



SUSTAINABLE COMMUNITIES PROJECT EXEMPTION

7334 North Topanga Residences

Environmental Case Number: ENV-2020-7091-SCPE

Project Location: 7322-7340 North Topanga Canyon Boulevard

Community Plan Area: Canoga Park – Winnetka – Woodland Hills – West Hills

Council District: 3 – Bob Blumenfield

Project Description: The Project would involve the demolition and removal of an existing commercial office building, associated parking, and 17 non-protected trees from the Project Site, and the construction, use, and maintenance of a new five-story, 90,715 square-foot residential building having a floor area ratio (FAR) of approximately 2.75:1, and a maximum height of 56 feet (64 feet 5 ½ inches to the top of the elevator towers). The residential building would contain a total of 149 dwelling units, all of which will be affordable housing units, with the exception of the manager's unit. The proposed residential development would consist of four (4) residential levels above one level of ground floor parking. The building would contain 23 studio units, 117 one-bedroom units, and nine (9) two-bedroom units. The Project would provide 79 vehicular parking spaces and a total of 110 bicycle parking stalls, including 10 short-term and 100 long-term parking stalls. The Project would provide a total of 15,371 square feet of open space, consisting of private balconies, a podium courtyard, two (2) recreation rooms, and a roof terrace. In order to facilitate the development of the proposed Project, the Applicant is requesting the following discretionary actions:

- 1) Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), as an Eligible Housing Development project that consists of 100 percent On-Site Restricted Affordable units, exclusive of a building manager's unit or units, a project is eligible for one increase in Tier. The Tier 2 Project is eligible for Base Incentives and up to three (3) Additional Incentives. As Base Incentives, the 100 percent affordable housing project is eligible to: (1) increase the maximum allowable number of dwelling units permitted by 60 percent; (2) increase the maximum allowable floor area ratio (FAR) by 45 percent or to 3.25:1 for a project in a commercial zone; and (3) have no required parking for all residential units. As Additional Incentives, the Project is requesting: (1) an increase in maximum height of up to an additional 11 feet; and (2) utilization of all yard requirements of the RAS3 Zone; and
- 2) Pursuant to LAMC Section 16.05, a Site Plan Review for a development project that results in an increase of 50 or more residential dwelling units; and
- 3) Any additional discretionary or ministerial actions from the Building and Safety Department (and other municipal agencies) for Project construction actions including, but not limited to demolition, removal and replacement of street trees, excavation, shoring, grading, foundation, building and tenant improvement permits.

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1 PROJECT DESCRIPTION

1.1 ENVIRONMENTAL SETTING

The project site is a level, rectangular-shaped parcel of land comprised of three (3) contiguous lots, encompassing approximately 37,251 square feet of lot area (approximately 0.86 acres). The subject property has a street frontage of approximately 225 feet along the easterly side of Topanga Canyon Boulevard and has 225 feet of frontage along the westerly side of a public alley.

The subject property is currently developed with a two-story, 34,884 square-foot commercial office building with a subterranean parking garage and surface parking lot. The existing office building was issued a Certificate of Occupancy by the Los Angeles Department of Building and Safety (LADBS) on June 9, 1981. According to a Tree Report dated August 3, 2020, prepared by Harmony Gardens, there are a total of 17 trees on the subject site, none of which have been identified as protected tree species as defined under City Ordinance No. 177,404. The project proposes the removal of all 17 existing on-site trees. The Tree Report further determined that there are no trees located within the public right-of-way.

The project site is zoned [Q]CR-1VL and is located within the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan Area which designates the subject property for General Commercial land uses corresponding to the C1.5, C2, C4, RAS3, and RAS4 zones. The project site is located within a Transit Priority Area in the City of Los Angeles (ZI-2452), a Tier 1 Transit Oriented Communities area, and an Urban Agriculture Incentive Zone. The property is not located within the boundaries of or subject to any specific plan, community design overlay, or interim control ordinance. The project site is subject to permanent Qualified “Q” Condition established under Ordinance No. 173518 which limits development to maximum floor area ratio of 0.5:1. The subject property’s [Q]CR-1VL zoning allows for multi-family residential uses at a residential density of one (1) dwelling unit per 400 square feet. The subject property’s 1VL Height District designation permits a maximum building height of up to 45 feet.

Surrounding Properties

Properties surrounding the project site are zoned [Q]CR-1VL, RD1.5-1, PF-1XL, and [Q]RD2-1 having commercial, residential, and school uses. These properties are developed with buildings ranging from one- to three-stories in height. Adjoining the project site to the north is an RD1.5-1 zoned lot improved with a two-story residential condominium building. Abutting the project site to the northeast is a PF-1XL zoned property improved with a with an early education center (Canoga Park Early Education Center). Further north, across Valerio Street, is a [Q]PF-1XL zoned property developed with a school (Canoga Park Elementary School). Abutting the project site to the east is a [Q]RD2-1 zoned parcel of land improved with a residential complex containing two-story townhomes. Adjoining the subject site to the south is a [Q]CR-1VL zoned parcel developed with a two-story, multi-tenant medical office building. Abutting the project site to the west, across Topanga Canyon Boulevard, are [Q]CR-1VL zoned properties developed with a three-story office building, and a two-story dental office building.

Streets and Circulation

Topanga Canyon Boulevard, adjoining the subject property to the west, is a designated Boulevard II, dedicated to a right-of-way width of 110 feet and a roadway width of 80 feet and is improved with asphalt roadway, concrete curb, and sidewalk.

A public alley adjoins the subject property to the east and is dedicated to a width of approximately 20 feet and improved with paved asphalt.

The Project Site has street frontage along Topanga Canyon Boulevard, which is developed with sources of employment, shopping, and entertainment. The Project Site is located approximately 0.5 miles from the Metro G Line (formerly the Orange Line). The Project Site area is also served by Metro lines 150, 162/163, 169, and 244/245. In addition, the Project Site is located within a High Quality Transit Area (HQTA) as defined by SCAG (refer to Exhibits 13 and 14 in Appendix A) and a Transit Priority Area (TPA) as defined by SB 743, each of which support transit opportunities and promote a walkable environment.

