

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

APPENDIX C

PROJECT CONSISTENCY WITH SCAG'S 2016-2040 RTP/SCS AND 2020-2045 RTP/SCS

As demonstrated on Table C-1, the Project would be substantially consistent with the Southern California Association of Governments' (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS).

Table C-1
Consistency with SCAG's 2016-2040 RTP/SCS

Goals, Policies, and Benefits	Consistency Assessment
<p>Goal 1 Align the plan investments and policies with improving regional economic development and competitiveness.</p>	<p>Not Applicable. This goal is directed towards SCAG and the City of Los Angeles (City) and does not apply to the Project.</p>
<p>Goal 2 Maximize mobility and accessibility for all people and goods in the region.</p>	<p>Consistent. The Project Site is located along the 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). 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 (HQTAs) 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. The Project is an infill development that includes development of the Project Site with a five-story, 91,857-square-foot residential building, with 149 dwelling units inclusive of 12 dwelling units (8 percent) restricted to Extremely Low Income Households and would place residents near transit. Additionally, the Project would include a total of 110 bicycle parking spaces (100 long-term spaces and 10 short-term spaces), which would support cycling as a form of transportation. Thus, consistent with this goal, the Project would promote accessibility for Project residents.</p>
<p>Goal 3 Ensure travel safety and reliability for all people and goods in the region.</p>	<p>Consistent. The Project would provide 110 bicycle parking spaces. Also, the Project would include street lighting and lighting of all pedestrian pathways adjacent to the Project Site to allow for safe travel. Furthermore, the Project would be subject to the site plan review</p>

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Goals, Policies, and Benefits	Consistency Assessment
	requirements of the City and would be required to coordinate with the Department of Building and Safety and the Los Angeles Fire Department to ensure that all access points, driveways, and parking areas would not create a design hazard to local roadways. Thus, the Project would ensure safe and reliable travel.
Goal 4 Preserve and ensure a sustainable regional transportation system.	Not Applicable. This goal is directed towards SCAG transportation projects and does not apply to the Project.
Goal 5 Maximize the productivity of our transportation system.	Consistent. Given the Project Site's location close to transit, the Project would encourage the utilization of transit as a mode of transportation to and from the Project Site area. Thus, the Project would contribute to the productivity and use of the regional transportation system by providing housing near transit.
Goal 6 Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	Consistent. The Project would construct housing near other existing housing and sources of employment, shopping, and entertainment. Project residents would be able to walk and bike to work/home and to shop. In addition, the Project Site's location near robust transit opportunities would further reduce dependence on automobile travel, reducing vehicle miles traveled (VMT) and associated pollutant emissions. The Project would include approximately 100 long-term bicycle parking stalls and 10 short-term bicycle parking spaces, which would encourage bicycling as a form of transportation. Thus, the Project would support a healthy environment.
Goal 7 Actively encourage and create incentives for energy efficiency, where possible.	Not Applicable. This Goal is directed towards SCAG and the City to create incentives for energy efficiency.
Goal 8 Encourage land use and growth patterns that facilitate transit and active transportation.	Consistent. The Project Site is located along the 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). 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 HQTAs as defined by SCAG (refer to Exhibits 13 and 14 in Appendix A) and a TPA as defined by SB 743, each of which support transit opportunities and

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Consistency with SCAG's 2016-2040 RTP/SCS**

Goals, Policies, and Benefits	Consistency Assessment
	<p>promote a walkable environment. The Project is an infill development that includes development of the Project Site with a five-story, 91,857-square-foot residential building, with 149 dwelling units inclusive of 12 dwelling units (8 percent) restricted to Extremely Low Income Households and would place residents near transit. Additionally, the Project would include a total of 110 bicycle parking spaces (100 long-term spaces and 10 short-term spaces), which would support cycling as a form of transportation. Thus, the Project would support the use of transit and active transportation.</p>
<p>Goal 9 Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.</p>	<p>Not Applicable. This Goal is directed towards SCAG to ensure the safety and security of the regional transportation system.</p>
<p>Guiding Policy 1 Transportation investments shall be based on SCAG's adopted regional Performance Indicators.</p>	<p>Not Applicable. This policy is directed towards SCAG in allocating transportation investments.</p>
<p>Guiding Policy 2 Ensuring safety, adequate maintenance and efficiency of operations on the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region.</p>	<p>Not Applicable. This policy is directed towards SCAG in allocating transportation system funding.</p>
<p>Guiding Policy 3 RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives.</p>	<p>Not Applicable. This Goal is directed towards SCAG and the City and not does apply to the Project.</p>
<p>Guiding Policy 4 Transportation demand management (TDM) and active transportation will be focus areas, subject to Policy 1.</p>	<p>Not Applicable. This policy is directed towards transportation investment by SCAG.</p>
<p>Guiding Policy 5 HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1.</p>	<p>Not Applicable. This policy is directed towards transportation investment by SCAG to support high occupancy vehicles (HOV), transit and rideshare.</p>
<p>Guiding Policy 6 The RTP/SCS will support investments and strategies to reduce non-recurrent congestion and demand for single occupancy vehicle use, by leveraging advanced technologies.</p>	<p>Not Applicable. This Guiding Policy relates to SCAG goals in supporting investments and strategies to reduce congestion and the use of single occupancy vehicles.</p>
<p>Guiding Policy 7 The RTP/SCS will encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system and sustainable outcomes in the long run.</p>	<p>Not Applicable. This policy is directed towards SCAG transportation projects to encourage and support transportation investments.</p>

