



905 Beacon Avenue Project

Environmental Case Number: ENV-2021-7605-SCPE

Project Location: 905 Beacon Avenue, Los Angeles, CA 90015

Community Plan Area: Westlake Community Plan Area

Council District: 1 – Gilbert Cedillo

Project Description: The Project includes demolition and removal of the existing surface parking lot from the Project Site and development of the site with a seven-story, 119,508-square-foot mixed-use building, which would include 145 multi-family residential dwelling units and up to 2,000 square feet of neighborhood-serving commercial uses. Of the 145 dwelling units, 15 units would be set aside as Extremely Low Income. The mix of dwelling units would include 20 studios, 111 1-bedrooms, and 14 2-bedrooms. The building would reach a maximum height of 93 feet. Vehicle parking would be provided in 1.5 above ground levels and two subterranean levels and would include 184 vehicle parking spaces. The Project would include a total of 111 bicycle parking (99 long-term spaces and 12 short-term spaces). The Project would include 15,051 square feet of open space, including unit balconies, fitness center, a dog run, pool and courtyard, and a sky deck. There are 13 non-protected trees on or near the Project Site, some or all of which could be removed as part of the Project, including 10 street trees. All removed trees would be replaced in accordance with the City’s tree replacement requirements. In accordance with the City’s landscaping requirements, the Project would require 37 trees. To allow for implementation of the Project, the Project Applicant is requesting the following entitlements: 1) Site Plan Review for a development project that creates or results in an increase of 50 or more dwelling units or guest rooms, or combination thereof; 2) Permission to utilize Base Incentives and three Additional Incentives defined by the TOC Guidelines to construct a maximum of 145 dwelling units in an Eligible Housing Development. The site’s location qualifies it for Tier 3 level TOC incentives: a) Base Incentives, Section VI of the TOC Guidelines: i) Section VI.1.a.iv: permitting a 70 percent increase in the allowable density to 145 total units; ii) Sections VI.1.b.iv.: permitting an increase in the allowable FAR, from an allowable base FAR of 1.5 to 1 in the C2 Zone and 3 to 1 in the R4 Zone to an overall FAR of 4.1 to 1; iii) Section VI.2.a.ii: permitting the required vehicle parking for all residential units not to exceed 0.5 spaces per unit; and iv) Section VI.2.b (rounding of parking numbers), c (unbundling of parking), d (no vehicle parking reduction based on bicycle parking), and f (parking reduction consistency); b) Additional Incentives, Section VII of the TOC Guidelines: i) Section VII.1.a.ii.1: permitting a front yard reduction by averaging the front yards of adjoining buildings along the same street frontage; ii) Section VII.1.a.ii.2.c: permitting a 30 percent yard reduction of the western side yard and southern rear yard; and iii) Section VII.1.e: permitting the averaging of FAR, density, and open space for the site, and permitting vehicular access from a less restrictive zone to a more restrictive zone; and 3) Vesting Tentative Tract Map (Tract No. VTT-83227-CN). The Applicant will request approvals and permits from the Building and Safety Department (and other municipal agencies) for Project construction actions including, but not limited to: demolition, excavation, shoring, grading, foundation, and building and tenant improvements.

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1 PROJECT DESCRIPTION

1.1 ENVIRONMENTAL SETTING

The 0.77-acre Project Site is located at 905-919 Beacon Avenue in the Westlake Community Plan area of the City of Los Angeles (City). The Assessor Parcel Numbers (APNs) for the Project Site are 5137-001-002, -003, and 034. The Project Site bound by James M Wood Boulevard/9th Street to the north, multi-family residential uses to the south, Beacon Avenue to the east, and commercial and multi-family residential uses to the west. The greater Project Site area is primarily developed with a mix of multi-family residential, commercial, and surface parking uses. Regional access to the Project Site area is provided via State Route 110 located approximately 0.5 miles to the east; and Interstate 10 located approximately 1.0 mile to the south. Local access to the Project Site is provided via Olympic Boulevard to the south, Burlington Avenue to the west, James M Wood Boulevard/9th Street to the north, and Beacon Avenue to the east.

