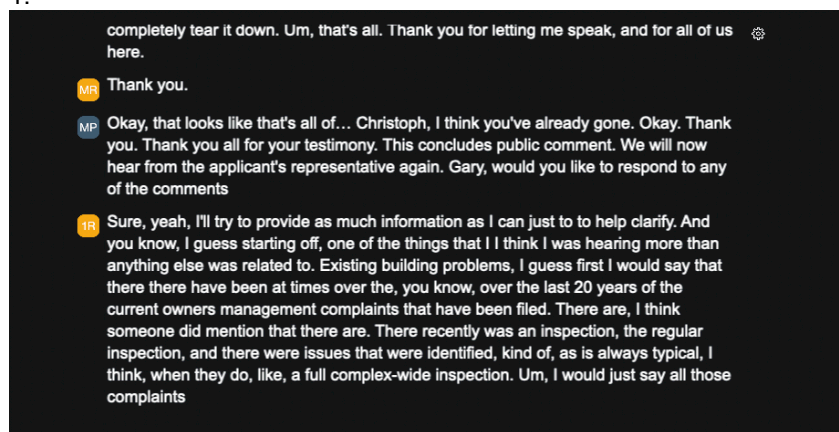
Hello Marie,

Please find here a much more detailed list of reasons why the City of Los Angeles should not approve this project to proceed. I realize that it's close to meeting time but I'm hopeful that my notes below get the full attention of the voting party who will review this project and related permits. I am both a home owner ([1656 Talmadge St., 90027](#)) and a tenant of the Silver Lake "Garden" Apartments.

First, I'll address the claims that the developer, Gary made during the last meeting. Then, I'll address other outstanding issues from my perspective and then share some further issues that we collectively, as tenants and neighbors, have with this proposed construction.

Here are comments that Gary made on the last call, which were captured via Zoom:

1.



Yes, there are a lot of issues with the current state of the building. It's been in steady disrepair for a long time. And I'd be surprised if you were to pull the list of complaints that these are wear and tear, regular maintenance complaints. In fact, mostly the complaints I'm aware of are from neglect, lack of proper investment and shoddy work. The inspection he's talking about was a general quick run through to check smoke alarms. Maximum 5-10 minutes inside each unit. This does not discover the holes in floorboards where cockroaches and rats enter and exit at will, or the painted over counter tiles that are peeling, or the floor tiles that ooze black glue between them and stick on the bottoms of socks and slippers. This was not a "the complex is well maintained" inspection. This was a bare minimum inspection and email communications afterwards indicated that there were many issues. Even city signs were posted. Unfortunately, this is another case of Gary simply either not knowing what he's talking about, or flat-out lying.


2.

you know, I guess starting off, one of the things that I think I was hearing more than anything else was related to. Existing building problems, I guess first I would say that there there have been at times over the, you know, over the last 20 years of the current owners management complaints that have been filed. There are, I think someone did mention that there are. There recently was an inspection, the regular inspection, and there were issues that were identified, kind of, as is always typical, I think, when they do, like, a full complex-wide inspection. I would just say all those complaints, you know, that have come in over the years, those have all been addressed in a fairly timely manner. And so.

you know, the owner has been trying to address these things as they come in, but the owner is also aware that more substantive, comprehensive upgrades are needed. Like, I get... I was hearing that regarding the windows that was coming up again and again about, you know, that maybe there have been some stopgap measures taken with the windows, even with the exterior painting. You know, I think at the neighborhood meeting that we had before, there were complaints about. just the look of the exterior of the buildings. I think the owner was attempting to try to freshen them up a bit with the

Yes, a substantial upgrade is needed, and not just electrical and plumbing, but windows that don't close, cabinets that don't close, surfaces that have been painted over so many times that they peel and stick on objects, stoves that they can't seem to level, etc. We have heard Fonda say that she can't replace the windows because it's a history building or so but yet many have been replaced. I like the older windows myself, just want them working properly. And yes there has been painting of the exterior trim, but no rotted wood was actually replaced, just bonded over and painted. It's all lipstick on a pig, all made to look like an effort without much purpose. The underside of the eaves are still rotted, boards missing, etc., but you don't notice that when you drive by. And lately she just started turning the sprinklers back on so that the grass from the street looks less dead. Guess where she's not watering — the back areas that you can't see from the street. Those have been reduced to dirt.

3.