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Goals, Policies, and Benefits	Consistency Assessment
Guiding Policy 8 Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.	Not Applicable. This policy is directed towards SCAG and governmental agencies to encourage and support transportation investments, and does not apply to the Project.
Land Use Policy 1 Identify regional strategic areas for infill and investment.	Not Applicable. This policy is directed towards SCAG to identify regional strategic areas.
Land Use Policy 2 Structure the plan on a three-tiered system of centers development. ¹	Not Applicable. This Land Use Policy is directed towards SCAG and not does apply to the Project.
Land Use Policy 3 Develop "Complete Communities."	<p>Consistent. SCAG describes the development of "complete communities" to provide areas that encourage households to be developed with a range of mobility options to complete short trips. The 2016-2040 RTP/SCS supports the creation of these districts through a concentration of activities with housing, employment, and a mix of commercial and services, located in proximity to each other, where most daily needs can be met within a short distance of home, providing residents with the opportunity to patronize their local area and run daily errands by walking or cycling rather than traveling by automobile.</p> <p>As stated above, the Project would place residential uses in a transit-rich area. The Project Site's location near mass transit and in proximity to employment, shopping, and entertainment opportunities promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Thus, the Project would be consistent with this land use policy to reduce VMT.</p>
Land Use Policy 4 Develop nodes on a corridor.	Not Applicable. The 2016-2040 RTP/SCS describes nodes as mixed-use development centers at key locations that meet most of residents' daily needs and that support livable corridors. This policy is directed towards SCAG and City goals to identify and develop locations that promote nodes.
Land Use Policy 5 Plan for additional housing and jobs near transit.	Consistent. The Project Site is located along the 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

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Goals, Policies, and Benefits	Consistency Assessment
	<p>(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 HQTAs defined by SCAG (refer to Exhibits 13 and 14 in Appendix A) and a TPA as defined by SB 743, each of which support transit opportunities and promote a walkable environment. The Project is an infill development that includes development of the Project Site with a five-story, 91,857-square-foot residential building, with 149 dwelling units inclusive of 12 dwelling units (8 percent) restricted to Extremely Low Income Households and would place residents near transit. Additionally, the Project would include a total of 110 bicycle parking spaces (100 long-term spaces and 10 short-term spaces), which would support cycling as a form of transportation. Thus, the Project would add housing near transit.</p>
<p>Land Use Policy 6 Plan for changing demand in types of housing.</p>	<p>Consistent. Of the 149 residential dwelling units that would be developed, 8 percent (12 units) would be restricted affordable units for Extremely Low Income Households. Thus, the Project would meet the demand for market-rate and affordable housing.</p>
<p>Land Use Policy 7 Continue to protect stable, existing single-family areas.</p>	<p>Consistent. The Project Site is currently developed with an office building and associated parking. The Project Site is not located on or near and would not displace, any existing single-family residential neighborhoods. The Project would provide additional housing (including 12 units restricted for Extremely Low Income Households) on an infill lot within the City. Thus, the Project would not affect any single-family areas.</p>
<p>Land Use Policy 8 Ensure adequate access to open space and preservation of habitat.</p>	<p>Consistent. The Project Site is located within an urbanized area of the City. Development of the Project would not remove any existing open space areas or habitat, since the Project Site is fully developed. The Project would provide open space in accordance with LAMC requirements. Thus, the Project would not affect any open space or habitat.</p>
<p>Land Use Policy 9 Incorporate local input and feedback on future growth.</p>	<p>Not Applicable/Consistent. This Land Use Policy is directed towards SCAG and does not necessarily apply to the Project.</p>