The Project Site is currently developed with a surface parking lot. There are 2 Mexican fan palm trees on the Project Site; 10 street trees located adjacent to the Project Site, including 8 California fan palm trees and 2 Australian willow trees; and 1 citrus tree located offsite and adjacent to the Project Site.¹ None of these trees is considered a protected tree as defined by the City.

The Project Site is currently zoned C2-1 (Commercial Zone, Height District 1) and R4-1 (Multiple Dwelling Zone, Height District 1) with General Plan land use designations of Highway Oriented Commercial and High Medium Residential. The Project Site is also located in a Redevelopment Project Area, a Los Angeles State Enterprise Zone and a Transit Priority Area in the City of Los Angeles.

1.2 PROJECT CHARACTERISTICS

Overview

The Project includes demolition and removal of the existing surface parking lot from the Project Site and development of the site with a seven-story, 119,508-square-foot mixed-use building, which would include 145 multi-family residential dwelling units and up to 2,000 square feet of neighborhood-serving commercial uses. Of the 145 dwelling units, 15 units would be set aside as Extremely Low Income. The mix of dwelling units would include 20 studios, 111 1-bedrooms, and 14 2-bedrooms. The building would reach a maximum height of 93 feet.

As discussed in more detail in subsection 1.3 (Requested Entitlements), in order to achieve the density and building envelope, the Project Applicant seeks to utilize the City's Transit Oriented

¹ *City of Los Angeles Tree Report, 905 Beacon Avenue, Cy Carlberg, July 31, 2020. Refer to Appendix D.*

Communities (TOC) Affordable Housing Incentive Program, pursuant to Los Angeles Municipal Code (LAMC) Section 12.22.A.31. By restricting at least 10 percent of the proposed residential units (15 units) to the Extremely Low Income level, as per the TOC Guidelines, the Project is eligible for a density increase, a floor area increase, a parking reduction, yard reductions and averaging of density, floor area ratio (FAR), open space, and parking and permitting vehicle access across the Project Site.

Vehicle Parking

Vehicle parking would be provided in 1.5 above ground levels and two subterranean levels. As a Tier 3 Eligible Housing Development in accordance with the City’s TOC Guidelines, the Project would be required to provide 0.5 vehicle parking spaces per residential dwelling unit; vehicle parking for the proposed commercial use is required to be provided in accordance with the LAMC Section 12.21.A.4 for development with a designated Enterprise zone (2 vehicle parking spaces per 1,000 square feet). As shown on Table 1-1, the Project would include a total of 184 vehicle parking spaces.

**Table 1-1
Vehicle Parking Requirements and Vehicle Parking Provided.**

Land Use and Size	Parking Requirement	Number of Parking Spaces
Residential: 145 du	0.5 spaces/du	73
Commercial: 2,000 sf	2.0 spaces/1,000 sf	4
	<i>Total Vehicle Parking Required</i>	<i>77</i>
Project-provided Vehicle Parking		184
<i>du = dwelling unit sf = square feet</i>		
<i>Source: Next Architecture, February 2021.</i>		

Bicycle Parking

The project would provide bicycle parking in accordance with LAMC Section 12.21.A.16. As shown on Table 1-2, the Project would include a total of 111 bicycle parking (99 long-term spaces and 12 short-term spaces).

**Table 1-2
Bicycle Parking Requirements and Bicycle Parking Provided.**

Land Use	Parking Requirement	Number of Parking Spaces
<i>Residential</i>		
1-25 du (25 du)	Long-term: 1.0 space/du Short-term: 1.0 space/10 du	25 3
26-100 du (75 du)	Long-term: 1.0 space/1.5 du Short-term: 1.0 space/15 du	50 5
101-200 du (45 du)	Long-term: 1.0 space/2.0 du Short-term: 1.0 space/20 du	22 2
<i>Commercial</i>		
2,000 sf	Long-term: 1.0 space/2,000 sf* Short-term: 1.0 space/2,000 sf*	2 <u>2</u>
<i>Total LAMC Bicycle Parking</i>		<i>Long-term: 99 Short-term: 12</i>
Project-provided Bicycle Parking		Long-term: 99 Short-term: 12
<i>*2 space minimum du = dwelling unit sf = square feet</i>		
<i>Source: Next Architecture, February 2021..</i>		

Open Space

As shown on Table 1-3, the Project is required to provide 14,850 square feet of open space, pursuant to the requirements of the LAMC. As shown on Table 1-4, the Project would include 15,051 square feet of open space, including unit balconies, fitness center, a dog run, pool and courtyard, and a sky deck.