1.2 PROJECT CHARACTERISTICS

Overview

The Project would involve the demolition and removal of the existing commercial office building, associated parking, and 17 non-protected trees from the Project Site, and the construction, use, and maintenance of a new five-story, 90,715 square-foot residential building having a floor area ratio (FAR) of approximately 2.75:1, and a maximum height of 56 feet (64 feet 5 ½ inches to the top of the elevator towers). The residential building would contain a total of 149 dwelling units, all of which will be affordable housing units, with the exception of the manager’s unit. The proposed residential development would have four (4) residential levels above one (1) level of ground floor parking. The building would contain 23 studio units, 117 one-bedroom units, and nine (9) two-bedroom units. The Project would provide 79 vehicular parking spaces and a total of 110 bicycle parking stalls, including 10 short-term and 100 long-term parking stalls. The Project would provide a total of 15,371 square feet of open space, consisting of private balconies, a podium courtyard, two (2) recreation rooms, and a roof terrace. Additionally, the development proposes 3,058 square feet of landscaped area. The project also involves grading and import of 9,700 cubic yards of soil. Table 1, *Proposed Development Program*, provides development details on the proposed Project.

**Table 1
Proposed Development Program**

	Provided		
Dwelling Units			
Studio	23		
1-bedroom	117		
2-bedroom	9		
Total Units	149 units		
Parking			
Vehicle	79 spaces		
Bicycle	100	long-term	stalls

and 10 short-term stalls

Floor Area	
Floor Area Ratio	2.75:1
Floor Area	90,715 sf
Allowable Floor Area	92,028 sf
Setbacks	
Front Yard Setback	5 feet
Side Yard Setbacks	5 feet
Rear Yard Setback	15 feet
Open Space	
Common Open Space	11,071 sf
Private Open Space (Private Balconies and Patios)	4,300 sf
Total Open Space	15,371 sf
Building Height	56 feet/5 stories

Open Space

As shown on Table 2, pursuant to LAMC Section 12.21.G.2, the Project is required to provide 15,125 square feet of open space. The Project would provide 15,371 square feet of open space, including 11,071 square feet of common open space, and 4,300 square feet of private open space.

Table 2
LAMC Open Space Requirements

Unit Amount and Size	Open Space Requirement	Amount of Open Space
23, Studio du	100 sf/du	2,300 sf
117, 1-bedroom du	100 sf/du	11,700 sf
9, 2-bedroom du	125 sf/du	1,125 sf
<i>Total LAMC Open Space Required</i>		<i>15,125 sf</i>
Total Open Space Provided		15,371 sf
<i>LAMC = Los Angeles Municipal Code du = dwelling unit sf = square feet</i>		
<i>Source: HBA Architecture + Planning, March 2021.</i>		

Tree Removal and Planting

According to a Tree Report dated August 3, 2020, prepared by Harmony Gardens, there are a total of 17 trees on the subject site, none of which have been identified as protected tree species as defined under City Ordinance No. 177,404. The Tree Report further determined that there are no trees located within the public right-of-way. The project proposes the removal of all 17 existing on-site trees. All removed trees would be replaced in accordance with the City's tree replacement requirements. The planting of new street trees would be conducted in accordance with Bureau of Street Services, Urban Forestry Division.

Project Design Features

The Project would include the following energy and water conservation features as a Project Design Feature (PDF):

Energy Conservation Features

Building Envelope

1. **Wood-framed exterior walls with R-21 batt insulation:** This high density insulation provides a greater R-value which improves insulation and, hence, reduces heating and cooling energy use.
2. **Wood-framed roofs with R-38 batt insulation:** The thickness of the proposed insulation also increases the R-value, reducing heating and cooling energy use.
3. **High-reflectance roofing rated by the Cool Roof Rating Council:** A “cool roof” reflects additional solar heat, which reduces cooling energy in cooling-dominated climates like Southern California.
4. **Overhanging balconies for solar shading:** Projecting balconies provide shading for windows that keep solar heat out, which reduces cooling energy use. Another benefit is reduced glare, which makes the space more comfortable.
5. **High-performance windows with dual-paned low-emissivity glazing:** Dual-paned windows provide additional insulation over single-paned windows, while high performance, low-emissivity coatings help to let in mostly visible light while blocking unwanted wavelengths that let in heat without light. These combined effects reduce cooling energy during the summer and heating during the winter.

Lighting

1. **Optimized façade to capitalize on natural daylight first:** Optimizing the façade is a means of balancing the number of windows. Windows let in natural daylight, which allows electric lights to be turned off, but they also bring in additional heating and cooling when compared to an insulated wall. The result is a building that provides ample daylighting while not being excessive, decreasing overall lighting, heating and cooling energy use.
2. **High-efficacy, LED lamp types for common areas:** High-efficacy LED fixtures provide more lumens (light output) per watt (electric input) than other lamps like fluorescent or incandescent.
3. **Daylighting controls for all indoor, nonresidential spaces:** Also known as “daylight harvesting,” these controls sense the amount of natural daylight entering a space to automatically dim the electric lights, saving energy while maintaining light levels.
4. **Occupancy controls with dimming for most common area lighting:** Occupancy controls sense when spaces are vacant for a period of time and automatically turn off lights, saving energy as compared to leaving them on.

HVAC System

1. **High-efficiency 19 SEER split system heat pumps for heating, ventilating and air conditioning (HVAC):** Split system heat pumps have one outdoor unit connected to one indoor fan coil unit (FCU). Seasonal energy efficiency ratio (SEER) represents the “average” efficiency of HVAC equipment. By increasing this value over typical code-minimum efficiencies, the equipment provides the same amount of heating and cooling while using less electricity to operate it. Providing individual systems for each apartment allows the system to be powered from the tenants’ electric meter, which tends to encourage more responsible use and lower energy consumption.

Domestic Water Heating

1. **Centralized hot water system:** Centralized water heating systems are larger and use more efficient equipment than individual heating within the units (condensing water heaters are around 92 percent efficient). They have recirculation controls to keep water in the lines hot, which reduces waste. They also make it easier to integrate into renewable energy systems like solar hot water.
2. **High-efficiency (low-flow) water fixtures:** Using more efficient fixtures inherently uses less hot water, which reduces energy used for water heating (while also saving potable water).