**Table C-1
Consistency with SCAG's 2016-2040 RTP/SCS**

Goals, Policies, and Benefits	Consistency Assessment
<p>Benefit 1: The RTP/SCS will promote the development of better places to live and work through measures that encourage more compact development in certain areas of the region, varied housing options, bicycle and pedestrian improvements, and efficient transportation infrastructure.</p>	<p>Consistent. The Project Site is located along the 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). 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 HQTAs as defined by SCAG (refer to Exhibits 13 and 14 in Appendix A) and a TPA as defined by SB 743, each of which support transit opportunities and promote a walkable environment. The Project is an infill development that includes development of the Project Site with a five-story, 91,857-square-foot residential building, with 149 dwelling units inclusive of 12 dwelling units (8 percent) restricted to Extremely Low Income Households and would place residents near transit. Additionally, the Project would include a total of 110 bicycle parking spaces (100 long-term spaces and 10 short-term spaces), which would support cycling as a form of transportation. Thus, the Project is consistent with this goal.</p>
<p>Benefit 2: The RTP/SCS will encourage strategic transportation investments that add appropriate capacity and improve critical road conditions in the region, increase transit capacity and expand mobility options. Meanwhile, the Plan outlines strategies for developing land in coming decades that will place destinations closer together, thereby decreasing the time and cost of traveling between them.</p>	<p>Not Applicable. Benefit 2 is directed towards SCAG and does not apply to the Project.</p>
<p>Benefit 3: The RTP/SCS is expected to result in less energy and water consumption across the region, as well as lower transportation costs for households.</p>	<p>Consistent. 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>

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Goals, Policies, and Benefits	Consistency Assessment
	<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 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>Thus, 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.</p> <p>The Project includes the infill development of a site located in a densely-developed area of the City, with 149 multi-family residential dwelling units of which 12 would be set aside as Extremely Low Income units. The Project Site is in close proximity to sources of employment, shopping, and entertainment, and 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 HQTAs as defined by SCAG (refer to Exhibits 13 and 14 in Appendix A) and a TPA as defined by SB 743, each of which support</p>

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Consistency with SCAG's 2016-2040 RTP/SCS**

Goals, Policies, and Benefits	Consistency Assessment
	<p>transit opportunities and promote a walkable environment. The Project is an infill development that includes development of the Project Site with a five-story, 91,857-square-foot residential building, with 149 dwelling units inclusive of 12 dwelling units (8 percent) restricted to Extremely Low Income Households and would place residents near transit. Additionally, the Project would include a total of 110 bicycle parking spaces (100 long-term spaces and 10 short-term spaces), which would support cycling as a form of transportation. The Project would reduce dependence on single-occupancy vehicles that could result in lower transportation costs per Project household.</p>
<p>Benefit 4: Improved placemaking and strategic transportation investments will help improve air quality; improve health as people have more opportunities to bicycle, walk and pursue other active alternatives to driving; and better protect natural lands as new growth is concentrated in existing urban and suburban areas.</p>	<p>Consistent. The Project's location and design features would encourage active transportation within the Project Site and surrounding area and would help to protect the health of residents. The Project would provide landscaping along the public rights-of-way, which promotes and supports pedestrian activity in the area. The Project would also provide 110 bicycle parking spaces, which would support cycling as a means of transportation. In addition, the Project Site is located in close proximity to a variety of public transit options, including the Metro G Line (formerly the Orange Line) and Metro lines 150, 162/163, 169, and 244/245. Finally, the Project would provide outdoor open space in accordance with LAMC requirements. Thus, as an infill development, the Project would promote active transportation.</p>
<p><i>Source: Southern California Association of Governments, 2016-2040 RTP/SCS, April 2016.</i></p>	

As demonstrated on Table B-2, the Project would be substantially consistent with the SCAG's 2020-2045 RTP/SCS.

**Table B-2
Consistency with SCAG's 2020-2045 RTP/SCS: Goals and Guiding Principles**

Goals and Guiding Principles	Consistency Assessment
<p>Goal 1 Encourage regional economic prosperity and global competitiveness.</p>	<p>Not Applicable. This goal is directed towards SCAG and the City and does not apply to the Project. However, the Project would construct housing near sources of employment, shopping, and entertainment in an existing urban area, supporting the regional economic prosperity and global competitiveness of Southern California.</p>
<p>Goal 2 Improve mobility, accessibility, reliability, and travel safety for people and goods</p>	<p>Consistent. The Project Site is located along the 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). 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 (HQTAs) 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. The Project is an infill development that includes development of the Project Site with a five-story, 91,857-square-foot residential building, with 149 dwelling units inclusive of 12 dwelling units (8 percent) restricted to Extremely Low Income Households and would place residents near transit. Additionally, the Project would include a total of 110 bicycle parking spaces (100 long-term spaces and 10 short-term spaces), which would support cycling as a form of transportation.</p> <p>Given the fact that the Project would develop new residential units (including affordable units) within walking distance of existing transit stops and sources of employment, shopping, and entertainment, the Project would provide accessibility for residents to use public transit for work and personal trips. Thus, the Project would encourage the utilization of transit, bicycling, and walking as modes of transportation to and from the Project Site and contribute to the productivity and use of the regional transportation system by</p>