**Table 1-3
LAMC Open Space Requirements**

Unit Number and Size	Open Space Requirement	Amount of Open Space
131, Studio/1-bedroom du	100 sf/du	13,100 sf
14, 2-bedroom du	125 sf/du	1,750 sf
Total LAMC Open Space		14,850 sf
<i>LAMC = Los Angeles Municipal Code du = dwelling unit sf = square feet</i>		
<i>Source: Next Architecture, February 2021.</i>		

**Table 1-4
Project Open Space**

Amenity	Size
<i>Indoor Amenity</i>	
Fitness Center (Ground Level)	1,226 sf
Podium Patio (Covered Space, Third Level))	600 sf
Pool Club (Third Level)	735 sf
Sky Club (Roof)	950 sf
<i>Outdoor Amenity</i>	
Dog Run (Ground Level)	2,370 sf
Pool Courtyard (Third Level)	3,120 sf
Sky Deck A (Roof)	850 sf
Balconies	5,200 sf
Total	15,051 sf
<i>du = dwelling unit sf = square feet</i>	
<i>Source: Next Architecture, February 2021..</i>	

Tree Removal and Planting

There are 13 non-protected trees on or near the Project Site, some or all of which could be removed as part of the Project, including 10 street trees. All removed trees would be replaced in accordance with the City’s tree replacement requirements. In accordance with the City’s landscaping requirements, the Project would require 37 trees.

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. **Exterior walls with R-21 batt insulation:** This high-density insulation provides a greater R-value than that of typically used insulation products 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 other light that brings in heat without adding another purpose. 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 amount 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.

Heating, Ventilation, and Air Conditioning 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 95 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 water fixtures:** Using more efficient fixtures inherently uses less hot water, which reduces energy used for water heating (while also saving potable water). This is not considered in the energy model, but it certainly an added sustainability measure.

Renewables

1. **Solar hot water:** Roof-mounted solar collectors capture the sun's renewable energy and use it to pre-heat domestic hot water. This reduces the amount of gas consumption at the water heater(s) and, hence, saves energy and emissions.

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 WF (water factor)
7. **Dishwashers:** Energy Star certified, 4 gallons per cycle (gpc)

1.3 REQUESTED ENTITLEMENTS

To allow for implementation of the Project, the Project Applicant is requesting the following entitlements:

1. Pursuant to LAMC Section 16.05, approval of Site Plan Review findings for a development project that creates or results in an increase of 50 or more dwelling units or guest rooms, or combination thereof.

2. Pursuant to LAMC Section 12.22 A.31, permission to utilize Base Incentives and three Additional Incentives defined by the TOC Guidelines to construct a maximum of 145 dwelling units in an Eligible Housing Development. The site's location qualifies it for Tier 3 level TOC incentives.

a. Base Incentives, Section VI of the TOC Guidelines:

- i. Section VI.1.a.iv: permitting a 70 percent increase in the allowable density to 145 total units.
- ii. Sections VI.1.b.iv.: permitting an increase in the allowable FAR, from an allowable base FAR of 1.5 to 1 in the C2 Zone and 3 to 1 in the R4 Zone to an overall FAR of 4.1 to 1.
- iii. Section VI.2.a.ii: permitting the required vehicle parking for all residential units not to exceed 0.5 spaces per unit.
- iv. Section VI.2.b (rounding of parking numbers), c (unbundling of parking), d (no vehicle parking reduction based on bicycle parking), and f (parking reduction consistency).

b. Additional Incentives, Section VII of the TOC Guidelines:

- i. Section VII.1.a.ii.1: permitting a front yard reduction by averaging the front yards of adjoining buildings along the same street frontage.
- ii. Section VII.1.a.ii.2.c: permitting a 30 percent yard reduction of the western side yard and southern rear yard.
- iii. Section VII.1.e: permitting the averaging of FAR, density, and open space for the site, and permitting vehicular access from a less restrictive zone to a more restrictive zone.