Water Conservation Features

1. **Showerheads:** 1.8 gallons per minute (gpm)
2. **Lavatory faucets:** 1.2 gpm (residential), 0.4 gpm (nonresidential)
3. **Kitchen faucets:** 1.5 gpm
4. **Tank water closets (toilets):** 1.28 gallons per flush (gpf)
5. **Urinals:** 0.125 gpf
6. **Clothes washers:** Energy Star certified, 3.2 water factor (WF)
7. **Dishwashers:** Energy Star certified, 4.0 gallons per cycle (gpc)

1.3 REQUESTED ENTITLEMENTS

In order to facilitate the development of the proposed Project, the Applicant is requesting the following entitlements:

- 4) Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), an Eligible Housing Development project that consists of 100 percent On-Site Restricted Affordable units, exclusive of a building manager’s unit or units, is eligible for one increase in Tier. The Tier 2 Project is eligible for Base Incentives and up to three (3) Additional Incentives. As Base Incentives, the 100 percent affordable housing project is eligible to: (1) increase the maximum allowable number of dwelling units permitted by 60 percent; (2) increase the maximum allowable floor area ratio (FAR) by 45 percent or to 3.25:1 for a project in a commercial zone; and (3) have no required parking for all residential units. As Additional Incentives, the Project is requesting: (1) an increase in

maximum height of up to an additional 11 feet; and (2) utilization of all yard requirements of the RAS3 Zone;

- 5) Pursuant to LAMC Section 16.05, a Site Plan Review for a development project that results in an increase of 50 or more residential dwelling units; and
- 6) Any additional discretionary or ministerial actions from the Building and Safety Department (and other municipal agencies) for Project construction actions including, but not limited to: demolition, removal and replacement of street trees, excavation, shoring, grading, foundation, building and tenant improvement permits.

2 SUSTAINABLE COMMUNITIES STRATEGY CRITERIA

Table 2-1
Sustainable Communities Strategy Criteria

PRC § 21155(a). Consistency with the general use designation, density, building intensity, and applicable policies specified for the project area in a sustainable communities strategy.	Consistent	
	Yes	No
<p>The Southern California Association of Governments (SCAG) is the metropolitan planning organization (MPO) for the Project Site area. The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) is the Southern California Association of Government's (SCAG) most recent RTP/SCS. Similar to the 2016-2040 RTP/SCS, the 2020-2045 RTP/SCS is a long-range visioning plan for the six-county SCAG region that highlights the existing land use and transportation conditions throughout the SCAG region and forecasts how it will meet the region's transportation needs between 2020 and 2045, as well as achieve the California Air Resources Board's (CARB) greenhouse gas (GHG) emissions reduction targets. Specifically, the 2020-2045 RTP/SCS identifies and prioritizes expenditures of this anticipated funding for transportation projects of all transportation modes: highways, streets and roads, transit, rail, bicycle and pedestrian, as well as aviation ground access. It also includes a set of visions, goals, objectives, policies, and performance measures developed through public and stakeholder outreach sessions across SCAG's region. On September 3, 2020, SCAG's Regional Council formally adopted the 2020-2045 RTP/SCS. On October 30, 2020, CARB officially determined that the 2020-2045 RTP/SCS would achieve CARB's 2035 GHG emission reduction target. Collectively, the 2016-2040 RTP/SCS and 2020-2045 RTP/SCS demonstrate how the SCAG region will achieve CARB's identified targets, and for this reason, this SCPE addresses the consistency of the Project with both plans.</p> <p><u>2016-2020 RTP/SCS</u></p> <p>The Project is consistent with the general land use designation, density, and building intensity in the SCAG 2016-2040 RTP/SCS. The 2016-2040 RTP/SCS balances Southern California's regional future mobility and housing needs with economic, environmental and public health goals. For the SCAG region, CARB has set GHG emissions reduction targets to 8 percent below 2005 per capita emissions levels by 2020, and 13 percent below 2005 per capita emissions levels by 2035. On June 28, 2016, CARB accepted SCAG's quantification of GHG emission reductions from the 2016-2040 RTP/SCS and determined that the 2016-2040 RTP/SCS would, if implemented, achieve the 2020 and 2035 GHG emission reduction targets and thus, met the criteria to be a sustainable communities strategy.</p> <p>Using data collected from local jurisdictions, including general plans, SCAG categorized existing land use into land use types, then combined the land use types into 35 Place Types, and then classified sub-regions into one of three land use development categories (LDCs): Urban, Compact, and Standard. SCAG used each</p>	X	