1. Rep Gary Benjamin

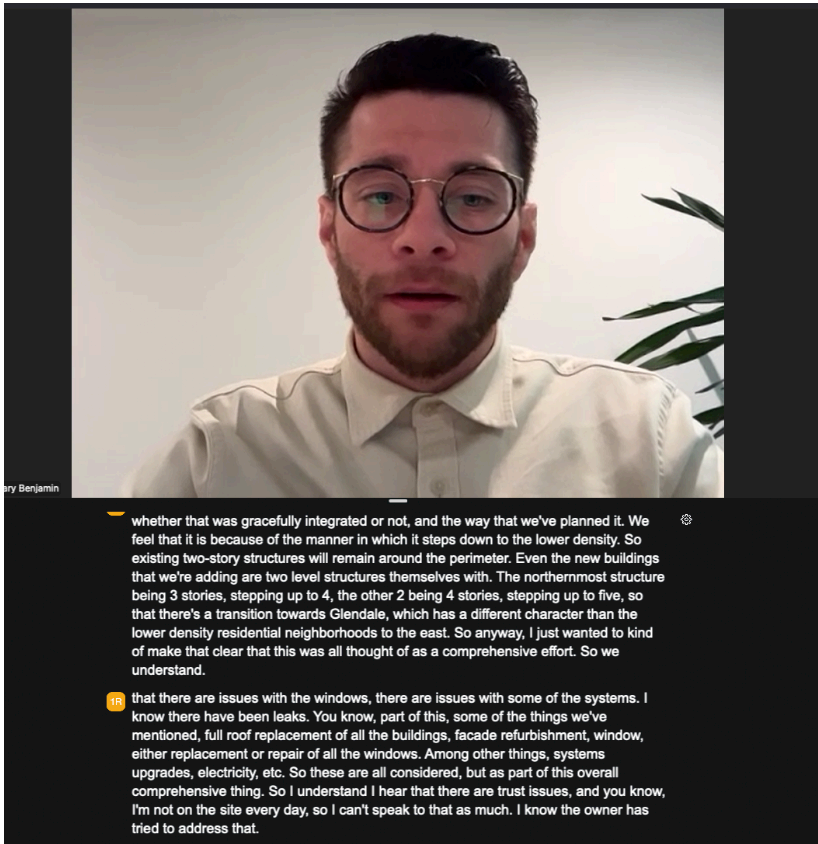
with the windows, even with the exterior painting. You know, I think at the neighborhood meeting that we had before, there were complaints about. just the look of the exterior of the buildings. I think the owner was attempting to try to freshen them up a bit with the recent painting. But it's acknowledged that a more comprehensive approach, including the infrastructure of the buildings, the utilities, the exterior of the buildings, the facades, the windows.

So, you know, that's something that we've stated at the Multiple Neighborhood Council meetings I was at, at the town hall that we hosted on the site. And to some various people that have contacted us directly, that that's really what prompted this project as a whole, was the owner recognizing, okay, this building, it's getting on in years and, you know, a more thorough upgrade is needed. But does it make sense to just upgrade these existing buildings only when this site was really planned for a much higher degree of density, as I was stating, that, you know, potentially would accommodate up to over 200 units altogether, based on what the city has planned for the site. Maybe there's a way to gracefully integrate some more.

density into this site, and different people are going to have different opinions about whether that was gracefully integrated or not, and the way that we've planned it

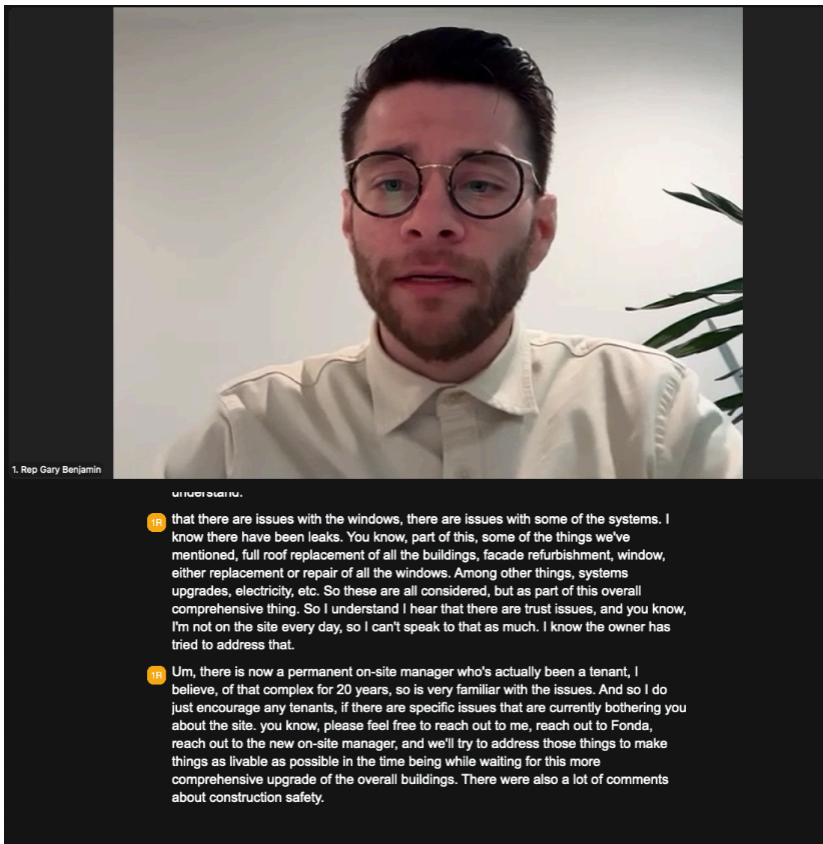
Is Gary actually saying that when this complex was first designed and built, it was planned for a much higher degree of density? "But does it make sense to just upgrade these existing buildings only when this site was really planned for a much higher degree of density...?" What is he talking about? And yes it does make sense to upgrade and maintain the existing building. This is more of Gary not caring at all about residents or the neighborhood.