3. Pursuant to LAMC Section 17.15, approval of a Vesting Tentative Tract Map (Tract No. VTT-83227-CN).

Pursuant to various sections of the LAMC, the Applicant will request approvals and permits from the Building and Safety Department (and other municipal agencies) for Project construction actions including, but not limited to: demolition including street trees, excavation, shoring, grading, foundation, and building and tenant improvements.

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 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, the California Air Resources Board (CARB) has set greenhouse gas (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>X</p>	

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

<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, Standard. SCAG used each 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 A), the Project Site is located in the “Urban” LDC.</p> <p>The 2016-2040 RTP/SCS describes the Urban LDC as follows:</p> <p><i>These areas are often found within and directly adjacent to moderate and high density urban centers. Nearly all urban growth in these areas would be considered infill or redevelopment. The majority of housing is multifamily and attached single-family (townhome), which tend to consume less water and energy than the larger types found in greater proportion in less urban locations. These areas are supported by high levels of regional and local transit service. They have well-connected street networks, and the mix and intensity of uses result in a highly walkable environment. These areas offer enhanced access and connectivity for people who choose not to drive or do not have access to a vehicle.</i></p> <p>The 2016-2040 RTP/SCS includes various urban footprint place types in the Urban LDC, including mixed use, residential, commercial, office, R&D, industrial, civic, and open space. The Project is consistent with the City Residential urban place type that is defined as follows:</p> <p><i>A dense residential-focused type, City Residential is dominated by mid- and high-rise residential towers, with some ground-floor retail space. Parking is usually structured, below or above ground. Residents are well served by transit, and can walk or bicycle for many of their daily needs.</i></p> <p>The Project Site is located just west Downtown Los Angeles, a high-density urban center that includes sources of employment, shopping, and entertainment. In the Project Site vicinity, the Metro Red and Purple Lines have a stop at the Westlake/MacArthur Park Station, less than 0.5 miles northwest of the Project Site. The Project Site area is served by bus lines operated by Metro (lines 28, 66, and 728) and LADOT Downtown Area Shuttle (DASH). In addition to these bus lines, various light rail and subway transit lines operate in and around the Project Site area, including the Metro Purple Line that runs in the east-west direction between Union Station and</p>		
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**Table 2-1
Sustainable Communities Strategy Criteria**

<p>Koreatown and the Metro Red Line that runs in the northwest-southeast direction between Union Station and North Hollywood. The Project Site is also located within a High Quality Transit Area (HQTAs) as defined by SCAG and a Transit Priority Area (TPA) as defined by SB 743, each of which support transit opportunities and promote a walkable environment. The Project Site bound by James M Wood Boulevard/9th Street to the north, multi-family residential uses to the south, Beacon Avenue to the east, and commercial and multi-family residential uses to the west. The greater Project Site area is primarily developed with a mix of multi-family residential, commercial, and surface parking uses. The Project is an infill development that includes demolition and removal of a surface parking lot and development of the Project Site with a seven-story, 119,508-square-foot mixed-use building, which would include 145 multi-family residential dwelling units and up to 2,000 square feet of commercial uses. Of the 145 dwelling units, 15 units would be set aside as Extremely Low Income. The mix of dwelling units would include 20 studios, 111 1-bedrooms, and 14 2-bedrooms. Additionally, the Project would include a total of 111 bicycle parking spaces (99 long-term spaces and 12 short-term spaces).</p> <p>In addition, as described in further detail below, the Project would be at approximately 15.7 percent more energy efficient than Title 24 standards. The Project building and landscaping are also designed to achieve approximately 63.3 percent less water usage than the Metropolitan Water District's (MWD) baseline usage. Thus, the Project is consistent with the SCAG "Urban" Land Use Designation, 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 B. 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 greenhouse gas (GHG) emissions reductions through increasing transportation choices with a reduced dependence on automobiles; an increase growth within walkable, mixed-use communities, and high quality transit areas (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>	
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**Table 2-1
Sustainable Communities Strategy Criteria**