**Table 2-1
Sustainable Communities Strategy Criteria**

<p>of these categories to describe the conditions that exist and/or are likely to exist within each specific area of the region.</p> <p>Based on Exhibits 13 and 14 of SCAG’s SCS Background Documentation (included in Appendix B), the Project Site is located in between a “Compact” and “Standard” LDC.</p> <p>The 2016-2040 RTP/SCS describes the Compact LDC as follows:</p> <p><i>Less intense than Urban LDC, but highly walkable with rich mix of retail, commercial, residential and civic uses. Most likely to occur as new growth on the urban edge, or large-scale redevelopment. Rich mix of housing, from multifamily and attached single family (townhome) to small- and medium-lot single family homes. Well served by regional and local transit service, but may not benefit from as much service as Urban growth, and is less likely to occur around major multimodal hubs. Streets are well connected and walkable, and destinations such as schools, shopping and entertainment areas can typically be reached via a walk, bike, transit or short auto trip.</i></p> <p>The 2016-2040 RTP/SCS describes the Standard LDC as follows:</p> <p><i>Reflects the separate-use auto-oriented development of the American suburban landscape over the past five decades. Densities tend to be lower than in Compact Walkable LDC, and land uses are generally not highly mixed, and medium- and larger-lot single-family homes comprise the majority of this development form. Standard areas are not typically well served by regional transit service and most trips are made via automobile.</i></p> <p>The 2016-2040 RTP/SCS includes 35 urban footprint place types that SCAG uses to forecast and plan for regional development. The Project is consistent with the Town Residential place type that is defined as follows:</p> <p><i>Containing a mix of townhomes, condominiums and apartments (and occasionally small-lot single family homes), Town Residential is characterized by dense residential neighborhoods interspersed with occasional retail areas. Typical buildings are 2-5 stories tall, with limited off-street parking; residents tend to use transit, walking and bicycling for many of their transportation needs.</i></p> <p>The Project Site is located along the Topanga Canyon Boulevard corridor, which is developed with several sources of employment, shopping, and entertainment, including the Warner Center and the Westfield Topanga Mall. The Project Site is located approximately 1,024 feet north of a Major Transit Stop located at the intersection of Sherman Way and Topanga Canyon Boulevard. In addition, the Project Site is located approximately 0.5 miles from the Metro G Line (formerly the Orange Line). Also, the Project Site area is served by bus lines operated by Metro lines 150, 162/163, 169, and 244/245. The Project Site is also located within a High Quality Transit Area (HQTA) as defined by SCAG (refer to Exhibits 13 and 14 in Appendix B) and a Transit Priority Area (TPA) as defined by SB 743, each of which</p>		
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<p>support transit opportunities and promote a walkable environment. The Project Site bounded by Topanga Canyon Boulevard to the west, an alley to the east, multi-family residential buildings to the north, and a medical office building to the south. Other land uses in the vicinity of the Project Site include commercial and multi-family development along the Topanga Canyon Boulevard corridor, with mixed residential uses located beyond the corridor to the east and west. The Project is an infill development that includes demolition and removal an office building and associated parking and development of the Project Site with a five-story, 90,715 square-foot residential building, that will contain a total of 149 dwelling units, all of which will be affordable housing units, with the exception of the manager’s unit, and one level of parking beneath the building. The unit types would consist of 23 studio units, 117 one-bedroom units and 9 two-bedroom units. Additionally, the Project would include a total of 110 bicycle parking spaces (100 long-term spaces and 10 short-term spaces).</p> <p>In addition, as described in more detail below, the Project would be at approximately 16.2 percent more energy efficient than Title 24 standards. The Project building and landscaping are also designed to achieve approximately 64.4 percent less water usage than the Metropolitan Water District’s (MWD) baseline usage. Thus, the Project is consistent with the SCAG Compact and Standard LDCs, as well as the associated density and building intensity assumptions in the SCAG’s 2016-2040 RTP/SCS. Furthermore, the Project is consistent with the applicable goals and policies in the 2016-2040 RTP/SCS, as outlined in Appendix C. As such, the Project is consistent with this criterion.</p> <p><u>2020-2045 RTP/SCS</u></p> <p>The 2020-2045 RTP/SCS includes strategies for accommodating forecasted population, household and employment growth in the SCAG region by 2045, as well as a transportation investment strategy for the region. These land use strategies are directly tied to supporting related GHG emissions reductions through increasing transportation choices with a reduced dependence on automobiles; an increase growth within walkable, mixed-use communities, and HQTAs; and by encouraging growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting implementation of sustainability policies, and promoting a green region.</p> <p>As a Land Use Tool, the 2020-2045 RTP/SCS identifies Priority Growth Areas (PGAs) throughout the SCAG region where 2020-2045 RTP/SCS strategies can be fully realized. These PGAs include Job Centers, Transit Priority Areas (TPAs), HQTAs, Neighborhood Mobility Areas (NMAs), Livable Corridors, and Spheres of Influence. These PGAs account for only 4 percent of region’s total land area, but implementation of SCAG’s growth strategies will help these areas accommodate an estimated 64 percent of forecasted household growth and 74 percent of forecasted employment growth between 2016 and 2045. This more compact form of regional development, if fully realized, can reduce travel distances, increase mobility options, improve access to workplaces, and conserve the region’s resource areas.</p>	
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**Table 2-1
Sustainable Communities Strategy Criteria**

<ul style="list-style-type: none"> • Job Centers: Areas with significantly denser employment than their surroundings. The 2020-2045 RTP/SCS prioritizes employment growth and residential growth in existing Job Centers in order to leverage existing density and infrastructure. When growth is concentrated in Job Centers, the length of vehicle trips for residents can be reduced. • TPAs: Areas within one-half mile of a major transit stop that is existing or planned. According to the 2020-2045 RTP/SCS, focusing regional growth in areas with planned or existing transit stops is key to achieving equity, economic, and environmental goals. Infill within TPAs can reinforce the assets of existing communities, efficiently leveraging existing infrastructure and potentially lessening impacts on natural and working lands. Growth within TPAs supports strategies outlined in the 2020-2045 RTP/SCS for preserving natural lands and farmlands and alleviates development pressure in sensitive resource areas by promoting compact, focused infill development in established communities with access to high-quality transportation. • HQTAs: Areas within one-half mile from major transit stops and high-quality transit corridors. New developments should be context-sensitive, responding to the existing physical conditions of the surrounding area. Sensitively designed TODs can preserve existing development patterns and neighborhood character while providing a balance of housing choices. • NMAs: Areas that focus on creating, improving, restoring, and enhancing safe and convenient connections to schools, shopping, services, places of worship, parks, greenways and other destinations. NMAs have robust residential to non-residential land use connections, high roadway intersection densities and low-to-moderate traffic speeds. NMAs can encourage safer, multimodal, short trips in existing and planned neighborhoods and reduce reliance on single occupancy vehicles. NMAs support the principles of center focused placemaking. Fundamental to neighborhood scale mobility in urban, suburban, and rural settings is encouraging “walkability,” active transportation and short, shared vehicular trips on a connected network through increased density, mixed land uses, neighborhood design, enhanced destination accessibility and reduced distance to transit. Targeting future growth in these areas has inherent benefits to Southern California residents – providing access to “walkable” and destination-rich neighborhoods to more people in the future. • Livable Corridors: Livable Corridor land-use strategies include development of mixed-use retail centers at key nodes along corridors, increasing neighborhood-oriented retail at more intersections, applying a “Complete Streets” approach to roadway improvements, and zoning that allows for the replacement of underperforming auto- oriented strip retail between nodes with higher density residential and employment. Livable Corridors also encourage increased density at nodes along key corridors, and 		
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**Table 2-1
Sustainable Communities Strategy Criteria**