4.



“Even the new buildings that we’re adding are two level structures...”. NO they are NOT! How can he be allowed to continue and lie to everyone like this? They do not step up. They are 4 and 5 story buildings. And tying the long overdue updates to the existing buildings to this overall construction is atrocious behavior, as if the existing buildings don’t deserve to be upgraded but if they have the right to build these monstrosities then they do? How is this remotely plausible to the City?

5.



1. Rep Gary Benjamin

that there are issues with the windows, there are issues with some of the systems. I know there have been leaks. You know, part of this, some of the things we've mentioned, full roof replacement of all the buildings, facade refurbishment, window, either replacement or repair of all the windows. Among other things, systems upgrades, electricity, etc. So these are all considered, but as part of this overall comprehensive thing. So I understand I hear that there are trust issues, and you know, I'm not on the site every day, so I can't speak to that as much. I know the owner has tried to address that.

Um, there is now a permanent on-site manager who's actually been a tenant, I believe, of that complex for 20 years, so is very familiar with the issues. And so I do just encourage any tenants, if there are specific issues that are currently bothering you about the site. you know, please feel free to reach out to me, reach out to Fonda, reach out to the new on-site manager, and we'll try to address those things to make things as livable as possible in the time being while waiting for this more comprehensive upgrade of the overall buildings. There were also a lot of comments about construction safety.

LIES!!! There is a new on-site Manager, Alex, who has been here a long time, but for many many months, if not a year, Fonda claimed that her daughter was the on-site manager even though she hasn't lived here in a while:

To: Maybe: Fonda Morgan,
+1 (323) 388-3089



Sun, Feb 1 at 12:26 PM

What is the address and unit for the on site manager?

Maybe: Fonda Morgan



What can we do for you?

Was just curious what the address intent on-site manager. Nobody seems to know.

Maybe: Fonda Morgan



Sophia is the onsite mgr. If you need to get a hold of her, this is her phone number, [323-388-3089](tel:323-388-3089). Or you or others can always reaching out to me

What is the unit and address for the onsite manager? Is there not one?

Maybe: Fonda Morgan



She does not live onsite anymore but she is doing the onsite mgr job

Ok

I don't believe NOT having an onsite manager is legal...



CPC-2024-5534-DB-PR-VHCA Silver Lake Garden Apts

Sonia Bazso <ferencbazsoo@icloud.com>

Tue, Apr 21, 2026 at 2:43 PM

To: cpc@lacity.org

Cc: marie.pichay@lacity.org, ted.walker@lacity.org

Dear Commission,

The proposed additions to the Silver Lake Garden Apartments SHOULD NOT be approved.

I've been a resident in close proximity to the Silver Lake Garden Apartments (SLGA) for over 25 years. For the years I've lived here, there's one thing that hasn't changed which is the limited parking that exists around the apartment complex which faces Silver Lake Blvd.

Most nearby developments have been located on existing empty lots that have included parking. However, this development is different because it requires existing tenants to give up parking and impact an already limited street parking situation.

The apartments already impact surrounding parking along with adjacent businesses and homes. Tenants have multiple cars which aren't all accommodated by the SLGA and employees from the Silver Ridge shopping complex already take up most street parking in addition to clients of local shops, restaurants and bars. Already parking from residents and non-residents is not only taking over parking around SLGA but up India Street and beyond. The streets up India and beyond are narrow with not only lack of parking but speeding issues for those trying to bypass traffic from and to Glendale Blvd.

If this project is approved not only will parking be impacted but traffic congestion will increase with construction trucks and equipment blocking Silver Lake Blvd in front of the SLGA which is used at times as an alternative route to and from Glendale Blvd. through India and over the hills to Alessandro. Throw in Dodger fans parking and carpooling to games at Dodger Stadium, traffic comes to a standstill and parking for residents is almost non-existent.