<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> <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. 	
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**Table 2-1
Sustainable Communities Strategy Criteria**

<p>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.</p> <ul style="list-style-type: none"> • 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 redevelopment of single-story, under-performing retail with well-designed, higher density housing and employment centers. <p>The 2020-2045 RTP/SCS identifies these PGAs on Exhibits 3.4 through 3.10, which are included in Appendix A. As shown on the figures, the Project Site is located in the Downtown Los Angeles Job Center; within the boundaries of a TPA, an HQTAs, and a NMA; and along a Livable Corridor. (The Project Site is not within a Sphere of Influence.)</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 and neighborhood-serving commercial uses on an infill site near transit and sources of shopping and employment, leveraging existing density and infrastructure and reduce the length of vehicle trips for residents.</p> <p>The Project would develop new multi-family housing and neighborhood-serving commercial uses near the existing Job Center in Downtown Los Angeles in order to leverage existing density and infrastructure and reduce the length of vehicle trips for residents.</p>	
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**Table 2-1
Sustainable Communities Strategy Criteria**

<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 and employees 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 28, 66, and 728 and LADOT Downtown Area Shuttle [DASH]) 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 and neighborhood-serving commercial uses within a mixed-use neighborhood, 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 and neighborhood-serving commercial uses 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 mixed-use development near existing retail, transit, and employment. Also, the Project would include approximately 99 long-term bicycle parking stalls and 12 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 mixed-use 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, NMAs, and along Livable Corridors.</p> <p>Furthermore, the Project is consistent with the applicable goals and policies in the 2020-2045 RTP/SCS, as outlined in Appendix B.</p> <p>As such, the Project is consistent with this criterion.</p>	
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**Table 2-1
Sustainable Communities Strategy Criteria**

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	
	Yes	No
<p>(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;</p> <p>The Project would construct a mixed-use building with a total floor area of 119,508 square feet, containing 145 multi-family residential units and up to approximately 2,000 square feet of commercial uses. Thus, the Project would be approximately 98 percent residential uses. As such, the Project is consistent with this criterion.</p>	X	
<p>(2) Provide a minimum net density of at least 20 dwelling units per acre; and</p> <p>The Project would develop an approximately 0.77-acre site with a mixed-use building, containing 145 residential units. Thus, the net density for the Project is approximately 188 dwelling units per acre, which exceeds the required minimum of 20 units per acre. As such, the Project is consistent with this criterion.</p>	X	
<p>(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.</p> <p>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</p>	X	

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<p>with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.</p> <p>In the Project Site vicinity, the Metro Red and Purple Lines have a stop at the Westlake/MacArthur Park Station (an existing rail station and “major transit stop”), less than 0.5 miles northwest of the Project Site. (Service interval information is not necessary for a rail transit station.) The Project Site area is also served by bus lines operated by Metro (lines 28, 66, and 728) and LADOT DASH. 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.</p>		
<p>PRC §21155.1(a). The Transit Priority Project complies with all of the following environmental criteria:</p>	Consistent	
<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 James M. Wood Boulevard and an 8-inch water main in Beacon Avenue (refer to the <i>Utility Infrastructure Technical Report</i> in Appendix C).</p> <p>Based on the <i>Utility Infrastructure Technical Report</i> (Table 3 on page 24), the Project would consume approximately 47,756 gallons of water per day. According to LADWP’s 2020 Urban Water Management Plan (2020 UWMP), the most recent plan available, LADWP has sufficient supply to meet a total water demand of 746,000 acre-feet per year (afy) (for multi-dry year, Year 5) by the year 2045. As such, LADWP can provide the needed water from its existing system pursuant of the provisions in 2020 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 May 5, 2022 (included as Exhibit 2 to the <i>Utility Infrastructure Technical Report</i> in Appendix C), the existing infrastructure would be adequate to serve the Project. As shown by the SAR and through compliance with LAFD and LADWP requirements, the</p>	Yes	No
	X	