<p>redevelopment of single-story, under-performing retail with well-designed, higher density housing and employment centers.</p> <p>The 2020-2045 RTP/SCS identifies these PGAs on Exhibits 3.4 through 3.10, which are included in Appendix B. As shown on the figures, the Project Site is located within a NMA, a Job Center, a TPA, and a HQTAs.</p> <p>The Project is consistent with the general use designation, density, and building intensity set forth in the 2020-2045 RTP/SCS for each of these PGAs in that the Project includes development of multi-family housing on an infill site near transit and sources of employment, shopping, and entertainment, leveraging existing density and infrastructure and reduce the length of vehicle trips for residents.</p> <p>Consistent with the land use policies for TPAs, the Project constitutes compact, focused infill development in an established community with access to high-quality transportation. Given the urban nature of the Project Site area, Project residents would be able to walk and bike home and to work and to shop. In addition, the Project Site’s location near robust transit opportunities (Metro lines 150, 162/163, 169, and 244/245) and Metro G Line (formerly the Orange Line) would further reduce dependence on automobile travel, reducing the need to own an automobile and pay for parking.</p> <p>Consistent with the land use policies for HQTAs, the Project would also be context-sensitive and respond to the existing physical conditions of the surrounding area. The Project would preserve existing development patterns and neighborhood character by developing the Project on an infill site with residential uses along the Topanga Canyon Boulevard corridor, which is developed with a mix of uses, while providing additional housing choices for residents.</p> <p>Consistent with the 2020-2045 RTP/SCS’s general use designation, density, and building intensity for NMAs and Livable Corridors, the Project would develop new multi-family residential housing in a destination-rich area with robust residential to non-residential land use connections and high roadway intersection densities. The Project would also encourage “walkability” by locating a housing development near existing retail, transit, and employment. Also, the Project would include approximately 100 long-term bicycle parking stalls and 10 short-term bicycle parking stalls, which would encourage bicycling as a form of transportation and exercise.</p> <p>This type of transit- and neighborhood-oriented housing development helps to reduce dependence on automobile travel and to reduce associated mobile-source GHG emissions. Thus, the Project is consistent with SCAG’s land use strategies related to reducing GHG emissions by encouraging growth near destinations and mobility options. As such, the Project would be consistent with the land use, density, and intensity of development specified in the 2020-2045 RTP/SCS for projects in or near Job Centers and in TPAs, HQTAs, and NMAs.</p> <p>Furthermore, the Project is consistent with the applicable goals and policies in the 2020-2045 RTP/SCS, as outlined in Appendix C.</p>		
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**Table 2-1
Sustainable Communities Strategy Criteria**

As such, the Project is consistent with this criterion.		
PRC §21155(b). To be considered a Transit Priority Project (TPP) as defined by §21155(b), the project must meet all of the following criteria. A TPP shall:	Consistent	
(1) Contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;	X	
The Project involves the construction and operation of a new residential building containing 149 dwelling units. The proposed building would have a total floor area of 90,715 square feet, resulting in a floor area ratio of 2.75:1. The Project would be 100 percent residential use. As such, the Project is consistent with this criterion.		
(2) Provide a minimum net density of at least 20 dwelling units per acre; and	X	
The Project would develop an approximately 0.86-acre (32,251-square-foot) site with a residential building, containing 149 residential units. Thus, the net density for the Project is approximately 173 dwelling units per acre, which exceeds the required minimum of 20 units per acre. As such, the Project is consistent with this criterion.		
(3) Be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area further than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor.	X	
PRC Section 21064.3 defines a major transit stop as: a) a site containing an existing rail or rapid transit station; b) a ferry terminal served by either a bus or rail transit service; or c) the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.		
The Project Site is located approximately 0.5 miles west of the Sherman Way Station, which is served by the Metro G Line (formerly the Orange Line). The G Line runs between the North Hollywood B Line (formerly the Red Line) station and the Chatsworth Metrolink Station. Additionally, as stated previously, the Project Site is also located within an HQTAs as defined by SCAG and a TPA as defined by SB 743. As such, the Project is consistent with this criterion.		

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PRC §21155.1(a). The Transit Priority Project complies with all of the following environmental criteria:	Consistent	
	Yes	No
<p>(1) The Transit Priority Project and other projects approved prior to the approval of the Transit Priority Project but not yet built can be adequately served by existing utilities, and the Transit Priority Project applicant has paid, or has committed to pay, all applicable in-lieu or development fees.</p> <p><u>Water:</u> The water facilities required to serve the Project Site include the existing large water distribution system operated by the Los Angeles Department of Water and Power (LADWP), as well as local infrastructure to meet the needs of the Project Site that includes a 12-inch water main in Topanga Canyon Boulevard and a 6-inch water main in Leadwell Street (refer to the <i>Utility Infrastructure Technical Report</i> in Appendix D).</p> <p>Based on the <i>Utility Infrastructure Technical Report</i> (Table 6 on page 23), the Project would consume approximately 19,134 gallons of water per day. According to LADWP’s 2015 Urban Water Management Plan (2015 UWMP), the most recent plan available, LADWP has sufficient supply to meet a total water demand of 675,700 acre-feet per year (afy) by the year 2040. LADWP has programs to reduce the demand to 565,600 afy by 2040, a difference of 110,100 afy. As such, LADWP can provide the needed water from its existing system pursuant of the provisions in 2015 UWMP. Therefore, LADWP would not require added water supply to meet the demand from the Project.</p> <p>Regarding the local infrastructure, based on the results provided by LADWP within the Service Advisory Request (SAR) dated March 30, 2021 (included as Exhibit 2 to the <i>Utility Infrastructure Technical Report</i> in Appendix D), the existing infrastructure would be adequate to serve the Project. As shown by the SAR and through compliance with LAFD and LADWP requirements, the Project’s fire-flow needs also could be accommodated by the existing infrastructure. Thus, there would be adequate capacity available to accommodate the required fire flows and domestic water demand generated by the Project and the Project would not require the relocation or construction of new or expanded water facilities.</p> <p><u>Wastewater:</u> The Project would connect to the City’s existing sewer system infrastructure near the Project Site that includes an 8-inch line in the Wyandotte Street Alley and a 15-inch line in Topanga Canyon Boulevard.</p> <p>Based on the <i>Utility Infrastructure Technical Report</i> (Table 7 on page 23), the Project would generate approximately 15,945 gallons of wastewater per day. According to the <i>Utility Infrastructure Technical Report</i>, given the current remaining capacity of the Hyperion Water Reclamation Plan (HWRP), the HWRP would have ample capacity to treat the Project’s wastewater generation of 0.01 million gallons per day</p>	X	