I can only really speak for myself, but I can imagine the adverse effects to SLGA residents who will be forced to search for parking after a full day's work in addition to obstacles presented to them as a result of having construction all around them.

This proposed project is a bad idea for the neighborhood and should not be approved.

Thank you,

Sonia Bazso

2568 Silver Ridge Avenue

LA 90039

323-243-1023

Sent from my iPhone



Case Number CPC-2024-5534-DB-PR-VHCA Re: Silverlake Garden Apts Development Project

SLGA Tenants <slgatenants@gmail.com>

Tue, Apr 21, 2026 at 10:57 AM

To: Planning CPC <cpc@lacity.org>

Here are reasons this tenant group oppose this project:

- Landlord cited for 100+ active code violations and 60 LAHD complaints
- Site located in a Very High Fire Hazard Severity Zone
- Apparent California Building Code violations, particularly within a Liquefaction Zone
- Developers seeking major waivers, including increased height, reduced parking, and environmental exemptions
- An estimated 400 additional car trips per day
- Dozens of required parking spaces missing.
- Unanimous opposition from the Silver Lake Neighborhood Council

Lastly, I'd like to echo concerns from my neighbors:

Many thanks for hosting the Feb 17 Hearing Officer Hearing for the Silver Lake Garden Apartments development. I hope it's evident that the community is **vehemently** against a development that will enrich one demonstrably negligent landlord at the expense of hundreds of Angeleno families in the surrounding neighborhood. Twenty or so callers at the Hearing; all attendees at the developers' town hall (which we pretty much forced them to host); the entire Silver Lake Neighborhood Council Urban Design & Preservation Committee and Governing Board (letter attached); and over 1,000 signatures of a local [change.org petition](#) all say the same thing: that **this development must be stopped**.

My specific personal concerns are below, but first, some data:

1. 76 new 1-bed apartments + conservative 25% cohabitation rate = 100 new tenants
2. 48 existing apartments (16 1-bed, 32 2-bed) = 80 rooms + 25% = 100 existing tenants
3. Landlord's record:
 - 20025-2025: 26 Code Enforcement Complaints and 34 Rent Complaints
 - 2026: 117 Violations in the last month already
4. 400 additional car journeys per day (a low estimate by the developers's own consultations, Gibson)
5. Height of Proposed Buildings: 56' (waivered in lieu of 45')
6. Depth of subterranean parking structure: 20'
7. Parking spots provided: 118 (in practice, 82 short)
8. LAFD Safety Zone: [Very High Fire Hazard Severity Zone](#)
9. Hollywood Fault Line Distance: [1.2 miles](#)
10. Hollywood Liquefaction Zone: [Yes](#)
11. Road widths & ratings (per [LA Street Services](#)):
 - Silver Lake Blvd: 36', Fair
 - Brier: 30', Poor
 - India: 28', Poor
 - McCreedy: 20', Poor
 - Teviot: 20', Poor
 - Electric: 18', Poor

1. Fire Safety

Over 37,000 acres of our city was destroyed by fire only one year ago, and the Eaton fire evacuation zone was only five miles away. We all remember the scenes of terrified fellow citizens abandoning their flaming cars (see attached) on

Sunset Blvd (width: up to 80'), and this must never be risked again. **But this development significantly increases that probability.**

Adding 76 new apartments, 400 daily journeys, and in practice up to 82 cars parking on the streets (plus those who understandably want to avoid the dangers of parking underground) will overwhelm the local streets, obstructing resident egress and LAFD access in the event of a fire. (Please see attached photos of a **single small bedroom fire** directly opposite the proposed development in June 2024). When I brought up road infrastructure the architects, they told me that's **the City's problem, not theirs**. So if you approve this proposal, not only will you be endangering the lives of the entire community, but the developers fully expect you, the City, to spend our taxes to make their development financially viable. This is **outrageous**.

2. Construction: Fire Issues

The developers' plans are themselves full of fire safety issues. Just one example: building a mere 10' from existing unsprinklered buildings increases the fire hazard, since the number of facing windows between old and new buildings is against fire code, so their plans do not work, unless they brick up some of the existing buildings' windows — which goes against their pledge not to alter the existing buildings. Also, the parking ramps will likely be 8' wide (narrower than inaccurately represented in the plans), so that vehicular egress in the event of a fire will be **catastrophic**.

3. Construction: Other Issues

Parts of the new buildings will be constructed less than 1' from existing 1949 buildings, in a liquefaction zone. It's likely that the structural integrity of the existing buildings will be irrevocably damaged, forcing their demolition (which, I suspect, the developers see as a feature not a bug of their proposal). Even if "safe", construction over at least two years, with no viable parking plan for either tenants or construction heavy equipment, will inevitably drive out tenants, despite the developers' **ludicrous** claims that tenants will not be affected. But to the developers, driving out the tenants (through "reno-viction") is doubtless another feature, not a bug, of the development.