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<p>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 Beacon Avenue, and 8-inch line in James M. Wood Boulevard, and an 8-inch line in 11th Street.</p> <p>Based on the <i>Utility Infrastructure Technical Report</i> (Table 4 on page 24), the Project would generate approximately 39,798 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 (mgd), which would account for less than one percent increase in demand at the HWRP.</p> <p>Further, a Sewer Capacity Availability Report (SCAR), 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). LASAN noted in a follow-up letter (dated May 7, 2022) that the sewer infrastructure has adequate capacity to serve the Project. 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 a surface parking lot. 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>	
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Electricity:

Electricity supply to the Project Site is provided by LADWP via overhead powerlines on James M. Wood Boulevard. Currently, LADWP is able to supply over 7,880 megawatts (MW) of generation capacity with the highest recorded peak being 6,502 MW.¹ Peak demand is expected to grow to 5,933 MW in 2022-2023 (approximate Project buildout timeframe).² 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 1,047,500 kilowatt hours per year of electricity (refer to Appendix C). 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.

Natural Gas:

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 6-inch line along James M. Wood Boulevard and a 2-inch line along Beacon Avenue. The Project would consume an estimated 1,945,720 cubic feet of natural gas per year (refer to Appendix C). Natural gas supply available to SoCalGas from California sources averaged 97 million cubic feet per day (cf/day) in 2019.³ 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 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.

Telecommunications:

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

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<p>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. 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 a surface parking lot. 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 D), there are two Mexican fan palm trees on the Project Site; 10 street trees located adjacent to the Project Site, including 8 California fan palm trees and 2 Australian willow trees; and 1 citrus tree located offsite and adjacent to the Project Site. None of these trees is considered a protected tree as defined by the City. It is possible that some or all of these trees would be removed as part of the Project. Although the removal of non-protected tree species would not be considered a significant impact under CEQA, the 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</p>	<p>X</p>	

¹ LADWP, https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?_adf.ctrl-state=12do6zwhm2_4&_afLoop=86275907941327, accessed November 1, 2020.

² 2017 Power Strategic Long-Term Resource Plan, December 2017.

³ 2020 California Gas Report, California Gas and Electric Utilities, October 2020.

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<p>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 65962.5.⁴ 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>	
<p>(4) The site of the Transit Priority Project is subject to a preliminary endangerment assessment prepared by a registered</p>	<p>X</p>	

⁴ CalEPA, Cortese List Data Resources, <https://calepa.ca.gov/sitecleanup/corteselist/>, accessed July 27, 2022. Department of Toxic Substances Control, <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress>, accessed July 27, 2022.

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<p>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 Smith-Emery Geoservices (Smith-Emery) on June 19, 2020 (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>No records of any underground storage tanks (USTs) or hazardous materials inventory records or environmental cases were found at any of the local regulatory agencies (i.e., Fire Department/Public Works/Sanitation) or state agencies (i.e., Department of Toxic Substances Control [DTSC], Regional Water Quality Control Board [RWQCB], and Air Quality Management District [AQMD]) databases. A previous use at the Project Site (i.e., 1X FAB Enterprises) is listed on the regulatory database as having obtained DTSC Hazardous Waste Tracking Number in 1990; the tracking number is generally obtained by generators, transporters, and disposal facilities. 1X FAB Enterprises was permitted in 1990 for demolition of onsite structures (Permit No. 1990LA61268); it is possible that this tracking number may have been obtained to dispose the construction waste from the site. Hence, this one time disposal is not an item of significant concern to the Project Site.</p>	
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<p>Based on the sites listed within the area of concern, it is Smith-Emery's opinion that based on the reported distances from the Project Site, case-closed statuses, environmental investigations for the surrounding properties, and hydrological barriers (i.e., utility lines/pipes likely to divert vapors away from the site) along 9th Street/James M Wood Boulevard and Beacon Avenue, the potential for a vapor encroachment condition at the Project Site is considered low, and no further Tier 2 Vapor Encroachment Screening is warranted.</p> <p>For these reasons, the Project is consistent with these criteria.</p>		
<p>(5) The Transit Priority Project does not have a significant effect on historical resources pursuant to Section 21084.1.</p> <p>The Project Site is currently developed with a surface parking lot. 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.</p> <p>For this reason, the Project is consistent with this criterion.</p>	<p>X</p>	
<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 a surface parking lot. The Project Site and surrounding area are not located within a State-designated Hazard Severity Zone.⁵ 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 a surface parking lot. The site is surrounded by a mix of residential and commercial uses. There are no</p>	<p>X</p>	

⁵ 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 on July 27, 20220.