**Table 2-1
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<p>(mgd), which would account for less than one percent increase in demand at the HWRP.</p> <p>Further, a Sewer Capacity Availability Report (SCAR), included as Exhibit 2 to the <i>Utility Infrastructure Technical Report</i> in Appendix D, which outlines the sewer system infrastructure that would serve the Project, the capacity of the infrastructure, and the Project’s estimated wastewater generation, was reviewed and approved by the City’s Bureau of Sanitation (LASAN). Thus, the Project would not require the relocation or construction of new or expanded wastewater facilities.</p> <p><u>Stormwater:</u> The Project Site is located in an urbanized area of the City. Under the existing condition, the Project Site is developed an office and associated parking. During a storm event, almost all stormwater that contacts the Project Site is directed to the existing storm drain system. Very little stormwater is absorbed into the ground at the Project Site.</p> <p>For the Project, the Project Applicant would be required to comply with the City’s Low Impact Development (LID) Standards, and stormwater runoff from certain portions of the Project would be diverted to on-site bio-infiltration planters. Planter overflow and the remaining stormwater runoff would be directed to the existing storm drain system. The City would require that the Project be designed and constructed to minimize stormwater flows from the Project to not exceed existing flows. Thus, the Project’s stormwater could be accommodated by existing drainage facilities.</p> <p><u>Electricity:</u> Electricity supply to the Project Site is provided by LADWP via overhead powerlines on the Wyandotte Street Alley. Currently, LADWP is able to supply over 7,880 megawatts (MW) of generation capacity with the highest recorded peak being 6,502 MW. Peak demand is expected to grow to 5,933 MW in 2022-2023 (approximate Project buildout timeframe). Despite these growth projections, demand would still not exceed the existing capacity of 7,880 MW. Thus, there is adequate supply capacity to serve the Project, as it is projected that the Project would consume a net increase of approximately 327,697 kilowatt hours per year of electricity (refer to the <i>Utility Infrastructure Technical Report</i> [Table 9 on page 25] in Appendix D). Electrical conduits, wiring, and associated infrastructure would be conveyed to the Project Site from existing LADWP lines near the site. Thus, the Project’s electricity needs could be accommodated via existing electricity infrastructure.</p> <p><u>Natural Gas:</u> Natural gas is provided to the Project Site by the Southern California Gas Company (SoCalGas). Infrastructure in the vicinity of the Project Site includes a gas main along Topanga Canyon Boulevard. The Project would consume an estimated net 1,240,764 cubic feet of natural gas per year (refer to the <i>Utility Infrastructure Technical Report</i> [Table 10 on page 25] in Appendix D). Natural gas supply available to SoCalGas from California sources averaged 97 million cubic feet per day (cf/day) in 2019. SoCalGas projects total natural gas demand to decrease at an annual rate of 1.0 percent per year through 2035. This decrease is due to modest economic</p>		
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<p>growth, CPUC-mandated energy efficiency standards and programs, tighter standards created by revised Title 24 codes and standards, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure (AMI). Thus, with natural gas consumption becoming more efficient and decreasing, SoCalGas's projection for natural gas demand also decreases. SoCalGas's storage fields have a combined theoretical storage working inventory capacity of 130 billion cubic feet. The Project would be responsible for paying connection costs to connect its on-site service meters to existing infrastructure. SoCalGas undertakes expansion and/or modification of the natural gas infrastructure to serve future growth within its service area as part of the normal process of providing service. There would be no disruption of service to other consumers during the installation of these improvements. Thus, the Project's natural gas needs could be accommodated via existing natural gas infrastructure.</p> <p><u>Telecommunications:</u> In the Project Site area, existing telephone service is typically provided by AT&T, and existing cable television/internet is typically provided by Spectrum (formerly Time Warner Cable). The Project Site could be served by existing telecommunications facilities that are available in the Project Site area. The Project would require Project- and site-specific infrastructure to connect to the existing utilities, but the Project would not require new or expanded facilities.</p> <p>The Project would pay all applicable in-lieu or development fees pursuant to code requirements and conditions of Project approval.</p> <p>As such, the Project is consistent with this criterion.</p>		
<p>(2) The site of the Transit Priority Project does not contain wetlands or riparian areas and does not have significant value as a wildlife habitat, and the Transit Priority Project does not harm any species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), and the project does not cause the destruction or removal of any species protected by a local ordinance in effect at the time the application for the project was deemed complete.</p> <p>The Project Site is located in an urbanized area of the City. The Project Site is currently developed with an office building and associated parking. The surrounding area is largely developed with mixed commercial and residential land uses, roadways, and utility infrastructure. No wetlands, riparian areas, or natural habitat that would support endangered, rare, or threatened species exists on the Project Site or in the areas surrounding the Project Site.</p> <p>As identified in the <i>Tree Report</i> prepared for the Project (refer to Appendix A), there</p>	<p>X</p>	

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<p>are seven American sycamore trees (<i>Platanus occidentalis</i>), six Indian laurel trees (<i>Ficus nitida</i>), and four cajaput trees (<i>Melaleuca quinquenervia</i>) located on the Project Site. None of these trees is considered a protected tree as defined by the City. All of these trees would be removed as part of the Project. Removal of trees has the potential to impact nesting bird species, if they are present at the time of tree removal. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (Title 16, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 20) and Section 3503 of the California Department of Fish and Game Code. Removal of the trees would occur in accordance with the MBTA and state and local requirements. Thus, the Project would not harm any species protected by the Federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code). As such, the Project is consistent with this criterion.</p>		
<p>(3) The site of the Transit Priority Project is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.</p> <p>Government Code Section 65962.5, amended in 1992, requires the California Environmental Protection Agency (CalEPA) to develop and update annually the Cortese List, which is a list of hazardous waste sites and other contaminated sites. While Government Code Section 65962.5 makes reference to the preparation of a list, many changes have occurred related to web-based information access since 1992, and information regarding the Cortese List is compiled on the websites of different agencies. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action, facilities, as well as existing site cleanup information. The Regional Water Quality Control Board (RWQCB) maintains a similar database (Geotracker); Geotracker information is also available on EnviroStor. EnviroStor and Geotracker also provide information on investigation, cleanup, permitting, and/or corrective actions that are permitting, planned, being conducted, or have been completed under DTSC's and the RWQCB's respective oversight.</p> <p>The Project Site is not included on any list compiled pursuant to Government Code Section 65962.5.¹ Thus, the Project would not create a hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As such, the Project meets this criterion.</p>	<p>X</p>	

¹ CalEPA, Cortese List Data Resources, <https://calepa.ca.gov/sitecleanup/corteselist/>, accessed February 28, 2021. Department of Toxic Substances Control, <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress>, accessed February 28, 2021. Phase I Environmental Site Assessment, Partner Engineering and Science, Inc., August 5, 2019 (refer to Appendix E).