4. Congestion

The additional 400 journeys will overwhelm the already congested Glendale/Fletcher/Silver Ridge and Glendale/Silver Lake intersections, whose jams will connect to form the very definition of gridlock, impeding access ramps for the 5, the 2, and ultimately the 101. Longer commutes; the economic impact of thousands of missed hours of work — how does this help the City? SB 79 mandates higher-density, multi-family housing **near major transit hubs**, which this neighborhood does not have (only the 92 bus route). Hundreds of cars idling south along the east bank of the Silver Lake itself, toward Sunset, will threaten the ecological improvements that the City has fought hard for. What kind of message will it send to the rest of the City, when the Silver Lake itself starts to die?

5. Health & Safety

The development will force all residents — new, old, and neighbors — to park further away, **and** increase street traffic. As pedestrian deaths in LA continue to rise (**336 in 2023; an 81% increase since 2015**), this is a profound public safety hazard, and people **will** get hurt. Tenants especially will also suffer exposure to air contaminants such as silica, dust, gas, lead, and asbestos from demolition of 1949 structures, and off-gases such as paints, solvents, and glues (through windows that don't even close properly).

6. Landlord

I'm only a neighbor, not a tenant; but even I can see overflowing trash, peeling paint, windows that don't close, rusting gates. (Painting over these over the last two weeks is a sad attempt to curry favor, but it's lip service at best.) And I'm fully aware of the dozens (117 this year alone!) of complaints and violations, including illegal eviction, harassment, illegal COVID utility charges, lack of onsite manager, etc. This landlord is little better than a slumlord: the tenants, the historic buildings themselves, and the City all deserve better. She has demonstrated no responsible stewardship of the existing buildings and their tenants, and I feel the City **must not reward her** with additional income for what will doubtless be the same irresponsible behavior, doubled in size.

I deeply urge the City to protect us, as locals and as citizens, from this rapacious attempt to line one person's pockets at the expense of dozens and dozens of families. This is raw greed, not responsible growth.

I am putting my trust in faith in you to represent me fairly and prevent this horrific project from being approved.

Tenants of Silver Lake Garden Apartments



Fwd: Silver Lake Apartments: Case Number CPC-2024-5534-DB-PR-VHCA.

Glenn Sias <glenn.sias@gmail.com>
To: marie.pichay@lacity.org, cpc@lacity.org
Cc: ted.walker@lacity.org, smartgrowthsilverlake@gmail.com

Mon, Apr 20, 2026 at 4:20 PM

City Planning Commission....Please see my comments below regarding Silver Lake Apartments: Case Number CPC-2024-5534-DB-PR-VHCA

On Sat, Apr 18, 2026 at 11:03 AM Glenn Sias <glenn.sias@gmail.com> wrote:

To the City Planning Department....As a resident of the Silver Lake area, I am writing in opposition to the planned expansion of the Silver Lake Gardens Apartments.

My primary concern is daily excessive congestion on Fletcher Dr between Glendale Blvd and Riverside Dr. and at the intersections of Fletcher Dr., Glendale Blvd, Silver Lake Blvd. and Silver Ridge Ave. Traffic on these major streets and small side streets has grown increasingly worse since I moved here years ago. We have yet to see the traffic impacts of the large number of apartments being constructed on Riverside Drive to the west of Fletcher, but I suspect they will be significant. Adding an additional 76 apartments with entrances onto a small street like Silver Lake Blvd and 400 more trips a day will only exacerbate these traffic issues.

Adding more dwellings without mitigating local traffic issues makes no sense. I ask the planning department to reject the current proposal. A smaller scale project that balances the need for housing and reasonable traffic on our streets would be best for the community.

Glenn Sias
2100 Roselin Pl.
Los Angeles, CA 90039



Case Number CPC-2024-5534-DB-PR-VHCA Re: Silverlake Garden Apts Development Project

Pat Hadnagy <asargenth@gmail.com>

Tue, Apr 21, 2026 at 10:53 AM

To: Planning CPC <cpc@lacity.org>

LIES!!! There is a new on-site Manager, Alex, who has been here a long time, but for many many months, if not a year, Fonda claimed that her daughter was the on-site manager even though she hasn't lived here in a while:

I don't believe NOT having an onsite manager is legal...

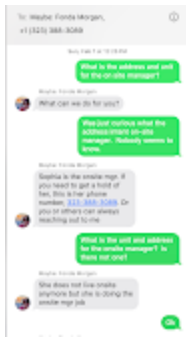
6.