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<p>industrial or manufacturing uses, which might store potentially explosive or hazards materials, near 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 tenants of the Project, 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>Based on a review of ZIMAS, the Project Site is not located within a delineated earthquake fault zone or seismic hazard zone. Thus, the Project would not result in seismic risk as a result of being within a delineated earthquake fault zone or a seismic hazard zone. As such, the Project meets this criterion.</p> <p>(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 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).</p>	
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<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>		
<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 a surface parking lot 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>	<p>X</p>	
<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>CEQA SCPE Energy and Water Efficiency Compliance for 905 Beacon</i> report prepared by Zinner Consultants, dated July 8, 2020 (refer to Appendix F). Based on the report, the Project would be designed to be approximately 15.7 percent more energy efficient than the standards contained in Title 24 of the California Code of Regulations (2019) and would be designed to achieve approximately 63.3 percent less water usage than MWD’s baseline usage.</p>	<p>X</p>	

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<p>According to the <i>CEQA SCPE Energy and Water Efficiency Compliance for 905 Beacon</i> report, the baseline water use in the region is 317.1 gallons per day per unit. The Project would use approximately 116.5 gallons of water per household per day. Therefore, the Project would use approximately 66.1 percent less water than the average household in the region.</p> <p>The energy efficiency calculations contained in the <i>CEQA SCPE Energy and Water Efficiency Compliance for 905 Beacon</i> report 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 15.7 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 63.3 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 0.77 acres. 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 145 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 a surface parking lot and does not contain any residential development</p>	X	

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<p>Of the 145 dwelling units included as part of the Project, 15 would be set aside as Extremely Low Income units. 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>		
<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 7 stories and 119,508 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> <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 one prior EIR with mitigation measures that could apply to the Project – SCAG 2020-2045 RTP/SCS Final Program EIR). The 2020-2045 SCAG RTP/SCS Final Program EIR Mitigation Monitoring and Reporting Program (SCAG MMRP) does not include project-level mitigation measures that would be required of the Project.⁶ The SCAG MMRP provides a list of mitigation measures that SCAG determined a lead agency can or should consider, as applicable and feasible.⁷</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 (e.g., 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>	X	
<p>(6) The Transit Priority Project is determined not to conflict with nearby operating industrial uses.</p>	X	

⁶ The 2020-2045 RTP/SCS MMRP also includes various regional-level mitigation measures that would be implemented by SCAG (not at the project-level) and thus, are not discussed in Appendix G.

⁷ SCAG, 2020-2045 RTP/SCS PEIR, Exhibit A Mitigation Monitoring and Reporting Program, available at: <https://scag.ca.gov/read-plan-certified-final-peir>.

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<p>The nearest site zoned for any type industrial use is located at the intersection of Olympic Boulevard and Albany Street, approximately 0.3 miles southeast of the Project Site, that is zoned Commercial Manufacturing. Due to distance from the Project as well as the buffering provided by existing development located between the Project and the nearest industrial zoned site, the Project would not conflict with nearby operating industrial uses. As such, the Project meets this criterion.</p>		
<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 A, the Project Site is in an area identified as a TPA and an HQTAs (respectively) by SCAG. In particular, the Project Site is located within one-half mile of the Westlake/MacArthur Park Station, an existing rail transit station. As such, the Project meets this criterion.</p>	<p>X</p>	
<p>PRC 21155.1(c). The Transit Priority Project meets at least one of the following three criteria:</p>	<p>Consistent</p>	
<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> <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>Of the 145 dwelling units included as part of the Project, 15 units (10 percent) would be set aside for Extremely Low Income households. The Project operator would enter into a housing regulatory agreement with the Los Angeles Housing and Community Investment Department (HCIDLA) to</p>	<p>X</p>	

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<p>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>	<p>X</p>	
<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>	<p>X</p>	