Table B-2
Consistency with SCAG's 2020-2045 RTP/SCS: Goals and Guiding Principles

Goals and Guiding Principles	Consistency Assessment
	providing a residential development near transit. The Project is consistent with this goal.
Goal 3 Enhance the preservation, security, and resilience of the regional transportation system.	Not Applicable. This goal is directed toward SCAG and other jurisdictions that are responsible for developing, maintaining, and improving the regional transportation system.
Goal 4 Increase person and good movement and travel choices within the transportation system.	Consistent. The Project would construct a residential development within a walkable urban mixed-use neighborhood with existing sources of employment, shopping, and entertainment. The Project would include 100 long-term bicycle parking spaces and 10 short-term parking spaces. The Project Site is in close proximity to robust transit, including the Metro G Line (formerly the Orange Line) and Metro lines 150, 162/163, 169, and 244/245. Thus, the Project would increase personal mobility and provide increased travel choices to residents.
Goal 5 Reduce greenhouse gas emissions and improve air quality.	Consistent. The Project includes the infill development of a site located in a densely-developed area of the City, with 149 multi-family residential dwelling units of which 12 would be set aside as Extremely Low Income units. The Project Site is in close proximity to sources of employment, shopping, entertainment, and transit lines, including the Metro G Line (formerly the Orange Line) and Metro lines 150, 162/163, 169, and 244/245 that would allow for users of the Project to travel via transit rather than via vehicle. In addition, the Project's inclusion of 110 bicycle parking spaces would encourage cycling as a mode of transportation. The Project would thereby contribute to an overall reduction in VMT and associated GHG emissions.
Goal 6 Support healthy and equitable communities.	Consistent. The Project would construct a residential development near existing sources of employment, shopping, and entertainment. Project residents would be able to walk and bike to work/home and to shop. In addition, the Project Site's location near robust transit opportunities would further reduce dependence on automobile travel, reducing VMT and associated pollutant emissions. Also, the Project would include approximately 100 long-term bicycle parking stalls and 10 short-term bicycle parking spaces, which would encourage bicycling as a form of transportation. By developing new housing

**Table B-2
Consistency with SCAG's 2020-2045 RTP/SCS: Goals and Guiding Principles**

Goals and Guiding Principles	Consistency Assessment
	(including affordable housing) and facilitating alternatives to driving, the Project would support healthy and equitable communities.
Goal 7 Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent. The Project includes construction of a residential development on an infill site in an urbanized area of the City that is near several sources of transit. Also, the Project includes 110 bicycle parking spaces. This type of transit-oriented residential project helps to reduce dependence on automobile travel and to reduce mobile-source GHG emissions.
Goal 8 Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Not Applicable. This goal is directed toward SCAG and other jurisdictions that are responsible for developing, maintaining, and improving the regional transportation system.
Goal 9 Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Consistent. The Project includes construction of a mixed-use development, including 149 multi-family residential dwelling units of which 12 would be set aside as Extremely Low Income units, on a site that is located in close proximity to transit, including the Metro G Line (formerly the Orange Line) and Metro lines 150, 162/163, 169, and 244/245. Also, the Project includes 110 bicycle parking spaces, which would support residents who choose to travel via bicycle. Further, the Project Site is located in close proximity to sources of employment, shopping, and entertainment to which Project residents could bike, walk, or use transit.
Goal 10 Promote conservation of natural and agricultural lands and restoration of habitats.	Consistent. The Project is an infill development that would not affect any natural or agricultural lands or restoration of habitats.
Guiding Principle 1 Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets.	Not Applicable. This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.
Guiding Principle 2 Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system.	Not Applicable. This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.
Guiding Principle 3 Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities..	Not Applicable. This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing and implementing growth strategies.

Table B-2
Consistency with SCAG's 2020-2045 RTP/SCS: Goals and Guiding Principles

Goals and Guiding Principles	Consistency Assessment
<p>Guiding Principle 4 Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.</p>	<p>Not Applicable. This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.</p>
<p>Guiding Principle 5 Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.</p>	<p>Not Applicable. This principle is directed toward SCAG and other jurisdictions/agencies that have control over transportation investments.</p>
<p>Guiding Principle 6 Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies.</p>	<p>Not Applicable. This principle is directed toward SCAG that has the responsibility of monitoring the progress of the 2020-2045 RTP/SCS.</p>
<p>Guiding Principle 7 Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long term resilience.</p>	<p>Not Applicable. This principle is directed toward SCAG and other jurisdictions/agencies that have control over transportation investments.</p>
<p><i>Source: Southern California Association of Governments, 2020-2045 RTP/SCS, September 2020.</i></p>	