Where in Silverlake are there 6 and 7 story buildings in a neighborhood? Along the Sunset corridor, NOT in a neighborhood. A 7-story mixed-use building has been planned to replace an auto shop at 3209-3227 W. Sunset Blvd, featuring 82 residential units and commercial space is NOT anything like Silver Lake Garden Apartments. A 6-story, 100-unit multifamily building has been proposed near the area (Grandview Apartments project). Additionally, 6-story, 65-foot buildings are permitted under new transit-oriented development rules, especially along the Hoover Street border. These are NOT anything remotely close to the Silver Lake Garden Apartments. And while 4- and 5-story buildings are already commonly found along major streets like Sunset Boulevard, that again is NOT anything remotely close to Silver Lake Garden Apartments.

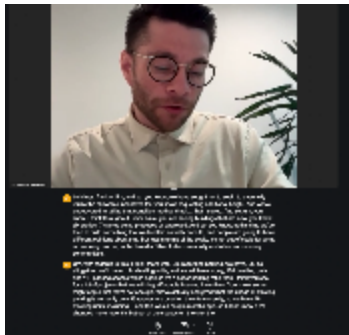
This does NOT fit and nobody who lives around here agrees with this at all. It is absolutely out of scale for what is happening and what is around us here.

And parking.... Try to find a spot here after 5pm, much less get here especially if you're headed East around the reservoir. Silver Lake Blvd now backs up all the way to the dog park. I just saw it tonight as I walked around the reservoir at 5:30pm. Much of that traffic does NOT turn onto Glendale blvd but goes straight and then turns down our street to avoid the Glendale/Hyperion/Fletcher intersection and try to get faster to the Fletcher/Riverside intersection. They say that they have analyzed the parking and that many spaces are not used. I'd be curious to see that "research." I live here in building 2455. Behind my building there are three (3) spaces that are just for loading and unloading. Fonda gets upset when people park there, but the reality is, I've spend so much time looking for parking on the street after work that if there's a space there, I'm parking, and so does everyone else. Even people from other buildings park there because there isn't enough parking. And while I negotiated my parking spot in the assigned spot for free, Fonda charges so much that many people can't afford to have a spot. And anyone in a 2-car household like me (car for me and for my kids) then it's impossible to park. The same goes with the "traffic study" that they did. It is so, so false from the reality of living here. If they did the "research" during regular hours, there were likely parking spaces, but that's not a true measure of impact. That measure is after regular work hours. Try finding 2-3 spots after 5pm. Good luck. And there's no permit parking on the street so it's open to everyone who ventures to local restaurants and businesses.

2 attachments



Screenshot 2026-04-14 at 7.49.09 PM.png
197K



Screenshot 2026-02-17 at 11.55.13 AM.png
735K



1. Rep Gary Benjamin

1R buildings, frankly. Um, and so, you know, we have sought not to seek. to even fully utilize the allowable incentives for, you know, requesting additional height. And we've endeavored to utilize that transition method that I... that I stated. And so, um, you know, I think throughout Silver Lake, you are seeing buildings that are now, you know, six stories, 7 stories being proposed or approved. And so, you know, at this time we've tried to build something that we feel like actually does fit, and people are going to have different opinions about that. But just in terms of the scale, it's not out of scale for what is occurring, sort of, in the broader Silver Lake community and other surrounding communities.

1R Um, with regards to this. I think there was, uh, regarding parking, we have, uh, so altogether, we'll have. 124 dwelling units, and we will have. sorry, 124 dwelling units and 119 parking spaces which again is it's a better parking ratio than I think you see for a lot of projects that are utilizing affordable housing incentives. You know, some might argue that that's not enough. We've actually analyzed what the usage of existing parking is currently only 35 spaces are used on the site currently, so we have 48 dwelling units, including... and this was a couple months ago, so I don't know if it's changed more recently, but out of the spaces on the site, the



Raise hand



Hide captions



More

To: Maybe: Fonda Morgan,
+1 (323) 388-3089



Sun, Feb 1 at 12:26 PM

What is the address and unit for the on site manager?

Maybe: Fonda Morgan



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Was just curious what the address intent on-site manager. Nobody seems to know.