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<p>(4) The site of the Transit Priority Project is subject to a preliminary endangerment assessment prepared by a registered 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.</p> <p>(a) If a release of a hazardous substance is found to exist on the site, the release shall be removed or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements.</p> <p>(b) 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 a level of insignificance in compliance with state and federal requirements.</p> <p><i>A Phase I Environmental Site Assessment (Phase I ESA) was prepared for the Project Site by Partner Engineering and Science, Inc. (Partner) on August 5, 2019 (refer to Appendix E). The purpose of the Phase I ESA was to identify any potential recognized environmental conditions (RECs), historic recognized environmental conditions (HRECs), and/or controlled recognized environmental conditions (CRECs) associated with the Project Site due to past or current use of the Project Site and/or off-site properties. In order to identify environmental conditions of the Project Site, the Phase I ESA included a site inspection, interviews with parties familiar with the Project Site, historical research in the past uses of the site and an environmental records search with regard to the Project Site, adjoining and immediately surrounding properties, and the surrounding area.</i></p> <p><i>Partner concluded that there was no evidence of any RECs, HRECs, or CRECs in connection with the Project Site.</i></p> <p><i>For these reasons, the Project is consistent with these criteria.</i></p>	<p>X</p>	
<p>(5) The Transit Priority Project does not have a significant effect on historical resources pursuant to Section 21084.1.</p> <p><i>The Project Site is currently developed with an office building built in 1981 and associated parking. According to the City’s Zoning Information and Map Access System (ZIMAS), the Project Site is not subject to Historic Preservation Review. Also, the building on the Project Site is not identified as a significant historical resources in Historic Places LA.² No significant historical resources are located on or near the Project Site. As such, the Project would not have a significant effect on historical resources pursuant to Section 21084.1.</i></p>	<p>X</p>	

² *Historic Places LA, <http://www.historicplacesla.org/map>, accessed March 2021.*

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For this reason, the Project is consistent with this criterion.		
<p>(6) The Transit Priority Project site is not subject to any of the following:</p> <p>(a) A wildland fire hazard, as determined by the Department of Forestry and Fire Protection, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a wildland fire hazard.</p> <p>The Project Site is located in a highly urbanized area and is fully developed with an office building and associated parking. The Project Site and surrounding area are not located within a State-designated Hazard Severity Zone.³ Thus, the Project Site is not subject to a wildland fire hazard. As such, the Project meets this criterion.</p> <p>(b) An unusually high risk of fire or explosion from materials stored or used on nearby properties.</p> <p>The Project Site is developed with an office building and associated parking. The site is surrounded by a mix of residential and commercial uses. There are no industrial or manufacturing uses, which might store potentially explosive or hazards materials, within the vicinity of the Project Site. Thus, the Project Site is not subject to an unusually high risk of fire or explosion from materials stored or used on nearby properties. As such, the Project meets this criterion.</p> <p>(c) Risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.</p> <p>Refer to response to Criterion (4)(b) above. Based on the information provided there, the Project would not result in public health exposure, either to the public or to future Project tenants, at a level that would exceed the standards established by any state or federal agency. As such, the Project meets this criterion.</p> <p>(d) Seismic risk as a result of being within a delineated earthquake fault zone, as determined pursuant to Section 2622, or a seismic hazard zone, as determined pursuant to Section 2696, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake fault or seismic hazard zone.</p> <p>The Project Site is not located within a City-designated Preliminary Fault Rupture Study Area or an Alquist-Priolo Fault Zone. The Project Site is located within approximately 12 kilometers of the of the nearest fault (Santa Susana Fault).</p> <p>Soils are the Project Site are subject to seismic-related liquefaction.⁴ Liquefaction</p>	X	

³ California Department of Forestry and Fire Protection, *Map of CAL FIRE'S Fire Hazard Severity Zones in State Responsibility Areas, Los Angeles*, https://osfm.fire.ca.gov/media/5830/los_angeles.pdf, accessed March 2021.

⁴ *Geotechnical Investigation*, AGI, Geotechnical, Inc., July 10, 2020. Refer to Appendix I.

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<p>calculations were performed for the Project, assuming the historically highest groundwater level, located at 10 feet below the ground surface. Calculations were performed for a 475-year return period and a 2,475-year return period. Because the estimated 2.65-inch seismic settlement from the 475-year calculations exceed the City's maximum allowable values for a conventional footing foundation system (1.5-inch total, 0.75-inch differential), the Project would incorporate a mat foundation. These seismic settlements, combined with the predicted static settlements, would be used for final determination of the specific foundation design requirements. The 4.40-inch total and 2.93-inch differential settlement from the 2,475-year analysis present no risk of collapse of the proposed building.</p> <p align="center">(e) Landslide hazard, flood plain, flood way, or restriction zone, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood.</p> <p>The Project Site and surrounding area are fully developed and generally characterized by relatively flat topography. Based on a review of ZIMAS, the Project Site is not located in a landslide area as mapped by the City.</p> <p>The Project Site is not located within a designated 100-year flood plain area or flood way boundary as mapped by the Federal Emergency Management Agency (FEMA) or by the City (Federal Emergency Management Agency, Flood Insurance Rate Map, Map Number X, September 26, 2008; City of Los Angeles, Los Angeles General Plan Safety Element, November 1996, Exhibit F, 100-Year & 500-Year Flood Plain, p. 57). FEMA identifies the site as located within an "Area of Minimal Flood Hazard."⁵</p> <p>Thus, the Project Site is not subject to hazards associated with landslide hazard, flood plain, flood way, or restriction zone. As such, the Project meets this criterion.</p>	
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⁵ FEMA Flood Map Service Center, <https://msc.fema.gov/portal/search?AddressQuery=7340%20topanga%20canyon%20boulevard%2C%20los%20angeles%2C%20ca#searchresultsanchor>, accessed on May 25, 2021

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<p>(7) The Transit Priority Project site is not located on developed open space.</p> <p>(A) For the purposes of this paragraph, “developed open space” means land that meets all of the following criteria:</p> <ul style="list-style-type: none"> (i) Is publicly owned, or financed in whole or in part by public funds. (ii) Is generally open to, and available for use by, the public. (iii) Is predominantly lacking in structural development other than structures associated with open spaces, including, but not limited to, playgrounds, swimming pools, ballfields, enclosed child play areas, and picnic facilities. <p>The Project Site is privately owned, has not been designated for acquisition by a public agency for use as open space, and is located in a highly urbanized area that includes a mixture of residential and commercial uses. The Project Site is currently developed with an office building and associated parking and does not contain any recreational facilities. The site has not been used by the public for recreational purposes. Thus, the Project Site is not located on developed open space. As such, the Project meets this criterion.</p>	X	
<p>(8) The buildings in the Transit Priority Project are 15 percent more energy efficient than required by Chapter 6 of Title 24 of the California Code of Regulations and the buildings and landscaping are designed to achieve 25 percent less water usage than the average household use in the region.</p> <p>The Project would achieve its energy and water efficiency through the implementation of multiple measures, which are detailed in the <i>Energy and Water Efficiency Compliance Report</i> prepared by Zinner Consultants, dated February 23, 2021 (refer to Appendix F). Based on the report, the Project would be designed to be approximately 16.2 percent more energy efficient than the standards contained in Title 24 of the California Code of Regulations and would be designed to achieve approximately 64.4 percent less water usage than MWD’s baseline usage.</p> <p>According to the <i>Energy and Water Efficiency Compliance Report</i>, the baseline water use in the region is 317.1 gallons per day per unit. The Project would use approximately 113 gallons of water per household per day. Therefore, the Project would use approximately 64.4 percent less water than the average household in the region.</p> <p>The energy efficiency calculations contained in the <i>Energy and Water Efficiency Compliance Report</i> were calculated using “whole building energy modeling” software approved by the California Energy Commission for Title 24 compliance. Tables 2 through 4 of the report list both the characteristics of the proposed design</p>	X	