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Ok



Case Number CPC-2024-5534-DB-PR-VHCA Re: Silverlake Garden Apts Development Project

Pat Hadnagy <pat@hadnagy.com>

Tue, Apr 21, 2026 at 10:53 AM

To: Planning CPC <cpc@lacity.org>

Issues about this case:

- When this project will happen
 - Fonda continually states that this is very early in the process and that there's nothing to worry about because construction won't happen for many years
 - Whether that is true or not, it's an effort to avoid the facts and realities around this project for the tenants and supports an avoidance of the very real consequence of renovation. And from other conversations, it seems that if approved, this can move forward quickly.
- Laundry
 - There is NO plan for a solution to the removal of laundry rooms. Zero has been formally communicated to the tenants outside of "there's a plan".
 - Fonda has told me informally about a potential solution to install a stacking laundry unit inside of each building for the tenants in that building to share. Here's the reality of that:
 - Currently, we have access to two laundry rooms each with three washers and three dryers. Being able to do multiple loads at once is possible and often the case;
 - Each unit has two (2) storage closets in the hallway. Mine is packed filled with important belongings that do not fit in my apartment;
 - If one of those is used for the building's laundry use, then which unit will have to forego their storage? How will that tenant be compensated? Nothing communicated or planned;
 - If the unit is installed in the building, what will the noise be like for the building? Will we now have to deal with the noise and vibration of a washer and dryer and what's our compensation for that/what's going to be done to remediate it? Nothing communicated or planned;
 - That limits tenants to being able to do one load at a time, which is a significant reduction from our current availability. What's the remediation plan for that? There is none;
 - It would be irresponsible of the City of Los Angeles to the residents of the city and this complex to approve this project to move forward without a clear, communicated and tenant-backed solution in place.
- Parking Structure loss
 - There has been no solid plan to replace the parking lost by the parking structures. Parking on the north side is not remotely a solution in terms of volume of spaces, much less security. These are locked parking spaces with access limited only to those who have a key to the individual gate within the multi-gate parking structure. Having an open lot or parking area susceptible to the weather and thieves is not acceptable;
 - If the parking is not on-site, then how far away is it, how safe, how protected will our vehicles be? My parking spot is well off the street, in a safe area and very close to my back entrance.
 - It would be irresponsible of the City of Los Angeles to the residents of the city and this complex to approve this project to move forward without a clear, communicated and tenant-backed solution in place.
- Storage in parking
 - In addition to parking, there is ample storage in the parking structure. It's approximately 160 cubic feet of storage. That's substantial. I have tools so many items in there that are locked up securely and yet easily accessible to me. In addition to this, under the storage and between the vehicle and the back wall of the parking structure there is room for bicycles, ladders and other items, which I have. What's the plan to replace this with on-site, secure storage?
 - It would be irresponsible of the City of Los Angeles to the residents of the city and this complex to approve this project to move forward without a clear, communicated and tenant-backed solution in place.
- Character of the area
 - I chose my apartment specifically because I can look out my window, see a tree and through it, blue sky and the hills to the North, the hills and blue sky to the West. Lots of sunlight comes in through my kitchen window. With this construction, that will all be lost. I will literally be looking at the side of a building to the north that blocks all direct light, and to the West, another building that blocks the hills, sky, and any direct sunlight. I would go from living in Silver Lake Garden Apartments to living in Silver Lake Compound. Doesn't matter if there is grass by the street if looking out my windows all I see are the sides of buildings...
- Trash

- Don't get me started. The trash cans are constantly overflowing. They removed the bins in the middle of the complex and now most of the complex uses one set of bins while the other set at the far North side don't fill over. Fonda can say that tenants aren't doing what they should be doing, but she is also not doing anything to remediate it.

To: Maybe: Fonda Morgan



Dec 4, 2023 at 11:03 AM



and again.... So unhealthy and gross

Not our fault, the trash company did not bring back the recycling bin, even tho we called multiple times

It's not our fault either. Not enough bins on property. We don't manage the property but have to deal with this rat infested trash problem. Ultimately it's property management responsibility.

Has nothing to do with how many bins, they failed to return the bin



With all due respect, Pat, I usually and I'll t... [Show More](#)

Not going to argue with you zfonda. But this is a consistent issue and needs a consistent resolution please.

◦

Edited

To: Maybe: Fonda Morgan



Oct 13, 2021 at 6:58 AM



OK, thanks

Basically every week.
Seems we need more bins.

Part of the problem is that
2457 bldg is supposed to
use the trash bins behind
2477 bldg

Maybe. I think we simply
don't have enough bins. It's
just about every week. So
unsafe and unhealthy. My
daughters refuse to take out
the trash after stepping on
glass out there.

We don't have more room in
that space

There's an empty bin space

We have some major
remodeling going on in a few
units in the last couple of
months, which is not
recurring

Then the added bins can be
temporary but this is a
constant and dangerous
situation.

When there is overage, the
trash company charged
extra, that's one way we
know if the bins are over
utilized. We barely get
charged for overage

If it's a matter of money over
health and safety that's a
decision only you can make

o





Planning CPC <cpc@lacity.org>

Case Number CPC-2024-5534-DB-PR-VHCA Re: Silverlake Garden Apts Development Project

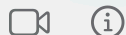
Pat Hadnagy <pathadnagy@me.com>
To: Planning CPC <cpc@lacity.org>

Tue, Apr 21, 2026 at 10:55 AM

Issues about the Landlord and why this project should not be approved

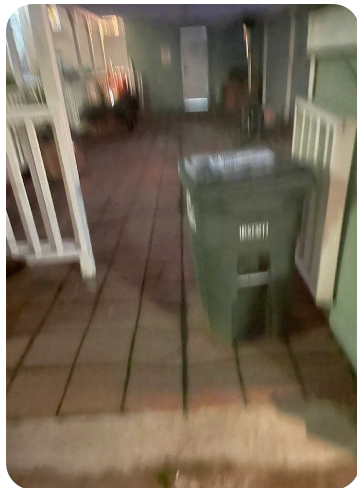
- When we finally got a green compost bin, it was immediately moved to a public area where the (non functioning) BBQs are and where there is public seating. I told Fonda that that's not where trash should go and her response was that the trash company didn't have an issue with it, to which I replied that of course they don't, it's closer to the street for them. It's a code violation.

To: Maybe: Fonda Morgan,



Maybe: Sophia Morgan

Every week. It's always such a mess and health hazard.



Andy why is the green bin here?

Maybe: Fonda Morgan

I will send out an email on this new location of the organics container



Why is that the location! Why not with the trash? I don't want smelly compost by the BBQ! It belongs with the trash area not a public rest and enjoyment area. That'd just be gross.

Maybe: Fonda Morgan

No one uses it, it's not smelly



Maybe: Fonda Morgan

Trash company came today and they were fine with this location



1 Reply

Are you kidding me?! It was completely full for weeks and I use it. The public place is NO place for garbage.

Maybe: Fonda Morgan

In the trash location, it gets missed





To: Maybe: Fonda Morgan,
Maybe: Sophia Morgan



Of course they don't care. They don't live there. It's not their decision. It is unhealthy in a public cooking and gathering place.

Maybe: Fonda Morgan



Let's try it



In the trash location, it gets missed

Then fix the miss issue and don't put it waste in a public cooking and enjoy area.

Maybe: Fonda Morgan



Pat, I am sorry, we will try it to see if it works

NO. Let's not put garbage by cooking. That's a health violation.

It doesn't work so no we will not. It's a violation.

Maybe: Fonda Morgan



Well they are the professionals too. He is from the waste mgmt company

They are not in the property management business. You are. You know the rules and the code. That is not their business. If you defer to a trash company, then you are missing out on the opportunity to be responsible to the Los Angeles County housing code. I recommend you look at those and not waste management.

Maybe: Fonda Morgan

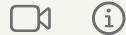


I will look into it

It's also blocking the exit of that public area, which is also a violation. Trust me

- Disc's Relation Practice
- I had to send her the actual city code violation and then, miraculously, it was moved to where the trash bins are. This type of behavior should NOT be rewarded by the City of Los Angeles to approve this project to move forward. Tenants are tax payers, too!!!!!!
- Not Community Minded
 - Yes, the neighbors have gathered a LOT of signatures on their petitions to stop this, for so many valid reasons. Yes, some are more outspoken than others, some can temper their frustration and disgust better than others, but these are HOMEOWNERS who live across the street from, pay property taxes and are about to have their neighborhood RUINED by this project. I know Fonda doesn't like it and tries to discredit them, but look at what they say. I've shared it at the bottom.
 - Do you really want to reward a landlord who has so much animosity for the neighborhood in which they own property? Much less the tenants themselves? In this note she's trying to tell me that her daughter is the onsite manager, which she has admitted above is not the case. I've also told her that people don't share grievances with her because of widespread tales of retaliation going back decades.

To: Maybe: Fonda Morgan



I can't speak for others just a common concern. I'm sure the accusation is uncomfortable and I'm not trying to keep it alive just sharing why most people say they don't chime in. Perhaps if there was an anonymous way to express concerns....

Not true! I will remind everyone. She has been an onsite mgr since, doing what she is supposed to. Just bc you don't remember does not mean it does not exist. All tenants that have come in for the last three years have gotten her help

1 Reply

Trash bins near 2477 bldg were never full, you know it and tenants around that bldg know it

I don't know that truthfully. They weren't there when I moved in but the tenants who do remember them say it was helpful.

No, it's beyond uncomfortable! It's simply not true, like much of the information fed to Tim and Nancy not true

Not true! I will remind everyone. She has been an onsite mgr since, doing what she is supposed to. Just bc yo...

I'm just telling you what I am hearing. I'm not looking to fight and it's uncomfortable that you're getting upset when I'm trying to help you by sharing this. Please forget I said anything.

- It would be irresponsible of the City of Los Angeles to the residents of the city and this complex to approve this project to move forward without a clear, communicated and tenant-backed solution in place.