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<p>and that of the Title 24 Standard building, so that the characteristics and the energy consumption/efficiency could be compared against one another. The results of the modeling show that the Project has a targeted savings of approximately 16.2 percent over the Title 24 baseline.</p> <p>Therefore, the Project is designed to be at least 15 percent more energy-efficient than required by Chapter 6 of Title 24 of the California Code of Regulations, and is designed to achieve approximately 64.4 percent less water usage than MWD's baseline usage. As such, the Project meets this criterion.</p>		
<p>PRC § 21155.1(b). The Transit Priority Project meets all of the following land use criteria:</p>	Consistent	
<p>(1) The site of the Transit Priority Project is not more than eight acres in total area.</p> <p>The Project Site is approximately 0.86 acres (37,251 square feet) in size. Thus, the Project Site is less than eight acres in size. As such, the Project meets his criterion.</p>	X	
<p>(2) The Transit Priority Project does not contain more than 200 residential units.</p> <p>The Project proposes 149 residential units. Thus, the Project would not include more than 200 residential units. As such, the Project meets this criterion.</p>	X	
<p>(3) The Transit Priority Project does not result in any net loss in the number of affordable housing units within the project area.</p> <p>The Project Site is currently developed with an office building and associated parking and does not contain any residential development. No existing affordable housing would be affected by the Project.</p> <p>The project will contain a total of 149 dwelling units, all of which will be affordable housing units, with the exception of the manager's unit. Thus, the Project would increase the number of affordable housing units at the Project Site and within the Project Site vicinity. As such, the Project meets this criterion.</p>	X	
<p>(4) The Transit Priority Project does not include any single level building that exceeds 75,000 square feet.</p> <p>The Project building would be five stories and 90,715 square feet (not including parking square footage). Thus, the Project does not include a single-level building that exceeds 75,000 square feet. As such, the Project meets this criterion.</p>	X	
<p>(5) Any applicable mitigation measures or performance standards or criteria set forth in the prior environmental impact reports, and adopted in findings, have been or will be incorporated into the Transit Priority Project.</p>	X	

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<p>There are no prior environmental impact reports (EIR) or other environmental documents prepared specifically for the Project Site.</p> <p>The City has identified two prior EIRs with mitigation measures that could apply to the Project – SCAG 2016-2020 RTP/SCS Final Program EIR and SCAG 2020-2045 RTP/SCS Final Program EIR). The Mitigation Monitoring and Reporting Plans (MMRPs) associated with these EIR provide a list of mitigation measures that SCAG determined a lead agency can or should consider, as applicable and feasible.</p> <p>A discussion of applicability of these measures is contained in Appendix G. As described therein, many of the mitigation measures identified by SCAG would not apply to the Project and as such, would not be incorporated into the TPP (i.e., the Project). Nonetheless, as required under this criterion, Appendix G contains a full discussion of the applicability of the mitigation measures identified in the MMRP to the Project. As such, the Project meets this criterion.</p>		
<p>(6) The Transit Priority Project is determined not to conflict with nearby operating industrial uses.</p> <p>The nearest properties zoned for industrial uses are located along Canoga Avenue, approximately 0.5 miles east of the Project Site. These properties are zoned MR1-1VL and are designated by the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan for the Limited Manufacturing land uses. Due to distance from the Project as well as the buffering provided by existing development located between the Project and the nearest industrial zoned sites, the Project would not conflict with nearby operating industrial uses. As such, the Project meets this criterion.</p>	X	
<p>(7) The Transit Priority Project is located within one-half mile of a rail transit station or a ferry terminal included in a regional transportation plan or within one-quarter mile of a high quality transit corridor included in a regional transportation plan.</p> <p>As stated previously and as shown on Exhibits 3.7 and 3.8 in Appendix B, the Project Site is in an area identified as a TPA and an HQTA (respectively) by SCAG. In particular, the Project Site is located within one-half mile of the Sherman Way Station, which is served by the Metro G Line (formerly the Orange Line). As such, the Project meets this criterion.</p>	X	
<p>PRC 21155.1(c). The Transit Priority Project meets at least one of the following three criteria:</p>	Consistent	
<p>(1) The Transit Priority Project meets both of the following:</p> <p>(a) At least 20 percent of the housing will be sold to families of moderate income, or not less than 10 percent of the housing will be rented to families of low income, or not less than 5 percent of the housing is rented to families of very low income.</p>	X	

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<p>(b) The Transit Priority Project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units for very low, low-, and moderate-income households at monthly housing costs with an affordable housing cost or affordable rent, as defined in Section 50052.5 or 50053 of the Health and Safety Code, respectively, for the period required by the applicable financing. Rental units shall be affordable for at least 55 years. Ownership units shall be subject to resale restrictions or equity sharing requirements for at least 30 years.</p> <p>The project will contain a total of 149 dwelling units, all of which will be affordable housing units, with the exception of the manager’s unit. The Project operator would enter into a housing regulatory agreement with the Los Angeles Housing and Community Investment Department (HCIDLA) to memorialize this requirement and make it binding on any successors or assigns for the regulatory period. As such, the Project meets these criteria.</p>		
<p>(2) The Transit Priority Project developer has paid or will pay in-lieu fees pursuant to a local ordinance in an amount sufficient to result in the development of an equivalent number of units that would otherwise be required pursuant to paragraph (1).</p> <p>As discussed above, the Project meets criterion (1)(a). Thus, the Project meets the requirements of PRC 21155.1(c).</p>	X	
<p>(3) The Transit Priority Project provides public open space equal to or greater than five acres per 1,000 residents of the project.</p> <p>As discussed above, the Project meets criterion (1)(a). Thus, the Project meets the requirements of PRC 21155.1(c).</p>	X	